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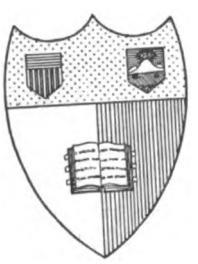

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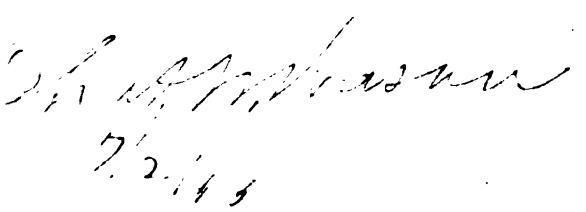

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XII.—No. 338.] LONDON, MONDAY, JAN. 10, 1870. [Price 9d., with Sup. 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.

Latest Advices.

PORTS.		OUTWARD. From London	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN —	Yokohama	Sept. 24	Nov. 15	Nov. 20
	Yedo	—	—	Nov. 20
	Osaka and Hiogo	—	—	Nov. 17
	Hakodadi			
	Nagasaki	—	—	Nov. 18
CHINA —	Peking			
	Tien-tsin	—	—	Nov. 17
	Chefoo	—	—	Nov. 15
	New-chwang	—	—	Nov. 12
	Hankow	Sept. 24	Nov. 17	Nov 18
	Kiu-kiang	Sept. 24	Nov. 16	Nov. 19
	Chin-kiang			
	Shanghai	Sept. 30	Nov. 19	Nov. 23
	Ningpo	—	—	Nov. 21
	Foochow	Sept. 30	Nov. 23	Nov. 24
	Formosa			
	Amoy	—	—	Nov. 27
	Swatow	—	—	Nov. 28
	Hong Kong	Oct. 8	Nov. 22	Nov. 30
	Canton	—	—	Nov. 29
	Macao	—	—	Nov. 29
PHILIPPINES —	Manilla	Sept. 30	Nov. 18	Nov. 28
COCHIN-CHINA —	Saigon	—		
SIAM —	Bangkok			
BORNEO —	Labuan			
	Sarawak			
JAVA —	Batavia	—	—	Nov. 30
	Samarang	—	—	Nov. 28
	Sourabaya	—	—	Nov. 27
MALACCA STRAITS —	Singapore	Oct. 28	Dec 1	Dec. 7
	Penang	—	—	Dec. 9
CEYLON —	Galle	Nov. 19	Dec. 14	Dec. 15
	Colombo	—	—	Dec. 14

THE MAILS, &c.

The *Delta*, with the Southampton portion of the above mails, having broken down, they were transferred, at Gibraltar, to the *Tanjore*, which vessel reached Southampton on the 7th instant.

The next inward mail will be the French, due here on Monday next (Jan. 17), with the following dates:—Yokohama, Nov. 28; Shanghai, Dec. 1; Hong Kong, Dec. 7; Singapore, Dec. 15; Galle, Dec. 23.

Telegrams from China in advance of the succeeding (P. and O.) Mail, leaving Hong Kong Dec. 14, were received, *via* Galle, on the 30th ult. These will be found in the usual place.

By the Pacific mail we have advices from Yokohama to Dec. 2; telegrams in advance of this appeared in our last issue.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Bangalore*, arrived Jan. 8.—From Yokohama: Mr. Pasquale, Mr. Paingatti. From Shanghai: Mr Morewood, Mr. R. M. Bird, Capt. E. Smith. From Hong Kong: Mr. F. Steele. From Singapore: Mr. W. G. Gulland, Mr. Meldrum, and one second-class passenger. From Galle: Mr. and Mrs J. R. Bell, five children, and servant. Mr. D. H. Skrine.

To Southampton, per P. and O. steamer *Massilia*, expected to arrive Jan. 15.—From Hong Hong: Major T. Kinnan and two second-class passengers. From Galle: Mr. E. Ripner.

By last Bombay mail to Marseilles, per P. and O. steamer *Ceylon*, arrived Dec. 31.—From Hong Kong: Mr. Kinz. From Galle: Mr. Kennedy.

Per Pacific Mail Company's steamer *China*, at San Francisco, Dec. 26.—For San Francisco: General Van Valkenburgh (late United States Minister to Japan) and suite, C. W. Cushing, W. F. Thomas, L. Russell, T. J. Hanschie, W. S. Arthur, and forty others, also 520 Chinese and Japanese. For New York: Mrs. M. G. Holmes and two children, H. Glipike B. Weigner Rev. J. B. Morrera. For Europe: Baron Van Bunsen, E. Witherbab John Paul

PASSENGERS OUTWARD.

Per steamer *Ajax* (Holt's line), from Liverpool, Jan. 1.—To Singapore: Mrs. and Miss Kirby, the Misses D'Almeidas, Mr. B. H Woodward. To Shanghai: Mr. and Mrs Campbell, Mrs. Moorhead and two children, Rev. H. and Mrs. Burnside, Rev. R. and Mrs. Palmer.

Per P. and O. steamer *Nyanza* from Southampton, Jan. 8.—To Ceylon: Mr. G. A. Talbot, Mr. and Mrs. Folkard, Mr. Hill

Per P. and O. steamer *Bangalore*, from Marseilles, Jan. 16.—To Ceylon: Mr. and Mrs. J. C. Elliott.

Per P. and O. steamer from Suez, Jan. 23.—To Hong Kong: Mr. C. Schlesicke, Mr. A. Strack. To Singapore: Mr and Mrs. G. A. Remé. To Galle (*en route* for Melbourne): Mr. Jas. Macfarlane, Mr. John.

OUR MAIL TIME-TABLE.

WITH the present number of the LONDON AND CHINA TELEGRAPH we present our subscribers with a Time-table showing the arrivals and departures of the mail steamers at the principal ports, for the year 1870. It will be observed that the fortnightly service of the *Messageries* is to commence in July. The French Company, however, still retain Saturday as the day of departure from Marseilles, so the French mails will continue to be made up in London on Thursday evening. It is a pity they do not conform to the system of the P. and O. Company, and despatch their vessels from Marseilles on Sunday, so as to leave an interval of exactly a week between the departures. Non-subscribers, or subscribers who wish for extra copies of the Time-table, can procure them at our office, price 9d.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present mail brings advices a fortnight later, viz., to Nov. 20. The outward mail with London letters to Sept. 24, arrived at Yokohama on the 15th Nov. with telegrams to Oct. 11. The following items are chiefly from the *Japan Times*:—

The Austrian Embassy has taken its departure, the *Donau* and *Erzherzog Freidrich* having sailed on the 14th inst. for Guatemala. No mission to Japan from a European Power has ever been better received or achieved greater success.

It is not a little curious that, immediately after writing as we did, in our last, on the subject of merchant Consuls, documents should be placed in our hands which prove how absolutely necessary were the remarks that we then made. We have since been challenged for our authority, the extracts we quoted being hardly credited as genuine, so unblushingly and with such evident ignorance of a Consul's duty was the statement made that "official position" would be made use of to push business. We reprint, therefore, in its entirety, the whole of the first circular transmitted to us and as much of the second as is not mere repetition of the first, or copy of the tariff, &c. There is no necessity for us to name the Government which sends out such a Consul; we have nothing to do with individuals; it is a system which we attack.

Our own trade remains in the same unsatisfactory, unsettled state as ever; and we see no possibility of its return to a healthy condition until the currency is established on a sound basis. The final determination of the directors of the Oriental Bank and the arrival of Mint officers are anxiously looked for; but it seems to us impossible that the trade should escape without great loss.

We regret to have to record the death of one of our oldest residents, Mr. John Hughes. His partner, Mr. Willgoss, died two years ago, and thus is extinguished one of the original houses of the Japan trade. We are to lose by this mail, too—fortunately the loss is ours only—Mr. H. B. Lemann. The qualities which have made this gentleman so many friends in China have so endeared him to this community that the unprecedented honour of an almost public dinner at the German Club was paid to him, at which upwards of eighty sat down.

We have no political news to give, which speaks well for the Government; unless under this head may be classed a warning letter received from a Japanese by an American missionary, Mr. J. Goble, and by him transmitted to the English Minister. The writer claims to be cognisant of a plot to assassinate the chief officers of the Government, organised by Tokugawa *ronins*, who have provided themselves with photographic portraits of their intended victims. In their fatal album they have also inserted, it appears, a *carte de visite* of Sir Harry Parkes, whose head they

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threaten to "take off" in another way, and this enlightened patriot, perhaps the photographer, forthwith sends information to the intended sacrifice to pseudo-patriotism by this circuitous route. In a postscript he "adjures" Mr. Goble "not to let any other person than this man (Sir H. P.) see this letter, certainly not any Japanese officer"—whereupon his friend immediately forwards a copy to the *Herald*.

We have not treated the matter seriously, because we know it is not so regarded by those more deeply interested in it; but the attack, in Yedo, on native friends of foreigners, which we lately reported, should be taken into consideration in connection with it.

The new American Minister, Mr. De Long, who arrived here by the last P.M.S.S. Co.'s mail from San Francisco, was greeted in a fashion we have not witnessed before in this country—by a serenade at an hotel, on the night of the 5th inst., after we had gone to press with our last issue.

We have again to report maritime disaster. Captain Batchelder, the builder of the *Yangtsze*, had bought the *Peiho*, late *Takiang*—the vessel which carried the American flag in the Shimonoseki affair—and was bringing her down hither from Hakodadi, when he met with bad weather, and ultimately had to abandon his ship at Cape Inaboye. He sent overland for assistance from Yokohama, but had left and commenced his progress hither by the same route before the *Courier*, which was sent out to help him, could reach Inaboye, where she found nothing but floating wreck. Fears were for some days entertained for the safety of himself and crew, which were fortunately dissipated by their safe arrival in Yedo on the night of the 12th inst., which they reached after walking over 200 miles across the country. We regret to have to record another accident at sea, attended, too, with loss of life. By special courier from Neegata information has been received of the deaths by drowning of Capts. Carnes, of the *C. J. Textor*, and Peterson, of the *Runnymede*. It appears that Capt. Carnes, accompanied by Captain Peterson, left the *C. J. Textor*, together with a boat's crew of five Malays and one Japanese, and that, on approaching the bar, the boat was capsized by a heavy sea, and all, with exception of one Malay, who saved himself by swimming to the shore, were drowned.

The new Government are doing their duty in protecting shipping from the dangers on their coast. Mr. Brunton, their engineer, has announced that until the completion of the permanent light-house, a temporary light will be exhibited on Rock Island. We have pleasure in recording so clear an illustration of the progress making by the Japanese in everything tending to improve and advance commerce. The lighting of the harbour and its approaches cannot fail to prove of the utmost value to the owners and masters of the numerous steamers that now enter and trade with this port.

Intelligence has reached town of an attempt on the life of the late Shiogoon; it failed, and he forgave the men, refusing even to inquire who and what they were. A contemporary adds that they refused clemency, saying that they had sworn to take his life, and would do so on the first opportunity. He still refused to punish them, and they were so dumbfoundered by his magnanimity that they asked to be his servants, to live and, if needs be, to die for him. If not true, it is well invented.

H.M.S. *Cormorant* has returned from the North, having gone completely around the Island of Saghalien, whither she went to ascertain the position of the Russians on the island, and whether they had actually menaced Yezo itself. Owing to the extreme wintry weather and dangerous seas it was impossible to land, except at one Russian post, where the Russians were encamped, and treated the English with great respect and cordiality. They are understood to have stated that they had taken possession of Saghalien long ago.

The following are the translations of circulars above alluded to, and published in the *Japan Times*:—

January, 1869.

SIR,—I have the honour to inform you that the ———— Government has appointed me Consul at Yedo, the capital and principal place of trade in Japan. I intend establishing in that city a house which will do business on commission, receive consignments of goods and orders for produce, do banking, insurance, and shipping business. I am endeavouring besides to secure the representation of certain European firms, and shall gladly accept your agency, should you wish to establish one in this Empire of the Far East, in which foreign commerce, already so important, cannot fail still to go on developing itself year by year.

As I am also desirous to promote the extension of intercourse between the nations of the West and those of the Far East, I purpose establishing in Yedo a musem of industrial products and an international library. The object of the museum will be to make the Japanese acquainted with the products of our industry; it will assist in introducing among this immovable people our ideas and our habits, which will one day drag it from its ancient immobility; and this so much the more easily because the civilisation of the East has made its peoples very sensible of the enjoyments of well-being and comfort.

The museum will be a sort of permanent exhibition; those articles exhibited which may possess a comparatively high value can be sold if the exhibitor wishes it, and for his benefit. Should orders be given on an exhibited sample, I shall immediately transmit them to the exhibitor of the said sample.*

For the success of my project, which cannot fail to have excellent results, the assistance of the manufacturers and commercial men of Europe is necessary. I venture to hope that they will not fail me, and it is in this hope, Sir, that I ask you to be so good as to contribute towards the foundation of this museum by sending me samples and prices current of your manufactures, and (or) by a contribution in money, sufficient at least to cover the cost of transport of these articles to Japan and of their display in Yedo.

I have much pleasure in undertaking to keep exhibitors informed as to any changes that may be necessary in the patterns and dimensions of exhibited articles, and to watch carefully over their interests in Japan. Whatever goods they are willing to consign to me will always be sold with the least possible delay and at the most advantageous prices.

Awaiting your reply, &c.,

(Signed) ————————

This document was dated from a commercial town in Europe, where the writer was established in business; and replies, consignments and contributions to the "Museum" were requested to be addressed thither. In May another circular was issued, still from the European address, from which the following are extracts. We omit nothing of any importance. The writer commences by confirming his former manifesto, and recapitulating his intentions, and then proceeds thus:—

Japan presents to European industry a new market of more than sixty millions of inhabitants, (!) not including neighbouring tributary countries. To make proper use of this opening, we must begin by introducing our products and getting the population to take them; with some articles this has already been successfully done; others have not yet been tried, or insufficiently so. It is to achieve a favourable result that I shall establish the Industrial Museum, and manufacturers and merchants can send me their samples or trial consignments.

And, as I informed you in my circular of last January, I also accept, in Japan, the representation of certain important European and American manufacturing and trading firms, and I will willingly accept yours, if you wish to establish an agency in Japan, where *thanks to my official position*, I shall be, so to speak, constantly in relations with the Princes or Daimios who reside in Yedo (a town of two or three millions of inhabitants), and of whom several have the monopoly of the foreign trade of certain provinces. In addition to this, several young gentlemen who are to accompany me and who have finished their studies at the ———— ————, will be placed in charge of sub-agencies which I shall establish at the principal ports of Japan.

Here follow the writer's terms and conditions of doing business, rates of commissions, &c., &c., and attached to the circular is a note of such charges as shipping, freight, marine insurance, godown rent and fire insurance and an extract from the Tariff of duties.

As, in his second circular, our consular-mercantile-international-librarian, and museum-custodian informs his correspondents that he will be ready to start in June, we must look out for his arrival shortly, and take tickets for his museum. When anything is seen of an International Library and Industrial Exhibition in Yedo we shall be glad if some correspondent there will describe it to us. On the occasion of our last visiting that emporium of foreign commerce in Japan the only "museum" open was a very small one, and the objects on view were various brands of spirits, with beautiful labels, children's toys, and machine-made boots.

* We have more than one of these "permanent Exhibitions" in Yokohama. They are vulgarly called "General Stores."

LATER BY THE PACIFIC MAIL.

The Pacific mail steamer *China* arrived at San Francisco on the 26th ult., with advices from Yokohama to Dec. 2 (twelve days later than those received this day by P. and O. mail). She brought a heavy freight and a large number of passengers, including 520 Chinese and Japanese. General Van Valkenburgh, late United States Minister to Japan, and his suite, also came on the *China* (a list of passengers will be found in the usual place). The *China* brought seventeen packages of silk, and 1242 boxes of tea to go overland to New York, and 507 packages of tea for Chicago. She brought no political or general news of any importance, but the following commercial items may be interesting:—

The markets at Yokohama were quiet and prices weak; but little was doing in exports of silks; the total settlements were 5,700 bales; stock, 2,000 bales; holders of silk were anxious to realise, but prices were unchanged. Teas: The crop this year will be considerably short of that of last year; the demand was good at full rates; a large quantity had arrived, but it was generally of an inferior quality; the stock on hand was 8,600 piculs. The ships Rifleman, for Boston, and Grenadier and Hobart Graham, for New York, were loading with tea. Common to good common was quoted $20 to 25 per picul; medium to good medium, $27 to 31; fine to finest, $34 to 40.

Exchange on London, 4s. 5¾d.; on Paris, 565*f*.

HIOGO.

We find the following extraordinary announcement in the *Hiogo News*:—

"We are sorry to have to record a gross act of sacrilege on the part of some party or parties unknown. The remains of Mr. Alfred Singleton, whose decease was recorded in our last, and who was buried on Tuesday, were, during the course of yesterday, found to have been exhumed." In a subsequent issue the same paper gives some further details. It says, "Unfortunately, the perpetrators of this outrage have not yet been discovered. It is supposed that some Japanese coolies, who were lookers on, must have seen money in the hands of the parties concerned in the burial, and seeing the cup which contained them placed in the coffin (Mr. S was buried with Hebrew rites), supposed the money was also enclosed. The lid was lifted off the coffin, the corpse hauled out, and the grave-cloths opened over the face as by some one searching, and left half in and half out of the coffin. H.B.M.'s Consul has taken the usual measures in demanding the aid of the authorities to discover the

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culprits, but we fear this will be numbered with many other offences which would be discovered in any country but this. Remembering the active measures taken by the Japanese to discover and punish the offenders when the skulls of the Ainos were disturbed a few years ago, it is to be hoped some measures will be taken to trace the wrong-doers in this instance. It is high time some measures were adopted for the protection of our goods when alive, and our bodies when dead."

CHINA.

PEKING.

Conflicting opinions are entertained as to the probable time of the young Emperor's accession to power. It is generally thought that Tung Shi will assume the reins of government next year Mr. McLeavy Brown's unexpected appearance in Peking has led to much conjecture; some attribute the visit in connection with the ratification of the treaty made by Mr. Burlingame at Washington, others in regard to the non-forthcoming funds for the Mission, &c.

The new English treaty has been signed, and will probably be taken home by Sir Rutherford Alcock. Rumour has it that the American treaty has been ratified through the agency of Mr. Brown.

It is currently rumoured that a further cession of territory has been made by China to Russia.

SHANGHAI.

THE NEW TREATY.

The most important item of news received by the present mail is the announcement of the alterations in the Treaty of Tientsin which have been agreed on between the Chinese Government and H.B.M. Minister. The amended treaty, it is stated, will not take effect until agreed to by the other Powers having treaties with China. A deputation from the Chamber of Commerce waited on H.E. Sir Rutherford Alcock on his arrival in Shanghai, and learned the particulars, of which the following (reprinted from the *N. C. Daily News*) is a correct summary.

"We learn, then, that two new ports, Wu-hu, in the province of Anhwey, on the south bank of the Yangtsze, and Wanchow in the province of Chekeang, about 150 miles south of Ningpo, are to be opened to foreign trade—both likely to be important as outlets for tea and inlets for foreign manufactures; the working of coal mines with foreign machinery is to be allowed, at two ports, south of Tientsin [not yet determined on]. The Chinese also promise to improve the roads giving access to them, without which no development would be of much use. They also agree to reduce the tax on native coal, from the present prohibitive rate to one which will permit it to take a fair place in the market, while the duty on foreign coal is to be taken off altogether. Duties are also to be reduced, on all articles as desired by merchants in their memorials, except Tea Dust; Dock stores and all articles of personal consumption are to be admitted free of import duty; and Bonded Warehouses are to be permitted, where desired. The just and important concession is made, that drawbacks shall be repaid in cash within the current quarter; and the term within which drawbacks generally may be recovered, is extended from one to three years. Foreign goods are to be exempt from transit dues without regard to ownership, transit passes being required only in the nine provinces which do not possess treaty ports. But the 2½ per cent. now charged under Art. XXVIII. of the old treaty is to be added to the five per cent. import duty, and payment of 7½ per cent. to be thus made compulsory on all foreign imports, whether intended for transmission to the interior or not. Should any illegal squeezes be subsequently levied, the remedy will be an appeal to the nearest Maritime Customs office, which will refund the amount so exacted on production of satisfactory proof.* The abolition of the transit pass system involves also a modification of the arrangements in regard to produce. This is in future to be taxed at local rates while in transit in native hands; the rates and amounts are to be inserted in a memorandum which will be produced at the port of shipment, in the event of sale to a foreigner, when any payment in excess of 2½ per cent. will be refunded by the Maritime Customs; but any deficiency below this amount will have to be made good The export duty on Silk, on the other hand, is to be raised 1 1/7 per cent.; and the import duty on opium from Tls. 30 to Tls. 50 per chest. Inland navigation by foreign-owned vessels other than steamers, and temporary residence and storage of goods by foreigners, in the interior, will be permitted. The very desirable stipulation is also made, that the manner in which tonnage dues have been appropriated shall be published in the Customs Returns. Another important measure to which the Chinese have given their assent, is to the formation of a commercial code which, while embodying the commercial law of Western nations, would supersede the multiplicity of Courts to which reference is now necessary, according to the nationality of the disputants."

* The intelligence of this new impost, without any substantial guarantee for counterbalancing advantages, has naturally been received with great disfavour by merchants here in the China trade, who express surprise and indignation that our Minister should have allowed himself to be duped by so transparent an artifice. We believe a meeting will be held immediately to decide on some method of protesting against this, and the result will probably be a deputation to Lord Clarendon

A telegram recently published in *The Times*, said to be from Sir R. Alcock, which was received in a very mutilated condition, gives (as far as it can be deciphered) the names of Ke-lung and Che-yong as those of the coal-mines to be opened, and mentions a port in Hai-nan to be opened, in addition to the two above mentioned.

Advices by the Pacific mail give the following version:—"The revised treaty between England and China had been signed by the proper officials of the Government but had yet to be ratified and accepted by the other foreign governments before it would go into operation. The following are the important changes: A modification of the transit dues; the opening of two new ports to trade and commerce; the working of coal mines by foreign appliances as an experiment, in two places yet to be selected; a reduction of the duty on native coal and other articles; the establishment of bonded warehouses; the navigation of the inland waters by vessels not steamers, and a temporary residence in any part of the empire by foreigners. The ports to be opened by the treaty are Wuhu, on the lower Yang-tsze, and Wanchow, on the coast between Ningpo and Fuhchau, both of which ports had been strongly recommended in all the memorials on the subject. The Chinese Government had also agreed to employ an English barrister to frame a code of mercantile laws, in conjunction with the judge appointed by the Queen of England. The Supreme Court will govern all international civil suits."

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Nov. 23, 1869.

My last letter was by the *Ottawa*, sailing at daylight of the 10th inst. The *Aden*, due on the 9th, did not arrive until the evening of the 12th; she brought London telegrams to Oct. 11. The Messageries Imperiales steamer *Thase* arrived on the 19th, with telegraphic advices to 19th ultimo. By Kiachta we have London market telegrams to 2nd inst.

I have to record another outrage on missionaries at Nganking including both Protestants and Roman Catholics. The French priest escaped to Shanghai. The Protestants were Mr. and Mrs Meadows and Mr. Williamson, who were brutally attacked while in their chairs, and escaped with their lives to the Yamun of the Taoutai. They subsequently escaped to Kiukiang in a boat.*

Sir Rutherford Alcock, in bidding adieu to Prince Kung, is said to have been addressed by that functionary in these words: "Now you are going home, I wish you would take away with you your opium and missionaries."

The other items of interest occurring since my last, are, the arrival of H.E. Sir Rutherford Alcock, K.C.B., H. M.'s minister at Peking, in the *Adventurer*, on the 13th inst. H.E. left on the 17th inst. for Hankow in the *Plymouth Rock*, accompanied by the Mandarin, Chen, who presides over the Mixed Court at this port. H.E., after the opening of Wu-hu, intends to institute inquiries into the N'ganking outrage, to assist him in which Chen went with him. The *Adventurer* goes up the Yangtsze some distance, to Hankow, if possible; it is doubtful if Sir Rutherford will call at Shanghai on his way down. An attempt is being made to get up an address to him.

Mr. Wade has left for Peking. Le Comte de Mejeau, H.I.M.'s Consul General at this port, has arrived, and taken up the duties of his office. Ex-Governor Low, of California, is looked for by next Pacific mail steamer, to take up the duties of U. S. minister at Peking. Dr. Wells Williams is still at Shanghai.

The Municipal Council had a meeting since my last; the chief features gleaned from their minutes are the purchase from Mr. A. Thorne of a plot of ground for £5,000, next to the Central Police-station, for the purposes of building offices, &c., upon; the jurisdiction of the Fire Department to extend to the French Settlement, the substitution of iron for wooden bridges in future, the laying of additional main sewers, and a general reassessment of land situated within the municipal limits.

The new Land Regulations have been assented to by the Minister; they will not come into operation until April next. A new Marine Insurance Company is in process of formation with strong supporters; it will be on somewhat different principles to the existing companies.

Baron Richthofen has returned to Shanghai from a geological tour in the Northern and Central Provinces. Mr. J. Barr Robertson, a constant writer to the *Daily News*, has taken up the vindication of Mr Hart and his policy generally, and his supposed connivance at the much complained of faulty wording of Mr. Burlingame's credentials. The vindication is feeble in the extreme, and may cause Mr. Hart to pray to be "saved from his friends."

The Asiatic Society held a meeting on the 19th inst.; papers on "Banking Institutions in China," by M. Sunon, and on the "Fabulous Source of the Yellow River," by the Rev. Mr. Eitel, were read.

The shareholders of the Club have appointed a committee to dispose of the building, and the subscribers to the Recreation Fund have likewise deputed a committee to act for them in regard to their loan on the Club.

The local press teems with correspondence from the medical men of the place, as to whether sick men convalesce sooner in hospital or in their homes. The correspondence has but little other than local interest from the way it has been taken up.

* We have a long and interesting account of this affair, which we will publish in our next.

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The sentences awarded by the new mandarin now presiding at the Mixed Court upon Chinese convicted of offences against foreigners are so extremely mild that they give rise to much dissatisfaction.

A serious fire occurred on the morning of the 18th at Tunkadoo, which resulted in the destruction of about 120 Chinese houses. The Fire Department rendered signal service on the occasion.

Mr. Hart is daily expected from Peking. The harbour-master has erected a signal tower on the Customs' newly-acquired property on the Pootung shore.

The new northern channel of the Yangtsze has been surveyed, and will shortly be opened for all vessels taking Shaweishaw Island on their course to and from Shanghai. It is stated by the Marine Surveyors that this channel offers the best entrance to Shanghai for vessels coming from the North.

No 3 gunboat has been launched from the Kiangnan Arsenal by Mr. Falls (who, by the way, intends shortly returning to America). She has made a trial trip, and proved herself satisfactory in all respects. There is now on the stocks and building at this dockyard a ship of over 1,000 tons capacity, intended as a steam transport for the conveyance of Government stores and troops.

H.M.S. *Adventure* has left for Hankow. H.M.'s gunboat *Dove* has arrived from Chefoo.

Mr. Burlingame's credentials continue to supply food for our local press. The *North China Daily News*, since I last wrote you, has published no less than seven translations, as well as the Chinese version of the Burlingame credentials. I append the last literal and free translations, and upon which, the *Daily News* says, "we take our own stand, as an accurate and carefully weighed rendering."

"MR. BURLINGAME'S CREDENTIALS.

"We subjoin another translation of the Chinese text of Mr. Burlingame's credentials, which we published some days ago—one on which we especially rely as literally and accurately rendered. The freer translation (by the same hand) which follows exhibits the spirit of the original less clearly than the first. The distinction between 'central' and 'outer' nations, for example, disappears under cover of the 'people of China and of other nations.'"

Literal Translation.

We, the Great Emperor of the Great Pure Dynasty, ask after the welfare of the Great Queen of the Great English nation.

We have received the Divine Commission. Central and outside people are but one family. We regard with affection friendly States, and the promotion of lasting amity therewith. We have specially selected the virtuous, able, and sage Anson Burlingame, late resident Minister for the U.S. in Peking, who, being thoroughly versed with Central and outer affairs, may be depended upon to convey on our behalf our most cherished desires in the conduct of matters affecting the intercourse of the two nations. We have likewise deputed Chih-kang and Sun-cheà-ku, officers of the second grade, to accompany him to the Great English nation. These, severally, have received special nomination to the grave responsibility of high Ministers, as an evidence of the sincerity of our goodwill. We feel assured that these three Ministers are all loyal, assiduous, careful, and conscientious men, and that they will certainly be able to arrange matters satisfactorily; and we trust every confidence may be extended towards them; so that friendly feeling may be eternally secured, and peace be equally enjoyed by both sides. This must be, we believe, a source of deep delight.

Free Translation.

The Emperor of China to the Queen of England, greeting.

As the recipient of the Divine Commission, and looking upon the people of China and of other nations as members of but one family, we regard friendly states with affectionate interest, and attach importance to the maintenance of amicable relations with them. We have therefore especially selected for employment Anson Burlingame, lately United States minister to China and a man of virtue, ability, and sagacity, who being thoroughly conversant with the affairs of this and other countries may be safely relied on for representing our most cherished intentions in matters affecting the intercourse of China with great Britain. We have likewise deputed Chih-kang and Shun-chia-ku, officers of the second grade, to accompany Mr. Burlingame to England; and as an evidence of the sincerity of our good will, each of these functionaries has received from us a nomination to the important trust of high minister. Knowing as we do that these three ministers are all loyal, assiduous, careful, and conscientious men, we feel certain that they must succeed in arranging matters satisfactorily, and we trust that equal confidence may be extended to them on the other side. Thus may friendly feeling be eternally secured, and both nations enjoy the blessings of universal peace, a consummation which we doubt not will occasion intense gratification.

(FROM ANOTHER CORRESPONDENT.)

Sir Rutherford Alcock has been accompanied up the river by "Chen," the magistrate of the Mixed Court, specially deputed by the Taoutai to visit Woohu with our Minister, who intends visiting all the Treaty Ports before he leaves China for home. The opening of the coal mines, if worked on the European system, will be of immense importance in increasing the supply and lessening the cost of that now indispensable article. This port is now well supplied with coal, but the price is of course much higher than the native coal could be laid down at. The abolition of duty on foreign coal and reduction on native is a decided boon.

If our Minister is to have any weight with the Chinese Government at Peking he must have a material force at some neighbouring station, so as to impress the Chinese with a sense of our power in those seas. I say, therefore, *concentrate our fleet* instead of frittering away our strength in keeping single vessels at the Ports. The danger of attacks at the Treaty Ports is *nil*, while obstructions of all kinds are the work of the mandarins. The people are eager for trade and commerce, while the steady policy of the mandarins is to exclude us from the country as much as possible.

The theory that we have no moral right to coerce the Chinese to trade is one of the fallacies of the day. Carry out the doctrine and we ought to leave China and return home; but the fact is that the Chinese people are anxious to trade, and do not want coercing; but the rulers are averse to intercourse with foreigners, as they see danger to their interests in the presence of Europeans as the embodiment of new ideas.

CHEFOO.

Sir Rutherford Alcock called at this port *en route* to Shanghai. The prospectus is out for building, under the auspices of a company, another hotel.

NEWCHWANG.

This port will be shortly closed by the ice. The Foreign community have presented Mr. Alexander Mc Pherson with a testimonial upon the occasion of his leaving for England.

HONG KONG.

Our advices from this port are to the 30th November. The outward mail of Oct. 8 was received Nov. 22. The local news is of little importance; the following items are from the *China Mail*:—

We are glad to be able to announce that in the Revision of the Treaty Sir Rutherford Alcock obtained for Hong Kong the right of Transhipment, a boon which will, we doubt not, be acceptable to our mercantile friends. A clause has also been introduced empowering the Chinese to appoint Consuls in British territory. If other countries follow the example, our proposition as regards Consuls for the protection of coolie labourers may stand some chance of being carried into effect.

We learn on good authority that another of the pet schemes of Mr Hart, the Inspector General of Chinese Customs, has been defeated. About a year ago, it appears, a ukase was issued from the Customs' headquarters, requiring that all German, Danish, and other vessels whose capacity is not stated in tons, should be remeasured by the harbour masters and have new tonnage certificates granted to them for the Chinese ports. This rule has now been withdrawn in consequence of the refusal of the Prussian Government to sanction it; and a new system for calculating tonnage has been introduced in accordance with the wishes of Count Bismark, who appears to think that European Governments have some right to be consulted where the interests of their subjects are concerned, and who does not take the Chinese view of every question as a matter of course.

On the 17th November the Duke of Edinburgh laid the foundation-stone of the new Cathedral chancel, with the usual ceremonies. It bears an inscription stating that "This stone was laid by H.R.H. the Duke of Edinburgh, on the 16th of November, 1869," and will form the centre plinth of the eastern end of the new chancel. The coins of the colony, furnished by the Hong Kong Bank, and a copy of the *Overland China Mail*, were deposited underneath. At three o'clock the same afternoon the Duke embarked, and shortly afterwards the *Galatea* sailed for Manila, amid hearty cheers and a salute from all the ships in harbour.

The *Overland China Mail* gives the following

PRECIS OF THE REVISED TREATY.

Art. 1.—Preamble.

Art. 2.—British Consuls may be appointed to reside at any of the Treaty Ports. China may appoint Consuls to Great Britain or her Colonies.

Art. 3.—Cotton and woollen piece goods, &c., will pay import duty and transit dues on entry. They may then be conveyed throughout any of the Treaty Port provinces, free of further charges.

Art. 4.—Inland charges on native produce intended for a foreign market, exceeding 2½ per cent., to be returned to the merchant; when below that figure, the merchant to make good the difference.

Art. 5.—China produce shipped from Hong Kong will be treated as native goods, and when sent there will receive the benefit of exemption certificate.

Art. 6.—The port of Wen-chow to be opened to foreig trade instead of Keung-chow (Hainan).

Art. 7.—Vessels of every description, hulks, &c., to pay tonnage dues once in our months.

Art. 8.—Vessels to declare destination on clearing. False declarations of goods liable to a fine not exceeding Tls. 500.

Art. 9. Joint investigation in cases of seizure. Commercial code to be framed.

Art. 10.—Compulsory for all pilots to have licenses.

Art. 11.—Foreign goods re-exported to a foreign port within three months to get return of duty in cash. If re-exported to a foreign country after three years to forfeit claim to drawback.

Art. 12.—Opium duty raised. British subjects may trade in the interior in vessels propelled by sail. Bonded warehouses will be established where found necessary. Superintendent of Customs at Kiukiang will keep a tug-boat at the Poyang Lake to tow foreign-owned vessels of native style on the waters of the lake. Tea bonds to be done away with if feasible. Coal mines to be worked in the Southern Superintendent's division, and the duty reduced.

Art. 13.—Duty on silk raised. Wu-hoo to be opened to trade. Foreign grain may be re-exported to a foreign port free of duty. Dock stores to be free. Household stores (as per list to be furnished) also free. Foreign

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coal and guano free. Duty on watches, pepper, and tin reduced. Native coal, 5 cash a picul (except at three northern ports).

Art. 14.—Rules to be framed at each port relative to sycee payment.

Art. 15.—Articles of old Treaty unaffected by new ones, to remain in full force.

PHILIPPINES.

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MANILA.

(FROM OUR OWN CORRESPONDENT.)

ARRIVAL OF THE DUKE OF EDINBURGH.

MANILA, Nov. 22.

On the 19th inst. was telegraphed from Corregidor—"5 40 P.M., the steamer signalised is a British frigate, no distinguishing flag, the *Vad Ras* (stationed at Mariveles to pilot the *Galatea* up the Bay) speaking her." Our telegraph being on the old semaphore system, and night coming on, the greater part of the population were left in uncertainty whether the Duke had arrived until morning dawned, and showed the *Galatea* lying at anchor. Ships in the harbour and all the native craft in the river were decorated, those who had it, flying the British flag at the fore. Great excitement existed to find at what hour H.R.H. would land, and from early dawn the sides of the river were crowded with people anxious for a chance of beholding him The morning unfortunately was cloudy and wet, which detracted a good deal from the effect of these decorations.

Twelve o'clock had been named as the hour for landing, at which time the *Galatea's* steam launch was seen coming up the river Pasig with H.R.H., an aide-de-camp of the Governor-general, and some officers of the *Galatea*. On landing at the kiosque erected for the occasion, his Excellency the Governor-general with suite, Civil-governor, and other high officials, received the Duke with great warmth, and "God Save the Queen" was struck up by the several bands, the populace in their way giving continued hearty shouts of welcome. The Royal party entered the state carriage drawn by six fine horses, and drove off under the first triumphal arch, preceded and followed by carriages of those in authority; a mounted guard of Lancers, with their officers at the door of the carriage, accompanying them. The procession, on account of the crowds of people, had to move slowly over the bridge of boats along the Escotta to the residence prepared for the Duke, the line being through a file of soldiers on each side all the way, and through triumphal arches at distances of about every hundred yards.

All the houses on the road were fantastically arranged, and the belles of Manila were conspicuous in the windows, out of one of which came showered by fair hands on the royal carriage a profusion of flowers. On arriving at the residence a numerous assembly greeted him with prolonged and hearty "vivas," and the troops filed past. At one the Duke gave audience to the high officials and Foreign Consuls; at three received an address from the British residents (few of whom knew its contents), and then rested. Heavy rain soon began, and continued until Monday evening (24th), spoiling entirely the illumination of triumphal arches, &c., Sunday being the birthday of the Princess Royal, H.R.H. gave an official banquet, at which the principal head authorities, three British merchants and Consuls were present. Yesterday (Monday) evening the state ball took place, at which the *elite* of the Spanish ladies were present, numerous Spaniards of all classes, and to the surprise of many only twelve foreigners (English, French, American, &c.). H.R.H. danced but twice, preferring a quiet lounge with his officers to the constraint of the ball-room; but nevertheless, the ball went off with great *eclat*. To-morrow (Wednesday) the English residents give in honour of the Sailor Prince a grand ball—"Au cotume du pays"—that is, the ladies to be dressed in the dress used here by creole ladies, gentlemen as they choose: next mail you shall have some account of this ball, with other festivities that may be gone through in honour of the illustrious visitor. I am sorry to have to record any drawback, but as a faithful chronicler, I cannot pass over the conduct of H.B.M. Consul, which has drawn upon him the wrath, not only of the Spaniards, but of all the foreign community. Notwithstanding that he received a communication that H.R.H. would leave Hong Kong for this about the 15th or 16th, he deliberately gave out that such departure would not take place till the 18th, and naturally both the Spanish authorities and the English residents did not expect him till about the 21st, when suddenly, on the evening of the 18th, he (the Consul) writes to the Governor-General that he expects his Royal Highness the next day. Great annoyance and confusion was the result; and the poor captains of villages with their men were roused up at two o'clock in the morning, to continue with all haste the decorations, and other preparations. Only two Consuls were presented to his Royal Highness, the others not being advised by H.B.M.'s Consul in time to be on the spot; and he *forgot* until a quarter past two that his Royal Highness had named three o'clock for receiving the address of the English residents, causing the same to be presented by a gentleman who it was not intended should present it. Upon being asked for the names of Foreign residents that should be invited to the ball, he "black-balled" all but five, depreciating the whole of the commercial community except these favoured ones. More by next mail.

JAVA.

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BATAVIA.

The *Handelsblad* gives the following:—"The preparatory labours towards constructing the Batavia Buitenzorg Railway are being carried on with speed. The *materiel* has been partly ordered from Europe, partly procured here by tender. The rails will be supplied by an English firm. The purchase of land from private persons gives rise to some difficulties. A general meeting of the Chamber of Commerce and Industry was held at the *Handelsvereeniging*, to discuss the modifications which the existing tariff of import and export duties ought to undergo. It appeared to the meeting to be desirable that the import duties on linens, cottons, &c. (piece goods), should not be higher than a uniform one of 10 per cent.; that the import of articles intended for industry in general, and agriculture, should be free; that wheat and flour should be free from import, and produce from export duties; further, that *ad valorem* duties on goods should be replaced by fixed duties. The drawing up of resolutions to this effect has been entrusted to a Commission.

A new iron dock was taken to Onrust. The construction of it was begun in 1863, and in 1866 the last portion of it required was despatched from Holland. It was put together at Sourabaya, and was conveyed to Onrust by two steamers. It is complained that the length of it is greater than that of the largest Dutch man-of-war. It, however, appears not at all unlikely that foreign vessels may require it occasionally. In this age of big ship building it is requisite to look somewhat beyond the mere requirements of the moment. It cost the Government about 1,000,000f.

Lighthouses have been completed on the North Watche Island, and a lighthouse vessel in the Lucipara Passage, entrance of Banca Straits.

STRAITS SETTLEMENTS.

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SINGAPORE.

The P. and O. mail of 22nd Oct. arrived on the 25th Nov., and the French mail of 28th Oct. on the 1st Dec. Telegrams are only up to the 4th Nov., owing to the continued interruptions on the lines. Dates are now down to the 7th.

The chief item is the arrival of the Duke of Edinburgh from Hong Kong, *via* Manila, on the 2nd inst. The ceremony of landing took place on the 3rd, and was a very interesting scene. The *Straits Times* says:—

The decorations made by the public for his reception, if not costly, had at least the recommendation of being elegant, and as H.R.H. neared the shore in his barge on that day he must have been struck with the very handsome appearance of the imposing buildings that line the Quay in the business section of the town. At noon of the day of landing a levee was held at the Town Hall, at which most of the residents were presented to his Royal Highness; and on the same evening an Official Dinner was given at Government House. On Saturday evening Lady Ord gave an "at Home" at Government House, at which the ladies invited were presented to H.R. Highness. On Monday the Maharajah entertained the Duke and half of Singapore at a luncheon at Johore, which was followed by all kinds of native sports. The Duke slept at Johore last night and returns to-day. To-night was to have witnessed the chief entertainment of the visit—consisting of a public ball and supper in the Town-hall; but the unexpected and much to be deplored death yesterday of Colonel Macpherson, Lieutenant-Governor of the Colony, will put an end to all further public festivity here for some time. The Duke was to leave for Penang on the 8th or 9th, *en route* to Calcutta.

The autumn races have been held, the first day's sport occurring on the day of the departure of the last mail. The meeting was a decided success, and a new interest in turf matters seems to have sprung up in the community which bids fair to make the next meeting of the Sporting Club more of an attraction than for some time past. Time was when our races were eagerly looked forward to and long remembered; and, if we may judge from the signs of the times, there is hope that the spirit which has for a time remained dormant among our sporting men will awake to new life.

We much regret to record the death of Colonel Macpherson, the Lieutenant-Governor, on the 6th Dec. The event is the more distressing as he had but recently married a daughter of Mr. Napier.

In matters political there is absolutely nothing to report. The consideration of the Indian penal code has been postponed for the present session, but will be brought forward again early next year. The Secret Societies Bill was passed at the meeting of the Council on the 24th inst., under the title of the "Dangerous Societies Ordinance;" but not having yet seen it in it samended form, we are unable to venture any opinion upon its merits. The Council has also had laid before it a despatch from the Secretary of State for the Colonies, relative to an armed police force, to supply the place of the native infantry—and this project is to be brought before the Council.

The British ship *Caermarthenshire*, 812 tons, Captain Davies, from Foochow 13th Nov., bound to London, arrived at Singapore on the 24th Nov., dismasted.

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Commercial Report.

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(*For dates see First Page.*)

CEYLON, STRAITS, JAVA, CHINA, AND JAPAN IMPORTS.

YOKOHAMA.—The business done had been on a limited scale, and the demand was confined to Yarn, Grey Shirtings, Turkey Red, and Velvets, the latter being in slight demand at reduced rates. Cotton Yarn, 16-24, small inquiry; 28-32, weak; 38-42, owing to the scarcity of the grade, commands extreme rates. Woollens much depressed, with scarcely any business to report; deliveries satisfactory and on a fair scale. Holders were firm, and the prospect of business was encouraging. Stocks estimated at—Grey Shirtings, 49,500 pieces; Cotton Yarn, 8 800 piculs; Taffachelass, 83,000 pieces; Blankets, 42,000 pairs; Sugar, 15,000 piculs; Coal, 5,220 tons. Quotations:—Cotton Yarn, 16 to 24, $52.50 to $53 per picul; 28 to 32, $53.50 to $54 per picul; 38 to 42, $60 to $64 per picul; Grey Shirtings, 7 lbs., $2.60 to $2.65 per piece; 8 lbs., 4-6, $3.02½ to $3.07½ per piece; Black Velvets, $9 to $9.50; T. R. Cambrics, $0.95 to $1 per lb.; Taffachelass, $3.25 to $3.50, single weft, $2.50 to $2.90; Blankets, $0.38 to $0.48 per lb. Metals: Nail Rod Iron, $3 to $3.50 per picul; Lead, $6.25 to $6.75 per picul; Tin Plates, $6.25 to $8 per box. Coal, $9 to $11 per ton.

SHANGHAI.—Until a few days before the mail's departure there had been a very limited inquiry for all classes of Grey goods, but the subsequent receipt of better news from the North had induced more demand, which had been fairly responded to by some foreign holders. Grey Shirtings: Sales from first hands estimated at 100,000 pieces for the fortnight, rates for 8.4 lbs. about one candareen higher, 7 lbs. 2 to 8 candareens lower, the commoner kinds having specially depreciated in value. Heavy goods also lower, with only a limited demand. Re-exports unusually small for the season. Stock estimated at 1,000,000 pieces. Quotations: 7 lbs., Tls. 1 95 to Tls. 2.02 per piece; 8.4 lbs., Tls. 2 16 to Tls. 2.23; and 9 lbs. to 9.12 lbs., Tls. 2.50 to Tls. 2.70 per piece. T-Cloths: A very small trade had been done, and prices were far from satisfactory. Sales from first hands stated at 13,000 to 14,000 pieces. Quotations: 6 lbs., Tls. 1.45 to Tls. 1.65; 7 lbs. Tls. 1.65 to Tls. 1.85: 8 lbs. to 8.4 lbs. 36 inches, Tls. 1 90 to Tls. 2.15 per piece; Tls. 2.40 being the value for XX. White Shirtings: Transactions to the extent of about 5,000 pieces, chiefly in small lots, prices showed little variation. Quotations: 56 reed, Tls. 2.05 to Tls. 2.15; 60 reed, Tls. 2.20 to Tls. 2.27; 64 reed, Tls. 2.35 to Tls. 2.40; 66 reed, Tls. 2.45 to Tls. 2.50 per piece. Drills, Jeans, and Sheetings: All kinds most difficult to place, quotations lower. Auction sales of American damaged goods had tended to keep down the value of sound cargo. Fancy Goods: Transactions moderate; little change in prices. Woollens: A few retail sales of Camlets and Figured Orleans reported at last prices; general inquiry limited; no special alteration in value. Barter transactions in Spanish Stripes against produce had transpired, and these goods had found legitimate buyers at very low rates. Metals—The business had been of a most limited description, only 3,000 bundles of Nail Rod Iron having changed hands at previous currencies. No arrivals; holders very firm. Lead: Common chops in good inquiry at better rates. Coals: Business quiet; prices without variation. Quotations (duty paid):—American Drills, 40 yards, Tls. 3.7.5 to Tls. 3.8 5; American Jeans, 30 yards, Tls. 2.9.0 to Tls. 2.9.5; American Sheetings, 40 yards, Tls. 3.6.0 to Tls. 3.7.5; English Drills, 40 yards, Tls. 3.6.5 to Tls. 3 7.5; Dutch Drills, 40 yards, Tls. 3.5.0 to Tls. 3.6.0; Camlets, English, SS, Tls. 11.5.0 to Tls. 12.5.0 per piece; Spanish Stripes, Tls. 0.5.4 to Tls. 0.8 0; Medium Broad and Habit Cloth, Tls. 0.9.5 to Tls. 1.6.0 per yard; Long Ells, Scarlet, HH, Tls. 6.1 5; Assorted, HH, Tls. 6.2 5 per piece; Iron, Nail Rod, Tls. 2.1.0 to Tls. 2.1.5 per picul; Coals (cargo quotations afloat)—Cardiff, Tls. 8.5; North Wales, Tls. 7.7 5; English, Tls. 7; Anthracite, Tls. 10.0 per ton.

HANKOW.—Grey Shirtings 8¼ lbs., have been taken in fair quantity, but at unremunerative rates. 7 lb. Cloth had been saleable to some extent. The market closed quiet, at Tls. 1.96 for Tls. 1.99 per piece for 7 lbs., and Tls. 2.15 to Tls. 2.20 per piece for 8¼ lbs. White Shirtings not in inquiry, prices weaker. T Cloths: Rather more demand for good makes of both 7 lbs. and 8 lbs. cloth, but without change in prices. Drills dull, few transactions reported. Fancy Cottons: Dyed Spots and Brocades, Dyed Damasks, Chintz and Handkerchiefs saleable in retail lots. Black Velvets of favourite chops asked for. White Goods met with no inquiry. Woollens and Worsteds—Camlets in poor demand, sales to a small extent only. Lastings not much inquired for. Long Ells: Scarlet in moderate demand, prices firm. Assortments declined 5 candareens per piece. In Spanish Stripes and Medium Cloth little business had been done. Figured Orleans—Inquiry directed chiefly to common chops, several parcels of which had been taken at low rates. China Crapes not saleable.

FOOCHOW.—The sales during the interval had been 500 pieces 6 lb. T-Cloths, at $2; Lead, 250 pigs, at $7 for cash; 300 pigs, at $7.50, against Tea.

HONG KONG.—We extract the following from Messrs. Olyphant and Co.'s Report, dated 29th November:—Cotton Yarn: The settlements reported of Nos. 16 to 24 and Nos. 28 to 32 have been made entirely at public sale, as no demand has existed at private. Offers are obtained with difficulty, and when made are so much below holders' ideas that no business results. Rates have not been sustained, and both these counts are quoted $2.50 per bale lower. Nos. 38 to 42 have continued in active request, and the small lots that have come to hand have been firmly held for advanced rates; the quotation shows a rise of $2.50 per bale, though a sale has been made at a somewhat dearer figure, and the present stock is held for still higher rates. Piece Goods: The position of the market is again most unsatisfactory. All the staple manufactures have declined, and at the close rates are weak, with no apparent prospect of an early recovery Large arrivals from Bombay of 7lb. Grey Shirtings have forced down prices, and this weight has given way in value 2c. to 5c., whilst 8 4 lb. is difficult to place, and anxiously offered at a like decline. 9 lb. to 10 lb. goods are heavy of sale at a reduction of fully 5c. per piece. Common White Shirtings have gone no lower, but fine makes have suffered a further fall. T-Cloths have been considerably dealt in, but nearly one half of the parcels placed have been disposed of at public auction. Common 6 lb. goods have fallen, though the demand continues steady. 6 lb. Mexicans are difficult to move at a reduction of 2½c. per piece. 7lb. goods have likewise given way, though a fair enquiry keeps up for Mexicans. 8.4 lb. to 10 lb. are all 5c. per piece lower. Turkey Reds are in full supply and have experienced a like drop The demand for Drills is very trifling, and all kinds are quoted down 5c. The enquiry for the North has altogether ceased, and dealers are fairly well supplied to meet their limited wants. Woollens: The business of the fortnight has been upon an increased scale, but a major portion of the settlements of Long Ells, Spanish Stripes and Blankets have been made at public auction at reduced rates. Long Ells are 5 to 10 cents lower, while Scarlet Spanish Stripes have declined 1 cent per yard. Blankets are in over supply, and public sale continues to be the only method by which holders are enabled to work off their stocks. Superior Lastings easily command former values. Orange Camlets meet with some demand at unchanged rates, whilst the inquiry for Scarlet has improved. Metals: Large parcels of Nail Rod and Bar Iron have been placed upon former terms; Hoop has been fairly taken "to arrive" at a slight advance. The supply of lead is very full, whilst the market continues excessively dull. An active demand for Tin has again sprung up for shipment to the Northern markets, and prices have risen $1.50 to $2 per picul. Last rates are maintained for Quicksilver, though the supplies offering are large. Coal: Arrivals have been 1,420 tons Cardiff and 700 tons Sydney; sales have been 800 tons Sydney at $6.25 per ton, of which, however, 600 tons were ex Godown. Ginsen: No settlements reported, and the market is in the same quiet state as last advised. The following were the current quotations:—Cotton Yarn, Nos. 16 to 24, $140 to 147.50; 28 to 32, $147 to 153; 38 to 42, $170 to 185 per bale; Grey Shirtings, 7 lbs., $2.45 to 2.50; 8 4 lbs., $2.75 to 2 80; 9.12 to 10 lbs., $3.70 to 3.80; White Shirtings, $2.40 to 3.10; fine, $3.70 to 6; T-Cloths, 6 lbs., $1.90 to 2.10; 7 lbs., $2 15 to 2.55; 8 to 8.4 oz., $2.65 to 2.90; Spotted Shirtings, $2.70 to 2.90; Turkey Red Shirtings, $2.65 to 2.75; American Drills, 40 yards, 15 lbs., $5.15 to 5.25; Dutch Drills, 40 yards, 14 lbs., $4.75 to 4.80 per piece; Spanish Stripes, $0.70 to 0.92; Medium Ladies and Habit Cloths, $1.40 to 3 per yard; Long Ells, $7.65 to 7.80; Camlets, SS, $15.40 to 17 per piece: Blankets, $0.40 to 0.55 per lb.; Iron, Nail $2.45 Rod, 2.45 to 2.50 per picul; Lead, $6.40 to 6.70; Tin Plates, $6.25 to 6.50 per box; Quicksilver, $62 to 62.50 per picul; Coals, English, $7; Welsh, $8 per ton.

BATAVIA.—Madapollams: Dutch White and Unbleached, 5s. 4d.; white inquired for; other qualities not in request; English White and Unbleached, no demand. Shirtings: Dutch White, trifling transactions, 6.4 saleable; Unbleached, stocks not large, saleable in small lots; English White, some qualities inquired for; Unbleached, no demand. Cambrics: Value of fine qualities declining, only No. 24 saleable. Drills: Dutch, moderate stocks, but values rather low; English, still saleable; Blue, without transactions. Jaconets: Plain, unsaleable; Printed, fine assortments find buyers. T. R. Cloth: Prices low, slow of sale. Dyed Cloth, nothing doing. Prints: Value for fast colours difficult to obtain; Fugitives, saleable. Mule Twist: Holders firm; dealers supplied by auction sales of damaged; Turkey Red, in inquiry at former rates; Green and Orange, dull.

SINGAPORE.—A moderate business in Manchester goods had been done in the earlier part of the fortnight; but during the last week busines had been completely interrupted, owing to the arrival of the Duke of Edinburgh, the Chinese and other classes having determined to keep holiday during his stay. Grey Shirtings maintained previous quotations, sales at $2.90 to $2.92½ per piece. T-Cloths not enquired for, no change in price. There had been one sale of Long Cloths, the first reported for some time back. Madapollams sold in small parcels at previous quotations. White Shirtings: demand confined to the commoner descriptions, of which the market was bare, and fair prices had been obtained for the goods disposed of; only favourite chops of fine goods enquired for. Cambrics of low quality in demand and scarce, market nearly cleared; fine goods dull, prices weak. Dyed Cottons overstocked, and in no demand. Turkey Red Cambrics, notwithstanding considerable consumption for the decoration of the town, showed no improvement. Prints unsaleable; demand for Sarongs abated, but sales of Battick Handkerchiefs to some extent. Grey Yarn in small supply; the limited sales reported showed no alteration. Turkey Red Yarn in less demand; sales trifling. Coloured Yarn less inquired for, prices declined. Metals dull. Iron in no demand—stocks in excess of requirements; only trifling sales effected, prices unaltered. Copper Sheathing and Yellow Metal in full supply; purchases made for immediate requirements only. Small sales reported of Spelter, Brasswire, and Tinplates. Gunpowder without improvement. Coals showed no animation; the only only sale reported was a small lot of Brimbo (North Wales) at $5½ per ton ex ship. Closing rates: Gambier, $2.97½ to $3; Coffee, $12; Pearl Sago, $3.10; Sago Flour, $2.42½; Tin, $29⅞; Grey Shirtings, 8¼ lbs., $2.90 to $2.92½; 7 lbs., $2.50 to $2.52½; T-Cloths, 6 lbs., $1.85 to $1.87½; Cambrics, Nos. 15 to 16, $32 to $33; Grey Yarn, No. 40s, $151; Nos. 16 to 24, $135.

PENANG.—Business had been very slack during the fortnight, and no sales of any importance had taken place. Grey Shirtings: Quiet; in 6 lbs. no transactions have been reported; 7 lbs., some sales registered at $51¼ to $51½, usual credit, and $49 cash; 8¼ lbs. scarcely moved at $59 per corge; in 45 inch no operation to report. Grey Long Cloths: Very inactive; only one sale of 10 lbs. goods at $70 per corge; in other weights nothing done. Grey Madapollams: Saleable, but market bare. Grey T-Cloths: Stock far from excessive, and only in few hands; demand very light; sales reported of 7 lbs. at $48½ to $48 per corge. White Shirtings: Not improved; fine quality alone had buyers at $88½ to $115 per corge. White Cambrics: Very weak; sales of Medium reported at $27, and of Nos. 15-15 at $32.75 per corge. Grey Sheetings dull, only a few corges disposed of at $90. Dyed goods very dull, with no improvement in price; sales recorded of Prints, Pink Ground, at $56; White Ground at $48 per corge; Turkey Red Cambrics, 2¼ lbs., at $49; Siam Chowls at $11½ to $13; Ginghams at $46½; and Kling Dresses at $12 per corge. Grey Mule Twist in very weak stock; a small parcel from Singapore secured; No. 30, $145 to $148; No. 40, $155 per bale of 400 lbs. Turkey Red Twist moderate sales of No. 44 at $145; Nos. 16-20 (5 lbs.), at $125 cash per bale of 200 lbs. A few bales

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of Imperial Red disposed of at $80; Green, at $83 per bale of 200 lbs. In other Yarns no transactions. Gold thread no enquiry; the only sale reported at $48 per catty of $36 weight. Iron without movement; full stocks. No sales of Pig Lead; but Sheet Lead sold at $7½ per picul.

COLOMBO.—Messrs. George Wall and Co.'s report, dated 14th Dec., is as follows:—There has been little change during the fortnight in the value of any class of goods, but there has been decidedly more doing. Importers fearing to lose the Christmas demand have, to a considerable extent, met dealers on the terms on which they were willing to operate. Grey Shirtings have changed hands freely at our quotations, 9 lbs. being the leading quality. Grey Long Cloths have not been inquired for. Grey Drills have been in moderate demand. Grey Jacconets have found buyers to a fair extent at our figures, several small parcels of 45-inch goods having also been placed at fair prices. Mule Twist is not asked for. Regatta Prints have been in favour, especially small striped patterns. White gro. Prints have been neglected. Pink Prints of small pattern in a fine cloth are in good demand. Quotations:—Grey Shirtings, 39 inches, 7lbs., 11s. to 11s. 1½d.; 8¼ lbs. 13s. 6d.; 45 inches, 8 lbs., 13s. 6d. to 13s. 9d.; 9 lbs., 15s. 3d. to 15s. 6d.; 10 lbs., 17s. 6d.; 11 lbs., 20s. to 20s. 6d.; 50 inches, 10 lbs., 17s. to 17s. 3d.; 11 lbs., 18s. to 18s. 6d. Grey Drills: 29 by 30 yards, 14s. 6d. to 15s. Grey Jacconets: 50 by 20 yards, 7s. 6d. to 7s. 9d.

CEYLON, STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—A moderate business had been done during the fortnight, and settlements for the San Francisco and New York markets amounted to about 2,500 piculs, chiefly of medium grades; these settlements had been made at prices now quoted, but reports were current that this season's crop will be a short one, and although supplies had come in freely, dealers were asking from $2 to $3 advance, and the market closed very firm. Stocks were increased and were of fair quality. The Phaeton, with 377,083 lbs., the Janet Ferguson, with 665,824 lbs. for New York, the Crown, with 74,573 lbs. for London, and the Miako, with 15,079 lbs. for San Francisco, had sailed. The Rifleman, for Boston, and the Grenadier and Herbert Graham, for New York, were loading. The Southern Belle was also on the berth for New York. Quotations:—Common, $20 to $21; good common, $22 to $28; medium, $25 to $27; good medium, $28 to $31; fine, $33 to $36; finest, and choice, nominal.

SHANGHAI.—Black: A steady business had been transacted. Prices of commonest descriptions showed no alteration, but rather better value had been obtained in Teas, ranging from Tls. 18 to Tls. 19, and perhaps in those at Tls. 20, and rather over. Supplies had been on a full scale for the time of year. The stock on offer was somewhat reduced, and the great bulk of it consisted of very common Tea. Settlements for the fortnight, 20,400 chests; reshipments on owners' account, 1,500 chests; stock, 78 chops, or 21,000 chests. Quotations, duty paid, Hohow, common to fair, 1s. 0½d. to 1s. 1½d.; Oonam, common, 1s. 0½d. to 1s. 1½d.; Ningchow, common, 1s. 1d. to 1s. 1¾d.; Oopack, common, 1s. 0¾d. to 1s. 2d. Green: An important business had again been transacted, the greater portion of the Tea purchased being for shipment to New York. Common and medium descriptions, having been in large supply, had sustained a decline of fully one tael per picul, without attracting much attention. A few settlements of good to fine Teas had been made, showing a small decline on previous prices. The following were the quotations:—Moyune and Teenkai, Tls. 33½ to Tls. 43½; Fychow, Tls. 29½ to Tls. 34½; Pingsuey, Tls. 32 to Tls. 36; Shanghai-packed, Tls. 25 to Tls. 26. Settlements for the fortnight, 29,400 half-chests; stock—170 chops, or 88,000 half-chests.

HANKOW.—There was no change to advise. Settlements amounted to 1,700 chests only. Shipments to Shanghai on native account had been to the extent of 6,200 chests. Oopacks, common were quoted Tls. 15.2.5; Oonams, common, Tls. 13 to 15.

KIUKIANG.—Black Teas: A chop of Hohow, at Tls. 13.2.5, was the only settlement. Arrivals had continued steady, but had all been forwarded to Shanghai, together with about 1,100 chests packed at this port. Quotations were—Ningchows, nominal. Hohows, common, Tls. 13.2.5. Green Teas: Arrivals had come to hand very freely, and though Teamen had generally held for extreme rates, the few settlements effected had been at somewhat easier prices.

FOOCHOW.—The following is from Messrs. Odell and Co.'s Report:—Congous in the early part of the interval were about half a tael per picul cheaper, but latterly the demand has become more general, and with large settlements the decline has been recovered, the market closing very firm at our previous quotations; arrivals from the country have not been large, and as regards quality show a considerable falling off. Souchongs are not in demand. Oolongs: Owing to the same cause as noticed in our last, viz., the extreme firmness of holders, business has been much restricted. Scented Teas have continued in moderate inquiry at previous currencies. Settlements during the fortnight have been:—Congou, 28,480 chests, at Tls. 9.3 to Tls 21.8 per picul, ship off; Souchong, 1,296 chests, at Tls. 18.8 to Tls. 24.8; Oolong, 1,227 ½ chests, at Tls. 21 5.5 to Tls. 21.8; Scented Teas, 6,227 boxes, at Tls. 9.3 to Tls. 22.8; Flowery Pekoe, 120 chests, at Tls. 27.8 to Tls. 33.5.5.

AMOY.—Congou: During the interval 5,213 packages of low quality had been taken at $11 to $13. Oolongs: Settlements reported of 8,698 packages, at $16 to $19¼ for inferior and common cargo; $21 to $22 for fair; $28 to $26 for good to superior, and $27 to $31 for fine grades. The market closed weak, and prices showed a downward tendency. Supplies were 47,343 packages less than at the same date last season.

CANTON.—Settlements of Scented Teas had been at irregular, at the same time generally lower prices; medium grades of Orange Pekoe, in many cases, showing a decline of two taels, and holders were rather anxious to realise at this reduction. Canton made Green Teas also cheaper. Country Congous: No sale and no stock. Canton settlements from Nov. 12 to Nov. 25:—Canton district congou, 550 boxes, at Tls. 18; scented orange pekoe, 6,000 boxes, at Tls. 14 to Tls. 29; scented caper, 4,000 boxes at Tls. 14 to Tls. 18; Canton greens, gunpowder, 6,700 boxes, at Tls. 18 to Tls. 22; imperial, 1,500 boxes, at Tls. 14 to Tls. 20; young hyson, 200 half-chests, at Tls. 18.

SILK.

YOKOHAMA.—Purchases of Silk, although not extensive, had been sufficient to keep prices very firm; and, indeed, considering the ample supplies and increasing stock, silkmen were surprisingly stiff. As before, excepting a small proportion, the stock was mainly composed of Medium and Common Hanks. Silkworms' Eggs: Bivoltini were arriving on a small scale, and still found purchasers at prices, quality considered, fully up to previous rates. The current quotations for Silk (laid down in London at exchange 4s. 6½d.) were as follows:—Mybash and Sinchu: Best, 31s. 6d. to 33s. 5d.; Medium, 28s. 2d. to 30s. 6d.; Inferior, 24s. 9d. to 27s. 6d. Oshu: Extra, 34s. 4d.; Best, 31s. 3d. to 33s. 3d.; Medium, 28s. 8d. to 30s. 11d.; Inferior, 22s. 10d. to 26s. 8d. Coshu: Best, 27s. 1d. to 28s. 8d.; Medium, 24s. 9d. to 26s. 8d.

SHANGHAI.—The following is from Messrs. Skeggs and Co.'s Circular dated 23rd November:—Telegrams *via* Kiachta to the 2nd instant are to hand reporting "Silk very quiet. Red Peacocks 22s. 9d. No. 3 Tsatlee 27s. 6d." As buyers generally anticipated lowering advices, a very small business transpired until the dealers showed some anxiety to sell at declining rates, principally induced by the lower price of dollars. Settlements now reach about 1,000 bales at prices ranging from Tls. 10 to Tls. 20 under those of last mail. In Tsatlees, chops are Tls. 10 lower, chopings having been realised at Tls. 560. "Worm and leaf" Tls. 550. Blue Flag Tls. 500, and Red Peacocks Tls. 460. Good medium and ordinary kinds show the greatest decline, and can be had at Tls. 20 lower (having no well-known paper inside), whilst the commoner sorts are taken irregularly at barely Tls. 10 in favour of buyers. Hainins have at last given way, No. 2 "Fatmow" having been placed at Tls. 465, equal to a fall of Tls. 10 to Tls. 15. Taysaams being scarce maintain their position, although Kahings are perhaps a shade easier; Chincum sorts on the other hand are still firmly held, and a few good Skeins have fetched Tls. 390, equal 20s. 4d. laid down.

JAVA, STRAITS, AND CEYLON PRODUCE.

BATAVIA.—Arrack: f.120 to f.112 per leaguer; sales, and in good demand. Cloves: f.27.49 per picul, average price of 400 piculs sold by Government. Coffee, Java: f.31 to f.32.50 per picul; sales, according to quality. Cubebs: f.16 to f.17 per picul. Gutta Percha: f.60 to f.120 per picul, according to quality; small supplies. Gum Dammar: f.45 to f.48 per picul, sales; supplies. Hides, Cow: f.35 to f.40; Buffalo, f.23 to f.28 per pound, according to quality. India Rubber: f.90 to f.100 per picul; sales and scarce. Indigo: Sales at Samarang f.5.30 to f.5.40 per lb. for first quality. Mace: f.120 per picul; wanted. Nutmegs: f.115 per picul; sales. Pepper, Black: f.17 to f.18, small supplies. White: f.30 per picul; no stocks. Rice, first quality, f.165 to f.175 per Coyang; second, f.125 to f.130 per Coyang; cargo, f.100 to f.115 per Coyang. Rattans, Borneo: f.10.50 to f.13 per picul; and Padang, f.8 to f.9 per picul; sales. Sugar: No. 14 and lower, f.16.50 to f.16.75 per picul, sales; No. 15 to 20, f.15.50 to f.15.75 per picul. Tin, Billiton: An auction of 5,000 piculs advertised for the 6th December.

SINGAPORE.—The Produce Market had been exceedingly quiet. Gambier: Dealers disinclined to sell, though at higher rates, $2.97½ having been offered and refused; the only purchase reported was of 50 tons at $2.95. Bontyne Coffee taken to some extent at $12 to $12¼ per picul; Campar at $6¾ per picul. No contracts made for Pepper, but the season would open shortly, and $7 per picul had been offered for Black. Sago Flour was unchanged, at $2.42½ for Singapore and Sarawak. Pearl Sago was a shade lower; purchases at $3.07 per picul. Hides neglected. Gutta Percha in small supply; $76 per picul paid for No. 1. Tin had fluctuated between $28¼ and $29⅛ per picul, the latter being the closing price; the business limited.

PENANG.—Tin had been purchased almost exclusively for the China market. The little offering could be got at $27 per picul. This was, however, quite a nominal quotation, as there were no buyers on the market even at this decline. In Pepper no important transactions, the season being over. Some West Coast, held in store by a Chinese trader, sold at $7.55 per picul, and a small arrival, to Chinese hands, was bought at $7.75 per picul. A small lot of White offering, rather inferior quality, but no report of its purchase. Sugar: Penang, Nos. 1-3, in good inquiry, at former prices. That of Chinese manufacture, Nos. 1-3, brown, contracted for (future delivery), at $3.30 to $3.10 per picul. The Tapioca crop had been pretty well taken up until the end of February, the last contracts having been made at $4.15 per picul. A lot of Mace, No. 1 picked, secured at $76 per picul; beyond this no transactions. Hides: Purchases made of Cow at $13¼ to $14, Buffalo at $9¾ to $10 per picul. Horns scarce—$9⅛ to $9¾ paid for what was offered.

COLOMBO.—The weather had been, on the whole, favourable, and three vessels had cleared for London with general cargoes, including 28,154 cwts. of Plantation Coffee, and 2,321 cwts. of Native, bringing up the total exports since October 1 to 95,586 cwts., as compared with 162,626 cwts. at the same period last year. There was still a good deal of Parchment Coffee on offer; but the business done had not been large, and prices had a downward tendency, as holders found it difficult to obtain buyers at previous quotations. Low quality was quoted 9s. 6d. to 10s. 6d., and fine mountain grown 11s. 6d. to 12s. 6d., the latter prices having been paid in one instance for a parcel of exceptionally good parchment. The dealers in Native did not seem inclined to lower their pretensions, and merchants generally showed but little disposition to operate at present prices. There had been one or two contracts made for orders at 38s. 6d. to 40s. for "picked and dried," and business had been done in Kandy at about equivalent rates for unpicked. Cocoanut Oil: There was a steady demand, and as supplies were moderate the value remained unchanged. Cotton: There had been several small parcels on offer in Tuticorin, which had found purchasers at Rs. 152 to Rs. 153. The quantity obtainable was very limited, and the quality of that coming forward is said to be inferior.

NEW YORK MARKETS.

TEA.

The following is from Messrs. Boddé's Circular, dated the 17th Dec.:—Since the 3rd inst. a fair business has been done in Green Tea, the demand falling chiefly on the new crop goods just to hand *via* Pacific Mail Steamship Company's route. These have realised extreme prices,

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as compared with old; the absence of fine grades in the remaining stock of the latter making the new especially desirable at the moment to the trade. In other descriptions transactions are scarcely worth reporting. Sales from first hands during the past fortnight include 8 700 half-chests Green, 650 half-chests Japan, and 800 half-chests Oolong. We revise quotations for this mail mainly to show prices realised for the New Greens, and to indicate the tendency of the market for common grades of old. For Oolongs and Japans the market for old remains unchanged, and the arrivals of new are too small as yet to establish quotable values.

The following are the current quotations:—Greens (Moyune, Twankai, and Fychow), old crop, Gunpowder, 70c. to 100c. . Imperial. 57c. to 80c.; Young Hyson 50c. to 85c.; Hyson, 55c. to 80c.; Hyson Skin, 45c to 50c. New crop: Gunpowder, 100c. to 125c.; Imperial, 70c. to 110c.; Young Hyson, 54c. to 116c.; Hyson, 62c. to 100c; Hyson Skin, 50c. to 55c.; Oolongs, old crop; Foochow, common to good cargo, 46c. to 53c.; superior to fine, 56c. to 70c.; finest, 75c. to 100c; Amoy, common to good cargo, 45c. to 52c.; superior to fine, 54c. to 63c.; finest, 60c. to 75c.; Souchong and Congou, old crop common to good cargo, 46c. to 53c.; superior to fine. 55c. to 62c.; finest, 65c. to 85c.; Japans, old crop, common. 50c. to 52c.; medium to good, 55c. to 58c.; fine and finest, 60c. to 65c.; choice, 70c. to 75c.

The total receipts of Tea from China and Japan in the United States from Jan. 1 to Dec. 15, 1869, were as follows:—Greens, 19,585,792 lbs.; Japans, 9,993,098 lbs.; Souchongs, 1,846,002 lbs.; Oolongs, 10,019,681 lbs.; other sorts, 263,748 lbs.; total, 41,708,321 lbs. The stock on Jan. 1 was 9,577,014 lbs., which, added to the above total, gives a result of 51 285,335 lbs. Subtracting from this total the exports from Jan. 1 to Dec. 15, 4,998,200 lbs., and the withdrawals for home consumption during that period, 37,242,361 lbs., there remains a total of 9,044,774 lbs., representing the stock on the last named date. The receipts from Dec. 1 to Dec. 15 amounted to 443,500 lbs.; the withdrawals for home consumption to 1,817,688 lbs., and the exports to 26,353 lbs.

COFFEE.—The tone of the market is still without alteration; there is a fair enquiry for Brazil, while all descriptions of East India continue out of demand; sales of the last named are reported to the extent of 10,125 bags Java on private terms. The current quotations—which must be regarded as nominal—are, Java (mats), 22c. to 22½c.; do. (Government bags), 21½c. to 22c.; Manila, 16c. to 18c.; Singapore, 19c. to 20c.; Native Ceylon, 17½c. to 19½c. gold (duty paid). The stock of Manila on the 1st Dec. was estimated at 2,627 bags, against 4,867 bags on Nov. 1, 1868; of Java (Government) at 560 bags, against 1,336 bags; of Java (mats) 14,245 mats, against 13,000 bags; of Ceylon *nil*, against 8,500 bags; of Singapore *nil*, against 3,190 mats.

CORDAGE.—The market for Manila continues dull, and only small sales have been effected at former prices.

CAMPHOR.—China is quoted 18c. gold (in bond).

GAMBIER.—The current quotation is 4c. gold; stock, 7,500 bales.

ESSENTIAL OILS.—Aniseed is quoted $2.6 to $2.10; Cassia, $1.25 gold (in bond).

HEMP.—Holders of Manila are firm at the rates previously current, viz., 14¼c. to 14½c. gold; but there is little or no disposition to buy. The only sale reported is of 2.000 bales. per Sonora, on what terms is not stated, but it is believed at 14½c. gold (60 days). The stock of Manila on the 1st Dec. was estimated at 15,034 bales, against 13,508 bales at the corresponding date of 1868, and 16,560 bales in 1867.

INDIGO.—Business in Manila is very quiet, and prices have slightly given way; 36 cases have been sold at $1.35 to $1.40 currency, showing a decline of about 5c. Stock estimated at 1,500 chests.

PRESERVED GINGER.—China is quoted $10.50 to $11 currency (duty paid).

RHUBARB.—The quotation for China is $1.50 to $2 gold (duty paid).

RICE.—The market for all kinds is extremely dull; the only sale has been of 520 bags Rangoon for export at $3.25 gold (in bond). The stock of East India on the 1st Dec. was 8,507 bags, against 7,590 bags at the corresponding date last year, and 4,742 bags in 1867. We find the following remarks in Messrs. Talmage's Circular:—The agitation of the tariff by Congress inclines many to the belief that the duties on foreign Rice will be largely reduced, or entirely removed. It is urged that a large reduction of the tariff would bring Rice into such general consumption again, that the present domestic crop would prove insufficient, and necessitate the importation of foreign, bringing revenue to the Government where none is now realised. It is proposed to cut the tariff down to the same rates (½c. per lb.) as before the war. If this be done (which we doubt), prime Rangoon could be laid down and profitably sold at less than four cents per pound currency.

SAPANWOOD.—Quotation, $40 currency; stock, 200 tons.

SUGAR.—There is an almost entire absence of demand for all descriptions, and the business has been extremely limited; no transactions in East India to report. The current quotations rule as follows:—Java, Nos. 10 and 12, 10½c. to 11½c.; Manila, current clayed, and superior, 10c. to 10⅝c. per lb. gold. The stock of Java on the 1st Dec. was 310 baskets, against 310 baskets at the corresponding date last year; of Manila 186,538 bags, against 37,866 bags.

TIN.—The market is perfectly stagnant, and there has been an entire absence of business. The nominal quotations are—Straits, 33c.; Banca, 35c. to 35½c. per lb., gold.; the stock is estimated at 6,813 slabs Straits, and 1,500 slabs Banca.

SAN FRANCISCO MARKETS.

TEA.—Imports from Jan. 1st to Dec 16th: China, 678,681 lbs., 2,256 packages; Japan, 884,999 lbs., 6,137 packages. The market is slack for all descriptions. Importers now demand 70c. to 75c. for Japans, including large jars, in bulk. At auction, 60 chests Japan, in bulk, sold at 59½c.; 20 cases, ditto, small jars ditto. 81½c.

COFFEE.—Imports from Jan. 1st to Dec. 16th: Java, 1,010,532 lbs., 1,906 packages; Central America, 5,200 708 lbs., 1,800 packages; Hawaiian, 111,286 lbs., 920 sacks; Manila, 359,255 lbs., 2 593 packages; Rio, 591,869 lbs.; Peruvian, 1,655 lbs.; Ceylon, 3,650 sacks. The market is over-supplied, with but a limited inquiry. Sales trifling, and prices more or less nominal. Importers are, however, strong in their views; not inclined to press sales. Prices are more or less nominal. Quotations: Ceylon, 19c. to 20c.; Java O.G., 22c. to 23c.; Manila, 17½c. to 18c.

CHINA MATTING.—Imports from Jan. 1 to Dec. 16: 153 bales. 8,807 rolls. We have sales to record of 900 rolls at prices within range of our quotations, viz.—China, 4-4 cargo, $4.50 to $5; 5 4 cargo, $5.50 to $6; 6-4 cargo, $6 50 to $7; 4-4 contract, $8 to $12; 5-4 contract, $9 to $14; 6-4 contract, $11 to $16.

RICE.—Imports from Jan. 1st to Dec. 16th: China, 22,326 695 lbs., 29,059 packages; Siam, 3,637.783 lbs.; Batavia, 110.271 lbs., 660 packages. There is a steady but moderate demand for China, with sales in lots of 3,500 mats at 5¼c. to 5¾c. Public offerings are continued, but without sales of any magnitude. The Chinese merchants now largely control this branch of trade, keeping details to themselves

SUGAR.—Imports from Jan. 1st to Dec. 16th: Manila, 15 383,622 lbs., 35,715 packages. China, 1,633,400 lbs., 2,837 packages. Batavia, 1,659,457 lbs., 731 packages. Siam, 40,133 lbs., 5,428 packages. No sales of East India reported.

TIN.—Small sales of Banca are reported at 40c.

SHIPPING.

ARRIVALS.—Dec. 13, at San Francisco, from Yokohama, Miako; 17, at New York, from Manila, Minden; 20, from Yokohama, Doon; 22, from Padang, Marie; 26, from Hong Kong, Gamecock; 30, at San Francisco, from Yokohama, Malacca.

DEPARTURES.—Dec. 1, from San Francisco, for Yokohama and Hong Kong, Japan (s.); 2, for Manila, Voyager; 12, for Hong Kong, Panther.

LOADING.—At New York, for Hong Kong, Endeavour; for Batavia, W. A. Farnsworth; at San Francisco, for Hong Kong, Charger.

EXPORT OF TEA AND SILK, SEASON 1869-70.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales & Cses
From June 1 to Oct. 31, 1869	...	57447730	37438984	1349918	10867018	107103650	3 877
Corresponding period last season.....	605753	58863294	47184771	...	10523967	117177785	47491

Shipments Since:

Nov.	3 per Polar Star	From Foochow	...	105,200	
—	4 ... Taunton	... Shanghai	...	954,809	
—	4 ... Crown	... Yokohama	...	74,573	
—	5 ... China (ml. str.)	... Shanghai, &c.	...	—	906
—	5 ... England's Glory	... Foochow	...	1,094,200	
—	8 ... Albert Victor	... Do.	...	1,189,760	
—	9 ... Tigre (French ml. str.)	... Shanghai, &c.	...	—	726
—	11 ... Carmarthenshire	... Foochow	...	1,062,500	
—	13 ... Pakwan	... Canton	...	676,335	
—	15 ... Ceylon	... Foochow	...	760,000	
—	16 ... Rangoon (ml. str.)	... Shanghai, &c.	...	—	766
—	20 ... John Lidgett	... Do.	...	1,043,904	
—	20 ... Annesley	... Do.	...	1,171 178	
—	20 ... Fluellin	... Do.	...	673,626	
—	30 ... Orissa (ml. str.)	... Do., &c.	...	—	1,702

TO UNITED STATES.

		Pcls.
From June 1 to Oct. 31, 1869	14244445	576
Corresponding period last season.....	11110487	746

Shipments Since;

Nov.	4 per Phaeton	From Yokohama	...	377,083
—	4 ... Craigie Lea	... Amoy,	...	662 980
—	9 ... Janet Ferguson	... Yokohama	...	665 324
—	16 ... Dilpussund	... Shanghai	...	778,442
—	20 ... Raleigh	... Amoy	...	623,641

TO THE CONTINENT.

		Bales.
From June 1 to Oct. 31, 1869	739840	—
Corresponding period last season.....	2820610	—

Shipments Since;

Nov.	4 per River Eden	From Hong Kong	...	118,850
—	16 ... Panuco	... Foochow	...	379.600
—	24 ... Kali Maas	... Do.	...	345,300

TO AUSTRALIA.

From June 1 to Oct. 31, 1869	... 10,121,013 lbs.
Corresponding period last year	... 14,068,680

Shipments Since;

Nov.	14 per Rose	From Foochow	...	32,200
—	16 ... Lass of Gawler	... Do.	...	257,900

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844.....	51,022,600	...
„ 1845 to 1846.....	57,334,200	18.604
„ 1850 to 1851.....	63 972.000	2.,143
„ 1853 to 1854.....	77,327.800	61.280
„ 1855 to 1856.....	92,240 300	50 481
„ 1857 to 1858.....	76,990.255	68,815
„ 1858 to 1859.....	65.789,792	83,134
„ 1859 to 1860.....	85,560,452	64.169
„ 1860 to 1861.....	90,066,160	76,644
„ 1861 to 1862.....	109,854,040	79,190
„ 1862 to 1863.....	121.273,580	72.887
„ 1863 to 1864.....	117,463,586	46,603
„ 1864 to 1865.....	121,236 870	32 313
„ 1865 to 1866	118,333 042	67,890
„ 1866 to 1867.....	118.4 3,290	50 052
„ 1867 to 1868.....	116 890,430	57,449
„ 1868 to 1869.....	142,789,804	70,917

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EXCHANGES, &c.

[For dates, see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5½d.	4s. 6¼d.	4s. 6¼d.
Hiogo & Osaka ,, ...	—	—	—
Shanghai ,, ,, ...	5s. 11¾d.	5s 11¾d.	5s. 11¾d.
Canton ,, ,,	4s. 5¾d.	4s. 6¼d.	4s. 6¼d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6¼d.	4s. 6¾d.	4s. 7d.
Manila ,, ,, ...	4s. 5d.	4s. 5¼d.	4s. 5¼d.
Colombo ,, ,, ...	½ to ¾ dis.	—	2 to 2½ dis.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	300	225½
,, Hong Kong	25 to 25½ dis.	—
Bar silver	111.5.0	8 prem.
Mexican dollars	74.4.0	½ prem.

Bons, at Yokohama, 338 to 348 per 100 dols.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 14 to 14½; Old, 23 to 24 per cent. premium.
Hong Kong Gas Company, 45 dols. per share.
Hong Kong and Whampoa Dock, 5 per cent. discount.
Union Dock Company, 50 per cent. discount.
China Traders' Insurance, 1,600 to 1,800 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 22 to 23 per cent. premium.

LATEST TELEGRAMS.

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CHINA.

(PRIVATE TELEGRAM, RECEIVED DEC. 30.)

SHANGHAI, DEC. 7.—Tea: Black, fair business. Green, large business; prices unchanged. Export from north equal to last; from south deficient. Total for season estimated 135,000,000lbs Exchange, 5s. 11¼d.

(REUTER'S TELEGRAMS, RECEIVED VIA GALLE JAN. 3.)

HONG KONG, DEC. 14.—Sir Rutherford Alcock has been very insolently received by the Governor of Nanking. An apology was demanded and tardily made.

COMMERCIAL.

SHANGHAI, DEC. 7.—Grey Shirtings, 6½ catties, 8¼ lb., $2.20. Cotton: Shanghai, $19. Silk rather weaker; settlements since the departure of last mail 1,300 bales. Export to date (China and Japan), from commencement of season, 38,250 bales. Exchange on London, Bank bills, six months, 5s. 11¾d. Freights: Tea, 40s.

HONG KONG, DEC. 13.—Grey Shirtings, 6½ catties, 8¼ lb., $2.75. Water-twist, 16-24, $1.45. Cotton, Bengal, fair medium, $18½. Tea quiet. Total export (China and Japan), 119,000,000 lbs. Exchange on London, Bank bills, six months, 4s. 5d.

JAVA.

(RECEIVED AT ROTTERDAM, JAN. 3.)

BATAVIA, DEC. 14.—50,000 piculs Java Coffee were sold at f.32.25; and 100,000 piculs Java sugar at f.15.50. Rice: 1st qual., f.165 to f.185; 2nd qual., f.130 to f.145. Gum Damar, f.48.25. Freight to Holland, f. 45 to f.50. Exchange on Holland, f.104 to f.104.75.

ARRIVALS.—Anna Maria Wilhelmina, Rotterdam, Zaanstroom.

DEPARTURES.—Alblasserdam, Copernicus.

Shipping Intelligence.

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ARRIVALS.

At YOKOHAMA.—From London, Nov. 13, Crest of the Wave; 18. Ta Lee; from Cardiff, 14, San Roman.

At SHANGHAI.—From London, Nov. 10, Oberon (str.); from Cardiff, 21, John Peacock; from Marseilles, Amitie; previous to Dec. 7, from London, Laurel, Sarah Nicholson; from Liverpool, City of Agra (reported by telegram).

At HONG KONG and CANTON.—From Cardiff, Nov. 16, Serafin; from Liverpool, 19, Florence Nightingale; from New York, 28, Kjobenhaven.

At MANILA.—From Cardiff, Nov. 16, Gloria; from Newcastle, Cloughs; from Hamburgh, Lola.

At SINGAPORE.—From Liverpool, Nov. 25, Huddersfield; from Swansea, 23, Lennatar; from Cardiff, Germania; 24, Polly Lewis; 29, Cyclone, Staffa, ; from Hamburg, 30, Alma, Elizabeth; from Shields, British Crown (reported by telegram).

At PENANG.—None.

At BATAVIA.—From Glasgow, Nov. 26, County of Elgin; from Rotterdam; 18, Gravenhage; from Amsterdam, 20, Anna Digna; 26, Gebr van der Beck.

At COLOMBO.—None.

At GALLE.—From Shields, Dec. 8, Peru; from Marseilles, Splendide.

DEPARTURES.

From YOKOHAMA.—For New York, Janet Ferguson.

From SHANGHAI.—For London, Nov. 20, Annesley; 22, Fluellin; for New York, Dilpussund.

From FOOCHOW.—For London, Nov. 11, Carmarthenshire (put into Singapore); 15, Ceylon; for Cowes, for orders; 16, Panuco; for Falmouth, Kali Maas.

From HONG KONG and CANTON.—For London, Nov. 14, Pakwan; [illegible]e; for Channel, 23, Daylight.

From MANILA.—For London, Nov. 15, Hindostan; for New York, 17 Franklin, do. via Ilo Ilo. Oliva Davis.

From SINGAPORE.—For London, Dec. 1, River Clyde *; Chusan; Roxburgh Castle; for Boston, via Penang; Rocket.

From BATAVIA.—For Channel, Nov. 30, Heimath; for Holland, 16, Koning Willem II.; 18 Maria; 19, Professor v. d. B Mesch; 20, Minister Fran. v d. Putte, Kennilworth, Burg Hoffman, Bali; 21, Hilja; 22, Weljekset; 24, Wilhelmina Clara, Europa; 25, Kinderdyk.

From COLOMBO.—For London, Belvidera, Elizaabeth Graham, Albert Victor, Rockwood, Palestine.

From GALLE.—For London, Dec. 8, Percy Douglas.

VESSELS LOADING.

At YOKOHAMA.—For New York, Janet Ferguson, Grenadier, Herbert Graham. Southern Belle; for Boston, Rifleman.

At SHANGHAI.—For London, Barbadian, Dundonald, Fontenaye, Arracan. Nyassa, Corea, Araby Maid; for New York, Elizabeth Dougal, Etha Rickmers, Horatio, Elizabeth Nicholson, N. B. Palmer (full), Tynedale (full).

At FOOCHOW.—For London, Beemah, Tyburnia, Earl Dalhousie, Balkyrian, Glamorganshire; for New York, Resolute, Springfield; for Boston, Parmenio, W. E. Gladstone.

At AMOY.—For New York, Golconda.

At HONG KONG and CANTON.—For London, Petchelee, James Shepherd; for New York, Oliver Cromwell.

At MANILA.—For New York, Western Chief, Tabor; for Boston, Bunker Hill; for Cadiz, Cervantes.

At SINGAPORE.—For London, Kate Carnie, Maria Rickmers; for Liverpool. Huddersfield, Panic; for Glasgow, Naworth; for Hamburg, Europe, Johanna Auguste; for Boston, Polly Lewis, Siam.

At PENANG.—For London, John Paul, Pelham; for Boston, Rocket.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London the rate is £2 per ton; to New York, £2 10s.

At FOOCHOW.—To London, £2; to New York, £2 10s.; to Boston, £2 15s.

At HONG KONG and CANTON.—To London, £2; to New York, £1 12s. 6d. to £1 15s.

At MANILA.—There is no alteration.

At SINGAPORE.—Tonnage is plentiful, and freights have a downward tendency - rates are £2 7s. 6d. to £2 12s. 6d.

At BATAVIA.—To Holland, f.35 to f.37.10, equal to £1 12s. to £1 15s.

At COLOMBO.—To London, coffee in casks, 60s.

At GALLE.—To London, oil, 60s., dead weight, 45t.

CASUALTIES.

The steamer Peiho was lost on her passage from Shanghai to Yokohama.

The Heather Bell, Athena, and La Serana, Hong Kong to Yokohama, encountered heavy weather and suffered slight damage, the cargo shifting, &c.

A typhoon raged on the China coast between the 13th and 15th, and several vessels suffered in spars, &c., including the Benvenue, West Indian, &c. The Star of the East, lost on the coast of Korea, about the same place as the Hamilla Mitchell. The crew all reached Passiette Bay.

The Florence Nightingale, from London to Hong Kong, 128 days out, had severe gale on 13 Nov. Swept decks, boats, &c.

The steamer Oberon, from London to Shanghai, had severe gales, lost spars, &c.; 100 days out.

The Benefactress (Amer.), for Yokohama, put back to Hong Kong with damage to rigging, &c.

The Dilbhur, Zebu to London, put into Batavia leaky, and has been towed to Singapore for repairs. (Reported by telegram.)

At BATAVIA.—For Channel, Luctor and Emergo, Eliza Thornton, G. K. G. v. Hogendorp, Cornelia Humboldt, Heimath, Scharnhorst; for Rotterdam, Jannetje Ada, Ary Scheffer, Roberius Hendrikus, Dageraad, Doelwyk, Landbour, Pres van Ryckevorsel; for Amsterdam, Nederland and Oranje, Albion, Batavia, Imatra, Vertrouwen, Vier Gebroeders; for Holland, Golden City, Mystic Belle, Courser, Hellevoetsluis, Australia; for Bordeaux, Louisa; for America, Aberdeen.

At COLOMBO.—Ocean Beauty, Lincelles, Lady Melville, Mirella, Thomas Bell, Glenrosa, Peter Denny, Jane Rowland, Fleetwing.

At GALLE.—For London, Josephine, Cheviot, Peru.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Nov. 13	Emma	... Bourbon	... Saigon
,, —	Albert Jurss	... Formosa	... Gibraltar
,, —	Sebastian	... Bangkok	... Falmouth
,, —	Competitor	... Ilo Ilo	... New York
,, —	Lizzie Iredale	... Shanghai	... London
,, 15	Diane	... Bordeaux	... Bangkok
,, —	Jeanie	... Foochow	... Boston
,, —	Affghan	... Singapore	... Liverpool
,, 16	J. S. Stone	... Shanghai	... New York
,, 17	Drusus	... Foochow	... England
,, 18	Gemsbok	... Singapore	... New York
,, —	Annie Fleming	... Samarang	... London
,, —	Elizabeth	... Batavia	... Amsterdam
,, —	Anna Digna	... Amsterdam	... Batavia
,, —	's Gravenhage	... Rotterdam	... Batavia
,, 19	Taffarette	... Hong Kong	... Havre
,, 21	Polar Star	... Foochow	... London
,, —	M. Fr. v. d. Putte	... Batavia	... Rotterdam
,, 22	Bali	... Batavia	... Rotterdam
,, 23	B. Hoffman	... Batavia	... Rotterdam

*After repairing damages sustained from collision with the Joseph Sprot.

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SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Jan. 6, at Brouershaven, from Batavia, Maasluis; —, at Belle Isle, from Java, Asie Mineure; 3, at Cadiz, from Manila, Conchita; 9, at London, from Penang, Aibion; in the Downs, from Manila Carin; from Singapore, Flora; 10, at London, from Colombo, Skimmer of the Waves.

DEPARTURES.—Jan. 8, from London, for Shanghai, Wild Deer; from Rotterdam, for Batavia, Utrecht, s.s.

SPOKEN.—Aquilina, Sunderland to Galle, Dec. 7, on the line, 28 W.; Royal Sovereign, Batavia to Rotterdam, Oct. 17, 34 S., 27 E.; Helena, Batavia to Rotterdam, Oct. 31, 35 S, 23 E.; English ship, 2nd. pdt. 0456. Plymouth to Galle, Nov. 14, 3 N., 25 W.; Lotus (s.). Plymouth to Bangkok, Nov. 14, 3 N., 25 W.; Banda, Tarragona to Singapore, Nov. 14, 15 S., 27 W.; Gladiator, London to Batavia, Nov. 15, 14 S., 28 W.; Star of the South, Colombo to London, Dec. 13, 15 N., 29 W.; Derwent, London to Shanghai, Nov. 27, 17 S., 31 W.; Titania, London to Shanghai.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

ALLEN—On the 9th Nov., the wife of the Rev. Young J. Allen, of a son.

BOURNE—On the 15th Nov., at Yokohama, the wife of William Bourne, Esq., of a son.

DUNCAN—On the 15th Nov., at Aberdeen Docks, Hong Kong, the wife of Mr. Robert Duncan, of a son

EVANS—On the 13th Nov., at Hankow, the wife of J. H. Evans, Esq., of a son.

FOSTER—On the — Nov., at Hong Kong, the wife of W. H. Foster, Jun., Esq., of a son.

PRICE—On the 14th Nov., at Foochow, the wife of W. G. Price, of a son.

MARRIAGES.

CHURTON—HART.—On the 4th Nov., at Trinity Church, Shanghai, Charles Stanley Churton, son of Edward George Churton, Esq., of 51, Ventnor-villas, Brighton, to Emilie, daughter of the late Charles Hart, Esq., of Liverpool.

D'OLIVEIRO—COULSON.—On the 27th Nov., at Singapore, by the Rev. L. A. Dagnin, Mr. N. N. D'Oliveiro to Mrs. T. Coulson, widow of the late Mr. T. Coulson.

KORTHALS—ADAMS.—On the 16th Nov., at Shanghai, before T. Kroes, Esq., Nether lands Vice Consul, and subsequently at St. Saviour's Church, by the Rev. Mr. R. Nelson, Willem Conrad Korthals, of the Netherlands Trading Society, to Emily R., daughter of Isaac Adams, Esq., of Auburn, State of New York, U.S.A.

LEFFLER—HAMMARBERG.—On the 14th Dec., at Gothenburg, Sweden, at the residence of the bride's father, by the Very Rev. the Dean of Gothenburg Dr. Wieselgren, James Bernard, second and only surviving son of the late Johannes Leffler, formerly of Singapore, to Mary Charlotte Elizabeth, only daughter of P. Hammarberg, Esq., of Gothenburg. No cards.

MACPHERSON—NAPIER.—On the 27th Nov., at Singapore, by the Rev. J. A. Beckles, Ronald Macpherson, Colonel R.A., and Lieutenant-General Straits Settlements, to Minnie, daughter of William Napier, Esq., of Spring Grove, Middlesex, and granddaughter of the late Professor Napier of Edinburgh.

MOORE—GREIG.—On the 5th Jan. at Durrington, Wilts, by the Rev. Richard Parson, Alice Mary, second daughter of G. P. Moore, of Durrington House, Esq., to Magens William Greig, of Foochow, China, Esq., third son of J. R. Greig, of Manor House Durrington, Esq.

OWEN—PAYNE.—On the 24th Nov., at Penang, by the Rev. Julian Moreton Colonial Chaplain, Charles Owen, of the Inner Temple, Barrister-at-law, Senior Magistrate of the Straits Settlements, to Amelia Maria, eldest daughter of the Rev. Richard Payne Vicar of Downton, Wilts.

SHAW—SCOTT.—On the 1st. Dec., at Penang, by the Rev. Julian Moreton, Frank Shaw, Esq. Golden Grove, Province Wellesley, to Patricia Elizabeth, daughter of George Scott, Esq., of Ayer Rajah.

DEATHS.

CHRISTIAN—On the 30th Nov., at Singapore, John Christian, native doctor.

COMPTON—On the 31st Dec., at his residence, Holly Lodge, Walton-on-Thames, Charles Spencer Compton, late of China, aged 70. Friends will please accept this intimation.

DALY—On the 3rd Jan., Robert Daly, Esq., of Sandwell-villa, New Wandsworth, and late of Shanghai, China, after a long and painful illness, aged 30

HOLT—On Sunday, the 26th Dec., at Holly-road, Fairfield, Liverpool, Catherine, the wife of Alfred Holt, Esq., aged 27

KEPPEL—On the 5th Jan., at 48 Westbourne-terrace, Elizabeth Frances Lily Keppel, aged three years and eight months, youngest and much loved child of Commander Leicester C. Keppel, R.N., H.M.S. *Grasshopper*, China.

LANE—On the 17th Nov., at Yokohama, Mary, wife of George Lane, of remittent fever, aged 53.

MACPHERSON—On the 6th December, at Barganny House, Singapore, the Hon. Ronald Macpherson, Lieut.-Col. R.A., and Lieut.-Governor Straits Settlements, aged 52.

MCCARTY—On the 18th Nov., at Shanghai, Johanna McCarty, late of San Francisco, aged 29.

MILSOM—On the 19th Dec., at Lyons, E. Milsom, Esq., in his 58th year, after a short illness of five days.

POOK—On the 22nd Dec., at Leinster-street, Dublin, in her 87th year, Maria M. Pook, relict of Commander Henry Pook, R.N.

PRICE—On the 13th Nov., at Ningpo, Helen Jessie, the wife of J. F. Price, Esq., aged 27.

STEWART—On the 20th Dec., at his residence, 3, Delamere-terrace, London, W., Mr. James Calder Stewart, for many years Secretary to the Chartered Bank of India, Australia, and China.

THE U. S. MISSION TO CHINA.

Mr. Ross Browne, the late United States Minister to China, recently delivered a lecture in San Francisco on "The Chinese Puzzle and the Tartar Court." The lecturer, after satirising the Burlingame embassy, and describing his own experiences in China, wound up as follows:—"The wall of exclusiveness which encloses China will never be voluntarily torn down, and the interests of commerce, of civilisation, and of Christianity require its removal by force. Our Government should assume a position—an aggressive position—and compel the Chinese Government to place itself in harmony with the general interests of the world." It is said that F. F. Low, ex-governor of California, who was, without solicitation on his part, nominated by President Grant as the new Minister for China, will not accept the appointment unless it is raised to the rank of a first-class mission."

THE Admiralty appointment has been published of Captain John A. P. Price to the Princess Charlotte, to hoist his pendant of Commodore of the 2nd class as naval officer in charge of naval establishments at Hong Kong, v. Captain Oliver J. Jones, whose period of service has expired.

THE QUEEN has been pleased to appoint William Ramsay Scott, William Adamson, and Hoo ah Kay (Whampoa), Esqrs., to be Members of the Legislative Council of the Straits Settlements.

"THE TIMES" ON CHINA.

THE *Times* has thrown Mr. BURLINGAME overboard, and formally recanted the doctrines concerning China affairs that it has clung to, with wonderful tenacity, for several whole months. The BURLINGAME Mission is now acknowledged to be a sham, and Mr. BURLINGAME a dupe, if nothing worse; and it is further admitted that an adherence to the "impracticable rules" laid down by Lord CLARENDON would endanger an important trade, and are not likely to be rigidly adhered to. The following is the passage, which occurs in a long review of the events of the expiring year published in *The Times* of Jan. 1:—

In China it happens that all the European and American residents cultivate the most friendly understanding between themselves, under the influence, not of a common enmity, but of habitual liability to the same kind of vexations. The public opinion of the commercial republic which has organised itself at Shanghai is highly favourable to summary modes of redress for affronts or injuries offered by local functionaries. In the island of Formosa and at various points on the mainland, English Vice-Consuls and naval officers have taken towns or forts, or have exacted pecuniary compensation, in consequence of wrongs inflicted on their countrymen by Chinese officials or mobs. Lord Clarendon has issued stringent orders that all complaints shall, in accordance with the stipulations of the Treaty, be referred directly to the Ambassador at Peking for presentation to the Imperial Government. There is do doubt that it was proper to check the activity of zealous subordinates; but Sir Rutherford Alcock seems to share the distrust felt by the mercantile community of the efficacy of diplomatic remonstrances. It has now become evident that the mission of Mr. Burlingame to Washington and to the European Courts was despatched by the Chinese Government for the purpose of procuring a relaxation of its engagements to facilitate intercourse with foreigners. Mr. Burlingame himself was probably the dupe of instructions which were drawn up in two different versions for domestic and foreign use. Mr. Ross Browne, lately American Minister at Peking, having been recalled by his Government on account of his disapproval of Mr. Burlingame's Treaty, received an address of unanimous assent to his policy from all the English and American merchants. In his reply, Mr. Ross Browne insisted on the necessity of dealing on the spot with provincial aggression on the rights of foreign traders. It is improbable that eventually any rigid adherence to impracticable rules will be allowed to endanger trade with an empire which contains hundreds of millions of possible customers for Western manufactures.

THE STRAITS GOVERNMENT.

The following letter, signed "A Singapore Merchant," has appeared in the *Daily News*:—"Sir,—Some months since I attempted a general sketch of that system of government which England provides for her Crown colonies. Our Governor might sum it up in a parody of Louis 14th's saying, '*La Colonie, c'est moi.*' Selfish expenditure of public money, arbitrary and mischievous enactments directed against the natives, fretting interference with the hitherto unfettered trade of the colony, are the main items of our history for the past two years; and to these must now be added the contempt into which the judicial office is being brought by its enforced subjection to the executive. While the Governor-General of India can dispense with accustomed ceremonies for the sake of relieving the exchequer, our Governor, ordered as he was some time since on a political mission to Java, must involve the colony in an expenditure of £1,000 when the journey might have been made free of charge, in H.M.'s ship *Rinaldo*, placed at his disposal for the purpose. To impress the Dutchmen, it was necessary that the colonial steamer should convey his Excellency, and that the *Rinaldo* should dance attendance. The commander of the latter vessel, however, declined the honour. Another piece of extravagance exists in the practice of sending the colonial steamer, when the Governor is at Penang, not for the purpose of carrying the Colonial-office bag, that goes by the Peninsular and Oriental steamer, but to collect any stray newspapers, &c., for his Excellency that may not have found their way into the bag. Each such mark of attention to him costs us £150. Government House advances towards completion, and it is evident that, spite of official reports, the money voted for it will not suffice, or nearly so. If more be not asked for it will be owing to the strength of public opinion here and the orders received from Downing-street. But the money will be obtained notwithstanding, not by that magic process the wave of a wand, but by the more prosaic legerdemain of accounts. You have had enough of this in London lately, and the exhibition of it here by Government is not calculated to set a desirable example to our young men beginning business life. The sleight of hand required is not so difficult as it seems. There was a farmer who used to boast that he made mutton pies for next to nothing; for was not the mutton, and the flour, and the butter the produce of his own farm? He paid only for the pepper and the salt. By the same reasoning a vote of £30,000 may be made to go a long way in building a palace. Bricks cost nothing; are they not made by our convicts? Timber felled and fashioned by convicts is equally inexpensive, and so are convict masons, bricklayers, and carpenters. If it be rumoured that 'blinds' are not charged against the house, but blush unseen under some vote for the convict department, that various articles of household furniture are judiciously distributed under other heading—let us be just—are not all these made of wood and paint manufactured in the gaol? So, too, are the doors and window sashes. Our financial management is ingenious enough, I doubt not, to cover the further cost of approaches, landscape gardening, and guard-houses, without the Colonial-office being one whit the

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wiser. But while an additional £1,000 a-year may be gained by such processes as these, the result is an utter loss of public confidence in the accounts. It will be said that there are responsible officers to check these, and a Legislative Council to discuss the votes. The former have shown us that subordinates are not disposed to accept the ruin promised them if they so much as meditate disobedience or dream of questioning the acts of their superior. As to the Council, any one acquainted with Crown colonies will not need to be told what it is worth. Packed with officials, it is useful for voting money away, for shielding the Governor from all responsibility in regard of measures he may devise and pass, and for proving the humiliating position of the unofficial members who may vote and protest as freely as it pleases them.

"The Auditor-General presents a glowing balance-sheet, and ignores a contingent liability of half a million dollars. We require therefore a searching audit of the public accounts, conducted not by the Attorney-General or the Governor's secretary, but by persons in whom the community have confidence. We are paying £60,000 per annum for the inefficient services of less than 900 troops. As a colony we do not tax the English people one farthing, and we claim therefore a voice in the appropriation of our public money, and a share in the control of our public affairs. The plan suggested for our obtaining this is already before the Colonial-office. Equalise the numbers of official and unofficial members in the Legislative Council and restore the dignity and prestige of the judges."

THE CHINESE IN CALIFORNIA.

An American paper says, "The extra deluge of Chinese immigrants to California, which was prophesied for this year, has not come about yet. About a thousand per month have been added to our population this season. The arrival of the monthly steamer from China makes a busy time for the Custom-house officials, as the Chinese immigrants, almost to a man, endeavour to smuggle in opium. On examining the contents of eight baskets which were entered at the Custom house recently as 'Chinese drugs and medicinal roots,' four of them were found to contain opium, valued at £1,400. The opium had been manufactured and coloured to look like the pretended roots."

The *San Francisco Bulletin* thus describes the arrival of a steamer:—"An exciting scene opened when the inspectors of customs commenced operations on the luggage, looking for contraband opium, silk, &c. Each man's property was gone through by them, and with a rapidity and recklessness which evidently bewildered the Chinamen. Much of the baggage was broken needlessly. Valuable camphor wood chests were kicked open even while the owners were reaching for the keys. Carpet bags were torn open and their contents scattered on the ground, frequently when there was no opium in them. Some of the people, also, were roughly handled, particularly when traces of opium were discovered. One man made his appearance, and was walking very coolly away; an officer thought his clothing was too heavy, and that he had on too many coats, he therefore stopped him, took out his knife and slashed into the garments, much to the astonishment of the celestials. He had five or six coats on, and in one of them was quilted several large packages of opium. The inspector cut away with his knife until the fellow was nearly disrobed, and he had obtained for his labour about four pounds of the drug. Others bored into shoes, and in many instances the bit brought from the centre of the soles the flavour of the hidden soporific. One man had a long, richly embroidered pillow under his arm. He carried no other bedding, and his evident solicitude for the safety of the pillow drew attention and excited suspicion. An inspector went for it; the Chinaman gave a grunt of despair as the relentless knife ripped open the pillow and revealed a large quantity of opium. It was also found in trunk panels and false bottoms of boxes, in bits of confectionery and cakes. Blocks of granite, apparently perfectly solid, attracted attention, and several of them, after being subjected to the closest scrutiny, were passed, and finally only five or six were left on the wharf. An officer thought he could observe a difference in the quality of the granite at each end of the blocks. He took a hammer and pounded on one end of the block, but without effect. He turned it over and struck the other end several heavy blows, when, to the surprise of every one present, the false granite crumbled and it was found that several pounds of opium were packed in a square hole or chamber in the centre. This had been closed with granite cement so closely resembling the main part that a casual observer would fail to discover the difference between them. The officers of the Society to Protect Chinese were at hand, and their presence and occasional rebukes operated as wholesale checks on the useless and illegal destruction of property. A remarkable spectacle was the landing of the women and girls, of whom there were two hundred and forty on board. It was like landing a drove of sheep or cows. The policemen and Chinese 'bosses' kept each squad together, and drove the entire crowd into a corner under the shed, and there they stood, watched as closely as ever was guarded a gang of slaves in the South. Near this multitude is an office in which a white woman is stationed, and whose business is to search the females for opium. It is seldom any opium is found in the possession of these poor wretches. Most of those who come are young girls, many of them not over twelve or thirteen years of age, and nine-tenths, at least, are for purposes of prostitution."

THE SUEZ CANAL.—We find the following in the *Pall Mall Gazette*:—"The Canal Company have already become involved in two suits. One was heard by the Frank Committee at Alexandria on the 10th. A French vessel allowed herself to be detained at Port Said for the fêtes, in consideration of the company towing her afterwards down the Sea of Suez, which the company failing to do, the vessel went ashore at Ras Gharib, and was wrecked. The other was the case of the steamer *Brazilian*, chartered by the Peninsular and Oriental Company with 3,000 tons of coals, for delivery at Bombay. Being too deep in the water, the company compromised the matter by purchasing 1,500 tons of the coal at Port Said, and taking the ship, so far emptied, through the Canal at reduced rates."

Foreign Intelligence.

GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Jan. 3.

A letter has been received here from Captain A. J. Möller, of the Hamburg ship *Lorenz Meyer*, to his owners, stating that on the night of Sept. 11 last, whilst on his voyage from Hakodadi to Nagasaki, it being very dark at the time, the ship ran against the mast of a sunken wreck protruding above the surface of the water, and could only disentangle itself with loss of anchor, jibboom, and some of the running rigging. He adds that he was obliged to return to Hakodadi for repairs, and has applied to the German Consul there to assist him in obtaining redress and full compensation from the Japanese Government for the damage sustained. The captain founds this claim on the fact that the wreck in question was within a mile's distance from the coast, and that though visible by day it was the bounden duty of the Japanese authorities to have placed a lighted lantern there at night as a warning to passing vessels. If the Japan Government repudiate the claim, I suppose the next thing we hear of will be that the German fleet has received orders to sail for Japan to demand satisfaction or this insult to the German flag.

A wonderful piece of intelligence is going the round of the German press unchallenged, that has rather startled geographers, to wit, that Livingstone discovered the sources of the Nile *in* 120 *degrees south latitude*. The astonishing thing is, not that he discovered the sources, for by his previous letters we were prepared to hear that, but that he discovered them "in 120 degrees of south latitude," whilst we innocent Fellows of the Royal Geographical Society have always believed that there were not more that ninety such degrees. On my making inquiries of editors of papers here, I find that one and all obtained it from Dr. Max Schlesinger, in London, who furnishes the German press with a lithographed sheet containing the news of the day in the German language. Let us charitably suppose that he made a mistake, and inadvertently put an 0 too much, turning 12 into 120; still that does not exonerate the editors and readers of the German papers from the charge of either gross ignorance or gross carelessness to let such a geographical blunder creep into their papers, and that not one of them should have discovered it in time or rectified it afterwards.

This letter would not be complete without some account of the doings of the Chinese Ambassadors. They are still residing at Berlin, but are making preparations to leave that capital in the beginning of this month for St. Petersburg.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Jan. 3.

I have but little news to send; the Parliamentary business has been interrupted by the Christmas holidays, and the members of the Second Chamber debated the last chapters of the Budget in haste, in order to enable them to leave the Hague the day before Christmas. They will not meet again until the 15th February, when several Bills of great importance will be discussed, namely, those referring to Academical Instruction, the National Guard (Schuttery), the Abolition of Capital Punishment, and the Agrarian Law for India.

The Budget of the Minister of Finance was carried by 47 against 30 votes; the discussions thereupon were of small interest. The members were in such haste to separate that the Colonial Budget passed after a debate of one day only, by 47 ayes against 24 noes. This is certainly a large majority, and the voting list is of more importance because the Minister, Mr. de Waal, had declared in the course of the debate that he should consider the outvoting of this Budget as a vote of want of confidence. There was, of course, really no debate, more than what is called in Parliamentary language a "colonial" one. The great struggle between the Liberals and Conservatives is reserved for the time when the Agrarian Law is brought under discussion. The sections have already examined this Bill, and the report, which is just published, is like all reports; it says nothing, and contains only an accumulation of common-places. Although the debate upon the Colonial Budget was so short, Messrs. Hasselman, Nierstrasz, van Sype, Steyn, van Wassenaer, and Haffmanns found time to severely criticise the Minister's policy. The first asked what would become of our colonies in the future if Liberal principles were constantly applied and lamented that we should lose the yearly favourable balances. The second regretted that a man like Mr. van Rees was appointed member of the Council of India, which proved that the Minister cultivated antagonism between India and the mother country; he sketched the miserable condition of Java, and referred to a correspondence, which was addressed some months ago to the *Pall Mall Gazette* by an Englishman residing at Batavia, in order, he stated, to instigate the English Government to interfere with our authority in Java. This nonsensical argument, of course, made no impression. Mr. Haffmanns was of opinion that the Minister ought to resign after the vote on the amendment, carried by Mr. van Naamen-Blusse. The last-named thereupon declared that his motion had not the least inimical intention. The Minister, of course, replied to the several objections made against his policy, the voting list proves with what success.

Mr. van Kerkwyk has asked for information with regard to the interest which is due to us from the Government of Japan for our share in the sum of indemnification for the expedition to Simonoseki. This interest was not paid last year, and it seems now that it will not be paid before 1872. The Minister of Finance stated in reply that the other Powers—England, France, and America—had agreed to this delay, and that it was better to agree to the arrangement than to endeavour to force the Japanese Government.

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The London & China Telegraph.

LONDON: MONDAY, JAN. 10, 1870.

THE SUEZ CANAL *VERSUS* THE CAPE ROUTE.

HERR VON SCHERZER, who is attached to the Austrian Expedition to the Far East, has compiled a statement of the conditions he considers necessary to enable a direct line of steamers to be worked profitably between Trieste and China direct, *via* the Suez Canal; and the *Economist* devotes some space to an analysis of his calculations, which are shown to be not very encouraging as to the Canal. The writer fixes the standard rate of freight for the direct steamers at £5 per ton of forty cubic feet each way, and by sailing ship round the Cape at 30s. outward and £4 10s. homewards, per ton of fifty feet. In accordance with this scale, he shows that the cost of freight and insurance on each ton of tea would be only £1 4s 6d. more by the new than by the old route—an infinitesimal difference, which, he estimates, will be more than counterbalanced by the saving of three months' interest on the cost of the cargo. But, then (as the *Economist* justly says). the time saved will not be three months, and to this we may add another objection; Herr VON SCHERZER puts down the rate of insurance *via* the Canal at only *half* that charged round the Cape, which is quite a gratuitous assumption. A calculation of the relative charges on export cargo by the two routes gives a result still more decidedly in favour of the Cape, and the same remarks as to interest and insurance of course apply to the outward voyage. Although Dr. SCHERZER states that his proposals were received with "sympathy" by the German houses in Hong Kong, we doubt whether any substantial support could be gained for such a line. Austrian trade with the Far East is at present almost nothing, and merchants or shippers in Northern and Central Germany, having at hand such convenient ports as Hamburg and Rotterdam, with a large mercantile marine of their own to employ, will not be very likely to send their goods by a long and costly railway journey to Trieste merely for the sake of patronising an Austrian steam company. Herr VON SCHERZER'S project is not likely to be realised just yet.

In a letter to General SABINE, which was read at the Royal Society the other night, Mr. BATEMAN, C.E., declares the Suez Canal to be "a decided success," though much yet remains to be done with it. The reef at Serapeum, he says, limits the Canal at present to vessels of 16 feet draught of water; when these rocks are removed the available depth may be increased to 21 feet or 22 feet. This will still be far short of the promised depth of 26 feet. The organs of the Canal Company lay great stress to the large tonnage of some of the vessels that have passed through the Canal, some of the steamers that have traversed its entire length being over 2,000 tons. It is hardly necessary to observe that this has no real bearing on the question of the practical utility of the Canal, for these large ships carried no cargo, and in some cases had even to take out ballast. The opening of the Canal must doubtless have the credit of stimulating our Government to one good resolution, namely, to improve the channel and harbour of Aden, a work that we understand will be forthwith taken in hand. The Canal will largely increase the importance of Aden, both as a coaling port for steamers and a military station.

GALLE HARBOUR.

WE hear from Galle that the Commission which has been sitting to inquire into the various schemes that have been put forth for the improvement of Galle Harbour, and to determine the most feasible one, is now approaching the termination of its labours. We hope no hasty conclusion will be arrived at, for, without in any way disparaging the ability of the gentlemen who compose the Commission, we cannot help feeling some misgivings when we reflect on the extremely difficult and technical character of the question they are called on to decide. Anxious as we are to see this long-needed work carried out, we cannot express ourselves perfectly satisfied with the manner in which the preliminary steps have been taken. When an Act was passed towards the close of last session, authorising an advance of a quarter of a million sterling to be expended in the improvement of Galle Harbour, subject to certain conditions rather onerous to the colony, we naturally supposed—and so, probably, did the public generally—that the work had been duly planned, the estimates framed on reliable data, and, in fact, that the scheme had been in all respects matured, and was approved of—together with the conditions above alluded to—in the colony. This, it seems, was by no means the case. Sir HERCULES ROBINSON, in the first place, consulted certain English engineers on the subject; they examined and compared the various schemes that had been from time to time proposed, and then, without fixing on any particular one, delivered an opinion that a work of some sort might be completed for about £250,000. On this apparently insufficient ground the Act of Parliament was framed, and until it was passed not even a rumour reached the Ceylon public of what was going on! All this, too, has been done in the face of the well-known fact that "harbour works," as they are technically termed, are the most difficult and critical of all engineering works, and those of which previous estimates or calculations are the most deceptive. We have good reasons for believing that there is not one such work (of any magnitude) in existence that did not cost double the amount of the original estimate, and in the case of Galle Harbour there are special elements of uncertainty. We hear—and find some difficulty in believing—that there are somewhere about forty different schemes before the commission, and this alone, if true, shows what a wide diversity of opinion exists among projectors as to the nature of the work to be done. To evolve order out of this chaos must be a task of no small difficulty, and, however ably it may be accomplished, we doubt whether the colonists will easily reconcile themselves to the heavy burden which even the most favourable solution of the problem must throw on them. The object is one of such vast importance to British commercial interests in the Eastern Seas, that help ought to have been given, and with no niggard hand, from the Imperial Treasury. As it is, the whole cost, which is not unlikely to be half a million sterling, is most unfairly fastened upon Ceylon.

THE NEW CHINA TREATIES.

BESIDES the British, another European Government has lately concluded a treaty at Peking. The Austrian treaty with China is the first that has been made containing any restrictions as to the appointment of Consuls; but at last it seems that the Chinese Government has awakened to a sense of the evils attending a system which allows of from six to a dozen "trading Consuls" at every port, some of them without any *raison d'être*, except their own interests—as, for example, at Kiukiang, where a recent census of the American residents gave the curious result of "one Consul and family, one marshal, one citizen." The use to which some of these trading Consuls turn their privileges has long been notorious. In March last, when writing on this subject, we mentioned some exceedingly gross instances of such abuses and of their detrimental effect on the true interests of commerce—at the same time observing, that "An official in high position, who trades "*on* that position, must degrade himself in the eyes of the "native Government, and his influence with them for all good "ends is necessarily diminished, while foreign prestige suffers "as a whole." We are glad to see that at last the truth of this has, at least in one case, been recognised, and hope the example set by Austria will be followed by other nations, so that the hybrid race of "Merchant Consuls" may speedily become extinct.

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SIR CHARLES DILKE ON BRITISH POLICY IN CHINA.

TELEGRAPHIC communication, though in the main a boon to journalists, is not without its drawbacks; one of them lies in the frequency with which an important piece of news falls flat owing to the edge having been taken off the reader's appetite by an anticipatory telegram. We are therefore fortunate in having a choice morsel to transmit to China by the next mail that cannot well have been so forestalled; we allude to Sir CHARLES DILKE's letter to *The Times*, which, amusing as it is, would hardly be considered worth telegraphing *verbatim*. Wise critics have been shaking their heads this last week over some unwonted aberrations in the columns of the *Athenæum*; now the mystery is solved—Sir CHARLES has been absorbed with a Chinese mare's nest—and, it is grievous to add, the produce thereof is addled! Sir CHARLES starts however, with an undeniable truth. "It is now more than a "year since I had an opportunity of addressing you upon "Chinese affairs." What a pity this admirable reticence has not been longer preserved. Sir CHARLES ought to know that though "speech is silvern, silence is golden"—especially as regards a subject you don't understand. It would certainly be unjust to blame a traveller for not possessing a perfect knowledge of every country he has visited, but we have a right to find fault with one who, on the strength of the slightest possible acquaintance with a nation, assumes that his own views regarding it are infallible, and coolly stigmatises the statements of those who differ with him as "wholly false." It is not very long since we had occasion to correct some extraordinary mistakes made by the same writer regarding Ceylon, and now we have once more to perform a similar ungracious office.

As regards Shanghai, there is a curious similarity between the ideas of the Duke of SOMERSET and those of Sir CHARLES DILKE. The latter evidently adopts the "sink of iniquity" view, for according to him the community at that port is always busy "concocting" (that is his word) some villanous scheme to imperil our amicable relations with the Chinese Government. "Great credit," says Sir CHARLES, with a fine irony, "must be accorded to the Shanghai community for their two last strokes." This naturally prepares the reader for a revelation of some dark Machiavellian intrigues, but on reading further it is disappointing to find that the first of these "strokes" is "the publication of a private letter of Mr. "HART, in which his own text and somebody else's comments "on it have been so ingeniously mixed up as to have deceived "one of your contemporaries." Now the truth is that Mr. HART's letter was first printed in San Francisco (in the *Alta California* of Sept. 19), and was copied into many American papers, from some of which the China papers have recently re-printed it. The assertion, therefore, that the Shanghai community have unfairly published a private letter is distinctly untrue. The comments, described by Sir CHARLES as "somebody else's," are by Mr. ROSS BROWNE, lately United States Minister at Peking; Mr. HART's letter and Mr. BROWNE's comments thereon were printed by some of the China papers in parallel columns (as is often done in such cases to facilitate reference), and this is what Sir CHARLES calls "ingeniously mixing up" with a view to deceive—another most unjust aspersion. Now for the second "stroke." The letter goes on to state that this publication of a private letter "will hardly, however, prove to be so successful a "piece of policy as the refusal of an audience to the "Duke of EDINBURGH." There is such an extraordinary confusion of ideas here that we cease to wonder at the little eccentricities in the *Athenæum* above adverted to. The sentence must mean (if it means anything) that the EMPEROR's refusal to receive the Duke of EDINBURGH at Peking was a piece of policy on the part of the Shanghai community! A little further on we read that "it is impos-"sible to escape the conclusion that a refusal was courted "when the request was made." By whom? The Shanghai community certainly did not request the EMPEROR to receive the DUKE; so far from this, there was a very strong feeling among all Englishmen in China against the DUKE's going to Peking at all. The regret that he should place himself in so false a position was universal, and was most openly expressed. And yet Sir CHARLES presumes to assert that "the audience was only asked for" (by the Shanghai community!) "in order that it might be refused." The utter ignorance here displayed of the whole course of recent events in China is ludicrous.

Of course Sir CHARLES thinks the Chinese Government quite right in refusing the DUKE an audience. "It could not have been granted," he tells us, "without violating one of the most holy traditions of the Empire." It seems a little strange that the bigoted conservatism of an overbearing Government should inspire so much reverence in the breast of an advanced Liberal like Sir CHARLES DILKE. But some Liberals have curious ideas. The prejudices of an Oriental despot are "holy traditions," but in England we have no holy traditions, or if we have they don't avail to stay the progress of radicalism—they are called relics of barbarism, and swept away without scruple. This theory would be a dangerous one if carried out consistently. Suppose for instance, we accredited an envoy to some not over-civilised country, where, among other "holy traditions," the natives cherish the custom of feeding on one another,—and suppose they eat our Minister. Would Sir CHARLES condone this also, and recognise cannibalism as an amiable weakness, deserving of all respect?

Then, to refute the prevalent idea that the English residents in China are "wholly inoffensive and injured people," Sir CHARLES professes to give "a few specimens of their recent utterances." The one that he lays most stress on is a passage in the speech made by Colonel KNOX GORE (a military officer, be it observed, not a China merchant) at the banquet given in Hong Kong to Admiral KEPPEL. The gallant colonel said that the Chinese were an inferior nation, and ought to be made to understand that fact. Sir CHARLES finds fault with this, so we must conclude that *he* regards the Chinese as his superiors—a touching example of humility that our readers will, we fear, find some difficulty in emulating. The *Supreme Court and Consular Gazette* he accuses of writing an "annexation leader," simply because an article in the issue of October 16 advocated an extension of the Foreign Customs system to the collection of the inland revenue. The Chinese Government having failed in every attempt to check the entire misappropriation of the Customs' revenue so long as it was in the hands of corrupt Mandarins, gladly availed themselves of the services of foreign inspectors, and the system thus inaugurated has worked for many years to their entire satisfaction. The collection and appropriation of the internal revenue is as full of abuses now as were the Customs in former days, and it is surely a sensible suggestion that the system that has redeemed the one from utter disorganisation should be applied to the other. But Sir CHARLES stigmatises the proposal to appoint two or three foreign commissioners for each province as an attempt at annexation! He evidently does not even know that in the foreign Inspectorate of Customs the distribution of the chief posts among various nationalities is carefully provided for, so as to avoid an undue preponderance of any one treaty power, and that an inspectorate of inland revenue would necessarily be on the same plan. Finally, Sir CHARLES broadly condemns all criticism adverse to the Chinese Government as unfair, and all statements that their policy is reactionary as untrue. We venture boldly to retort these accusations on Sir CHARLES; his criticisms on the utterances of the China press are unfair, because they are conceived in ignorance and prejudice, and his accusations against the China communities are simply untrue. Nowhere is the weakness of his arguments more plainly manifested than in the concluding paragraph of his letter, wherein it is said that in the revised treaty "the Chinese *appear* to have granted more than our Board "of Trade thought it advisable to ask, and the experience of "the year *would seem* to prove that there is no amount of "progress which *may* not be hoped for, *provided*, &c., &c." The italics are our own, and sufficiently indicate the vagueness of the writer's ideas. Simultaneously with Sir CHARLES DILKE's letter, was published a telegram stating that Sir R. ALCOCK had been insulted by the Governor of Nanking, a rather suggestive coincidence from which our readers will not fail to make appropriate deductions.

Since the above was written, leading articles on Sir CHARLES DILKE's letter have appeared in the *Standard* and *Globe*, in which very similar opinions are expressed. We reprint them in another column. Sir CHARLES has delivered an address to his constituents at Kensington on the Foreign Relations of Great Britain, in the course of which he averred that an adherence to our present China policy was the only way to prevent the annexation of China by Russia!

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COLONIAL JUDGES.

THE *Economist* propounds a novel and startling theory on the subject of colonial government. In reviewing Mr. NAPIER'S recent pamphlet on the independence of the Judges in the Straits Settlements—which we noticed in a recent issue—the *Economist* says, "At first sight it would seem the most "expedient course to make the Colonial Governor the Chief "Judge, concentrating all authority in his hands, as his rule "must be despotic." It is hardly necessary to say that this sentence alone suffices to expose the writer's ignorance of the entire subject. To take the latter part of it first, the assumption that the rule of the Governor of a Crown Colony "must be despotic" is preposterous. It too often happens that the Legislative Council of a colony is so defectively constituted that it degenerates into a mere voting machine, of which the Governor can make whatever use he pleases, thus becoming in truth a petty despot. But this is not what it ought to be, or what it was intended to be. The very fact that a Legislative Council exists is in itself proof that the Legislative function was primarily intended to be exercised by the Council, and not by the Governor; how, therefore, can it be said that the Government of a Crown Colony *must* be despotic? That it *is* so, in certain cases, is too true; but in these cases the Legislative Body is packed with official members, who vote under the Governor's orders—a state of things we have often characterised as disgraceful. The *Economist*, however, goes further than this. Not satisfied with establishing the absolute rule of the Governor in Legislative matters, it would give him a monopoly of Judicial authority also. The bad system of making the Judge subservient to the Governor is to be cured by making the Governor himself Chief Judge! If natives who have claims against the Government already fear to bring them into Court because they look on the Judges as servants of the Governor, would they feel any more confidence if the Governor were himself the Judge? Again, in the case of Crown prosecutions, the Governor himself would be virtually prosecutor, judge, and jury. The *Economist's* brilliant idea of "Every Governor his own Chief-Justice" might be varied in many ways; for instance, something might be saved by making "every governor his own bishop," or—to carry out the despotic theory to the last extremity—"every governor his own hangman."

IN another column we insert a letter from "A Singapore Merchant," wherein the shortcomings of the Straits Government are ably dealt with, and we shall very shortly be enabled to publish the despatch from Governor ORD, to which we referred in a recent issue, together with the reply of the Straits Association thereto. We are informed that at a recent meeting of the Legislative Council (of which we have seen no printed report of the proceedings) the gunboat question again came up. The vote for this continues to appear on the Estimates, and Mr. ADAMSON (a new non-official member) proposed to strike it out, in which he was seconded by Mr. REID. On a division, the Chief Justice voted with the four non-official members, in favour of Mr. ADAMSON'S motion, and the remaining five official members against it. The Governor's casting vote decided the question—we need hardly say on which side.

IN another part of our paper will be found a summary of an excellent speech recently delivered at Edinburgh by the Rev. Dr. LEGGE, on the condition and capacities of English Missionaries in China. The opinions of so well-known and highly-respected a member of the missionary body cannot fail to be interesting to our readers

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WE understand that the decision of Mr. Consul ROBERTSON at Yokohama, in the case of the *Ocean Queen* and *New York*—which, it will be remembered, was upset by Judge HORNBY—is now under the consideration of the Foreign-office and their legal advisers. Should Judge HORNBY be supported, we presume there will be an appeal to the Privy Council.

FROM Washington we hear that a Bill has been introduced into the House of Representatives, granting a subsidy to a line of American steamers to the East by way of the Suez Canal. It is not considered likely to pass, there being a strong feeling against the granting of more subsidies.

THE "SPINDRIFT."

IT is announced that a lengthened and careful examination held at Trinity-house into the loss of the *Spindrift* has resulted in the suspension of Mr. MARTIN, the pilot, for six months. At the expiration of that period a re-examination and production of testimonials to character will be required before the licence is renewed. His previous good character is alleged as the reason for this lenient treatment, but for all that we must endorse the verdict of *The Times*, that it is "a most inadequate sentence." A correspondence on the subject of the inquiry into the loss of the *Spindrift* has taken place between the Board of Trade and the Trinity-house. The opinion of the Board of Trade may be gathered from the tone of a letter addressed to Mr. PATTESON, the magistrate who investigated the case, by the SECRETARY of the BOARD of TRADE, from which we quote the following passage:—

> Whether he was guilty of any such breach of duty as to justify the suspension of his certificate, or as to entitle shippers or others to any civil remedy against his owner, are questions on which the Board of Trade have no jurisdiction, and on which they desire to express no opinion; but they are anxious to protest against the practical conclusion to which the report of the Court is likely to lead—viz., that a merchant captain, when he has on board a pilot whom the law obliges him to take, may neglect all ordinary precautions, may leave his ship in a state of disorder, and may, unless the pilot is notoriously drunk, refuse to pay attention to the most obvious signs and warnings of danger, confident that if he does but allow the pilot's orders to be implicitly obeyed, he and his crew will be exempt from all responsibility, and, as it would seem, from all blame.

The *Shipping Gazette* strongly approves of the opinion expressed on the part of the Board of Trade in the letter above quoted. It says:—

> It is with much pleasure that we find a principle for which we have at all times contended so distinctly defined and so resolutely upheld by the Board of Trade. We have never admitted that a shipmaster can be divested of his authority by the presence of a compulsory pilot on board his ship, and have always maintained that the master who believes that he can be, and acts on that belief, is totally unfit for command. The sooner the minds of shipmasters are disabused of this notion the better. But we fear that so long as the existing law of compulsory pilotage is maintained, will the opportunity be afforded for this mischievous and most dangerous misconception. A great deal of the case of the *Spindrift* is wrapped in mystery, but sufficient has transpired to show that if the master had trusted less implicitly to the pilot his ship would have been saved. The case and its results will teach shipmasters henceforth, it may be hoped, that, whether the pilot is on board or not, they are never relieved of responsibility as to the navigation of the ship, and that if a pilot brings a ship into danger, and the master does not interfere to prevent him, the master is guilty of an unjustifiable dereliction of duty. The master is commander of his ship in any and every event, and if he does not exercise his judgment, even when a pilot is forced on board his ship by law, he must take the consequences.

THE prospectus of the China Submarine Telegraph Company, issued in the early part of last month, held out the promise of an ultimate extension of the line from Hong Kong to Shanghai, but it was not expected that anything would be done towards this section for some time. We observe, however, with satisfaction, that immediate action is to be taken, an extraordinary meeting having been held on the 7th instant, at which the directors were authorised to take immediate steps for extending the line from Hong Kong to Shanghai. We are glad to observe too that the necessary steps are being taken for an extension of the British Indian system to Australia; this undertaking also deserves the sympathy of our readers, for it will place not only Europe, but the Straits Settlements and China, in direct communication with the Australian colonies, and must greatly tend to develop trade in that direction.

THE BURLINGAME Mission is about leaving Berlin for St. Petersburg. We understand that a convention has been concluded with the North German Government similar to that with the United States. It is said the Mission is assured of a cordial reception at St. Petersburg, but this is not so certain. A correspondent of the Vienna *Wanderer* states that the Russian Government intends to demand from the Chinese Embassy that its subjects shall have the right of trading in every part of the Celestial Empire, and that Russia shall be empowered to send consuls to every considerable town in China.

WE are informed by the Post-office authorities that the reduction in the rate of postage between this country and the United States will not affect correspondence for Japan and China by the Pacific route, which remains at one shilling the half ounce.

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OUR "TELEGRAPHIC EXTRA."

(From the *London and China Express.*)

THIS adjunct to our paper has now been sufficiently long in existence to enable us to form a correct idea regarding the opinion in which it is held among the mercantile communities of the Far East. The advices from our agents and correspondents at the various ports unmistakably indicate that while our *special commercial messages* are highly valued, notwithstanding the delays and mutilations they have suffered owing to the inefficiency of the telegraph lines, the reproduction of Mr. REUTER'S general telegrams, as received at Galle, is looked on with indifference. In fact, it has become evident that the real value of the *Extra* to subscribers lies solely in our own special telegrams, and this will be still more the case when an improvement in the telegraphic system ensures punctuality and correctness. These considerations have induced us to decide on a modification of our original plan, whereby REUTER'S telegrams will in future be excluded, and the *Extra* will consist simply of a slip containing our special telegrams, together with those from Bombay and Calcutta, and any other items of news particularly interesting to subscribers, such as must often turn up at such a central point as Galle. Advices by last mail inform us that the telegraph wires have been working better, and we are glad to find our telegrams of Nov. 25 for the *Extra* arrived in time for the issue of Dec. 1.

MISSIONARIES IN CHINA.

At a meeting recently held in Edinburgh, on behalf of the English Presbyterian Missions in China, the Rev. Dr. LEGGE, in moving a resolution expressive of sympathy with the China missionaries, made an able speech, defending them from the attacks of the Duke of Somerset and others. We append a summary of Dr. Legge's speech, and also a letter commenting upon it, addressed by Mr. HUGH MATHESON to the *Weekly Review*:—

Dr. Legge's resolution was as follows:—"That this meeting deeply sympathises with the missionaries of this association in the troubles and difficulties to which they have been exposed during the past years, and the reproaches that have been unjustly uttered against them, and desires to express its confidence in the Christian wisdom and forbearance which have invariably characterised their procedure."

In supporting the resolution, Dr. Legge referred to the difficulties and trials connected with the life of a missionary, and the reward which they had when they saw their work prospering. In 1852, when he went for a fortnight on a visit to Amoy, there were only half-a-dozen converts in connection with all the missions; subsequently, when he visited it, it was like going to what one had seen before as a rugged heath and barren wilderness, and beholding it everywhere beginning to bud and blossom like the garden of the Lord. He then referred to the charges which had been brought against the missionaries. I confess (he said) that I was overwhelmed when the news came of the outrages at Yangchow, for which the missionaries were not at all responsible. Thereafter there set in a storm of abuse and aspersion against them, echoing from the column of one newspaper to another, and finally taken up and reverberated in one great explosion by the Duke of Somerset in the House of Lords. It was said that missionaries were not sufficiently educated for their work. Sir R. Alcock has again and again intimated in his communications to Lord Clarendon that it was vain to expect from such a feeble folk as they were the great results which were anticipated. I agree with our detractors in wishing that both in natural capacity and acquired attainments our missionaries in China were tenfold abler men than they are. More and more do I feel that our work demands the highest human culture and the highest natural capacity. But if we can wish that we were better than we are, I do not think we need be ashamed that we are what we are. You have no need, I can boldly say, to be ashamed of your missionaries in China; and, as belonging to another society, I can speak of them more freely than perhaps they would like to do themselves. I can speak of all of them, as knowing them all personally and intimately. When they are spoken of as only half-educated men, unfit for the work which the Christian Church has called them to pursue, I think it would be very difficult to pick out in the English Presbyterian Church, or in the Free Church of Scotland, ten men before whom your ten men now in the mission-field in China would have reason to hide their heads. (Applause.) Sure I am that missionaries as a body are not inferior to any other body of men in China. We are not inferior in capacity or attainments to the merchants there, or to the members of the consular service, diplomatic service, or any other service in the great fields of labour. (Applause.) When it pleased the Duke of Somerset to speak of missionaries in the House of Lords, he spoke of us as wanting to propagate Christianity by means of Her Majesty's gunboats, and that in effect wherever you found missionaries you found either rogues or enthusiasts. After a distance of months has intervened I feel that the remark of his lordship is not worth more than a smile. Sorry I am that any person in the House of Lords should have descended to it; sorry I am that when an occasion of making explanations was afforded to the Duke of Somerset he was unequal to it; and, without giving railing for railing, I would dismiss his remark with the observation that he has occasion for shame, and that he never will stand right with the world until he acknowledges that he is ashamed of having so expressed himself. (Loud applause.) The charge of a want of education and the aspersions of the Duke of Somerset might be allowed to pass without anything more being said upon them. They were just little flashes like those which now and then trouble the atmosphere, but leave it clearer than it was before. However, I am afraid that there may arise out of what has occurred at Yangchow and other places, and out of the want of proper resolution on the part of missionary societies, an action on the part of our Government in reference to our missionaries that would be most unhappy, and which I for one would most deeply regret. Sir Rutherford Alcock has again and again expressed himself to Lord Clarendon that the proselytising agency, as he terms it, which had been grafted upon the treaty of commerce, was both futile and embarrassing, and has added that the mandarins and the Chinese authorities, and the official classes have an implacable hostility to the missionaries, and that there is great danger from the missionary enterprise, as it has been growing into a more aggressive agency, and extending into the interior of the country, thereby leading to great embarrassments and interferences of our commercial and other interests connected with that great empire. Now it is to be greatly deplored if our Government sanctions the initiative of a retrograde action in its communications with China, or sanctions any departure from its previous stipulations. It is strange that the reproach should be constantly thrown out against us that we do not do as the Roman Catholic Missionaries, viz., go into the interior of the country and sacrifice ourselves as they do, and at the very moment that it is possible for us to do so there gets up this hue and cry; and Lord Clarendon says in the House of Lords that it is indispensable for missionaries to confine their operations to the treaty ports, and even there exercise the greatest caution and judgment. As to the statement that the official classes are implacably hostile to Christianity, last year the Governor General of one of the provinces, the most powerful man in China, whilst stating that the Chinese must put their foot down and sternly resist the formation of railways and all such things, said the missionaries had a right to teach and preach in the country, and that they should not be interfered with. (Applause.) So far as the people of China are concerned, I am bold to say that whatever of good feeling exists among them to foreigners is owing to the influence of the missionaries. There are none whom they know so well, and there are none of whom they have more reason to think well. I am sure of this, that the best thing for the preservation of the peace and of our good relations with China, and for the promotion of commercial and other interests there, would be an enlarged and extended increase of missionaries and missionary labours throughout the length and breadth of the empire of China. It is often cast us a reproach to us that we Protestant missionaries were for the most part married, and had a great many children. I think, however, that our wives and children are the best hostages which the Government or the country could have for our prudence and forbearance. (Loud applause.) I would advise Government to let missionaries and missionary matters alone; let things go on as they are going, and take their course under the providence of God. And I would advise missionary societies, instead of seeking to lay any restrictions on their missionaries, to bid them God-speed, and to express the confidence which this resolution expresses in the Christian wisdom and forbearance which have characterised their proceedings in China. (Loud applause.)

Dr. Duff seconded the resolution. He only wished that the Duke of Somerset had been present and heard what had been said in defence of the missionaries in China, in order that he might have had an opportunity of showing that he was capable of blushing. He then commented in severe terms on the general apathy which was shown towards the mission work; remarking that the great mass of the people gave only the leavings of their incomes to the cause of Christ.

The resolution was carried.

MR. MATHESON'S LETTER.

DEAR SIR,—I am anxious to draw the special attention of your readers to the very able speech delivered in Edinburgh a few days ago by the Rev. Dr. Legge, in vindication of the missionaries in China from the unjust and unwarrantable aspersions which were thrown upon them during last session of Parliament. The occasion was the annual meeting of the friends of our China mission in Scotland, at which I had the satisfaction of assisting, and it was peculiarly gratifying to me to listen to the very complete statement of Dr. Legge, upon a subject upon which he, of all men, is eminently entitled to speak. For a number of years past Dr. Legge has been engaged in translating one of the most important works, in a missionary point of view, that has ever been brought to light—the Chinese classics, containing the writings of Confucius and his disciples, writings upon which the whole life of China for upwards of a thousand years, civil, religious, and economical, has been based. Several volumes of this remarkable book have already been issued, and it is, I think, impossible to exaggerate the importance to be attached to them by all who have to deal with the Chinese, whether they be the Government officials of other nations, or the missionaries of the everlasting Gospel. The principles which govern every department of life in China to this day are enunciated in these ancient classics, and the student of them will wonder how, with such a marvellous and in many respects admirable system of morality, we should yet find among the Chinese so little of the practice of those sublime virtues which every child is theoretically taught to reverence from his earliest years. We need only, however, to remember that no system of virtue ever devised can convert a human soul by nature "dead in trespasses and sins," all being alike powerless to change the heart. It is thus that in China, above all other heathen countries, we see how powerless mere civilisation is to effect the regeneration of a people, and that until Christianity comes in, revealing a living Saviour, and a life-giving Spirit, the shrines of the purest morality are nothing but whited sepulchres.

The testimony of Dr. Legge to the education and learning of our own missionaries was not needed for us, who knew that they are all University men, capable of taking their places beside a similar number of cultivated men in any profession in England. But it is gratifying to receive the testimony from such a source. And in regard to missionaries generally, the fact cannot be disputed that if you want to know

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who has done anything by his pen to convey to the Chinese information and instruction from the West, you will find that it is to the missionary that in ninety-nine cases out of the hundred the credit of efforts in this direction is due. And it would be the highest wisdom in our rulers, even if animated by mere worldly policy, instead of frowning upon the missionary cause, to give it every encouragement, as being the medium above all others calculated to raise Great Britain in the estimation of the Chinese, as a nation which sends them men of the highest beneficence, who, wherever they settle, are found to seek the good of the people, and to promote peace and harmony among them. We do not want the patronage of any earthly government; but we claim reasonable protection, and the treaty right of immunity from persecution for "those who teach and those who profess the Christian religion."

In addressing you some time ago in regard to affairs in the island of Formosa, I took occasion to refer to the deep regret with which I, in common with almost every one who has any intercourse with China, viewed the recent change of policy adopted towards the Chinese authorities by our Government. I fear it must now be said that the fruits of that change are more rapidly manifesting themselves than any of us were prepared for. That the hostility which is being displayed by the Chinese is in no sense specially directed against Christian missionaries as such is becoming more and more apparent. I assert with the utmost confidence that recent hostile acts are inspired by that hatred to foreigners, and exclusive jealousy of our superiority and moral power, of which we can hardly hope to see any abatement so long as the head of the Chinese Empire is recognised as in some sort a representative of Heaven by all the subjects of the "Middle Kingdom." And from information on which I can rely, I believe, the Chinese Government is taking practical steps to place their seaboard in a higher condition of defence than has ever before existed. The Taku forts, where our fleet under Admiral Hope met with so disastrous a reverse on our first expedition to Peking, are now being rebuilt on a greatly extended scale, and mounted with rifled cannon, while naval arsenals are being established on other important points of the coast, all which must be known by our Government. The pressing want now is that Sir Rutherford Alcock should be succeeded at Peking by a statesman of known energy and experience; for it is only too evident that the next few years will prove critical in the history of our intercourse with China.—Yours very faithfully,

London, Dec. 23, 1869. HUGH M. MATHESON.

BRITISH POLICY IN CHINA.

The following letter from Sir Charles Wentworth Dilke, on the subject of British Policy in China, has appeared in *The Times*, and the *Standard* has an article on it, which we append. Further reference to it will be found in our leader columns.

It is now more than a year since since I last had an opportunity of addressing you upon Chinese affairs. At that time no public declaration had been made of the course that would be taken by Her Majesty's Government in the Chinese question, and although it had previously been rumoured that Lord Stanley had adopted a conciliatory tone, it was not certain but that the representations of interested persons might prevail with his successor. Happily, such was not the case, and in his despatch of Dec. 28, 1868, Lord Clarendon once more enunciated, with praiseworthy firmness, the policy of peaceful action and "reference to Peking." In the year that has now elapsed the leading missionary bodies have, with their usual wisdom, rebuked their more hasty envoys and accepted the policy of the Government, and the old views of our position in China have found expression only at the meetings of the merchants in the Treaty ports, and in the columns of the local Press. England, too, has not stood alone, and just as America was beforehand with us in giving official expression to her feeling in favour of a juster policy, so North Germany, France, and Russia have united in endorsing the action of Great Britain. It would be reasonable, then, to expect that the advocates of fair dealing by the stronger towards the weaker peoples should now be willing to let well alone, and to listen with indifference to the murmurs of Shanghai and Hong Kong.

Unfortunately, however, telegrams play so large a part in modern daily literature that it becomes advisable to caution those who take an interest in Chinese affairs that the China telegrams are almost invariably coloured by the anti Chinese party. In the course of the past year the telegraph, for example, has informed us that the Chinese had refused to ratify the new Treaty with the United States; that the Mission to Europe had been recalled; that Mr. Burlingame's credentials had been made in duplicate, and that the copies differed; that the proclamation creating the Mission set out that it was sent to "tributary States;" that Mr. M'Leavy Brown had been recalled by the British Government; and that Sir Rutherford Alcock had addressed a despatch to Mr. Medhurst, in which he said that there was no hope of progress on the part of China unless force were used. The greater part of these statements have been already contradicted by you, and little trouble is needed to show that the whole of them are false. The Treaty with the United States was ratified on the 23rd of November; Mr. M'Leavy Brown, who appears to have been sent to Peking to report the progress that had been made by the Mission, and who is known to have stayed while there in the house of Mr. Hart, is now on his way back to Vienna or St. Petersburg; and the telegram stories about the recall of the Mission and the use of the phrase "lesser States" are simple fabrications.

The work of concocting similar productions is now in progress, with a view, doubtless, to Parliamentary action during the next session, and great credit must be accorded to the Shanghai community for their two last strokes. The publication of a private letter of Mr. Hart, in which his own text and somebody else's comment on it appear to have been so ingeniously mixed up as to deceive one of your contemporaries, but in which Mr. Hart does make one or two very natural admissions as to the Conservatism of the Chinese Government upon the audience question, will hardly, however, prove to be so successful a piece of policy as the "refusal of an audience to the Duke of Edinburgh." Now, in reference to this main point there is no one in Peking who does not know that the request could not have been granted without violating one of the most holy traditions of the Empire, and as the United States and all European Powers have expressly waived the audience question pending the minority of the Emperor, it is impossible to escape the conclusion that a refusal was courted when the request was made, if indeed we should not go to the extent of believing that the audience was only asked for in order that it might be refused.

As there is just now a disposition in some quarters to represent the English community in China as consisting wholly of inoffensive and injured people, it may not be out of place to set before your readers a few specimens of their recent utterances. At the dinner lately given to Sir Henry Keppel at Hong Kong and at which the whole of the leading merchants and officials seem to have been present, Colonel Knox Gore responded for the army. One of the China papers thus reports his speech:—"As regarded China, he contended that the Chinese were an inferior nation, and should be brought down and shown that they were the inferior nation. (Loud cheers) He objected strongly to the tampering policy followed by the present economical Government, and styled it a most pernicious policy, and a policy which would not have been tolerated for a moment 200 years ago."

One of the chief doctrines enunciated by Lord Clarendon was that British officers should not make war upon their own account, except in cases where English lives or property were immediately exposed; and one of the hardships of which the Hong Kong and Shanghai communities complain is that gentlemen holding the opinions of Colonel Knox Gore should not be permitted to attack the Chinese whenever they think fit. That it may not be supposed the words here quoted were an isolated expression of opinion, I will, with your permission, cite one or two paragraphs from the China papers in the same direction. The *Overland China Mail* of the 19th of October last speaks thus:—"Let us say to China, this must be done because we choose. There is no other way of appealing to the nation. . . What can avail but threats? We may be thankful that just at this moment the hollowness of their pretended desire for progress has become apparent. Should another war, as is most probable, occur, the peacemongers will no longer be able to weep over the injuries inflicted upon a 'meek and progress-loving' people." The *Supreme Court and Consular Gazette* of October 16, in an annexation leader, writes:—"It cannot be doubted that if two or three foreign commissioners were sent into each province, with power first to collect the revenue and prevent its present misappropriation, and, secondly, to apply that revenue to the development of the mineral and agricultural resources, to the improvement of means of communication and the enhancement of the value of the staple productions, no opposition would be experienced from the people at large. For some time there would be a conservative class, some of the members of which should be summarily dealt with, while others would learn that under the new *regime* the fairest field would be open to the most marked intelligence."

These extracts speak for themselves. The unfairness of all criticism, and the untruth of all statements that are based upon the supposition that the Chinese Government has become reactionary, is best shown by what has occurred in reference to the revision of the Treaties, in which the Chinese appear to have granted more than our Board of Trade thought it advisable to ask; and the experience of the year would seem to prove that there is no amount of progress which may not be hoped for, provided that the temperate policy of Lord Clarendon and Lord Stanley be not exchanged for one of threats and force at the dictation of the China press.

(STANDARD.)

The Chinese Empire, ever since it was heard of, has been a paradox and a puzzle to the rest of the world. The pictures of it drawn by successive travellers—by Jesuits, Protestant missionaries, merchants, consuls, naval and military officers, and gentlemen in pursuit of science, resemble nothing so much as that aspect of a dioramic scene when one perspective is blending with and disappearing in another. No people have been more extolled; none have been more caricatured. It is some comfort to know, however, that just when we are all wrong, an authority is pretty sure to turn up and set us right; and he is the more welcome if we are at a loss to understand how he came to be constituted an oracle. Mill, the historian of British India, argued in his preface, that because he had never seen the region he was the better qualified both to describe its manners and relate its annals. We hardly know in what degree Sir Charles Wentworth Dilke claims a similar title, since he has been a voyager, and may possibly have caught sight of a Chinese cape; but if we remonstrate with him concerning his version of matters as they stand in China at present, it is because he is doing his best to encourage a very shallow notion. It has been rather a fashion of late years to ridicule experience, and to treat with contempt the opinions of "twenty-years-in-the-country-sir" men, as being persons darkened by excess of light. Now, it is quite credible that long residence and familiar intercourse, combined with the narrowing influence of a small and exclusive community, may stereotype certain ideas on the mind. We know that in British India, for example, there are what used to be called "Presidency prejudices;" but if compelled to choose, we must still prefer the person who is likely to comprehend his subject to the person who despises him on account of his special education. It may be partiality; yet, as an affair of local politics, we imagine that the Europeans at Hong Kong and Shanghai are, in their position, almost as well informed as though they dwelt in Sloane-street. Far be it from us, indeed, to suggest that Chinese questions should be settled entirely from an Anglo-Chinese point of view, or to deny the right of public men—especially one so cultured and so much in earnest as Sir Charles Dilke—to challenge the judgments of the Anglo-Chinese press. That against which we protest is the assumption that our countrymen in the East, changing their natures as they cross the seas and settle down among the discoloured races of the world, are necessarily ignorant, selfish, addicted to embroilments, bullying, and violence. This, however, is the "Liberal" way of looking at it. The origin of it is not unknown. We heard precisely the same

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jargon ten years ago, when Manchester scouted its former favourites; and some there may be who can remember how swift was the contagion of the new philanthropy, which melted into the benedictions of pirates, and found charitable excuses for head hunting. Well, the Chinese Government stood in need of a character, and one is given it, somewhat at the expense of English sagacity and humanity, by Sir Charles Wentworth Dilke. Its appearance is simultaneous with the announcement that Her Majesty's representative has been grossly insulted at Nanking—a fit commentary on the return of Admiral Keppel.

Is there any meaning in the phrase "British interests?" It seems to be falling into desuetude, "interested motives" being the substitute. And what on earth, if not motives of interest, should tempt Englishmen to establish themselves on those barbarous confines? And what can their "interests" be except the commercial interests at large of the country to which they belong? To believe some individuals, however, would be to fancy that nothing short of chronic blockades and bombardments, the cessation of trade, and the intermittent execution of mandarins would satisfy the Hong Kong and Shanghai communities. But they have been bridled by Lord Clarendon, whose policy of conciliation and "reference to Peking," whose snubbings of our merchants, rebuke of our consuls, and censure of our naval commander have been so appropriately supplemented at Nanking. The United States, according to Sir Charles Dilke, had taught him the lesson. France and Russia joined with him in learning it, and China, meanwhile, has been cruelly misrepresented, for telegrams, like tea, are coloured to suit the market. Thus she had refused to ratify her American treaty; had recalled the European mission; had made out Mr. Burlingame's credentials in duplicate, varying their phraseology; Mr. M'Leary Brown had been sent for to Europe; and Sir Rutherford Alcock feared force would be necessary to secure the faithful observance of treaties. Not a word of it true. Never heed what your "twenty-years-in-the-country-sir" men say. it is all the simplest fabrication. But we happen to have some historical light to help us, of which the newest is not the least valuable; unless. indeed, the last electric message, like the rest, be only a concoction of Hong Kong and Shanghai spite. In what documents, however, does Sir Charles Dilke read his Chinese history? Of course, when questioning his data, we do not defend Ministers for their stupid error in demanding for the Duke of Edinburgh an Imperial audience at Peking; but that is not the real issue involved, which is—what have we brought upon ourselves by our new system of cringing? Plainly, the "Conservatism of China"—language which explains itself, and signifies barbarous pretence, hypocritical diplomacy, arrogance towards foreigners, and an utter incapacity for honourable dealing. It is possible, no doubt, to pick out paragraphs for newspaper articles, and after-dinner speeches; but it is possible, also, to be too humble. Sir Charles complains that somebody at the dinner given at Hong Kong to Admiral Keppel, spoke of the Chinese as an inferior nation. Why, what in the name of reason are they? Or, if not, what are we ourselves? And will any one, whose intellect has not been warped by twenty or thirty years of intimate observation, tell us what is portended by the phrase "progress" in China, or what was ever portended by it since Chinese civilisation came to a dead stop, a barren fixity innumerable ages ago? Where is it? In the "holy tradition' which forbids an Imperial minor to be seen of mortal men not born in the yellow? In the prodigious system of pedantry, teaching nothing, which has left China in the nineteenth century behind the rest of the world in everything that marks the improvement of modern times? She was before us with a good many inventions, the legends say, and certainly no one desires to cannonade her into another wakeful fit; possibly, also. no treaty can bind in amicable relations with us every governor in that vast and dissolving dominion. But, since our intercourse with China began, its Government has never once—we assert it deliberately—set an example of voluntary good faith. Its pride is pleaded in extenuation. Be it so; it is, however, the pride of a savage, the growth of an ignorant instinct.

It is an inexcusable libel upon the merchants of the European community, and the commanders of the China squadron, to affirm that they are impatient of peace, and for ever hankering after an occasion of bloodshed. Men, before making such assertions, ought to be very sure of their ground. Nor is it much less disingenuous to claim for Lord Clarendon the credit of the principle that British officers shall not make war on their own account, to gratify a local rancour. They are employed for the protection of British life and property; and instances must arise in which they are to be judges of the fact, and competent to take immediate action. Else why keep a naval force in distant seas at all? We may, with Sir Charles Dilke, deprecate the dream of British rule in China, the collection of its revenue, and the development of its resources, yet the idea is one that any man is free to hold, not less free than is Sir Charles Dilke to sneer at men for believing of a country exactly what they see of it. At all events, may we be pardoned for our scepticism concerning "progress" under the edicts of the vermilion pencil, and also for hesitating to congratulate Lord Clarendon upon the triumph which, though so eminently pacific, has landed us among dangerous complications, and may launch us into a war?

(GLOBE.)

The letter of Sir Charles Dilke on "Our Chinese Policy," which appeared in *The Times* of Monday, is characterised throughout by a glib vagueness which marks that the writer possesses but a very superficial acquaintance with the subject of which he treats. He says that "there is no one in Peking who does not know that the request to give an audience to the Duke of Edinburgh could not have been granted without violating one of the most holy traditions of the Empire." What does Sir Charles mean by this? If he means that the admission of a European into the Imperial presence would violate one of the most holy traditions of the Empire, he is quite wrong, for Europeans have repeatedly been admitted into the presence of preceding Emperors, and if the Foreign Ministers at Peking would only consent to make the ko-tow they would be granted an audience to-morrow. But if he means that to have received the Duke of Edinburgh on the same terms on which he would have been received by a European crowned head would have violated one of the most holy traditions of the Empire, we think that he would have put it more truly by saying that it would only have wounded the inflated pride and childish conceit of a nation which refuses to acknowledge that any kingdom in the world has a right to claim equality with itself. It is exactly the same question that we fought for at the Ports over again. When foreign Consuls were first established at Canton, the local authorities persistently refused to hold intercourse with them on terms of equality; they flouted their remonstrances and disregarded their arguments, and it was found necessary to enforce *vi et armis* regulations for the fair adjustment of the relative ranks of consuls and mandarins before business could be properly conducted and friendly relations kept up. The position of affairs at Peking at the present day is an exact reflection of the state of things that existed at Canton a quarter of a century ago, and it will probably have to be set right by precisely similar means to those then employed. Our allowing ourselves to be excluded from the Imperial presence is looked upon by all classes throughout the Empire as a tacit admission of our inferiority as a nation, and as sufficient to warrant provincial officials and gentry in freely offering slights and insults to our Ministers and Consuls. It is a mistake to suppose that the Chinese regard the exclusion of foreigners from "the presence" in any other way than as a badge of superiority; as to "holy traditions" they exist only in the minds of Sir Charles Dilke and others equally acquainted with China. A passage has recently been quoted from a Chinese work on the wars of the present dynasty, written by a native official of high rank, and published at Peking in 1845, which curiously illustrates what we have said. In speaking of the relative positions occupied by the European kingdoms he describes Russia as the greatest and most powerful, and adduces as proof of his statements the fact that "our own envoys in their journeys thither have only had interviews with their (*i.e.*, the Russian) territorial governors, and have not been admitted to see the Emperor." The admission of Foreign Ministers to the Imperial presence is the one thing that can place our relations with China on a sure footing, and on our insisting on or waiving this point rests the decision whether we will continue our present commercial relations with China. or submit to be driven back to the position we occupied before the Treaty of Tientsin.

Monetary and Commercial.

The China Submarine Telegraph Company (Limited) have given the order for the manufacture of their cable (to be laid between a station in the Straits of Malacca and Hong Kong), accompanied by the necessary payment to the Telegraph Construction and Maintenance Company. At an extraordinary meeting of the China Submarine Company held on the 7th, which is reported in another column, it was resolved to increase the capital by £300,000, and to take immediate steps to extend the line from Hong Kong to Shanghai.

The prospectus of the British Australian Telegraph Company (Limited) has been issued. The capital is £660,000, in 66,000 shares of £10 each, of which £120,000 will be taken in fully paid-up shares by the contractors. This line is substantially a continuation of the chain of communication already in progress between England, India, and the Straits, and is to be completed in 1871. Traffic arrangements have been made with the Anglo-Mediterranean, the Falmouth-Malta, the British Indian, and he Extension Telegraph Companies, providing that these companies shall grant the same rebate on their through rate on all messages forwarded over their lines and the Australian company's cables, as has been granted to the China Submarine Company. The Board comprises representatives from all the companies named, who are the proprietors of the direct submarine lines between England, India, and Singapore, the chairman being Viscount Monck, and it is intended to place the conduct of the traffic throughout in charge of a single committee of directors. The first section will consist of a cable 563 miles in length, from Singapore to Batavia, from whence the Dutch lines extend to the south-eastern extremity of Java. From this point in Java, the second cable, 1,163 miles in length, will be laid to Port Darwin, in Australia, touching at Timor. From Port Darwin to Berketown, in Queensland (800 miles), a land line will be constructed to connect with the telegraph system of Queensland, New South Wales, Victoria, South and Western Australia, and Tasmania. Full particulars will be found in our advertising columns.

The directors of the Oriental Bank Corporation have issued a circular pointing out that the daily increasing numbers of negotiable securities render their custody a matter of great importance, both to bankers and their constituents. For the convenience of its customers the bank will continue to take charge of these documents, and will collect the interest at a small remuneration for the expense and trouble this duty involves; but, in the event of loss, the Corporation will not in any case be liable, except for such loss as may occur through gross negligence on their part.

Now that the Overend-Gurney trial is over, it is suggested that measures will probably be taken for restoring Mr. H. G. Gordon to

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the seat at the boards of the Oriental Bank and the Union Bank of London, which he found it advisable to vacate pending the investigation.

It is stated that refiners and importers of sugar in France complain of the "types" employed by the French Customs for the classification of raw sugars. From an address just sent to the Minister by the Chamber of Commerce of Marseilles, in the name of a considerable number of refiners, merchants, and brokers, it appears, that they desire that new types, like those used in Holland, shall be issued, "in order to put an end to the intolerable and trying inequality in which their industry is placed with respect to its Dutch competitors." The "intolerable inequality" referred to is said to consist in this fact:—"That there is a difference of one or two numbers between the Customs' types of France and Holland, and that the sugars of Java, typed to commence Nos. 16 and 17, are in Holland classed Nos. 13 and 14, and consequently admitted to the yield of 88 per cent., whilst the same sugars in France are invariably classed 15 to 16, and subjected to a yield of 94 per cent." The practical working of this is that the Dutch are underselling the French refiners in Italy, notwithstanding they have to bear greater expenses for carrying, insurance, averages, and interest, than the French.

Messrs. Lamport and Holt, of Liverpool, intimate that they have opened a house in London, St. Helen's-place, as general merchants and commission agents. Mr. Arthur Holland, who has assisted them for several years, will manage the London department. This arrangement will not interfere with the correspondence on the charter of ships which the house has been engaged in for more than twenty years with Messrs. Galbraith, Stringer, Pembroke, and Co., shipbrokers, of Austin-friars, London. Messrs. Hall, Russell, and Co., the well-known iron ship builders and engineers of Aberdeen, have opened offices at 123, Fenchurch-street, Mr. J. T. Rennie being their London agent.

The failure is announced of Mr. Henry H. Severs, general merchant. His liabilities are roughly estimated at about £250,000, principally on bills which have been drawn against consignments to China, consisting of cotton and woollen goods. Mr. Severs has been in business in London about two years. The following circular has been sent to the creditors:—

"Gentlemen.—I much regret to inform you that I am compelled to suspend my payments. I have placed my books in the hands of Messrs. Cooper Bros. and Co., of George-street, Mansion-house. I trust the result of the liquidation will be satisfactory, but it will depend upon the realisation of consignments to China. I had hoped that the estate might have been wound up under a private deed of arrangement, but I am advised that in consequence of the liabilities being chiefly upon bills of exchange now running, the holders of which are not known, this course is impracticable, and that, at all events in the first instance, it is necessary, in order to protect the rights of all parties, that the estate should be taken into bankruptcy.—I am, gentlemen, your most obedient servant, HENRY H. SEVERS."

At a meeting of the creditors of Messrs. George Barnes and Son, spinners and manufacturers, of Haslingden, Lancashire, the liabilities were stated to be £7,531, with assets estimated at £2,066. An offer of 5s. in the pound having been made, and not agreed to, a relative offered to guarantee 10s., but it was determined, after considerable deliberation, that a deed of assignment to three of the creditors should be executed.

The arrangement with the creditors of Messrs. Benyon, Harding, and Templer, tea-brokers, for a composition of 5s., is in progress; but some of the creditors are dissatisfied with the speculations of the firm, and the manner in which tea warrants entrusted to them have been appropriated.

The *Manchester Courier* states that two small failures have been reported—Mr. James Potter, cotton spinner, Bell-street, Oldham, with liabilities of £9.300, and Mr. James Procter, manufacturer, Radcliffe, owing £1,800 to £2,000.

As usual at this period of the year numerous changes have been made in commercial firms, and we notice the following announcements:—

"Messrs. Dent, Palmer, and Co., of London, have issued a circular stating that the interest of Mr. Thomas Dent and Mr. Richard Whiteman Fall in the firm ceased on the 31st ult., and that Mr. Greville Horsley Palmer and Mr. Thomas James Reeves have been admitted partners. Messrs. Catling and Andrews, tea brokers, intimate that the partnership hitherto carried on by them, in Fenchurch-street, London, has been dissolved by mutual consent; Mr. Arthur Andrews states that he shall continue the business of a tea broker, at the same address, under the style of Arthur Andrews and Co. Messrs. Wm. James and Hy. Thompson, of Mincing-lane, have admitted into partnership the second son of their senior partner, Mr. Arthur Thompson. Mr. John Hodgson retires from the firm of Grant, Hodgson, and Co., of Fenchurch-street, London, and the business of tobacco brokers will be continued by Messrs. George Grant and James Chambers, under the same title. The announcement has been made of the termination of the partnership of Anderson and Thomson, ship and insurance brokers, and the formation of a firm under the style of Anderson, Anderson, and Co.; it may be added that Mr. Thomson, associated with Mr. F. G. Westmoreland, continues business under the title of James Thomson and Co. It is notified that the firm of Holmes, Knevitt, and Holmes, shipbrokers, has been dissolved by mutual consent, and that Mr. R. K. Knevitt will continue the business as a ship and insurance broker and insurance agent in Sun-court, Cornhill, under the firm of Knevitt and Co. Messrs. Broughall and Co., of 62 Cornhill, London, have intimated that Mr. John Francis Carter is admitted a partner in their firm. Messrs. Hayter and Howell, of Mark-lane, London, have given notice that Mr. Henry Hamilton Howell has withdrawn from the firm; the business will be continued by Mr. H. G. Hayter and Mr. O. E. Hayter, under the style of Hayter and Hayter. The 'H. H.' mark and other trade marks will remain in the exclusive use of the new firm."

The following is an extract from a letter of M. Lange, the representative in London of the Suez Canal Company:—

"I am informed that since my return from Egypt great efforts have been made to remove the inequalities in the depth of the Canal. Between Port Saïd and Ismailia this work has been successfully completed. Then between Ismailia and Suez the piece of rock had been reduced seventy centimetres in a fortnight; in other words, that part of the Canal is seventy centimetres deeper than it was at the time of the inauguration, and the entire removal was confidently looked forward to towards the end of January next. I have had many inquiries from shipowners and merchants with regard to a rumour afloat that the Canal is likely to be closed for the purpose of blasting this rock, and hasten to inform your readers that there is no foundation whatever for such a rumour."

The amount of bullion by the P. and O. Company's steamer *Nyanza*, from Southampton on the 8th inst., was, in gold, to Galle, £525; to Bombay, £1,700; to Madras, £4,000; to Alexandria, £13,700; in silver, to Calcutta, £3,000; to Singapore, £20,000; to Hong Kong, £12,396; to Shanghai, £16,035; total in gold, £19,925; in silver £51,431.

The tenders for £387,500 in bills on India were received on the 6th inst. at the Bank of England. The amounts allotted were:—To Calcutta, £358,700; and to Madras, £28,800. The minimum price was fixed as before, viz., at 1s. 11d. on Calcutta and Madras. Tenders on those presidencies at 1s. 11⅛d. will receive about 25 per cent.; above that price in full. These results show a trifling diminution in the demand for remittance to the East.

CHINA SUBMARINE TELEGRAPH.

An extraordinary meeting of this company was held on the 7th inst. at Cannon-street Hotel; Mr. J. Pender in the chair.

The Secretary read the notice of meeting, which was called "for the purpose of authorising the directors to enlarge the share capital of this undertaking, and to adopt other measures for the completion of the line of telegraph from Hong Kong to Shanghai." The requisition of shareholders was also read, calling upon the directors to take steps to carry out this extension.

The Chairman said this requisition was signed by shareholders holding £10,000 shares in the company, and the point urged was of extreme importance, as they had taken no slight interest in the progress of submarine telegraphy. He pointed out that it had always been part of this company's scheme to go to Shanghai, but that part had been delayed until the line was at work to Hong Kong. But it had now been seen that others proposed to enter this field, therefore it behoved the company to protect their own proposals by carrying out the project. He acknowledged that the proposals emanated from honourable gentlemen, who, perhaps, were not aware of this company's proposition in the field, and who, perhaps, would not, when they became aware of this position, run the risk which certainly stood before them. The China Submarine Company could soon carry out the work if the meeting gave the necessary powers, and he moved "That this meeting is of opinion that the directors should, as early as possible, take the necessary steps for the completion of the telegraph from Hong Kong to Shanghai."

Lord William Hay seconded the motion, which was carried unanimously.

The Chairman then moved, that the directors be authorised to increase the capital of the company to £825,000, the additional £300,000 to be issued at such times and on such terms as the directors might determine. He said the extra shares should be offered to the shareholders *pro rata*, and all shares not taken by proprietors might be taken by other persons.

This motion was seconded, and, in answer to questions, the Chairman said that £250,000 of the additional £300,000 was for the construction of the new line, and £50.000 was requsite for working capital.

The motion was unanimously carried, and thanks to the chairman closed the proceedings.

BOARD OF TRADE RETURNS.

The Board of Trade Returns for the month of November last show that the total declared value of the exports of British and Irish produce and manufactures for the eleven months amounted to £174,450,252, being £9,625,598 and £6,518.874 more than the shipments during the same months of 1868 and 1867 respectively; the value for 1868 was £164,824,654, and for 1867 £167,931,378. The total exports for the first eleven months of 1866 amounted to £173,913,222, so that our export trade continues somewhat in excess of that of the year in which trade assumed its greatest proportions. The question as to the character of this increased business is no doubt of great importance. The profits are probably on a smaller scale, but we can hardly think that merchants, as a body, are disposed to carry on for a long period this large export trade

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without obtaining, directly, or indirectly, satisfactory results. The returns for the month of November present the following figures:—1867, £14,879,739; 1868, £14,143,493; 1869, £15,287,820; thus showing an increase for the present year of £1,144,327 over 1868, and of £408,081 over 1867.

As regards imports, the values of which are brought down only to the end of October, the returns state the computed value at less than last year. The total computed value of the principal articles imported during the ten months ending October is put at £195,480,921, or £2,055,253 less than in the same period last year, but £3.632,913 more than in the corresponding months of 1867, the figures being, 1868, £197,536,174; 1867, £191,848,008. The value of the imports for October is stated at £23,759,824, being £2,256,985 and £3.274,431 in excess of the amounts for the same months in 1868 and 1867 respectively, the figures being, 1868, £21,502,839; 1867, £20,585,393.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East :—

IMPORTS.

TEA.

		1867.	1868.	1869.
Quantity for the month ended 30th Nov.	lbs.	7,225,345	32,561,667	22,404,722
Quantity for the eleven months ended 30th Nov.	lbs.	105,545,759	137,074,598	122,237,883
Value for the month ended 31st Oct.		£1,602,401	£1,284,707	£1,340,731
Value for the ten months ended 31st Oct.		£7,598,706	£8,402,140	£7,468,764

RAW SILK.

From		For the Month ended 30th Nov. 1867.	1868.	1869.
China	lbs.	—	—	4,761
British India	,,	1,969	6,728	1,947
Egypt*	,,	234,950	671.079	528,867
Other Countries	,,	219,290	160 919	189,781
Total	,,	456,209	838.726	725,356
For the Eleven Months ended 30th Nov.				
China	lbs.	40,016	50,024	254,917
British India	,,	2,469	32.103	10,846
Egypt*	,,	3,423,695	4,824,455	3,868,871
Other Countries	,,	1,789,613	1,551.195	868,809
Total	,,	5,255.793	6,457,777	5,003,443
Value for the Month ended 31st Oct.				
China		—	—	£147
British India		£550	£13.840	4,762
Egypt*		572 551	£609,066	816,647
Other Countries		137.099	199 355	226,218
Total		710.200	822 261	1,047,774

*In transit from India, China, and Japan.

COFFEE.

From		For the Month ended 30th Nov. 1867.	1868.	1869.
Ceylon	lbs.	5,040,905	6,469.415	7,092,331
Other British Possessions	,,	3,614.162	5,061,828	865,877
Total from all parts		9,836.849	14,089 778	9,817,392
For the Eleven Months ended 30th Nov.				
Ceylon	lbs.	77.277,374	95,218,086	83,500,065
Other British Possessions	,,	18.784,612	32,746.671	28,246,349
Total from all parts	,,	128,869.238	162,325.696	158,561,588

RAW SUGAR.

From		For the Month ended 30th Nov. 1867.	1868.	1869.
Java & Philippine Islnds.	cwts.	24.618	10.784	88.520
Total from all parts	,,	375,724	683,408	644,898
For the Eleven Months ended 30th Nov.				
Java & Philippine Islnds.	cwts.	324 335	769,042	788,874
Total from all parts	,,	9,934,541	10,991,682	10,209,671

HEMP.

From		For the Month ended 30th Nov. 1867.	1868.	1869.
Philippine Islands	cwts.	3,175	—	11,985
Total from all parts	,,	107,736	68.820	71,205
For the Eleven Months ended 30th Nov.				
Philippine Islands	cwts.	77,727	127,362	85,826
Total from all parts	,,	743,373	839,609	918,489

RAW COTTON.

From		For the Month ended 30th Nov. 1867.	1868.	1869.
China	cwts.	—	—	—
British India	,,	300,568	765.592	531,187
Egypt	,,	37.838	50 831	122,944
United States	,,	85,862	71.749	209,496
Total from all parts	,,	469.373	962.528	932,901
For the Eleven Months ended 30th Nov.				
China	cwts.	4,707	—	8
British India	,,	4,008,407	3,827.924	3,811,480
Egypt	,,	940,077	910,998	1,158,962
United States	,,	4,306,297	4,493.241	3,384,249
Total from all parts	,,	10,152.919	10.273,411	9,307,592

CLEARANCES FOR HOME CONSUMPTION.

		For the Month ended 30th Nov. 1867.	1868.	1869.
Tea from all parts	lbs.	14,757,591	8,742.156	10,004,887
Coffee from Ceylon	,,	1,425,178	1,330.205	1,894,588
Do. from all parts	,,	2,589,597	2,492,995	2,529,212
Raw Sugar from Java & the Philippines	cwts.	78,929	76,064	68,645
Raw Sugar from all parts	,,	1,010,776	899.318	952,980
For the Eleven Months ended 30th Nov.				
Tea from all parts	lbs.	104,825,715	98.776,178	103,665,661
Coffee from Ceylon	,,	18,880,811	17,683,398	14,869,386
Do from all parts	,,	29,341,107	28,550,092	26,962,198
Raw Sugar from Java & the Philippines	cwts.	508.796	680,381	714,154
Raw Sugar from all parts	,,	10,627,840	10.316 022	10,396,383

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 30th Nov., 1869, compared with the two previous years :—

		1867.	1868.	1869.
Coffee	lbs.	43,688,730	50.919 853	61,726,929
Tea	,,	76,411,984	89.199,712	82,516,515
Unrefined Sugar	cwts.	2,341,417	2,724.522	2,291,873

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the three months and nine months ended 30th Sept., 1869, compared with the corresponding periods of the two preceding years, is returned as follows :—

From	For the Three Months ended 30th Sept. 1867.	1868	1869.
China (exclusive of H. Kong)	£1,279,425	£1,930.917	£1,207,251
Hong Kong	22.437	18,754	28,491
Japan	69,142	48,748	1,556
Straits Settlements	309.618	478,550	489,494
Ceylon	1,095.524	1,201,631	1,004,881
Philippine Islands	286,768	502,905	362,546
Java	10,199	80,193	136,697
Siam	—	55.453	120,049
Borneo	—	25.563	9,172
Cochin China, &c.	—	16 160	30,053
From	**For the Nine Months ended 30th Sept. 1866.**	**1867.**	**1868.**
China (exclusive of H. Kong)	£5,512,839	£6,427.846	£5,821,492
Hong Kong	160,727	97,799	197,684
Japan	266,274	105,290	142,949
Straits Settlements	876,756	1,214,918	1,480,612
Ceylon	2,527.461	2,807,363	2,493,588
Philippine Islands	567,942	1,195.863	1,058,499
Java	13.262	42,895	164,437
Sumatra	—	—	9,970
Borneo	27,970	37.678	29,235
Siam	—	71,980	349,879
Cochin China, &c.	—	33,394	76,816

EXPORTS.

COTTON YARN.

To		For the Month ended 30th Nov. 1867.	1868.	1869.
China and Hong Kong	lbs.	510,708	180,000	992,400
Japan	,,	718,510	686,850	1,067,120
Singapore	,,	344,040	207.150	362,810
Ceylon	,,	32,070	15.000	20,800
Total to all parts	,,	18,511.088	14.113 925	14,421,469
For the Eleven Months ended 30th Nov.				
China and Hong Kong	lbs.	7,446,982	6,369.621	4,632,722
Japan	,,	3,235,920	3,416,370	4,793,156
Singapore	,,	2,889,830	1,504.900	1,365,925
Ceylon	,,	355,751	397,710	385,584
Total to all parts	,,	153,982.419	160,534,272	152,929,522

COTTON MANUFACTURES.

To		For the Month ended 30th Nov. 1867.	1868.	1869.
China and Hong Kong	yds.	27.383,780	23,328.522	23.830,753
Japan	,,	3,778 540	1,727,090	3,008,130
Philippine Islands	,,	924,185	1.720.200	2,476,100
Java	,,	3,010,950	3.414.100	2,315,500
Singapore	,,	6,042.330	3,162,334	3.598,793
Ceylon	,,	1.811,086	1.588,605	1,117,380
Total to all parts	,,	277,488,052	251,464,157	245.267,890
For the Eleven Months ended 30th Nov.				
China and Hong Kong	yds.	188.543,711	303.491,955	270,695,137
Japan	,,	24,506.119	19.410,659	16 180,137
Philippine Islands	,,	32.355,117	33.555.519	28.378,939
Java	,,	36.743,898	26,530.767	17 577,257
Singapore	,,	68,344.679	50 434 937	56.192,610
Ceylon	,,	19,052,118	23,372.507	21,792,472
Total to all parts		2,567,804,445	2,727,963,496	2,604,790,888

WORSTED STUFFS.

To		For the Month ended 30th Nov. 1867.	1868.	1869.
China and Hong Kong	yds.	1,288,620	724,396	1,544,583
Japan	,,	590,585	97,000	111,920
Total to all parts	,,	11,877,281	14,164.482	17.283,873
For the Eleven Months ended 30th Nov.				
China and Hong Kong	yds.	20,986,101	17,608,935	20,095,898
Japan	,,	6,907.149	2,866 371	3,043,772
Total to all parts	,,	189,082,973	208,903.832	234,216,751

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 30th Nov. 1867.	1868.	1869.
China and Hong Kong	yds.	34.824	31,873	115,406
Total to all parts	,,	2,141,723	1.964 724	2,410,314
For the Eleven Months ended 30th Nov.				
China and Hong Kong	yds.	1.330.691	1,617,176	1,904,483
Total to all parts	,,	29,473,244	22 583 479	26,107,004

LEAD.

To		For the Month ended 30th Nov. 1867.	1868.	1869.
China and Hong Kong	tons	618	833	1,724
Total to all parts	,,	3,021	2,950	3,736
For the Eleven Months ended 30th Nov.				
China and Hong Kong	tons	3.826	9,415	13,678
Total to all parts	,,	27,072	41.176	46,923

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and ten months ended 31st Oct., 1869, compared with the corresponding periods of the two preceding years, is returned as follows :—

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To	For the Month ended 31st Oct. 1867.	1868.	1869.
China (exclusive of H. Kong)	£498,273	£662,453	£708,074
Hong Kong	285,542	279,923	187,703
Japan	103,037	75,289	33,808
Straits Settlements	210,768	116,866	208,568
Ceylon	73,613	69,193	99,436
Philippine Islands	106,948	88,594	102,559
Java	159,369	71,635	72,999
Siam	—	—	—

	For the Ten Months ended 31st Oct. 1867.	1868.	1869.
China (exclusive of H. Kong)	£3,893,505	£5,352,449	£5,627,621
Hong Kong	1,959,321	1,949,247	1,627,383
Japan	1,196,231	843,460	1,093,826
Straits Settlements	1,763,499	1,246,330	1,402,087
Ceylon	632,214	698,219	664,591
Philippine Islands	942,889	855,061	712,790
Java	1,103,401	650,629	443,415
Sumatra	445	2,517	—
Borneo	—	—	896
Siam	4,085	422	20,202

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From.	At.
Dec 20	Bato	Kramer	Batavia	Texel
— 22	John Milton	Boutellier	Foochow	Deal
— 18	Rachel	Fraill	Singapore	Marseilles
— 22	Flying Spur	Barn	Foochow	Deal
— 23	Dorothy	Williams	Ceylon, &c.	Deal
— 27	Yan: Tzse	Smith	Foochow	London
— 25	Veronica	—	China	Liverpool
— 27	Gulnare	—	Sarawak	Deal
— 23	Georg	Mehrens	Bassein	Bremerhaven
— 26	Bassaan Pot	Zettler	Batavia, for Rotrdm.	Off Dungeness
— 28	Grasmere	Stockman	Canton	Off Falmouth
— 29	Wm. Fruing	Chevalier	Manila	Downs
— 26	No. Lantaro	Sans	Manila	Barcelona
— 31	Juanpore	Brown	Shanghai	Deal
— 31	Blenheim	Cottier	Singapore	Do.
— 30	Samuel	Owen	Akyab	Falmouth
Jan 1	Corona	Crondace	Foochow	London
— 1	Challenge	Causebrook	Shanghai	Do.
Dec 31	Kinfauns Castle	Holmes	Singapore, via Livrpl.	Clyde
Jan. 3	Ullswater	Mette	Do., &c.	London
— 3	Gleam	Burgess	Amoy	Do.
— 1	Argo	Grunberg	Rangoon	Weymouth
— 1	Hiawatha	Mathias	Do.	Falmouth
Nov 25	Providentia	—	Macao	Callao
— 25	Harmonides	Jago	Yokohama	Do.
Jan. 1	General de Stuers	—	Batavia	Portland
— 2	Dharwar	Thomas	Penang	Off Scilly
Dec 31	Baltimore	Doeksen	Batavia	Texel
Jan. 4	G raint	Watson	Shanghai	Deal
— 4	Deerfoot	Casson	Foochow	Falmouth
— 5	Dilkhoosh	Gedye	Shanghai	London
— 5	Tycho Brahe (str.)	Peel	China, Singap., &c.	Do.
— 5	Hollinside	Bains	Colombo	Deal
— 5	Joseph Weir	Stanwood	Akyab	Falmouth
— 4	Julie	Cherpion	Padang	Brouwershaven
— 4	Antonia	—	Batavia, for Rotrdm.	Off Dungeness
— 4	Sirius	—	Batavia, for Amstdm	Do.
— 4	Electric	Reyn	Do. do.	Do.
— 6	Bothwell Castle	—	Singapore	Liverpool
— 5	Tonia	Johan	Batavia	Brouwershaven
— 7	Fiery Cross	Middleton	Shanghai	London

DEPARTURES.

Date.	Ship.	Captain.	For.	From.
Dec 22	Eleanor	Maxwell	Yokohama	London
— 21	Hydra	Bunge	Hong Kong	Falmouth
— 21	Martin	Dale	Do.	Cardiff
— 21	Joseph Haydn	Hagett	Singapore	Do.
— 23	Benvoirlich	McDougall	Penang	London
— 23	Whinfell	Jones	Shanghai	Do.
— 23	Falcon	Dunn	Do.	Do.
— 23	Excelsior	Lingdal lsen	Cardiff and do.	Do.
— 24	Helen Nicholson	Halliday	Shanghai	Do.
— 23	California	Deinum	Batavia	Ramsgate*
— 23	Loyola	Castro	Manila	Liverpool
— 27	Volunteer	Black	Singapore & Penang	London
—	Noach	Vanschelven	Batavia	Zierikzee
—	Nederland	—	Do.	Rotterdam
— 24	G. H. Handel	Sanders	Shanghai	Cardiff
— 24	Milton	Smith	Singapore	Do.
— 24	Cruiser	Kirby	Congo and Ceylon	Do.
— 7	Mozart	Brusch	Macassar	Cuxhaven
— 28	William Miller (str.)	Wyberg	Colombo, Singap., & H. K., via Suez Canal	London
— 28	Ringleader	Hamblin	Cardiff & Hg. Kong.	Do.
— 27	Lizzy	Williams	Singapore	Liverpool
— 28	Pierre	Defoy	Saigon	Quiberon
—	Batavia	Zwanenburg	Java	Rotterdam
— 25	Bengal	Renny	Singapore	Penarth Dock
— 30	Lochnagar	Neill	Yokohama and Hiogo	London
— 28	Algernon	Otley	Shanghai	Sunderland
Jan. 4	Dunmore	Robertson	Batavia & Sourabaya	Glasgow
— 1	Ajax (str.)	Kidd	Mauritius, Singapore, China, &c.	Liverpool
Nov 25	America	Pearks	China	Callao
Dec 31	County of Berwick	M'Lean	Batavia & Sourabaya	Glasgow
Jan. 1	Afrique (str.)	Rolland	Colombo, &c., via Suez Canal	
— 4	Woodman (str.)	—	Ceylon	Portland
— 4	Egmont and Hoorn	Loesewitz	Singapore	Cardiff
—	Utrecht	—	Batavia	Rotterdam
— 4	St. James	Hatfield	Yokohama	Penarth
— 4	Bertie	Courbier	Singapore	Do
— 6	Helen Morris	Nott	Hong Kong	Liverpool

* After repairing.

(See Commercial Postscript and Corresponde ts' Letters.)

LOADING.

At LONDON.—For Yokohama: Min, John Milton. For Yokohama and Hiogo: Harbottle. For Shanghai: Juanpore, Geraint, Clara, Weymouth, Wild Deer, Melbrek, John R. Worcester, Thyatira, Flying Spur. For Hong Kong: Dunmail, Hopewell, Maiden Queen, Seawfell, William Fung. For Singapore: Ocean Belle, Kingdom of Belgium, Sree Singapura. For Penang: Eleanor. For Penang, Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Chu Kiang (str.). For Batavia and Sourabaya: Vesta. For Colombo: Prince Alfred, River Indus, Shooting Star, A.O.A. For Colombo (*via* Suez Canal): Otterburn (str.).

At LIVERPOOL.—For Yokohama: Singapore. For Shanghai: Doune Castle. For Hong Kong: Veronica. For Manila: Estrella, Aurora. For Singapore; Ellen Lamb. For Batavia and Sourabaya: Konigin Augusta.

At GLASGOW.—For Singapore: Kinfauns Castle. For Penang: Annie Braginton. For Buenos Ayres and Penang: La Plata.

At GREENOCK.—For Shanghai (*via* London): Cutty Sark.

SPOKEN.

CROWN PRINCESS (Dan. bq.), Swansea to Hg. Kong., Dec. 1, 3 N., 25 W.
DAPHNE (Swed. schn.), Frederickstadt to Shanghai, Dec. 2, 5 N., 25 W.
BERMAN (Dutch barque), Bordeaux to Batavia, Dec. 2, 5 N., 25 W.
GROOTMEESTER NATIONAAL (Dth. bq.), Btva. to Dordt, Dec. 5, 12 N., 30 W.
SCHNACKE (?), London to Japan, Nov. 15, lat. 21., lon. 27 W.
CONCHITA, Manila to Cadiz, Dec. 6, 30 N., 36 W.
MOUNTAIN ASH, London to Yokohama, Nov. 15, 19 S., 28 W. [30 W.
THE SIR JAMSETJEE FAM. (B. ship), Lon. to Shang., Oct. 7 (Nov. ?), 15 S.,
BELLE (of Jersey), Cardiff to Japan, Nov. 20, 22 S., 25 W.
PRINCESS, Hamburg to Singapore, Nov. 28, 14 S., 30 W.
LAURA AND GERTRUDE, Cardiff to Galle, Nov. 28, 14 S., 30 W.
QUEEN OF THE AGE, London to Hong Kong, Nov. 15, 22 N., 23 W.
JEANNIE LOUTIT, Tyne to Singapore, Dec. 11, 1 N., 22 W.
MARANON, Liverpool to Batavia, Nov. 26, 19 S., 33 W.
GUTTENBERG, Batavia to Rotterdam, Nov. 26, 7 S., 14 W.
HILORION, Cardiff to Galle, Dec. 3, 4 N., 22 W.
DORCHESTER, Liverpool (?) to Shanghai, Dec. 5, 4 N., 31 W.
ITALIA (ship), Havana to Hong Kong, Nov. 20, 24 S., 22 W.
BENARES, Bangkok to Falmouth, Oct. 28.
EARL OF MORRO (?), from Singapore, 64 days out, Nov. 20, 29 S., 9 E.
ARGONAUT, Shanghai to New York, Nov. 27, 32 S., 18 E.
ZEPHIR, Batavia to Rotterdam, Nov. 1, 28 S., 56 E.
EUDORA, Samarang to Rotterdam, Nov. 12, 31 S., 31 E.
COUNTY OF AYR, Sumatra to Belgium, Nov 19, 31 S., 39 E.
HINDOSTAN, from Foochow, Nov. 12, 27 S., 5 E.
TORONTO, Singapore to Liverpool, Dec 8, 19 S., 3 W.
STANLEY CASTLE, Shanghai to New York, Nov. 21, 31 S., 36 E.
FRODE, Foochow to London, October 25, 16 S., 74 E.
ALFREDO, Singapore to Falmouth, Nov. 15, 28 S., 45 E.
ALEXANDRA, Cardiff to Singapore, Nov. 17, 4 N., 26 W.
TEVIOT, London to Colombo, Dec. 2, on the Line, 30 W.
ALSEN (Ger. ship), Cardiff to Hong Kong, Nov. 30, 3 N., 25 W.
QUEEN OF THE WEST, London to Colombo, Nov. 30, 3 N., 25 W.
NITO SIN (Japanese man-of-war), Rotterdam to Japan, Dec. 6, 6 N., 26 W.
STAR OF THE SOUTH, Colombo to London, Dec. 7, 7 N., 27 W.
QUEEN'S OWN, Sunderland to Singapore, Nov. 20, 5 N., 25 W.
JOSEPH ROWAN (Russ. ship), Cardiff to Singapore, Nov. 21, 20 S., 31 W.
CONQUEROR, Shanghai to London, Aug. 29 N., 24. 126 E.
BARQUE, No. 2,470, 4th d.p., Cardiff to Shanghai, Oct. 3, 9 S., 144 E.
ALBION, Penang to London, Dec. 7, 3 N., 23 W.
ASIE MINEURE, Samarang to Belle Isle, Dec. 10, 7 N., 26 W.
QUEEN EURS (?), for Singapore, Nov. 2, 15 S., 31 W.
SHIP showing 2nd pndt., No. 0,276, Cardiff to H. K., Nov. 5, 3 S., 30 W.
CHANTICLEER, London to Nagasaki, Nov. 4, 4 N., 22 W.

FREIGHTS AND CHARTERS.

Berth freight to the Eastern ports show signs of improving, and rates have in some instances slightly advanced, and are firmer; tonnage is also in better request. The rates for coal from the Northern outports are without any noticeable alteration.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast. To Shanghai: 40s. weight, 30s. meast. To Hong Kong: 35s. weight, 30s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight; 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £40. For Hong Kong: £32. For Singapore: £25 10s. For Galle: £24. From Newport, Cardiff, or Swansea per ton. For Yokohama: £1 18s. For Shanghai: £2 2s. For Hong Kong: £1 10s. For Saigon: £1 5s. For Singapore: £1 6s. For Galle: £1 5s. 6d.

The Admiralty have invited tenders for the conveyance of 148 tons stores to Hong Kong.

CASUALTIES.

The Wild Curlew, Parnell, from London to Bangkok, arrived in the Downs, Dec. 22, and was supplied with an anchor and sixty fathoms chain in lieu of others lost.

The Eastern Isles (str.), Knight, which sailed from Glasgow, Dec. 17, for Singapore, Hong Kong, &c., put into Falmouth, Dec. 22, with slight damage to machinery.

The Cleopatra, Doane, arrived at New York, Dec. 9, from Manila, experienced a heavy N.N.E. gale, Dec. 6, off the Highlands, lasting fifteen hours, during which she lost sails, and was driven as far as Cape May.

The George Treat, Ginn, from Penang to London, which put into Fayal, Nov. 26, leaky, and with mainmast sprung, &c., commenced discharging on the 30th.

The California, Deinum, which sailed from Ramsgate, Dec. 23, for Batavia, after repairing, put into Plymouth, Dec. 25, leaky.

The Ogir, for Singapore, loading in the Birkenhead Dock, Liverpool, had part of her deck, hold, sails, and outstanding rigging burnt, owing to a shed having caught fire.

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The Challenge (of Liverpool), from Shanghai, which arrived at London Jan. 1, reported having been on the Goodwin Sands.

The Doon, Munro, which arrived at New York Dec. 20, from Yokohama, experienced a succession of heavy gales from W.N.W. to S.W. off Cape Horn; on Oct. 17 she shipped a heavy sea, which swept decks, stove bulwarks abaft the main rigging, filled cabin, &c., and it was feared that the cargo would be found damaged.

The General de Stuers, from Batavia to Rotterdam, was towed into Portland on the night of Jan. 1, with loss of rudder.

The Marie, Sluik, which arrived at New York Dec. 22 from Padang, reported having lost sails and had bulwarks stove, &c., during the gale of Dec. 18.

The Jonge Jan (Dutch barque), Itz, from Rotterdam to Batavia, which stranded at Brouwershaven Dec. 17, put into Flushing, and would have to discharge there in order to go into dry dock.

The following telegram has been received:—"Singapore, Dec. 7, Carmarthenshire, Foochow to London, arrived in distress, all spars cut away in a cyclone except the foremast, much cargo damaged."

The Bengal and the Milton, both from Cardiff to Singapore, have put back to the former port, and would have to go into dock.

The Dilkhoosh, Gedye, from Shanghai, which arrived at London, Jan. 5, reported having encountered a very heavy gale on the 29th Dec., in lat. 48 N., long. 13 W., during which she lost part of bulwarks, foretopsail, &c.

MISCELLANEOUS.

The Eleanor, Maxwell, which sailed from London, Dec. 22, for Yokohama, put into Falmouth, Jan. 5, with loss of water.

At GIBRALTAR.—Sakana (str.), from London, for Yokohama, via Suez Canal.

The Rocket (str.). from Shields, for Shanghai, had arrived at Suez, having passed through the Canal.

Off ASCENSION.—Nov. 22. Widdrington, from Colombo, for London; Dec. 6, Niewe Waterweg, from Batavia, for Amsterdam; 12, Invincible, from Macao, for London; 14, Emma (French brig), from Singapare, for Marseilles; Pebun (?) (English ship), from Java, for Amsterdam. 15, Veronica, from Batavia, for Queenstown; Roslin Castle, from Singapore, for Liverpool.

At ST. HELENA.—Nov. 29, Carin, Gray, from Manila, and sailed for London; 30. Maria Adolfina, Bakker, from Batavia, and sailed for Amsterdam; Dec. 3, Magallanes, de Larrinaga, from Ilo Ilo, and sailed for Liverpool: 5, Joseph Sprott, Dixon, from Shanghai, and sailed 6 for London; 6, Mary Falconer, Reddie, from Penang, and sailed for London; 7, Johan Berlin, from Passaroeang, and sailed for Amsterdam; 8. Pegasu Mackey, from Shanghai; St. Andrew's Castle, McBain, from Foochow and both sailed for London; 9, Euphrosyne, Christie, from Padang, and sailed for Amsterdam; Chattanooga, Freeman, from Hong Kong, and sailed for New York; 10, Pepita, de Lizarsa, from Manila, and sailed for Cadiz; Wm. Poelman, Kettler, from Batavia, and sailed for Rotterdam.

Off ST. HELENA.—Dec. 1, Charmian, from Shanghai, for London; 4 Devana, from Foochow, for London; 8, Indian Empire, from Batavia, for Rotterdam; 7, Canvas Back and Jeanne Alice, both from Saigon; 9, Windermere, from Foochow, for London; 10, Roslin Castle, from Singapore, for Liverpool.

At TABLE BAY.—Nov. 20, Bangkok (str.), Haffender, from Waterford, and left 24 for Singapore; Canning, Hybert, from Singapore; 25, Ariel (str.), Timmerman, from New York, and left 30 for Hong Kong; 20, Nestor (str.). Drenning, from Liverpool, and left 21 for Singapore, China.

Off CAPE POINT.—Nov. 27, Fiery Cross, Middleton, from Shanghai.

At ALGOA BAY.—Nov. 19, Santos, Kleingarn, sailed for Shanghai.

Off MOSSEL BAY.—Paragero, King, from Canton, for Buenos Ayres; Pere (?), from Java, for Amsterdam.

THE BOARD OF TRADE have awarded a telescope to Captain Sokawa Nakaba, of the Japanese steamer *Genkomarn*, in acknowledgment of his humanity and kindness to the survivors of the crew of the barque *Mary Nicholson*, whom he received on board his vessel on the 4th of October, 1869, their own vessel having become a total wreck on the 30th of September, about ninety miles south of the Ki Channel.

THE WRECK OF THE "CARNATIC."—Advices from Shadwan to the 15th ult. report as follows:—"To-day the diver went down and examined all the fore part of the wreck of the *Carnatic*, without finding anything. On going outside the ship he found that a bank of sand and broken coral had formed up all along the lee bilge, the top of the bank being about eight feet above the level of the port rail. It does not touch the rail, but slopes up from the bilge. The vessel appears to have righted a little. About six or seven planks on the upper deck, from the waterways into the midships, and from fore side of post-office, a long way aft, have gone away entirely. In the mail-room there is very little alteration; if anything, the orlop deck has been forced up a little more. We finished the day's work at the fore-hold, but only recovered four bales. Three others burst to pieces in the hold."

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Secretary (pro tem.)—T. H. WEDDELL, Esq.

Offices—No. 100, Palmerston-buildings, Old Broad-street, E.C.

This Company has been formed to establish Telegraphic communication with the Colonies of Australia, Tasmania and New Zealand. It is considered that such an enterprise can only be successfully undertaken in connection with the Companies who will be the proprietors of the direct Submarine Telegraph lines between England, India, and Singapore, and accordingly exclusive arrangements have been made with them for working the whole Line between England and Australia at through rates, and under such management as will practically place the conduct of the traffic throughout in charge of a single Committee of Directors, comprising representatives from all the Companies concerned.

It is anticipated that by these means undue competition will be avoided, and the business be carried on to the satisfaction of the Shareholders and to the public.

It is proposed to lay a Cable, 563 miles in length, from Singapore, the terminus of the British Indian Extension Telegraph Company, to Batavia, from whence the Dutch lines extend to the south-eastern extremity of Java. From this point in Java, the second section, consisting of a Cable 1,163 miles in length, will be laid to Port Darwin, in Australia, touching at Timor. From Port Darwin to Burketown, in Queensland, a distance of 800 miles, a Land Line will be constructed to connect this Company's Cable with the Telegraph system of Queensland, New South Wales, Victoria, South and Western Australia, and Tasmania. Soundings have been taken along the whole route, and are perfectly satisfactory.

A contract has been entered into with the Telegraph Construction and Maintenance Company, on the usual conditions of their contracts, for the manufacture and laying by the latter of the Cables required, and the construction of the Australian Land Line. The contract includes stations, station fittings, and instruments, and the contractors are to transfer to the Company the steamship *Investigator*, with her tanks and machinery, as a maintenance ship.

The Telegraph Construction and Maintenance Company also guarantee interest at the rate of 5 per cent. per annum upon the paid-up capital of this company, payable half-yearly until the date fixed for the opening of the entire line.

The contract price is £634,000, of which £120,000 is to be taken in fully paid shares, £20,000 on the shipment of the Cable, and £100,000 to be reserved until the Company's Engineer has certified that the Line has been completed in good working order.

Upon this certificate £50,000 will be paid, and the remaining £50,000 will be retained until the Cables have continued in working order for thirty days.

The Cables and Land Line are to be complete in 1871.

This Company has acquired the right to purchase for £70,000, within one year after the Line to Burketown is completed, the Telegraph Cable recently laid, and now working between Melbourne and Tasmania, and upon which the Tasmanian Government guarantee £4,200 per annum on the terms stated in the Contract with that Government, of which a copy may be seen at this Company's Office

The Land Lines in Java which are proposed to be used for this Company's traffic are in a very efficient state, and negotiations are in progress with the Dutch authorities for landing this Company's Cables at Java and Timor, and for a tariff for messages passing over the local Dutch Lines. In the improbable case of the Dutch Government not granting the facilities asked for, it is intended to raise such additional Capital as may be requisite for establishing a direct Line to Australia, by Cable from Singapore to Port Darwin. The contract with the Telegraph Construction and Maintenance Company contains the necessary provisions for effecting these alterations of route.

The Cables for this Company are to be of a similar type to those of the British-Indian Extension and China Submarine Telegraph Companies.

The traffic arrangements entered into with the Falmouth, Gibraltar, and Malta, the Anglo-Mediterranean, the British Indian Submarine, and the British Indian Extension Telegraph Companies, provide that these Companies shall allow the same rebate upon their through rate on all messages forwarded over their Lines and this Company's Cables from or to the Dutch Possessions, Australia, Tasmania, and New Zealand, as they have granted to the China Submarine Telegraph Company.

The rate which, on through messages, will, according to the intended tariff, belong to this Company, is £2 10s. per message of twenty words between Australia and England, and £1 1s. between the Dutch Islands and this country.

It is calculated that twenty messages each way may be expected daily from Java and the surrounding Dutch Islands, and sixty-five messages each way, at the outset, from the Australian Colonies.

The annual revenue of the Line, reckoning each Message at thirty words (this being the average length on the Anglo-Mediterranean and other Lines), and assuming 330 working days, may be estimated as follows:—

Messages from and to Java, &c.	£20 790
Messages from and to Australasia	160,875
Together	£181 665
Deducting £15,000 Reserve Fund, and £45,000 for working expenses and maintenance	60 000
There remains an annual profit of	£121 665

Being upwards of 18 per cent. upon the Capital, exclusive of Local and Chinese traffic.

Copies of the Memorandum and Articles of Association, and Contracts can be seen at the offices of the solicitors of the Company, Messrs. Freshfields, 5, Bank Buildings, E.C., or at the offices of the Company.

Applications for shares should be left at the Company's bankers. The deposit will be returned if no allotment is made, and if an allotment is made, will be applied on account of the amount payable on the shares allotted.

The deposits and any subsequent payments will be liable to forfeiture if any instalment on the shares is not duly met.

The following is a copy of the Memorandum of Association:—

1. The name of the Company is "The British Australian Telegraph Company Limited."
2. The registered office of the Company is to be in England.
3. The objects for which the Company is established are:—

   The contracting for, constructing, acquiring, leasing, maintaining, dealing with and working lines of Telegraph between the Straits of Malacca, Singapore, or the Malay Peninsula, and the Australian Continent, Tasmania, and New Zealand, and any place or points in or adjacent or near thereto respectively, or forming or intended to form part or parts of any telegraphic route or routes between those places, or any of them, and (as and when authorised by extraordinary meetings of the members) branches from and extensions of any of those lines to such countries or places as the Company think fit; the establishment of telegraph stations, and, generally, carrying on the business of a telegraph company; the applying for, acquiring, selling, leasing, using, and disposing of such lands, telegraph lines, vessels, concessions, leases, privileges, licences, and letters patent, and any shares or interest therein respectively, as may be useful or desirable for the purposes aforesaid, or any of them; the doing of all or any of those matters or things in conjunction with any other company or person: the registration or constitution of the Company abroad as a Société Anonyme or otherwise; the subscribing for and acquiring shares of, or amalgamating with and sharing in the business or undertakings of any other telegraph company or companies, and the making and carrying into effect of working traffic and other agreements with Governments railway, steamboat, postal, telegraph, and other companies and authorities, and the doing of all such other things as are incidental or conducive to the attainment of the above objects.
4. The liability of the members is limited.
5. The capital of the Company is £660,000, in 66,000 shares of £10 each.

The following contracts have been entered into:—

3rd January, 1870.—Articles of Contract between the Telegraph Construction and Maintenance Company, Limited and Reduced, of the one part, and the British Australian Telegraph Company, Limited of the other part.

3rd January, 1870.—Agreement between the Falmouth Gibraltar, and Malta Telegraph Company, Limited, the Anglo-Mediterranean Telegraph Company, Limited, the British-Indian Submarine Telegraph Company, Limited, and the British-Indian Extension Telegraph Company, Limited, of the one part, and the British Australian Telegraph Company, Limited, of the other part, comprised in letters of this date.

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OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Marseilles.
GIBRALTAR ...	Every Saturday, at 2 P.M.	—
MALTA.....	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
*BOMBAY	,, ,,	,, ,,
GALLE	,, ,,	,, ,,
MADRAS	Saturday, Dec. 25, 2 P.M.	Sunday, Jan. 2, 7 A.M.
CALCUTTA ...	Saturday, Dec. 25, 2 P.M.	Sunday, Jan. 2, 7 A.M.
PENANG	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
SINGAPORE ...	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
CHINA	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
JAPAN	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
AUSTRALIA ...	Saturday, Dec. 25 2 P.M. And every fourth Saturday thereafter.	Sunday, Jan. 2, 7 A.M. And every fourth Sunday thereafter.

And all ports touched at by the British India Steam Navigation Company's steamers.

* The following reduced rates will be charged to Bombay:—

From Southampton... £72 first class; £45 second class.
From Marseilles ... 70 ,, 43 ,,

exclusive of transit through Egypt. A corresponding reduction will be made in the rates from Bombay to Europe.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

23 January 19 February 19 March 16 April 14 May	For	Alexandria, Aden, Mauritius, Seychelles Reunion, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Japan.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama, Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

ROYAL MAIL

ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London. E C.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following dimensions, viz., Length, 300 feet, breadth at bottom, 40, is capable of receiving vessels drawing 13 to 16 feet, as the state of the tides will allow. The Dock runs dry to the blocks, and is pumped out by steam.

The above premises comprise a large Machine Shop containing a

WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE, DRILLING AND SCREWING MACHINES,

A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large stock of Woods, Metal, &c., &c., always on hand.

The Dock steam tug *Woosung* is available at all times to tow vessels to or from sea.

JOHN C. SKEY, Superintendent.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks and at average spring tides can receive vessels of 16 to 17 feet draught It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam: iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

CHINA SUBMARINE TELEGRAPH COMPANY (Limited).

At an EXTRAORDINARY GENERAL MEETING of the Shareholders in this Company, held at the CITY TERMINUS HOTEL, CANNON-STREET, LONDON, on FRIDAY, the 7th Jan., 1870,

JOHN PENDER, Esq., in the Chair,

the following resolutions were passed unanimously:—

1. That this meeting is of opinion that the Directors should as early as possible take the necessary steps for the completion of the Line of Telegraph from Hong Kong to Shanghai.

2. That the Directors be authorised to increase the capital of the Company to £825,000, the additional capital of £300,000 to be issued by the Directors at such time and upon such terms as they may determine.

JOHN PENDER, Chairman.

It was resolved—

That the best thanks of the meeting are due, and are hereby tendered to the Chairman and Directors for their attention to the interests of the Company.

THOMAS FULLER, Secretary.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

UNION INSURANCE SOCIETY OF CANTON.

DIRECTORS IN HONG KONG.

W. NISSEN, Esq.,
J. P. DUNCANSON, Esq.,
P. BYRIE, Esq.,
W. KESWICK, Esq.,
A. A. D. SASSOON, Esq.,
E. A. HITCHCOCK, Esq.,
W. LEMANN, Esq.,
W. H. FOSTER, Jun., Esq.

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Messrs. DENT, PALMER, and Co.

Marine Risks are accepted by the above Society on goods by first class vessels from the United Kingdom to India, China, Japan, Melbourne, and Sydney, at the current rates of premium.

Claims for Losses and Averages are payable in London, or at the Port of destination, as may be desired.

OFFICES:—

Nos. 9 AND 11. KING'S ARMS YARD, MOORGATE STREET, E.C.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figure
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Established 1807.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols Paid up, 3,000,00 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES:

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

NOTICE

MORRIS'S DIRECTORY for CHINA, JAPAN, and the PHILIPPINES, &c., to be published on the 1st Jan., 1870, contains a Revised List of the Foreign Residents at all the open Ports of the China Sea, including Saigon, which has never yet been included in any similar work; together with the Time Tables of the different Steamship Companies, Rates of Postage, Local Ordinances, and such other matter as will be useful to all interested in the China trade. No trouble or expense has been spared to make this the most accurate publication of the kind ever offered to the public.

Price, complete in one volume, 14s.

Orders received by the Publisher of the "London and China Telegraph," 2, Cowper's-court, Cornhill, E.C.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address. ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

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JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

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Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

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AMSTERDAM EXHIBITION, 1869, FIRST PRIZE, being above the Gold Medal. Supplied to the British, French, Prussian, Russian, Italian, Dutch and other Governments. One pint of fine flavoured Beef-tea at 2½d. Most convenient and economic "stock."

CAUTION. Only sort warranted genuine by the Inventor, Baron Liebig, whose signature is on every genuine Jar.

Ask for LIEBIG COMPANY'S EXTRACT, and NOT for Liebig's Extract of Meat.

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BENZODYNE AN INTERNAL STYPTIC of great value. In Cholera, Diarrhœa, and Dysentery this medicine far surpasses any other, having a peculiar mechanical power of putting a sudden stop to wasting diseases. Chronic Cough and blood spitting are immediately relieved by it, as well as pain and debility of every kind. Prepared by Mr. PRICE, Analytical Chemist, 2, Lower Seymour-street, and 30, Duke-street, Portman-square, London; and sold by Chemists all over the world, in bottles at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., and 22s., or in dispensing bottles at 5s., 10s., and 20s. each

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(LIMITED).

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In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

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E. M. SMITH, Manager.

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THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 5th and 21st, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

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San Francisco, in 18 days from England.
Japan ..... in 38 " "
China ..... in 44 " "

Passengers for California and intermediate points on this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent steamers the Pacific Mail Company.

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Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ..	Weymouth..	A1 12 yr.	E I D.	With des.
Do.	J.R.Worcstr.	A1 12 yr	E.I.D.	To follow
Nagasaki & Chefoo ...	Zohrab (new)	A1 9 yr.	E.I.D.	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E C.

JOHN C. CAMPBELL will despatch the following splendid VESSELS:—

Destina'	Ships	Tns.	Class.	Dock.	Sailing about
Colomb	iverIndus	1045	AA1	W.I.D.	Jan. 20
Do.	Jeraldine				
	Paget ...	1200	A1	W.I.D.	To fol.

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ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

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Singapore, Hong Kg., Shanghai, Yokohama	Erl King, s.s. (via Suez Cnl	B. A1	E I.D.	Feb. 10
Shanghai ...	Flying Spur	A1 14 yr	W I D	Jan 12
Do.	Juanpore ...	Brocklbk	W.I.D.	With des.
Hong Kong	Maiden Qn.	A1 14 yr	W.I.D.	With des.
Do.	Devana ...	A1 13 yr	W.I.D	To follow
Yokohama (Kanagawa)	John Milton	A1 14 yr	W.I.D.	With des.

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Do.	Geraint	A1 14 yr.	E I D.	Feb 10
Hong Kong	Hopewell	A1 13 yr.	W I D.	With des.
Do.	Wm. Fruing	A1 13 yr.	E I D.	To follow
Yokohama (Kanagawa)	Min	A1 13 yr.	E.I.D.	With des.

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MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

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Yokohama and Hiogo.	Harbottle ..	A1	E.I.D.	Jan. 20
Batavia and Sourabaya	Vesta	A1	ond.	Jan. 25

For Freight, &c., apply at 19 to 2, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

To follow the "Granville." Will meet with immediate despatch.

DIRECT for COLOMBO, the magnificent clipper ship RIVER INDUS, AA1 1,045 tons register; G. SHEARER, Commander; West India Docks. This splendid vessel, built in 868, is well known for her rapid passages and the good order in which she always delivers her cargo, and from her high class can be strongly recommended to shippers of fine goods.

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To sail on the 12th.

FOR HONG KONG, the well-known clipper DUNMAIL, A1 14 years, 771 tons register; PETER THOMPSON, Commander; East India Docks.

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Regular Line of Pack t Ship.

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For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA & JAPAN AGENCY

2, COWPER'S-COURT, CORNHILL, LONDON, E.C.

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FRENCH MAIL EDITION.

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XII.—No. 339.] LONDON, MONDAY, JAN. 17, 1870. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
Japan.—Yokohama	Oct. 8	Dec. 1	Dec. 2
Yedo	—	—	Dec. 1
Osaka and Hiogo	—	—	Nov. 26
Hakodadi			
Nagasaki	—	—	Nov. 28
China — Peking			
Tien-tsin	—	—	Nov. 22
Chefoo			
New-chwang			
Hankow	Sept. 30	Nov. 24	Nov 27
Kiu-kiang			
Chin-kiang			
Shanghai	Oct. 8	Nov. 27	Dec. 1
Ningpo	—	—	Nov. 28
Foochow	Oct. 8	Nov. 28	Nov. 30
Formosa			
Amoy	—	—	Dec. 4
Swatow			
Hong Kong	Oct. 22	Dec. 4	Dec. 7
Canton	—	—	Dec. 6
Macao	—	—	Dec. 6
Philippines—			
Manila			
Cochin-China—			
Saigon	Oct. 28	Dec. 5	Dec. 12
Siam — Bangkok	—	—	Dec. 7
Borneo—Labuan	—	—	Dec. 8
Sarawak	—	—	Dec. 9
Java — Batavia	—	—	Dec. 10
Samarang	—	—	Dec. 9
Sourabaya	—	—	Dec. 8
Malacca Straits—			
Singapore	—	—	Dec. 15
Penang	—	—	Dec. 12
Ceylon—Galle	Nov. 25	Dec. 20	Dec. 23
Colombo	Nov. 25	Dec. 21	Dec. 22

THE MAILS, &c.

The present inward mail is delivered on its due date. The *Massilia*, with the heavy portion of the last P. and O. mail, arrived at Southampton on Saturday. The despatches by the Pacific mail, leaving Yokohama Dec. 2, were delivered this morning. No later telegrams have been received from China; the Indian wires are again working badly, some messages now coming in having been eighteen days in transmission from Galle.

List of Passengers.

PASSENGERS INWARD.

Per Pacific Mail Company's steamer *China*, at San Francisco, Dec. 26 (omitted in our last) —Mrs. Bridgens, Mrs. G. B. Oglesby, Baron Herbert, O. Esche, John Jones, Miss Rosa Barrondez, H. Schumann, wife and child, and two servants, W. H. Regensberger, M. Mendelson, Joseph W. Harper, Capt. Hutchinson, wife, and child, Hyashi, Thomas Stanley, G. Baptista, J. Senahan, P. Quigley, John Fletcher, Henry Somers, Michael Mulcahy, Mr. Woods, G. Vogliasso, G. B. White, W. M. Boyland, Fritz Jungi, W. Peshill, David Wilson, John A. Lamb.

By this mail to Marseilles, per Messageries Imperiales str. *Moeris*, arrived Jan 14 —From Yokohama: Messrs. Andrei, Laplace, and Caulet, Messrs. Ortmans, Moremburg. From Hong Kong: Messrs. Comi, Brumische, Guerineaux, Mr. and Mrs. Elizald. From Batavia: Messrs. Lucassen, Brinnier, Heckel, Flugi, Mdme. Guillisen. From Singapore: Mr. Orr. From Galle: Colonel Gowler.

PASSENGERS OUTWARD.

Per P. and O. steamer *Nyanza*, from Southampton, Jan. 8.—To Ceylon: Mr. G. A. Talbot, Mr. and Mrs. Folkard, Mr. Hill, and one second-class passenger.

Per P. and O. steamer *Bangalore*, from Marseilles, Jan. 16.—To Ceylon: Mr. and Mrs. J. C. Elliott.

Per P. and O. steamer from Suez, Jan. 23.—To Hong Kong: Mr. C. Schlesicke, Mr. A. Strack. To Singapore: Mr. and Mrs. G. A. Remé. To Ceylon (*en route* for Melbourne): Mr. Jas. Macfarlane, Mr. John Macfarlane.

Per P. and O. steamer *Tanjore*, from Southampton, Jan. 22.—To Shanghai: Mr C. Y. McViccar, Mr. T. G. Smith. To Singapore: Mr. R. G. Hurst, Mr. Baker. To Ceylon: Mr. E. England, Miss A. Robinson, Mr. F. M. Mackwood.

Per P. and O. steamer *Pera*, from Marseilles, Jan. 30.—To Hong Kong: Mr. A. Paterson. To Penang: Mr. and Mrs. C. A. Evans. To Ceylon: Mrs. Russell, Mr. and Mrs. J. A. Kendrew and child.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The French mail, delivered this morning, left Yokohama on Nov. 28, and simultaneously with it we receive despatches by the Pacific mail up to Dec. 2. The latest advices from home were to Oct 8, received Dec. 1., and London telegrams to Nov. 3 were received by the Pacific steamer, which arrived Nov. 30. The *Japan Times* gives the following summary of news:—

Political affairs in Japan are in *statu quo*, and the Mikado's Government may be now considered as thoroughly established beyond the chance of a counter revolution. The most absurd rumours have been current about Satsuma's intentions and intrigues, which is always the case whenever he has to take his turn in assisting to garrison Yedo or is relieved, and when bodies of his troops are seen on the march along the Tokaido to or from their duty. We need hardly say that they are utterly without foundation.

By no means a despicable piece of evidence of the power of the Government to preserve peace and order in the country is afforded by the unmolested passage from Kioto to Yedo of the very slightly guarded train in attendance on the Mikado's young consort, who passed through Kanagawa last week. Ten times the number of soldiers guarded a daimio, in the days of the Shiogoon, than were thought necessary for the safety of the Empress. The procession, indeed, was of such simple, modest proportions that, for the mere spectator, it did not repay the trouble of walking from Yokohama to the Tokaido. It was all the more interesting, for that very reason, to those who look below the surface of things.

Our native landlords promise to commence at last the fulfilment of their part of the contract entered into nine years ago, when Yokohama was assigned to us as a settlement. We agreed to pay a ground rent of £76 sterling per acre for the land in composition for all municipal rates or taxes for drainage, road making, or scavenging. We have paid this regularly, but have never had either a street or a drain worthy of the name. The natural consequence is that the soil is now saturated with filth, the water is being slowly poisoned, and such diseases as typhus, typhoid fevers and affections of the throat are becoming common. The best men amongst us have laboured hard for seven years, with untiring perseverance, to get some reform; but the foreign ministers, to whom we have repeatedly applied, have always pleaded their inability to assist us, and our only chance appears to be a petition to the home governments.

We are in no better case in the matter of Government afloat than ashore. Ships are so carelessly berthed that on the occasion of even a moderate gale of wind damage ensues; hulks with enough powder in them to blow down half the town and sink many of the ships are allowed to remain in most dangerous positions, and a British man-of-war has come in with a number of cases of smallpox on board, and anchored in an ordinary berth. A very strong and just feeling of indignation has been excited amongst shipmasters by this wanton disregard of the health of their crews, and the cry for a harbour master is again raised. The Ministers tell us, of course, that the Japanese have no funds to pay such an official, which is true enough. We see no reason why the wrong should not be at once repaired by a supplementary convention imposing a tonnage due to pay for lighting, buoying, dredging and properly regulating the harbour.

We cannot close this summary of our news from Japan without an expression of regret for the loss of one of our ablest, and most useful, and universally respected fellow residents. Mr. John G. Walsh, of the firm of Walsh, Hall and Co., was one of the pioneers of Western commerce in Japan, and both in Nagasaki and Yokohama has earned a well-deserved reputation, both for business ability and public spirit.

The *Japan Gazette* of Dec. 2 says:—One American General takes

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his departure for San Francisco to-day—General van Valkenburgh. Another arrived the day before yesterday in the *America*—General Tom Thumb. The latter and his party gave an entertainment on the night of their arrival. Those who were present were delighted with the little people every one; and as to Commodore Nutt, he kept them in roars of laughter by his singing of some Irish songs and his comical ways. To-day at two P.M. they held a reception at the International Hotel, at which several ladies and gentlemen, with a few children, were present. Their visitors expressed their regret that the stay at Yokohama was so short, to which the whole party responded by wishing it had been otherwise, but stating they were tied to time. After paying a visit to Mr. Beato, the party were taken on board the *New York* by Captain McDonald in his boat.

Sir Harry Parkes has now taken up his residence at Yedo. Count de la Tour, Minister for Italy, was about to leave in the *Principessa Clothilde* for Siam.

The telegraph just erected between Yedo and Yokohama is to be kept exclusively for Government service.

More forced emigration is taking place to the north of Yesso and Shaghalien, the Government being in great fear of the encroachments of Russia.

In his charge to the jurors of Yokohama, Judge Hornby made some strong observations as to the condition of the settlement and the deplorable absence of local self-government, which tend to confirm what was written by Our Special Correspondent last year. We regret to find that there has been no improvement in this respect. Judge Hornby said:—"As far as I have been able to discover during the short time I have been here, the Government of this community, if it can be called one, is one of stagnation, of passsive obstruction, and of individual and official negativeness. There is an amount of loose immorality, of a careless disregard of cleanliness and health in Yokohama absolutely appalling. No doubt the cause of this may be traced to the difficulty of conjoint action—in words, to the difficulty of inducing a number of people of different nationalities, bound by no common tie of allegiance, to act together or to determine on any one thing, or in pursuing any one course, for the public good; but if this difficulty, grown as it has done here to a positive evil, is not met resolutely and without delay, it requires no gift of prophecy to foretell what must be the inevitable result."

CHINA.

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TIENTSIN.

A correspondent writes:—"His Excellency Sir Rutherford Alcock arrived here from Peking on the 4th Nov., and took up his abode, together with his family, in the British Consulate. It having previously become known to his Excellency Chung-how that Sir Rutherford was desirous of paying a visit to the Imperial Arsenal at Tientsin, it was arranged with Mr. Mongan that the visit should take place during the forenoon of the following day, when Chung-how would be at the Arsenal to receive Sir Rutherford, and show him over the works. Mr. J. A. T. Meadows, the foreign superintendent of the Arsenal, having also previously received intimation of the intended visit, made the necessary preparations, and a couple of railway trucks were temporarily fitted up as cars to convey the visitors and the officials on the Arsenal railway to the several blocks of buildings.

"It had been settled that Sir Rutherford Alcock would reach the Arsenal at 10.30 A.M.; and punctually at that time he appeared, accompanied by Mr. Connolly and Consul Mongan. On alighting from his sedan Sir Rutherford was formally received by his Excellency Chung-how and the civil and military mandarins of Tientsin.

"After the company had taken their seats, the compliments natural on such an occasion were exchanged between Sir Rutherford Alcock and his Excellency Chung-how. After the company had chatted for a quarter of an hour, Chung-how requested Sir Rutherford Alcock to make an inspection of the works. The first building inspected was the Laboratory, and the last the Glazing house; and as the Arsenal is of considerable extent the party went between the several blocks of buildings on the railway trucks. Before leaving the Arsenal, Sir Rutherford expressed himself in the most flattering terms on the nature and progress of the works, praise which was naturally most gratifying to his Excellency Chung-how and to the officials connected with the Arsenal."

The community at this port have subscribed to present a testimonial to Mr. Alexander Macpherson, Commissioner of Customs, on his return home. The following inscription is to be engraved on the testimonial:—"Presented to Alexander Macpherson, Esq., Commissioner of Customs, by the foreign community at the port of Newchwang, on the occasion of his leaving China for England, as a slight mark of respect for his official character, and token of regard for his private worth. 1st November, 1869."

A correspondent writing on Nov. 20, says, "This river still continues open and free from ice off the settlement. Owing to the prevalence of northerly winds, the water in the Peiho has become very low, and large steamers now find it difficult to navigate the river. I fancy henceforth they will discharge at Takoo. The Shanghai Steam Navigation Company being now provided with a very suitable steamer—the *Millet* drawing only seven feet and carrying 500 tons of cargo—for lightering their large steamer at Takoo, shippers of cargo at Shanghai will incur no inconvenience this season in getting their merchandise delivered quickly and safely at the Tientsin wharves.

"The Chinese officials are in no small state of excitement at this moment, his Excellency Tsung Kwo-fan—the Governor-General of this province—having just arrived at Tientsin, and taken up his quarters in the Wan-tsing-hing-kwan, a large Government caravansari inside the East-gate a short distance. It is said he is making his annual visits of inspection of the public or Government works in his own jurisdiction. From here he goes to inspect the Government war steamer *Wan-neen-tsing*, built at Foochow, and also the Takoo Forts. The chief object, it is also said, of his coming here at present is to make a personal examination as to the manner of transporting rice by the river from this to Peking in Government junks next season. I hear there was considerable trouble last year in getting the rice delivered quickly at Tungchow, owing to the scarcity of junks; and it is stated that several more will be built this winter for conveyance of rice to Peking. If I had anything to say on the matter, I should strongly advise the rice being conveyed by rail."

HANKOW.

A correspondent writes:—"There is very little to say about the doings of the past week at this dead-and-alive port. The news brought by the French mail, which arrived on the 24th Nov., was not of a very reassuring character, and for some hours after the delivery of the letters and papers the most casual and uninstructed observer would have been enabled, by a glance at the faces of those he met, to decide as to those who had made large shipments of tea and those who had not. Sir Rutherford Alcock, with his Secretary of Legation, Mr. Conolly, and private secretary, Mr. Lowder, and accompanied by Lady Alcock and Miss Lowder, arrived on the 21st Nov., by the *Plymouth Rock*, and left again on the 24th. I hear that the *Adventure* and *Leven* will await the Minister at An-king, and by their presence enforce his claim for the adequate punishment of the instigators in the late attack on the missionary party. I believe an indemnity has been demanded, but this is only secondary to the punishment of the actual offenders, and the arrest and forwarding to Peking for trial of the original promoters of the outrage."

KIUKIANG.

THE LAST OUTRAGE ON MISSIONARIES.

KIUKIANG, Nov. 15, 1869.

On the 3rd of this month Nganking, the provincial capital of Ngan-hwei, witnessed an anti-missionary riot, similar to that which has now become notorious as "the Yangchow affair." In the present instance Roman Catholics and Protestants have fared alike. The house of the resident priest was pulled down, his furniture stolen, together with a valuable collection of botanical specimens. He at once proceeded to Shanghai, when he laid the case before the French authorities. The following are the particulars of the said riot, as it affected the Protestant missionaries:—

In the spring of this year Messrs. Meadows and Williamson, with Mrs. Meadows and two children, all of the China Inland Mission, succeeded in renting a house in this city of Nganking. The house was taken on a lease for two years, and the rent paid in advance. The whole party was dressed in native costume. By extremely cautious measures, such as not attempting public preaching, never singing in their own worship, and never allowing the lady or her children to be seen in the street, they succeeded in passing over six or eight months in quietness.

As the time of the district and prefectural examinations drew near, one of the magistrates (the Ur Fu) called on the missionaries, requesting them to suspend all public teaching so long as these examinations should last. They informed him that as yet they had not begun to preach, and assured him that they intended to take every possible precaution in order to prevent any breach of the peace. In retiring from this interview the officer hinted to an employé of the missionaries that they had better leave the city till the examinations were over. But as that involved removal for three months, at their own loss and expense, and no end of inconveniences, they could not agree to that suggestion. They determined to remain, hoping, by great care, to avoid any outbreak.

The smaller examinations for the district passed over without the slightest disturbance. The prefectural examinations commenced, twenty thousand students were assembled. On the 2nd Nov. an inflammatory placard, written in a few large letters, was posted up on the walls of the examination hall, calling upon the candidates, "on the 5th of Nov. to pull down the dwelling" of the missionaries. It styled them "a seditious sect, ungovernable and dangerous," and also affirmed that they were "unfriendly to the students themselves." Forthwith the missionaries had a copy taken of this placard, and on the 3rd proceeded with it the Yamun of one of the principal Mandarins (the Taoutai), to seek his advice and protection in the threatened emergency. Finding his Excellency out they awaited his return. But on his return he refused to see them, and sent out word that they must proceed at once to another magistrate. Hereupon the missionaries took their chairs and began to leave his Yamun. It was impossible, however, for

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them to go farther than the outer door; the mob had gathered and was on them. Their chairs were violently seized, and they were saluted with vociferous and continued shouts of "beat the foreign devils! kill the foreign devils!" On this they quickly alighted, and crying out according to native custom, "Spare our lives! spare our lives!" rushed back through the crowd into the inner courts of the Yamun. The great doors were closed behind them, and they could only hear the yellings of the infuriated and disappointed mob outside.

Whilst this was going on at the Yamun, another mob gathered at the missionaries' house, in which Mrs. Meadows had been left alone with her children and native servants. There being nothing to prevent it, the house, its inmates, and furniture at once became the prey of the boisterous, thieving rioters. In her fright Mrs. Meadows sought shelter in the adjoining house of their landlord. He refused to let her in; however, by some means, she forced an entrance, and stayed there an hour; when, the riot growing more and more threatening, the kind landlord turned her out. At this time most of the furniture had either been stolen or smashed to pieces, and the work of destruction and pillage was being briskly carried on. The arrival of an officer on the spot, with a few native police, caused a lull in the tempest. That functionary confined his efforts to the bidding of Mrs. Meadows to get her up stairs, and the stationing of a few of his followers at the door. His departure was the signal for a second and more thorough attack; every remnant of stuff was stolen, with every foreign book; native books were torn to pieces, with such articles of furniture as were too bulky for removal. The dastardly thieves even demeaned themselves so far as to pluck the wedding ring from the lady's finger, to steal a sucking ring from her baby's waist, and to search her, roughly and rudely, on the supposition that she had money on her person. Happily no one struck her, and the few slight bruises she sustained were, in her distraction, self inflicted. At length, with her baby in her arms, Mrs. Meadows and her little boy of six years were led by a faithful coolie through the mob to the Yamun, where Messrs. Meadows and Williamson were detained. Being suddenly surprised, Mrs. Meadows could not secure any clothing suitable for removal, and found herself turned out into the street without any covering for her head, without any but mere slippers on her feet, without any change of linen for herself or babe, without a dollar, and without a pice.

The mission party remained at the Taoutai's Yamun till dark, Two boats were hired to take them away; $100 was given to them. with some native bedding; and so they left, under cover of night, guarded by a small military escort, and embarked for Kiukiang, where they arrived on the 9th, having suffered considerably from the coldness of the weather and the scanty accommodation afforded.

This story I have heard from their own lips, and can vouch for its accuracy. This time the mandarins themselves are not charged with complicity in the affair. They are chargeable with imbecility and partial neglect, in allowing a riot of such dimensions to continue a whole day, with such disastrous consequences, without making any proper attempt to quell it, and protect the people exposed. The blame, in this instance, lies on the literary and military candidates, no bad representatives of the entire Empire. They are the cream of the people, the class whence the mandarins are taken. Assembled for examination in any city, they are, *pro tem*, the greatest power there; mandarins fear them, and none but very powerful ones can control them. It is also undeniably true that the present instance is not one of religious persecution. The head and front of the offence is to be found in the fact that the missionaries were foreigners. It is not true that the Chinese, as a people, are well disposed to us. The reverse is the case. Of course they vary according to their acquaintance with us, or the benefits they have received from us; or they vary in certain districts, some being more mild and peaceable than others; but take the mass, and love for foreigners stands below zero.

What I have related above is simply an outburst of this national antipathy. It speaks badly, to say the least, for their high state of civilisation, and is disreputable alike to people and rulers. Surely a nation that cannot speak of other nations without insulting them in the vilest language; a people that can neither see nor reciprocate the generous dealings and feelings of foreigners; a Court that disdains to receive on equal terms a Prince of the blood of Britain, does not deserve to be reckoned on a par with Western Powers, and by them to be treated on a footing of perfect equality! How long shall we tamely submit to be called "foreign devils" wherever we go? How long shall Queen Victoria's Ambassador be disallowed an audience of the Emperor of this country? How long shall we be satisfied with such a treaty with China as we would not accept from any other nation? How long shall we forbear while such treaty stipulations as we have got are insolently broken? How long shall we allow this people indulgence in their inconvenient dream of supreme superiority over all other nations? Left to themselves, they will never improve; yielded to, their arrogant assumptions will multiply manifold; weakly dealt with, their insolence will know no limit; but, brought face to face with a powerful, decided, righteous policy, they must and will yield. Yield what? Not their just rights and liberties, as some erroneously suppose, but acknowledgment of national fraternity, of the obligations of international laws, of the binding character of treaty conventions; yield, to treat other nations with respect and justice, as other nations treat them. Such a policy is not oppression. It may become a schoolmaster's rod on the back of a refractory scholar; but it is simply needed discipline, deserved correction, the ultimate result of which must be the good of all peoples concerned.

SHANGHAI.

From this port we have advices to Dec. 1. The outward mail of Oct. 8 was delivered there on the 27th Nov.

Sir Rutherford Alcock was reported to have passed Woosung in the *Adventure*, on his way to Ningpo, on the 29th Nov. Whether the N'ganking outrage affair has yet been settled or not is not stated; but the *N. C. Daily News* mentions that M. Rochechouart, who was in Shanghai, intended to go up the Yangtsze with the two French gunboats in port, to settle the matter so far as the French missionaries are concerned, and also states that H.I M. frigate *Venus* is expected shortly from Hong Kong for the purpose of supporting M. Rochechouart's negotiations.

Is is stated in the *Evening Courier* that the French Minister, Count Rochechouart, intends to proceed shortly to Yu-yang in Szechuen—the scene of a murder of a French priest and a number of native Christians at the beginning of 1869. A small naval squadron will convey the Minister as far as Ichang, whence he will proceed by boat with an escort of fifty men and two field pieces to Yu-yang. It is said the Count contemplates, besides, several long journeys in Kweichow, Szechuen, Shensi, and Shansi, but the armed escort will probably not proceed further than Yu-yang.

The chief event of the past week (says the *North China Herald*) has been the annual meeting of the Chamber of Commerce, at which the new treaty came, naturally, up for discussion. A condensed report of the proceedings will be found below. As was remarked by one of the speakers, there seem to be three opinions on the matter, a favourable, an adverse, and a middle one. One party condemns the treaty, another approves it, and a third regards it with mixed favour and disfavour. The gist of the opinions expressed and resolutions passed on Friday was that the new transit due arrangement is good, if it be carried out; but that our previous experience forbids us to expect that this will be done, and that Foreign Governments will need to keep a very tight hand on the Chinese to enforce good faith.

The *Shanghai Evening Courier* says:—"The policy of applying to the central Government for redress for all grievances against the Chinese is now on its trial, and the course of events during the next few months will show what it is worth. It would be instructive to have compiled in a concise form a list of the outrages against the persons of foreigners, and the circumstances attending them, committed since Mr. Burlingame left China, in order to be able to appreciate exactly the consequent action of the foreign authorities, and the amount of success attending it. Murderous attacks, which in preceding years were almost unheard of, have now become comparatively frequent, and follow each other in succession sufficiently close to impress upon the public that there is danger in travelling in the interior." The *Courier* adds some evidence showing that the recent murder of the Rev. James Williamson was instigated and planned by the mandarins.

A Peking correspondent of the *North China Herald* writes:—I hear Mr. Burlingame is coming back, with still latent hopes that the Chinese will ratify his treaty. The affair will probably be smoothed over somehow, by ingenious translations or otherwise. I hear the British Government are extremely pleased with Mr. Hart's conduct. We shall see him made a C.B. before long, for having helped us to revise the treaty. The Customs will be the paramount power in China in ten years.

The *Shanghai Evening Courier* has the following remarks on the conduct of the Koreans in the case of the *Star of the East*:—"The authorities of Korea have furnished another strong argument why their seclusion should not be tolerated by the civilised powers. The British barque *Star of the East* was stranded on the coast within thirty miles of the Russian frontier. The natives of Korea showed every disposition to treat the shipwrecked people hospitably and kindly; but the officials on hearing of the misfortune came down to the vessel and ordered the foreigners away on pain of death. They refused even to allow them to travel the thirty miles by land which would have enabled them to reach in safety the Russian settlement of Passiet; so the officers, crew, and passengers of the vessel were driven to their boats to make the voyage along a rough coast at a season when storms seem to have been of almost daily occurrence. As for the ship and cargo, the latter of which might have been saved, they were plundered and as much as possible destroyed by the acts of the authorities of Korea.*

We understand that M. Dabry, who has for some time filled the post of Consul-General for France at Shanghai, leaves for Canton, where he will replace the Baron de Trincalie, who has been invalided home. M. Dabry carries with him the best wishes of his countrymen.

A meeting of the local branch of the Asiatic Society took place

*The *London and China Telegraph* some time back devoted much attention to the necessity of steps being taken to bring these savages to reason, but our Government remains supine. Piracy, wrecking, and cruelty to shipwrecked mariners are, we suppose, "holy traditions" among the Koreans, and must on no account be interfered with.

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on the 22nd November, when papers were read by Mr. Simon on "Banking Institutions in China;" and by the Rev. Mr. Eitel on the "Fabulous Source of the Yellow River." Baron Richthoven has promised to prepare a paper on the Geology of China. Some efforts are to be made to render the society more popular.

A shocking murder has taken place near Shanghai. The crew of a boat belonging to a Mr. Stevens, a pilot, gave information at the United States Consulate that they had been attacked by pirates near the Ruggeds, and Mr. Stevens murdered. The boatmen have been detained.

The Shanghai Club is advertised for sale by auction on December 6th.

The Woosung road may be expected to prove a success in the undertaking, as some Tls. 1,000 have already been subscribed for, without any great effort on the part of the petitioners to the Municipal Council, and but Tls. 4,000 are said to be needed, to lay out and bank up a suitable road along the present Bund line. Property holders along the river bank, who have now, for several years, looked in vain for any return for their speculative outlay, are willing to come forward and contribute, while the riding community of Shanghai, tired of going the beaten round to the Bubbling Well, will do all in their power to open a new avenue to the banks of the Yangtsze

The steam-tug *Millet*, lately arrived out from England, to the S. S. N. Co., has taken her departure for the north, and, from her appearance while here, she will without doubt prove a valuable aid to the steamers entering the Peiho river by lightening them over the Bar, or otherwise assisting them in the difficult navigation of the river.

On the 9th Nov. a lecture upon Electricity was delivered to the members of the Ningpo Book Club by J. D. Bishop, Esq.; H. M. Consul W. H. Fittock, Esq., in the chair. The lecturer gave a highly interesting account of the recent improvements in electric telegraphy, and in the course of some conversation that followed Mr. Knowlton remarked, that heartily as he concurred in the wish expressed by all present that electricity might soon be facilitating the progress of commerce in China, he thought it would greatly advance that object, so dear to all, if Mr. Bishop would kindly consent to give a repetition of his lecture to the Chinese of Ningpo; he himself would be only too happy to give his services as interpreter. His proposal was warmly welcomed, and we may hope that if Mr. Bishop's lecture takes place it will help to overcome the scruples of the Chinese as to this valuable agent.

The leading American firms here have addressed the following letter to the *Shanghai News Letter*, as a commentary on the letter of Mr. Kiernan to the *New York Herald*, which was reprinted in the *China Express* of Sept. 24:—

Shanghai, Nov. 1869.

SIR,—As a letter has appeared in the newspapers of America and England from Jas. L. Kiernan, formerly United States Consul at Chinkiang, giving his views upon the Chinese question as from a person of experience, we think it proper to state the circumstances of his stay in China, as the best means of rebutting the calumnious statements he has made.

He came to this port in May, 1866, on his way to Chinkiang. He remained in the country nine months, which he spent partly at that place, partly here, and partly on board the steamers passing between the two.

The distance to Chinkiang from Shanghai is 156 miles, with no port of call between. All of China, therefore, that Mr. Kiernan saw was Shanghai and Chinkiang, and the river banks between. The foreign population of Chinkiang, excluding Custom-house people, but including Consuls, is seven. The trade is nearly all in the hands of the Chinese, and there is consequently very little intercourse between the foreigners and the native population, and probably in Mr. Kiernan's case none at all.

All that he can have seen of the people are the crews of the steamers, his household servants, and probably the Governor of Chinkiang on one or two official visits.

Of the foreign residents in China he saw very few. We think he can have known no English merchants of Shanghai.

It was his misfortune to leave the country in debt, a sum of over $1,300 being still due to several of the American firms, advanced by them to enable him to withdraw from it. This circumstance may embitter his recollections.

We do not think this General Kiernan capable of giving any just opinion upon any matter connected with China. His charges against the English residents are scarcely worth even the notice of saying that we consider them unwarrantable and slanderous. Your obedient servants,

RUSSELL & Co.
AUGUSTINE HEARD & Co.
OLYPHANT & Co.
BULL, PURDON & Co.

At a sale of land in Hong-que, belonging to the estate of Messrs. Dent and Co., the following prices were realised:—

	m.	f.	li.		Tls.
Lot 687,	5	3	7	with buildings thereon	600
688,	4	7	3	" " "	240
695,	7	6	2	" " "	890
691,	3	0	7	land only per mow	25
692,	4	5	0	" "	26
693,	4	5	6	" "	43
694,	4	3	2	" "	27
696,	4	4	6	" "	35
697,	4	5	0	(chiefly water)	1
698,	6	0	0	land only	7

437, about 15 mow on the north of the Wongpoo, rear Gibb's Wharf, per mow, 31. The land on South Bank, known as the Brick and Saw Mill Company's field, 66 mow, per mow 7.50.

A Lot of 10 mow on South Bank, below Steamboat Dock, per mow, 3.

CHAMBER OF COMMERCE MEETING.

The annual meeting of the Shanghai General Chamber of Commerce took place on the 26th November, F. Porter, Esq., in the chair, when, after the ordinary current business resolutions had been passed, a series of resolutions concerning the convention as to the revision of the Treaty were brought forward.

Mr. F. B. Johnson, who drew up the draft, supported it in remarks of some length, and Mr. Michie seconded the resolution.

On the motion of Mr. Cunningham, it was agreed to consider it clause by clause, which being done, the whole was passed in the following form, with the exception of Clause No. 6, which was lost:—

Clause 1: That this Chamber having received the semi-official communication of the British Minister, conveying the terms of the convention for the revision of the treaty between Great Britain and China, cordially recognises the efforts of H.E. Sir Rutherford Alcock to settle the question of transit dues upon foreign imports, and views with satisfaction the explicit declaration of the Chinese Government of its adherence to the principle for which the Chamber has always contended, viz., the absolute freedom of all such imports from further taxation throughout the Empire on payment of a fixed commutation.

Clause 2. That this Chamber consequently regards this part of the convention, provided it be faithfully carried into effect, as a great boon to the trading interests of China and of foreign nations having relations with her, but considering that similar obligations undertaken in the Treaties of Nanking and Tientsin have hitherto been disregarded by the Chinese, and not enforced by the treaty powers, the Chamber cannot refrain from declaring its opinion that, unless the Chinese Government should be more faithful in the future than it has been in the past, and that the British Government should be more strict in exacting the performance of such engagements than it has hitherto been, the effect of the stipulation will be to increase the burthens upon foreign trade, already too heavy.

Clause 3. That this Chamber is of opinion that the compulsory payment which is the consideration for the guarantee against internal dues should be made terminable by the convention at the option of H.M.'s Government, unless the guarantee should be found effective.

Clause 4. That with regard to the other clauses of the convention, the Chamber views with great satisfaction those which throw open new ports, authorise the working of coal mines and announce the intention of the Chinese Government to assent to a code of rules having the force of law in cases of dispute between Chinese and foreigners. The Chamber welcomes such stipulations as evidences of a disposition on the part of the Chinese Government to shape its policy in accordance with the desires of its own people, and in recognition of its obligations to the foreign communities settled on its shores, and trust that the measures may be considered as forerunners of others, having more important results, in the same direction.

Clause 5. That this Chamber, however, is at a loss to understand the principle upon which the duties on the Export of Silk and the Import of Opium are to be augmented.

The latter article, as now taxed, with difficulty holding its own with the native-grown drug.

Clause 6. That especially in regard to the increase of duty upon Indian opium, as the proposed measure will operate directly to encourage the preparation of opium in China at the expense of the foreign trade, and while it will deprive the Indian Government of a large portion of its revenue without, in all probability, increasing to an important extent the revenue of China, the Chamber considers the increased tax to be vicious in principle and injurious in all its bearings, and pledges itself to oppose the adoption of this clause of the convention by every means in its power.—(Not carried.)

Clause 7. That the Committee of the Chamber of Commerce be requested to address H.B.M. Government, and all foreign powers having treaties with China, with the expression of the views of the Chamber upon the revised treaty.

In the course of the discussion Mr. Cunningham read an extract from a private letter of Sir Rutherford Alcock's, dated 17th June, wherein it was stated that of the Duties "the only amount remitted to Peking is the 4-10ths of the Maritime duties set aside to repay the indemnities and 3-10ths of the Transit Dues. The remainder all goes towards the several provincial treasuries in which the ports are placed for the expenses of the province."

Proposed by Mr. Milsom, seconded by Mr. Reid, and carried—

Resolution 5. That the committee be requested, before communicating with H.M.'s Government, to collect further facts bearing on the manner adopted by the Chinese officials in taxing trade, as well as articles of trade, contrary to the spirit of the treaty and the interests of foreign merchants, and to lay them before the Government with the expression of their fear, based on facts elicited, that the compulsory payment of transit dues will only add a further tax on trade, unless the foreign Governments adopt measures more efficient than hitherto in inducing the Chinese to keep their engagements.

In July last the Committee suggested to the members, by circular, the formation of an Association, whose objects would be to agitate China questions, and represent generally on political matters concerning that country the interests of merchants engaged in the trade. It was proposed that a paid agent should be engaged in England, and that firms at home, as well as those in other parts of China, should be invited to become members. The support received was, however, by no means general, and the matter therefore at present remains in abeyance.

HONG KONG.

The P. and O. mail of Oct. 22 arrived out on Dec. 4. Dates are now down to the 7th. The following are the details of the piratical attack on the *Crofton*, previously reported by telegram:—

The *Crofton*, British bark, cleared from Hong Kong for Yokohama on the 26th Nov. and was attacked shortly after by pirates, in the

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locality of the Ladrones. It was reported at Macao by the crew of a small fishing boat that while at the Island of Montanha she saw a junk lying in shore, the crew of which had landed; with them were some five or six Europeans. The junkmen proceeded to behead them, and having made a large fire put the bodies therein, with the intention of destroying them. The fishermen immediately made their way over to Macao, and landing at the Typa fort reported the occurrence they had witnessed. The Governor of Macao immmediately put a force of soldiers on board the *Camoes*, and sent her in pursuit of the pirates. On her way she met the N. G. corvette *Medusa* and the Chinese gunboat *Sui-tsing*, both of which accompanied her. On reaching the spot indicated two junks were found, whose crews took to the shore immediately and made for the hills. The beach showed signs of a recent large fire, and blood was found at various spots, while numerous copies of charts, bills of lading, &c., belonging to the *Crofton*, were strewed about. No sign could be seen of the vessel's hull. Chase was given and nine of the pirates were captured, the junks being taken possession of by the men-of-war. Both junks and criminals were handed over to the mandarins at Macao.

A later account says:—The hull of the vessel has been found covered with stains of blood in numerous places, and the cabin was rifled and gutted, but the ship's papers were left behind. A boat arrived from the vessel containing the mate and the seamen, who had left her, with the object of obtaining steam assistance. When they left the vessel she had seven feet of water in her hold; her pumps would not work, and the crew had no fresh water. The boats were in readiness, and during two nights the crew had remained in them close to the ship, fearing that she would sink.

Chief Justice Smale returned by the steamer *Glenartney*, *via* Calcutta. The able manner in which the business of the Court has been temporarily conducted by Acting Chief Justice Pauncefote has called forth well-merited commendation both from the profession and the general public, and will, no doubt, be a subject of congratulation to his lordship, during whose absence several cases of importance have been decided.

The *China Mail* says:—A rumour is in circulation which possesses peculiar interest for the colonists of Hong Kong, whether as regarding their political views, their ideas of local expenditure or their private interests. It is to the effect that despatches have been received from the Home Government disapproving the various expenditures which have been made from the "Special Fund" for local purposes; directing that these be borne by the ordinary revenue of the colony; that the colonial yacht and other "superfluities "are to be given up; and, worse than all, giving instructions for the transmission to England of the total amount accruing from the gambling licences. We are not in a position to affirm or deny the positive truth of this rumour, being in receipt of no special information; but we may express our entire belief that directions equivalent in general tenor to the foregoing have been received by his Excellency the Governor.

A circular is in course of distribution respecting the library and museum of the City Hall, to which we are glad to direct public attention. It was originally intended to issue this circular at the commencement of October, but the expected arrival of the Duke of Edinburgh, and the manifest inconvenience which would have ensued by the reception of cases, books, &c., while preparations were being made for his reception, led to its being postponed. The circular is now issued in the belief that a season of greater leisure on the part of the community will ensure greater attention on its contents. A very brief statement is given of the present state of the Library, which as yet comprises only the Morrison and Asiatic Libraries. For a long time it has been proposed to turn over the Victoria Library to the City Hall, but nothing has as yet been done. But it may be confidently hoped, we should imagine, that every one possessing books of little value to himself, and unlikely to meet with any sale, will be willing to aid in the formation of a public library of reference.

From Canton we find the following item:—The Rev. A. Krolezyk has just returned from a visit to the Miau-tsz in Lin-chau. His visit was one of exploration for missionary purposes, but he has learned many interesting facts about the strange people who inhabit the mountain districts in the north-west of this province. It is to be hoped that he will favour the public with the result of his observatinos. A party of three gentlemen and three ladies have also returned this week from a trip of sixteen days up the North River. The excursion was partly for relaxation and partly for missionary purposes. They were well received everywhere, and express themselves as delighted with the scenery, and pleased with the reception they met with from the people.

From Foochow we learn that the steamer *Island Queen* was transferred to some mandarins, stationed at Formosa. The *Island Queen* proceeds to Hong Kong to be thoroughly overhauled and refitted; she is then to be put on active service, and manned exclusively with Chinese. The new Sanitarium on Sharp Peak Island is near completion, and will shortly be opened to the public.

H.M. gunboat *Weazel* was sold at auction for $5,150, and the *Bustard* for $5,200, to Chinese; the *Rifleman* was bought in.

The police rate has been fixed at 7¾ per cent.; the fire brigade, at ¾; lighting, 1½; and water, 2 per cent.; total, 12 per cent.—a formidable burden on property.

Marine House was put up at auction, but was bought in for $40,000. The highest bid obtained was that of $22,500.

H.M.S. *Rifleman* was again offered to public sale, and again bought at a figure apparently beyond buyers' ideas. An intimation was made that negotiations for her sale would be favourable received, but we have not as yet heard of any offers.

On the application of Mr. Caldwell, proctor, letters of administration with the will annexed, of the estate of Henry Davies Margesson, late of Hong Kong, were granted to Messrs. W. Keswick and T. G. Linstead, as attorneys for the executors.

A meeting of the Hong Kong and Whampoa Dock Company was held to confirm the resolution passed on the 16th November. The *Daily Press* has the following report of the meeting:—

Present—the Hon. William Keswick, chairman; Messrs. Helland, Burrows, and Bertrand, directors; and Messrs. Pollard, Crichton, Pyke, Berwick, Captain Bernard, William M. Morgan, Deacon, Heaton, Kaye, Coxon, and Minto.

Mr. Helland, seconded by Mr. Bertrand, proposed a special resolution, confirming the one passed at the meeting held on the 16th of November. Before this was put to the meeting, however, Mr. Crighton rose and asked whether it was now possible to amend the new articles before they were finally confirmed.

The Chairman said it was.

Mr. Crichton said that, in that event, he wished to propose that the new articles should provide that all questions should be determined by ballot instead of by a show of hands. Captain Barnard seconded this proposition.

Mr. Pollard remarked that he thought this would be found very inconvenient, and it was also against the recognised custom of all companies he had any knowledge of. This very matter was most satisfactorily provided for by section forty-six, in which it was said that after a show of hands had been taken, any two shareholders could demand a ballot. It would be found very inconvenient if all the machinery of a ballot had to be used every time a dividend was declared or report adopted.

Mr. Pyke remarked that at the last annual meeting an application for a ballot had been unsuccessful.

The Chairman explained that that was under the old articles, in which many things had been discovered which were inexplicit, and not easily understood. The fault at the last annual meeting had been his own. In the new articles, he thought the question was very satisfactorily provided for.

Captain Barnard thought there ought always to be a show of hands when officers were to be elected. It was in truth the only way in which the sense of the meeting could really be taken.

Mr. Crichton thought it was very wrong to have at first a show of hands, which was at least unpleasant and always invidious. A ballot for all officers should be taken in the first instance. After some further conversation on this point, Mr. Crichton modified his resolution, so as to read that articles 45, 60 and 95 be so changed as that the election of directors and auditors shall take place by ballot only.

On being put to the meeting, this resolution was lost by a majority of two. The special resolution was then put and carried, and the meeting separated.

Another of the many cases arising out of Lyall, Still, and Co.'s bankruptcy has been decided, and is thus reported by the *China Mail*:—

(Before the Hon. Acting Chief Justice Pauncefote.)

IN CHANCERY.

The Comptoir d'Escompte de Paris and Another, *Plaintiffs*—against Alexander Rodger and others, and F. S. Huffum, Official Assignee of the Estate of Lyall, Still, and Co., *Defendants*.

Judgment.

I have now to deliver my opinion on the third question, which relates solely to the costs of this interpleader bill and of the special case arising out of it.

It has been urged on behalf of the official assignee that the plaintiffs should be made to pay their own costs, it being contended that they have failed to make out a proper case for an interpleader bill on various grounds, and among others that they had an interest in the fund as creditors of the estate. I think I am relieved from expressing any opinion as to whether the case was a proper one or not for an interpleader bill, by the very just rule which appears to have been laid down in the case of Myers *v.* the United Guarantee Society (7 D. M. and G. 112) that where the defendants have adopted the suit the plaintiff is allowed his costs, whether the interpleader bill is properly filed or not. In this case it was competent to either of the defendants to have demurred or to have taken objection to the bill at the hearing, but they adopted the bill for the purpose of trying their respective rights on a special case instead of proceeding to a hearing.

I have given a most careful consideration to the question of costs, and do not see anything in the case to take it out of the ordinary rule. I can come to no other conclusion consistently with the judgment delivered by me on the other points than that the official assignee having occasioned the proceeding should pay the plaintiff's costs of the interpleader bill, and that having failed in establishing his claim he should pay the other defendant's costs both of the interpleader bill and of the special case.

The third paragraph of the order made on the special case will therefore be:

That the defendant, F. S. Huffum, official assigne of the estate

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of Lyall, Still and Co., do pay the plaintiff's cost of the Interpleader bill, the other defendant's costs of the interpleader bill, and special case.

The following case is also of interest :—

SHAIK ALLI MAHOMED ALLI *v.* NGO WO AND OTHERS.—The special jury was as follows :—Messrs. T. Pyke, W. Kaye, W. Lemann, W. H. Forbes. J. Vickers, J. M'G. Heaton, and J. Crichton. Mr. Hayllar, instructed by Mr. Hazeland, was for the plaintiff ; and the Acting Attorney-General, instructed by Mr. Caldwell, was for the defendants.

The facts of the case are briefly these :—The defendants are Annamese forming part of an embassy from Cochin China ; and they brought with them a quantity of silk for sale to try the market between this port and their native country. As they allege, a Chinaman connected with the Lin Cheong copper-smith shop introduced them to the plaintiff as a person likely to purchase their silk ; when a sale was effected. Upon the silk being delivered the plaintiff stated that the money had been paid to this Lin Cheong, and he had possession of the silk in question. It was then found that Lin Cheong's man had taken his departure without paying any money, and the defendants were left without silk or money. Some proceedings took place at the magistracy (as it may be remembered), and it was arranged that the silk should be handed over to the Annamites (present defendants), on giving a guarantee to pay the money advanced by Shaik Alli, if ordered to do so by the Civil Court above. The action now taken by the plaintiff is to recover the silk in question ; and the evidence taken on both sides tended to show that Lin Cheong either had or had not a right to pass the silk

The jury returned a verdict for the plaintiff, by which he secures possession of the silk, the question of damages having been dropped. The verdict carries costs.

JAVA.

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BATAVIA.

(FROM A CORRESPONDENT.)

BATAVIA, Nov. 30.

I hear that a direct steam line is shortly to be established between Singapore and Java. The capital of the company formed for carrying out the project is fixed at $200,000, of which half is already subscribed at Singapore. The plan meets with very little sympathy here, and I do not expect that the new company will be able to compete successfully with the Dutch India Steamship Company.

The *Java Bode*, the journal representing Conservative principles in Java, will appear after the 1st of January as a daily paper. This is the first ever established in the Dutch colonies. The *Bataviaasch Handelsblad* contains an elaborate biography of the late lamented editor of that paper, Mr. Lion. In several districts here committees have been formed to raise a fund for educating the children of the late Mr. Lion. This "Lion Fund" will be a proof of the gratitude of Java towards the journalist to whom we owe the first introduction of Liberal principles in this country. Mr. Lion rendered great benefits to the Dutch East India colonies, and he has died not in poor, but at the same time not in prosperous circumstances. His children will receive the best possible education, and should there be an overplus after this has been provided for, it will be used to promote the instruction of the Javanese. It is said that the editorship of the *Batavia Handelsblad* has been offered to Dr. Van Hoevell, who is conspicuous as being the first who protested, as a member of the Dutch Parliament, against the principles of "squeezing" the Javanese on behalf of the Dutch Treasury.

The sugar manufacturers in the east districts of Java have protested against the Bill which has been laid before the Dutch Parliament, containing new regulations for sugar cultivation in Java. They are of opinion that the new Bill will be disadvantageous to this industry.

The wet season has commenced, and on the north coast the blue flag is hoisted as a sign that it is dangerous to land. The mail of Oct. 8 only arrived at Batavia on the 17th inst. This late arrival was caused by a delay of the mail steamer *Orissa* at Galle. Jhr. Mr. A. van der Does de Bye, lawyer and editor of the *Nieuw Bataviaasch Handelsblad*, has just died. He is much regretted.

At Souracarta an institution is to be established for educating the children of poor Europeans. After the 1st January the French language will be taught at all schools in Batavia, Samarang, Sourabaya, Souracarta, Djocjocarta, Macassar, and Padang.

Rumours are current that Banjoemaas is inundated. The *Java Bode* has, however, contradicted the report. In several districts of Borneo, Timor, and Cheribon, severe shocks of earthquake have been felt.

COMMERCIAL.

Gum Damar, f.45 to f.48. Cutch, f.60 to f.120 per picul, according to quality. Hides : Cow, 35c. to 40c. ; Buffalo, 22c. to 23c. per lb. Indigo : At Samarang a large parcel has been sold at f 5.30 to f.5.40. Manufactures.—Madapollams (English), without demand. Shirtings (English) : some qualities sell readily, others are dull. Cambrics : There is only demand for No. 24. English Drills meet with a good inquiry. Mule Twist : Holders decline to operate without an advance. Batticks can only be sold at very low prices. Metals.—English Iron in overflowing stock, and cannot be sold. Coals meet with but a limited demand. Exchange.—Holland, 6 mo., f.104 to f.103¼ for Bank bills, and f.104½ to f.104¼ for private. London : 6 mo. sight, Banks, f.11.50 to f.11.57½ per pound ; private, f.11.45 to f.11.47½.

The English ships Golden City and Eliza Thornton are loading for Holland, *via* the Suez Canal. The Dutch ship Gysbert Karel van Hogendorp is loading rice for England, at £3. The Aberdeen is loading at Sourabaya for the United States.

STRAITS SETTLEMENTS.

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SINGAPORE.

From this port we have advices to Dec. 15. The recent visit of the Duke of Edinburgh continued to be the chief topic, and the Governor's line of action during his stay seems to have excited general dissatisfaction.

The *Straits Observer* says :—"In the first place, considerable discontent was manifested when seats were given in the reception-tent. The officials alone were cared for, and the gentlemen of the Reception Committee, their wives and families, who were justly entitled to some consideration, were left to struggle for seats with the rest of the public. They naturally preferred chairs in their own verandahs, and his Royal Highness, after landing and being received by the Chief Justice and Brigadier, the Governor rushing down to the tent just in time to be too late, was presented to a plentiful supply of empty seats, with a sprinkling of official and other ladies. At the formal dinner which took place in the evening, at which officials and consuls alone attended, nobody was introduced to the Prince, although every person there had a right to expect such an honour. No endeavour was made to make the Prince acquainted with the leading members of the community, but there, as on the subsequent evening at the reception at Government House, all communication between H.R.H. and the guests was carefully prevented, and he passed the greater part of the evening in the bureau of his Excellency, for fear, may be, that he should be contaminated by mixing too freely with the community. Was it for similar reasons that not an officer of H.M.S. *Galatea* was present, except those attached to the staff of H.R.H. ? Was it feared that by mixing with the merchants they might learn too much, and become acquainted with the real state of affairs ?

"We now come to a more delicate subject, but we cannot with truth and justice overlook the episode of the English clubs. His Excellency the Governor had endeavoured to induce the members to place one of them at his disposal during the stay of his Royal Highness, but as this was contrary to the usage which had prevailed elsewhere, it was not acceded to, it being considertd more complimentary to offer the use of the clubs direct to the Prince and his officers. So soon as the *Galatea* anchored, the chairmen of the respective clubs themselves took the invitation on board, in order to show the desire of the members to do due honour to His Royal Highness. The officers of the ward room accepted, but the invitations addressed to the Duke were never acknowledged, except indirectly by the Ward-room being informed that H.R.H. would not visit the Tangling Club, which intimation closed its doors to them. Now the Prince, as a man of the world, must have been aware that in society such common courtesy is never omitted except with the intention of offering a slight. But why should the Prince wish to offer a slight to a body of gentlemen of whom he knew nothing, except that it was evident they wished to show him every respect, and to afford him the most loyal and the heartiest reception in their power ? He evidently could have had no motive, and his judgment must have been influenced by the advice or the observations of some person to whose opinion he felt bound to concede, and extraordinary must indeed have been the report of this person to induce his Royal Highness to adopt so unusual a course to mark his displeasure.

"In the chronic war which the Governor, by his public conduct and private demeanour, has waged with the public ever since his ill-omened arrival, he appears to have thought it politic and in good taste to engage the Prince as an ally, or rather as an instrument, and the opportunity was not to be thrown away, even at the expense of his guest's popularity. He was determined that a slight should be offered to two associations of Englishmen, to the community and to the merchants who were prepared to offer the Prince, in this distant spot, the respectful and loyal welcome which Englishmen are always ready to afford to members of the Royal Family, and who had given H.R.H. no cause of complaint. He made the Prince the instrument to gratify his ill-feeling towards a body of men who have resisted and in a measure thwarted his overbearing and rapacious tendencies, and finally he has, very unintentionally no doubt, but very surely nevertheless, shown to the world the estimation in which he is held, when not even the honour of a Royal visit, highly valued as it was, could obtain him admission into an English Club in Singapore.

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Commercial Report.

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(*For dates see First Page.*)

IMPORTS.

YOKOHAMA.—The market was quiet for Cotton Goods, Grey Shirtings being the only description in demand. Other Shirtings closed weaker at slightly lower prices, while for Cotton Yarn 16-24 there was a fair demand at improved rates; 38-42 much wanted; 28-32 neglected. Woollens without enquiry, Blankets being quite unsaleable. Metals: The market was rather more active and metals of most useful descriptions were in demand, but prices showed no change. Stocks were estimated at—Grey Shirtings, 58,000 pieces; Cotton Yarn, 8,600 piculs; Taffachelass, 83,000 pieces; Blankets, 42,000 pairs; Coal, 5,500 tons. Quotations:—Cotton Yarn, 16 to 24, $53.00 to $54 per picul; 28 to 32, $53 to $54 per picul; 38 to 42, $61 to $64 per picul; Grey Shirtings, 7 lbs., $2.60 to $2.65 per piece; 8 lbs., 4-6, $3.02½ to $3.05 per piece; Black Velvets, $9 to $9.65; T. R. Cambrics, $0.95 to $1 per lb.; Taffachelass, double weft, 12 yards, 48 in., $3.25 to $3.50, single weft, $2.50 to $2.90; Blankets, $0.38 to $0.43 per lb., nominal. Metals: Nail Rod Iron, $2.90 to $3.25 per picul; Lead, $5.90 to $6 per picul; Tin Plates, $6.25 to $8 per box. Coal, $8.50 to $9 per ton.

SHANGHAI.—Piece Goods: The business transacted in all kinds of manufactures since the departure of the English mail had been most limited. Prices for Grey Shirtings were a shade weaker, with only a retail demand. A few sales had been made of T-Cloths at low rates, but the inquiry was not active. Woollens: There had been some demand for Long Ells, though the prices offered had not been such as to tempt sellers. Camlets quiet at last values; other goods showed no change of interest. Metals: There was no change whatever to notice, saving that Bar Iron and the large sizes of Nail Rods were utterly rejected; no business transacted, and quotations unaltered. Coals: No transactions of consequence, arrivals confined to City of Perth from Australia and Kagosima from Japan; prices without change. Quotations (duty paid):—Grey Shirtings, 7 lbs., Tls. 1.9.5 to Tls. 2 per piece; 8.4 to 8.6 lbs., Tls. 2.1.8 to Tls. 2.2.2; 9 to 9.12 lbs., Tls. 2.4.5 to Tls. 2.7.0; White Shirtings, Tls. 2.0.5 to Tls. 8; T-Cloths, 6 lbs., Tls. 1.4.5 to Tls. 1.6.5; 7 lbs., Tls. 1.6.5 to Tls. 1.9.0; 8 to 8.4 lbs., Tls. 1.9.0 to Tls. 2.4.0; American Drills, 40 yards, Tls. 3.7.5 to Tls. 3.8.5; American Jeans, 30 yards, Tls. 2.9.0 to Tls. 2.9.5; American Sheetings, 40 yards, Tls. 3.6.0 to Tls. 3.7.5; English Drills, 40 yards, Tls. 3.6.5 to Tls. 3.7.5; Dutch Drills, 40 yards, Tls. 3.5.0 to Tls. 3.6.0; Gentian Shirtings, Tls. 2.8.5 to Tls. 3; Chintz, Tls. 1.5.0 to Tls. 1.9.0; Turkey Reds, 24 yards, Tls. 2.2.0 to Tls. 2.4.0; Camlets, English, SS, Tls. 11.5.0 to Tls. 12.5.0; Spanish Stripes, Tls. 0.5.4 to Tls. 0.8.0 per yard; Medium Broad and Habit Cloth, Tls. 0.9.5 to Tls. 1.6.0; Long Ells, Scarlet, Tls. 6.1.0 to Tls. 6.1.5 per piece; Assorted, Tls. 6.2.0 to Tls. 6.2.5; Iron, Nail Rod, Tls. 2 to Tls. 2.1.5 per picul; Hoop, Tls. 1.6.0 to Tls. 1.7.0; Flat and Round, Tls. 2 to Tls. 2.1.0; Lead, Tls. 5.2.5 to Tls. 5.3.0; Coals (cargo quotations afloat)—Cardiff, Tls. 8.5.0 per ton; North Wales, Tls. 7.7.5; English, Tls. 7; Anthracite, Tls. 10.

HONG KONG.—The interval since the despatch of the English mail had been marked by extreme quietness in all articles of import, with the exception of Cotton, in which a temporary excitement during the first of the week had been experienced. This activity, however, was confined entirely to Bengal staple. Cotton goods were excessively dull, and the business done had been of the most trifling nature, the low values ruling being no inducement for dealers to operate. In Cotton Yarns, Nos. 38 to 42 were wanted, whilst no change of moment could be noted in the lower numbers. Woollens quiet and unchanged. A moderate business was being done in Metals. Tin commanded former values. Lead, though moderately taken, showed no improvement. Grey Shirtings, 8¼ lbs., were quoted $2.80; Cotton Yarn, 16-24, $140; 28-32, $145.

SAIGON.—The market had been fairly active, but at the close it was reported quiet. Quotations:—Grey Shirtings, 8¼ lbs., $3.05; ditto, 7 lbs., $2.57½; Grey T-Cloths, 6 lbs., $1.80; ditto, 5½ lbs., $1.70; ditto, 5 lbs., $1.65; ditto, 4½ lbs., $1.60; White Irishes, $2.20 to $2.25.

EXPORTS.

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TEA.

YOKOHAMA.—Settlements to a fair extent had been effected at advanced rates. The stock showed a considerable increase, and comprised about 10,500 piculs in grades ranging from medium to fine. Total export for the current season 3,108,955 lbs., against 4,719,135 lbs. in 1868-69, 4,051,393 lbs. in 1867-68, and 3,522,126 lbs. in 1866-67. Quotations:—Common, $20 to $22; good common, $24 to $26; medium, $27 to $29; good medium, $30 to $33; fine, $34 to $36; finest and choice, nominal.

SHANGHAI.—Black: Operations had been small since the departure of the English mail. Settlements, 3,400 chests, all of inferior and common kinds, at from Tls. 18 to Tls. 20¼. Stock, 18,000 chests, almost all of very inferior quality. Green: There had been a considerable business, as teamen had shown a desire to meet buyers. Settlements:—Fychows, Moyunes, and Teenkais, 19,400 half-chests; Pingsueys, 337 half-chests; Shanghai-packed, nil; total, 19,737 half-chests. Some of the purchases of medium to good teas showed better value; finest chops were still inquired for and commanded full prices.

FOOCHOW.—The demand for Congous, had continued good, and settlements had been made to a fair extent upon former terms. Transactions in Souchongs had been very small, whilst last quotations were repeated. No business had resulted in Ooloongs, and holders of the stocks were very firm in their demands. The W. E. Gladstone sailed for Boston on the 27th and the Tyburnia for London on the 30th November, the former taking some 425,000 lbs., and the latter 1,170,750 lbs.

AMOY.—A small business had been done in Congous, at rates showing no change from last quotations. No settlements of Ooloongs had taken place, though the stock had been slightly increased by the arrival of some 1,400 packages. There were very few fine Teas on offer, and as buyers were not bidding for the commonner grades the market closed quiet. Further receipts were expected to be very small, and the deficiency thus far in the season's supply was 49,000 packages.

CANTON.—No settlements had taken place; quotations were unchanged.

SILK.

YOKOHAMA.—The market was very quiet, and prices showed a slight decline upon last mail's rates; buyers were holding off, while the natives were willing sellers. The stock was estimated to be about 2,500 bales.

SHANGHAI.—A considerable business for the time of the year had been transacted, the settlements being estimated at 1,000 bales. Prices showed a decline of Tls. 10 to Tls. 15 per picul, as compared with closing quotations given for last mail, and at the rates then current Chinese were willing sellers, and in many cases shippers also. In Chop Tsatlees, "Yah Kee," No. 3, had been taken at Tls. 540 per picul, and "Donkey's" were offered at the same rate without attracting the attention of buyers. There had been more demand for Karshing Taysooms, which showed a decline of Tls. 10 per picul. In Hainings nothing had been done, but they may be nominally quoted at Tls. 460 for "Fat Mow, No. 2." The unsold stock was estimated at about 3,000 bales.

CANTON.—There had been a trifle more disposition shown by holders to effect sales, but they were still asking prices much above the ideas of purchasers, and until values become more reasonable, or the advices from home more encouraging, it was not expected that much business would be transacted.

SAIGON PRODUCE.

The following is from Messrs. Kaltenbach, Engler, and Co.'s Report:—

RICE.—Attracted by our last high quotations, nearly all stocks of old Rice, which were still kept in the interior, were simultaneously thrown on the market, so that this grain was freely offering for immediate delivery. At the same time the demand was, however, subsiding, and new Rice which promised to be soon brought to the market gained more favour. Owing to these circumstances prices of old grain experienced a sudden and heavy decline, which went as far as $1.37, at which rate several transactions have transpired, and lately the article became again firmer. Rates of new Rice for short delivery were, on the contrary, maintained up to the beginning of this month, as first supplies were readily taken up to meet previous contracts, amounting to about 100,000 piculs. Before departure of the mail for China some lots were, however, bought at $1.50 and $1.49, and although on account of considerable purchases for Singapore and Hong Kong Chinese seemed not very willing to sell, we nevertheless hope to see soon still lower figures. The yearly exports from 25th December, 1868, up to 11th December, 1869, amount to 2,560,500 piculs, against 2,244,500 piculs of the preceding year, and are composed as follows:—Europe, 521,600 piculs; Mauritius and Bourbon, 338,650 piculs; Singapore, 261,650 piculs; Molucca Islands, 3,800 piculs; Quinhone and Tourane (Anam), 9,200 piculs; China, 461,850 piculs; Japan, 963,750 piculs; total, 2,560,500 piculs.

PADDY.—The only steam-mill which has been working up to now meets continually with much difficulty in contracting Paddy deliverable here. We quote 85 cents per picul nominal.

COTTON.—There has been very little doing; supplies being insignificant. To-day's quotations are $6.25 per picul for uncleaned; $20 to $21 for cleaned No. 1; and $18 for cleaned No. 2. The monthly exports amount to 2,800 piculs.

HIDES have declined a little in value. Several lots have changed hands at $8.50 and $8.25 per picul for Buffalo, and $11 per picul for Cow.

HORNS.—Buffalo have met with good inquiry, and last quotation of $8.50 per picul for horns of not less than 1 catti each has been fully maintained.

BLACK PEPPER.—No new contracts have been reported. Prices are nominal, $8¾ per picul.

COCOANUT OIL has further advanced in value, and dealers are asking now $8½ per picul.

GAMBOGE.—We have no change to report, and no supplies came to hand; we quote nominally $58 per picul.

LIST OF SILK SHIPPERS TO SOUTHAMPTON AND MARSEILLES.

From June 1st to Nov. 9th, 1869.

	Bales.		Bales.
Adamson, Bell, and Co. ...	70	Helbling and Co.	716
Ashton and Co.	—	Hogg Brothers	557
Barnet and Co.	1,810	Holliday, Wise, and Co. ...	10
Birley, Worthington, & Co.	715	Jardine, Matheson, and Co.	502
Birt, W.	104	Jarvie, John, and Co. ...	391
Bland, J.	199	Meynard and Co.	20
Borneo Company	100	Milsom and Tod	839
Borntraeger and Co. ...	365	Nachtrieb, A., and Co. ...	742
Bourjau, Hubener, and Co.	220	Parsees	87
Bovet, Brothers and Co. ...	593	Pustau, Wm., and Co. ...	75
Bower, Hanbury and Co....	1,384	Reid and Co.	54
Brand, Monro, and Co. ...	2,382	Reiss and Co.	154
Bradwell, Bloor, and Co. ...	23	Russell and Co.	1,332
Bull, Purdon, and Co. ...	8	Remé, Wm., and Co. ...	690
Carter and Co.	1,385	Sassoon, D., Sons, and Co.	232
Chapman, King, and Co. ...	352	Sassoon and Co., E.D. ...	46
Chinese	64	Scheibler, Matthai, and Co.	536
Coutts and Co.	65	Shaw Brothers and Co. ...	715
Cumine and Co.	332	Siemssen and Co.	397
Dickinson and Co. ...	156	Skeggs and Co.	814
Fogg and Co.	25	Smith, Archer, and Co. ...	231
Framjee, Hormusjee and Co.	50	Textor and Co.	638
Gamwell, F. R.	1,033	Thorne Brothers and Co....	119
Gibb, Livingston, and Co...	790	Trautmann and Co. ...	226
Gilman and Co.	657	Westall, Brand, and Co. ...	115
Glover, Dow, and Co. ...	204	Miscellaneous	2,039
Gutschow and Co.... ...	198		
Heard, Augustine, and Co.	451	Total bales... ...	26,962

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EXCHANGES, &c.

[For dates, see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5⅞d.	4s. 6¼d.	4s. 6¼d.
Shanghai ,, ,, ...	5s. 11¼d.	6s. 0d.	6s. 0⅛d.
Canton ,, ,,	4s. 5⅞d.	4s. 6d.	4s. 6¼d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	—	—	—
Manila ,, ,, ...	—	—	—
Colombo ,, ,, ...	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	300	225
,, Hong Kong	25½ to 25⅝ dis.	—
Bar silver	111.7.5	8 prem.
Mexican dollars	74.4.0	⅛ prem.

Bons, at Yokohama, 338 to 364 per 100 dols.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 14 to 14½; Old, 23 to 24 per cent. premium.
Hong Kong Gas Company, 45 dols. per share.
Hong Kong and Whampoa Dock, 5 per cent. discount.
Union Dock Company, 50 per cent. discount.
China Traders' Insurance, 1,600 to 1,800 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 22 to 23 per cent. premium.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Glasgow, Nov. 27, Diana; H.M.S. Cormorant put back.

At HIOGO.—From London, *via* Nagasaki, Nov. 19, Esperanza,

At SHANGHAI.—From London, Nov. 23, Omba.

At HONG KONG and CANTON.—From Glasgow, Dec. 5, Lismore (str.).

At SAIGON.—From Bordeaux, Dec. 6, Cosmopolite; 10, from Marseilles, Belle Justine.

At PENANG.—From London, Parana (reported by telegram).

At COLOMBO.—None.

At GALLE.—From Cardiff, Dec. 15, Prospero; from Swansea, 16, Duke of Northumberland; from Sunderland, 17, Choice.

DEPARTURES.

From YOKOHAMA.—None.

From HIOGO.—None.

From SHANGHAI.—For London, Nov. 23, John Lidgett; 28, Corea, Dundonald; for New York, Tynedale; cleared, for London, 30, Araby Maid.

From FOOCHOW.—For Channel, Nov. 24, Kali Mass.

From HONG KONG and CANTON.—Dec. 6, for Falmouth, cleared, Royal Diadem.

From SINGAPORE.—Cleared, for London, Dec. 14, Kate Carnie; for Liverpool, 15, Panic.

From SAIGON.—For Europe, none.

From COLOMBO.—For London, Dec. 17, Palestine, Lincelles.

From GALLE.—None.

CASUALTIES.

SWATOW.

The P. and O. steamer Azof experienced light monsoon and fine weather throughout. Reports a North German barque taken into Swatow by a licensed pilot leaking badly; was fallen in with outside, the crew on the point of abandoning her, who remained on the pilot's advice. Pilot claimed salvage.

HONG KONG.

The North German barque Herzog Ernst reports having light and variable winds until Nov. 28, in lat. 22·32 N., and long. 115·18 E. Strong gales then commenced, which lasted until the 2nd, when, having lost foretopmast and topgallantmasts, and ship straining much in the heavy cross sea, determined to bear away for Hong Kong.

The British barque Eleanor Dixon reports since leaving Cana an open roadstead on west coast of Luzon, bound for Shanghai; experienced a succession of very heavy gales from N. and N.E., with an extremely heavy head sea, and was compelled by the severity of the weather, loss of sails, damage to rigging, and the ship making much water, to bear up for Hong Kong, into which port were fortunate to arrive before the present gale set in with vigour.

The French frigate Venus reports leaving Saigon on the 18th of November, and Cape St. James on the 20th, experienced a very heavy head sea, which retarded the vessel so much that with four boilers out of six her speed was reduced to two knots per hour. Put into Camrank; during her stay in this port the corvette Dupleix arrived, and sailed thence on the 26th in consort, arriving in Hong Kong as above, without other damage than the berthing of the head, which was started in the plunging against the heavy sea.

The British steamer China, Captain Rodger, from Calcutta, reports the first part of passage fine weather and strong monsoon until Dec. 2, in lat. 11.30 N., long. 111.30 E., when had a strong typhoon from N.W., which rounded to S.E., with heavy cross sea, washing away three boats and causing other damage to the ship; the typhoon lasted thirty-six hours, and when it increased, bore away to the S.E., for about five hours, after which the weather became more moderate, then stood the course to the N.E. On Dec. 3, exchanged signals with the ship Hermiage steering to the S.W., since encountered strong monsoon and thick hazy weather.

The British steamer Glenartney, Captain Bolton, from Calcutta and Penang *via* Singapore, reports from Singapore to Hong Kong: the first part of the passage had fine weather and light variable winds until 2nd December, when experienced severe gales, with heavy cross sea, which lasted thirty-hours, then moderate and cloudy and thick foggy weather till arrival in port. The s.s. Kwang Tung arrived at Singapore on the 25th November, twenty-seven hours before the s.s. Hindostan.

The Norwegian barque Saga, Captain Roe, from Saigon bound to Yokohama, reports having experienced severe weather and strong N.E. monsoon with very heavy sea; the ship rolled very much, and sprung a leak, lost several spars, and was obliged to put to Hong Kong for repairs. The Elmstone, which left Saigon fourteen days before the Saga, was seen at sea and kept in company with her for several days.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Jan. 10, off the Start, from Batavia, for Rotterdam, Maria Adolfina; 10, at Texel, from Batavia, Helena, Mentor; 15, at London, from Galle, &c., Jane Anna; from Foochow, Devana; 9, at Lorient, from China, Diamant; at New York, from Shanghai, Ada; 1, from Amoy, Insulaire, 15, at London, from Shanghai, Charmian.

DEPARTURES.—Jan. 12, from Falmouth, for Singapore, Hong Kong, &c., Eastern Isles (str.); 6, from Lisbon, for Galle, &c., Arrow (str.); both after repairing; 14, from London, for Colombo, Prince Alfred; 15, for Hong Kong, Dunmail; for Cardiff and Singapore, Ferdinand Brumm; 13, from Clyde, for Shanghai (*via* London), Cutty Sark.

CASUALTIES.—The St. James, Hatfield, from Cardiff to Yokohama, put into Liverpool, Jan. 12, with damage. The Albatross, from Liverpool to Yokohama, put back to the former port, Jan. 12. The Volunteer, Black, which sailed from London, Dec. 27, for Singapore, put into Weymouth, Jan. 14, leaky. Advices from Mauritius, dated Dec. 17, state that the Rota, Hauschell, from Shields to Batavia, put in there, Nov. 30, with damage to rudder, having experienced a very heavy gale on the 9th and 10th Nov., in 41 S., 54 E.; she had discharged 550 tons coals, and gone into dry dock for repairs.

MISCELLANEOUS.—At Port Said, Jan. 12, Sakana (str.), Lobnitz, from London, and would leave, 13, for Japan, via the Suez Canal. At Suez Jan. 13, Sakana (str.), Lobnitz, left for Japan, having passed through the Canal. At Mauritius, Dec. 1, Nestor (str.), Drenning, from Liverpool, and left for Singapore, China, &c.; 10, Appin, (str.) Russell, from the Clyde, and left 11, for Singapore; November 20, Senior, Van Det, from Batavia, sailed for Amsterdam, after repairing.

LAID ON.—At London, for Hong Kong, Fiery Cross. At Glasgow, for Yokohama (via London and Suez Canal), Tzree (str.); at London for Hong Kong and Foochow, Devana.

SPOKEN.—Alexandra (barque), Cardiff to Singapore, 25 days out, Nov. 17, 3 N., 25 W. Buston Vale (barque), London to Penang, Nov. 18, 22 N., 21 W.; Zeven Sterin, Manila to London, Nov. 14, 26 S., 58 E.; Empress, Foochow to London, 44 days out, 4 N., 106 E; Dartsmouth, London to Shangai, 75 days out, Nov. 12, 25 S, 105 E.; Lorton, Shanghai to London, 36 days out, Nov. 23, 24 S., 57 E.; Oscar Mooyer, Bangkok to Falmouth, 28 days out, Nov. 26, 17 S., 81 E.; Amendier (?) (Brit. barq.,) S'dland to Shanghai, Nov. 3, 415, 57 E.; Arospero, Cardiff to Galle, Nov. 26, 15 S., 83 E.; Imperatice, Shanghai to London, 47 days out, Nov. 7, in the Straits of Sunda; Splendide, Madeira to Galle, Nov. 22, 17 S., 86 E.

LATEST TELEGRAMS.

JAVA.

(RECEIVED AT ROTTERDAM, JAN. 14.)

BATAVIA (date illegible, probably 19th December).—Arrack, f.113.50 per cask; 5,000 piculs Billiton Tin sold at f.70¾; Madapollams, Bleached. f.5⅞ to f.6; Shirtings, Bleached, f.9⅛ to f.9¼; Unbleached, f.8⅞ to f.9⅛. Freight to Holland, f. 40 to f.42½. Exchange on Holland, f.104.25 to f.104.75.

ARRIVALS.—Yminden.

DEPARTURES.—Aurora, Bestevaer, Enthoven, Erasmus, Europa, Hoek van Holland, Java, Johanna Maria, Maarten van Rossum, President Plate.

THE *Economist* of Saturday last, in an article on the new China convention, says there is good ground for the disapproval with which it has been received. Both the good faith and the ability of the Peking Government in promising to enforce a prohibition of all inland duties is to be questioned. The Government is not entitled to our confidence, and the presumption is against their fulfilling any treaty unless under compulsion.

FROM Galle we hear (under date December 23) that the M. I. steamer *Godavery* arrived from Marseilles on the 19th, being the first arrival from Europe *via* the Suez Canal.

The Admiralty appointments have been published of Surgeon Henry Hadlow to the Ocean, additional for service at the sick quarters at Yokohama, and of Captain E. H. Howard, who formerly commanded the Rattler on the China station, to the Racoon, now stationed in the West Indies.

Sir John Davis, the first Governor of Hong Kong, writes that the two new ports opened by the new Treaty were always considered of importance. He visited them in 1816.

SIR HENRY ELLIOTT, the British Ambassador at Constantinople, arriving at Osborne yesterday, and received the honour of G.C.B.

WE learn from *Nature* that the Southampton Town Council have decided to adopt the "A B C" process (Mr. Sillar's) for the utilisation of sewage, and to make such arrangements with the Native Guano Company as may be agreed upon.

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DRIFTING INTO WAR.

(To the Editor of the *London and China Telegraph.*)

CHINA, Nov. 21, 1869.

SIR,—There is a reluctance to intermeddle with public questions which besets men who shrink from strife; but there is a duty which lies upon observers who have watched the progress of affairs for many years, to communicate some of the results of their observation to those who are more recently called into action.

You know how, for nearly a quarter of a century, I have been conversant with the course of events here in China; and you know also my goodwill towards the Chinese, both rulers and people. When, therefore, I say that the turn things have taken at home is one that is drifting us, as speedily as possible, into yet another Chinese war, you will not think I write unwittingly or without feelings of the deepest regret. Of course, it cannot be the purpose of the speakers and writers who represent the *laissez-faire* policy to bring upon Great Britain the expense, or upon China the misery, of renewed hostilities; and they will perhaps be slow to admit, even to themselves, that such a calamity would be likely to follow the carrying out of the views they advocate. Yet it would not be difficult to show why, for several reasons, the "moral effect" of the kind of forbearance they advocate will never be produced; why the most magnanimous and exemplary conduct on the part of Foreign Powers does not "take effect" at all upon the Chinese people, and very slightly indeed upon the masses (for masses they are) of the ruling and influential class.

Take, as a specimen, the Yangchow affair. We, who have lived here long enough to know the way in which such things are managed, understand how it is that, twenty miles from the place itself the people either are in complete ignorance that there has been any "affair" at all, or else they have it so represented to them that the general impression left upon their minds is, "Those foreigners have made another outbreak, and a few of them violently penetrated as far as Yangchow, and even to Nanking; but they were driven away, and are now restrained again within the bounds of propriety."

Such ignorance and misapprehension may seem incredible to home readers; but let me ask them how they would have known anything of this same Yangchow difficulty, and of the manner of its settlement, but for the newspapers which they have, and which the Chinese have not? The peasants of Somersetshire in Queen Elizabeth's time were more intelligently informed of the movements of the Spanish Armada then are the people of China now of what goes on between foreign Powers and their own rulers. It is reasonably to be doubted whether one in fifty of the mandarins are aware of the existence of the treaties, and perhaps not one in five hundred has ever read them through. Under these circumstances, how is it possible that any moral effect can be produced on the minds of a populace so utterly in ignorance of the events which are supposed to impress them? And how futile the reasoning which takes for granted that the inhabitants of Foochow, and Nanking, and Hankow have some Chinese *Times*, or *Star*, or *Daily News* to enlighten them as to what is going on in the world. There is nothing of the sort—not even a weekly, or a monthly, or an annual "Recorder," or "Repository," or "Magazine;" nothing but the so-called *Peking Gazette*, an official announcement of promotions, transfers, and degradations among the *corps mandarinique*.

It is difficult for our friends at home to appreciate this fact; nay some will hardly believe, that a people whose books are numbered by tens of thousands should have no periodic literature—absolutely none. It has been with much difficulty, and in spite of most persistent opposition, that, even with the aid of foreigners, a few serials in the Chinese language have attained to a limited circulation in Canton, Hong Kong and Shanghai; and if we add to these one in London, one in Australia and one in San Francisco, stray copies of which find their way to China, there is the whole of the apparatus of a literary and political kind for making the people of China acquainted with current events by means of the press.

And yet there is a keen appetite for news on the part of a *few* of the more responsible of the rulers. At one of the Treaty Ports where a tri-weekly newspaper in Chinese was first published, it was the duty of one of the writers in the Taoutai's Ya-mun to make a fair copy, in the form of an "official communication of the *resume* of events which the printed paper contained. It would have been *infra dig.* for the Viceroy to read a foreign news sheet; but he was very glad to learn, in this less exceptionable way, what was going on in Europe, and America, and India. As to the people—even the literary class, able to read (after their fashion)—there is neither anxiety to know nor ability to appreciate the course of public events beyond their own immediate circle, where their interests are bounded by the consideration—Am I likely to get a better appointment than I now hold when the time for promotion arrives.

Of course there are *some*—whom a competent authority (Mr. Hart) has recently computed at "from ten to twenty"—who are intelligently convinced that the only safety for China as an Empire, the only hope for the continuance of the present dynasty, lies in a hearty and sincere acceptance of the proffered friendship and assistance of Foreign Powers; but "what are they among so many?" True they are in positions of influence; some are members of the Tsen-le Ya mun (Foreign-office), and some are Governors of great provinces; but they are suspected and distrusted by their own people, who count and call them "traitors" whenever they make any unwelcome concession to the foreigner, no matter how reasonable in itself, or how really advantageous to the Chinese.

Such facts as these show how peculiarly inapt and infelicitous is the phraseology which describes "China" personified (that is, the whole, or at least a majority of the people) as "opening her arms to receive the embrace of other nations;" as "welcoming the advance of progress," &c., even to the planting of the "shining cross" on every eminence, &c., &c.

It reminds one of those impassioned assertions of young college orators, who are fond of asserting that "Greece" did so and so, and "Rome" thought or said such and such a thing; the truth being that perhaps three or four Greek philosophers, and one or two Roman moralists, had done or said as claimed, while at the same time the multitudes of these nations knew no more, and cared no more about such matters than do the Chinese people of these times know or care about foreign politics. Now, what we could wish, in reference to the formation at home of opinions about China is this, that people would not think and write as though there was any *Press* out here; *there is none.* Allow me to repeat it, and to beg that the import of the fact may be weighed and allowed for in future discussions about our affairs.

Again, we would ask that it be understood that the "Party of Progress" in China means, at the present time, from ten to twenty men—most of them but half convinced of the advantages of foreign intercourse, and all greatly embarrassed by want of confidence on the part of their "constituents," so to call them; these same constituents being the tens of thousands of office-holders or office-seekers who are the influential class, controlling the uneducated multitudes below them, and affecting very powerfully the actual adminstration of affairs. *Quæ cum ita sint*, as Cicero hath it, the adoption of a give-back policy, cannot be regarded as anything but disastrous to one who has been a patient observer since 1845; and what we would suggest in its place is simply the maintenance of that *prestige* which it has cost so much to acquire, and which we are now losing very fast, greatly to the damage of all parties concerned. Our headway is already stopped, and very soon we shall be drifting backwards, unless wiser counsels prevail. A series of petty provocations in the provinces, futile negotiations thereon at Peking, ending in some insolent treatment of our representatives, when the "powers that be" think themselves strong enough to make a stand, relying on the resources of those arsenals now established for them, by foreign agents, at Canton, Foochow, and Shanghai, not to speak of camps of instruction (under foreign officers) at Ningpo, Shanghai, and Tientsin—all this is as plain a sequel to the present policy as anything, short of demonstration, can well be, and the result will be another war in about two years, more or less. We commend this view of affairs to the consideration of those who are accustomed to join in the supplication, "Give peace in our time, O Lord." How is our *prestige* to be maintained? By patience and pressure. Patience, calm and reasonable, that does not expect great results in a moment; and pressure, friendly but firm, which demands that some beginnings shall be made in accordance with treaty obligations, with those professions of readiness to advance which China's chosen ambassador has uttered.

Another thing ought to be understood. It is needful to a Chinese mandarin to have a peremptory requisition made upon him by a foreign Power—that is, by its representative, backed by an adequate force. He can then say to his associates and satellites (who are the "power behind the throne"), those gentry, and literati, and expectants of office—that influential class of whom I have already spoken—he can say to them, "You see that I cannot help myself. We must needs yield; resistance is impossible." And thus he is enabled to do what he (if belonging to that "ten or twenty" who form the party of progress) is himself disposed to do but dare not venture upon, lest he should lose caste with his own still reluctant countrymen surrounding him.

Tseng-kwo-fan, at Nanking, with the *Rinaldo* before his eyes, can afford to be civil to a British Consul; but with the *Rinaldo* withdrawn he becomes supercilious. Again, when the *Rodney* appears civility returns, and he does what is reasonably required of him, being, no doubt, himself relieved by the evident necessity for yielding.

Now, it is of no use for our good friends at home to say—"This is a very extraordinary way of dealing with a friendly power!" It *is* extraordinary and anomalous, and undesirable; but so are all our circumstances out here; and it is idle, foolish—nay, culpable—to deal with great questions, such as our intercourse with the Chinese, on a theory entirely inconsistent with the *facts* of the case. We do not, we cannot, trust the Chinese to punish crimes committed by our people on Chinese territory; all our treaties proceed on that principle. It is not to be wondered at, therefore, that—as in the administration of justice so in the conduct of negotiations—anomalous methods must be adopted; and, if we insist on pursuing regular methods where rules do not apply we must take the consequences, which in this case are a speedy renewal of hostilities. To accelerate this it will only be necessary to continue a little longer in the present method. Let the naval force be weakened and the officers enjoined to be inactive; let the more energetic commanders be withdrawn, and their successors elaborately instructed to keep quiet; let the Consuls who "deserve well of their country" be discountenanced, and the new Minister at Peking (whoever that unfortunate man may be) re-

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quired to maintain an *entente cordiale*, no matter what comes; let this course be persevered in, and a very short time will suffice to show how easy it is to get another costly war upon our hands—a war which may again cause (as a Chinese war has before now caused) the Ministerial benches to be vacated by one set of administrators and occupied by another.

Accept these forewarnings from CASSANDER.

MEETING OF MERCHANTS IN THE CHINA TRADE.

A highly important and influential meeting assembled yesterday at the offices of Messrs. Matheson and Co., to consider the clauses in the Convention lately concluded by Sir Rutherford Alcock with the Chinese Government.

Mr. HUGH MATHESON, on being called to the chair, very concisely indicated the object of the meeting, and said that in condemning some clauses of the Treaty there were many that showed very distinct advantages, and that they should not be overlooked.

Mr. REISS, in proposing the first resolution, dwelt at considerable length on the manner in which the Treaty of 1858 had worked, especially in regard to the inland transit dues on our imports, which had acted most prejudicially on the interest of the importer, and said that we were now called on to submit to a further impost of 2½ per cent. without any adequate security against the continuation of the illegal exactions current during the last ten years.

Mr. BOWER followed, and illustrated most forcibly the objectionable nature of the new regulations as regards British interests; and he considered that Sir R. Alcock had made a very poor use of the information which he asked for from the merchants in Shanghai, who very emphatically informed him that an impost of 2½ per cent. at the place of landing to cover transit dues was the least satisfactory of any solution of the difficulty. That there was nothing in the present convention which gave a better security against the peculations of the inland mandarins than already provided for in the Treaty of 1858, although we are now called upon to make an additional payment of 2½ per cent. on our imports. The clauses of the convention must, taken as a whole, be considered very imperfect and unsatisfactory. An impression seemed to prevail that under the Treaty of 1858 it was essential that goods to be conveyed by transit passes should continue in foreign ownership, but this interpretation was erroneous, the Chinese Government having themselves eventually admitted that native-owned goods of foreign importation came under these regulations. He quoted the portion of a despatch of Sir R. Alcock, wherein he stated that it would be preferable to have no revision rather than one which did not give increased facilities to foreign commerce, and he urged the meeting to press this view on Her Majesty's Government.

The resolution was then put, and carried unanimously:—

That this meeting is of opinion that the stipulation by which an addition of fifty per cent. upon existing duties is proposed to be paid upon the import of textile goods into China in lieu of the interior dues hitherto levied, while it enforces an important addition to the duties upon importation, offers no security beyond those hitherto found fallacious in practice, for the cessation or diminution of illegal exactions in the interior.

Mr. R. J. GILMAN, in moving the second resolution, explained that the additional impost on silk was entirely a retrograde and unexpected step, and considering that the great cause for the demand for China silk, viz., "the failure of the European crop," was now passing away year by year, it was particularly inopportune to place further restrictions on its export from China, and he believed that we should be the losers by it. The basis of the treaty of Sir Henry Pottinger was an import and export duty of 5 about per cent., and he thought if the duty on silk were raised that on tea should be reduced.

Mr. WALKINSHAW, in seconding the resolution, pointed out that the two ports opened for trade, viz., Wanchow, on the coast, and Wuhu, on the Yangtsze, would not add to the consumption of British goods, and that was the main point in any negotiations with China. He considered that further ports in the South and the Gulf of Tonquin would certainly have been of service, and he regretted that our interests in the South had been overlooked. In reference to the appointment of Chinese Consuls in English possessions he thought if one were appointed to Hong Kong it would tend much against our prosperity there. This was particularly unfortunate just now, when the trade and general condition of trade at Hong Kong were in such a wretched condition. The resolution was then put and carried unanimously.

That this meeting is of opinion that the stipulation by which the export duty on silk is doubled is retrograde in policy and calculated to affect injuriously the trade of both merchant and manufacturer.

Mr. KIRKMAN HODGSON then moved the next resolution in a few remarks, followed by Mr. SPRINGFIELD, who said that the previous speakers had done full justice to the subjects under discussion. The resolution was then put, and carried unanimously:—

That this meeting is of opinion that the other clauses of the proposed revision contain nothing of countervailing advantage as against the injurious character of the before-named additions of fifty per cent. to the import duties on textile goods, and one hundred per cent. to the export duty on silk, and this meeting is therefore of opinion that the proposed revision is inexpedient, and should not be ratified.

Mr. MAGNIAC then rose to propose the last resolution, remarking that the present was the most important meeting ever held in the interests of the China trade, and he was glad to see so numerous and influential an attendance, which could hardly fail to have its proper weight.

Mr. W. S. BROWN seconded the resolution, which was also carried unanimously:—

That a copy of the foregoing resolutions be sent to the Right Hon. the First Lord of the Treasury, the Right Hon. the Secretary of State for Foreign Affairs, and the Right Hon. the President of the Board of Trade, with a view to requesting an interview with Her Majesty's Government on this subject. And that the following gentlemen be requested to act as a committee for the purpose of inviting the co-operation of the Members of Parliament for the City of London, and of the Chambers of Commerce of Manchester, Liverpool, Glasgow, Leeds, Bradford, Macclesfield, Halifax, and other mercantile bodies in the United Kingdom, in this matter, and to make the necessary arrangements for the proposed deputation to Her Majesty's Government. Committee:—Hugh M. Matheson, Kirkman Hodgson, Sir W. Baynes, Bart., Francis A. Hamilton, R. J. Gilman, James Reiss, T. Jones Gibb, Richard Durant, jun., James Brand, J. Crum-Ewing, W. S. Brown, W. R. Admamson, R. D. Sassoon, W. Walkinshaw, and Frederick Bower.

A vote of thanks to the Chairman was proposed by Mr. BOWER, who considered the meeting fortunate in having for chairman a gentleman of such well known moderate and just principles as Mr. HUGH MATHESON. The meeting then separated, Mr. GILMAN suggesting that the Chambers of Commerce at Lyons and other places in France should be invited to co-operate in the movement, but the meeting thought that this had better be left in the hands of the Committee.

The following gentlemen were present at the meeting:—

H. M. Matheson (Chairman), Sir Wm. Baynes, Bart. (Gregson and Co.); Thos. Baring, M.P.; Kirkman Hodgson, R. J. Gilman, Ashton, Walkinshaw, Bower, Lamond (Oriental Bank), Gwyther (Chartered Bank), Vacher (Hong Kong Bank), Chas. Shaw, Wm. Hogg, Jas. Hogg, R. D. Sassoon, W. S. Brown, Reiss, Crum-Ewing, Canny, Ranken, H. W. Eaton, R. Durant, junr., T. Jones Gibb, Halton, John Holliday, Springfield, Robison, Kershaw, Dewhurst, C. P. Henderson, Sampson, Lucas, How, Buxton (Gledstanes and Co.), Man (Elias and Co.), Goldsmidt, Wilkinson (Crawford, Colvin, and Co.), Sichel, Brand, Carey (Adamson and Co.), Lentillac (Dufour Bros.), Magniac, Whittall, Macandrew, and others.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ANGERBECK—On the 6th Dec., at Rio, the wife of J. E. van Angerbeck, Esq., of a daughter.

BAILEY—On the 26th Nov., at Batticaloa, Ceylon, the wife of Allanson Bailey, Esq., of a daughter.

BAUMGARTEN—On the 11th Dec., at Singapore, the wife of Alexander Baumgarten, Esq., of a son.

BETCHER—On the 30th Nov., at Galle, the wife of John Waring Betcher, Esq., M.D., Royal Artillery, of a daughter.

BURN—On the 12th Dec., the wife of Lieut. H. Burn, Master Attendant, of twin girls, one stillborn.

CHRISTOPHER—On the 7th Dec., at Galle, the wife of Carmichael Christopher, Esq., of a son.

DUDGEON—On the 5th Nov., at Peking, the wife of J. Dudgeon, Esq., M.D., of a daughter.

FENNING—On the 26th Nov., at Lower Hongque Wharf, Shanghai, the wife of William Fenning, Esq., of a daughter.

KRAMER—On the 3rd Dec., at Colombo, the wife of Th. Kramer, Esq., of a son.

MILNE—On the 27th Nov., at Springwood, Ceylon, the wife of A. Milne, Esq., of a son.

PILKINGTON—On the 7th Dec., at Newton Estate, Dickoya, Ceylon, the wife of Henry T. Pilkington, Esq., of a son.

MARRIAGES.

DYER—CHRICHTON.—On the 30th Nov., at St. John's Cathedral, Hong Kong, by the Rev. Canon Beach, M.A., Alexander Kidd Dyer, Esq., M.D., Shanghai, to Margaret Muir, daughter of M. H. Crichton, Esq., Edinburgh.

EDEY—LOWE.—On the 4th Dec., at St. John's Cathedral, Hong Kong, by the Rev. Canon Beach, M.A., W. W. Edey, of H.M.'s Naval Yard, to Maria Lowe, of Hong Kong.

NICHOLLS—SLEEMAN.—On the 1st Dec., at Galle, by the Rev. John Alcock, George Nicholls, Esq., to Bessie, eldest daughter of William Sleeman, Esq., Helston, Cornwall.

PARGITER—COCQ.—On the 27th Nov., at St. John's Church, Chundicully, Jaffna, by the Rev. T. Good, R. S. Pargiter, Esq., Commissioner of Requests and Police Magistrate, Chavakachcheri, to Emma, eldest daughter of A. H. Roosmale Cocq, Esq., District Judge of Jaffna.

PAUW—WARDROPER.—On the 12th Jan., at Farnley Tyas, Yorkshire, by the Rev. Cutfield Wardroper, uncle of the bride, Klaas Pauw, Esq., of Oakleigh House, Timperley, Cheshire, to Miss Diana Wardroper, youngest daughter of the late Lieut.-col. Edward Wardroper, of the Madras Grenadiers.

PRINGLE—MITCHELL.—On the 30th Nov., at Galle, by the Rev. H. Mitchell, Mr. William Pringle, to Jemima, second daughter of Mr. D. Mitchell, Anstruther, Scotland.

VERNEDE—MCEWEN.—On the 11th Jan., at Westbourne-grove Presbyterian Church, by the Rev. Alex. McEwen, D.D., of Glasgow, uncle of the bride, Oscar Vernede to Annie, eldest daughter of the late Robt. McEwen, Esq., merchant, Singapore.

DEATHS.

CERVETTO—On the 5th Dec., at Hong Kong, Colonel Frederico Varela y Cervetto, a native of Cadiz, aged 48.

COLLINS—On the 21st Nov., at Hong Kong, Mr. Charles Collins, second clerk to the Magistracy, aged 33.

HUGHES—On the 10th Nov., at Yokohama, John Hughes, Esq., merchant, aged 48.

STEWART—On the 20th Dec., at his residence, 3, Delamere-terrace, London, W., Mr. James Calder Stewart, for many years Secretary to the Chartered Bank of India, Australia, and China.

THE QUEEN has been pleased to appoint William Ramsay Scott, William Adamson, and Hoo ah Kay (Whampoa), Esqrs., to be Members of the Legislative Council of the Straits Settlements.

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Foreign Intelligence.

GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Jan. 13.

The last accounts about the movements of the Chinese Embassy are that they have again postponed their departure from Berlin for some days. Their negotiations with Prussia are stated to be of a satisfactory nature, and have taken such a turn that Mr. Burlingame has been enabled to put down the arrangement he proposes in the form of a despatch. It is understood to be not only a Treaty of Commerce, but ne also of peace and amity, with a liberal interpretation of existing treaties, and in the spirit of the Additional Convention of the 28th of July, 1868, between China and the United States. They have not yet had their final take-leave audience, but on the 5th they were received by the Queen in the presence of the Crown Prince and his family, the King being unable, "from a slight indisposition," to be present. On Saturday last they had an audience of the Queen Dowager, and later in the day were received by the Crown Prince and Princess. It is now asserted—with what degree of truth I am unable to say—that they are not going to St. Petersburg at all, but on leaving Berlin proceed direct home to Peking.

A Berlin paper gives an account of the difficulties the corvette *Hertha* had to encounter in passing through the Suez Canal, *en route* to China and Japan. She entered the Canal on the 2nd of December, but five hours after leaving Port Said she was obliged to stop at Cantara, for at the entrance to Lake Timsah a Dutch corvette had got aground and blocked up the navigable channel. When the latter got off and the place had been deepened, the *Hertha* continued her voyage on the 5th, but could not reach Ismaila that day, as two miles to the north of that place the pilot in the service of the company ran her aground. As some alterations had been made in the bed of the Canal a day or two before, perhaps the blame attaches less to the pilot than to his superiors in not giving him timely notice and instructions what course to take. Caution prescribes a slow rate of movement in the Canal, and the vessel grounded so quietly and without all shock, that she might easily have been floated off by steam tugs; but the captain objected to this, fearing some of her copper plates might be displaced by using force, and with the long and distant voyage before him he wisely preferred getting her off by lightening her. The heavy guns, with anchors and chains, were therefore discharged, and on the 7th she was again afloat. But when she arrived at the dangerous spot where the rock was discovered in the bed of the Canal, and where there is only seventeen feet of water, she was again obliged to be further lightened by the discharge of her shot and iron ballast. After more difficulties and delay she, however, finally got through in safety; but it was not till noon on the 13th that she anchored in the Roads of Suez, thus taking eleven days to get through the Canal.

RUSSIA.

(FROM OUR OWN CORRESPONDENT.)

ST. PETERSBURG, Jan. 11.

The preliminary negotiations for the new Treaty of Commerce between Russia and China were opened as far back as the year 1862, but were not really concluded till April, 1868, when the Treaty was signed at Peking by General Vlangali, as the Russian Envoy and Plenipotentiary, and on the part of China by Hun, the Minister for Foreign Affairs. A considerable period of time was agreed on for obtaining the ratifications of their respective sovereigns; but these have at length been duly exchanged and the Treaty promulgated in the Russian official organs. One of the stipulations has reference to the border traffic, and it is mutually agreed that a strip of land seven miles wide, on either side of the frontier, shall be considered as free territory, and the inhabitants thereof be exempted from the payment of duties. The caravan road to the principal Chinese commercial emporium of Tiantsin is to be *via* Kalgan, Dunba, and Tungchow. The merchants and dealers of the one country travelling on business in the territory of the other must be provided with a certificate from their own home authorities, as a legitimation of their persons and goods. The importation of every description of goods is mutually permitted in all the ports of the two high contracting parties. The Treaty is to remain in force for five years, at the expiration of which it is renewed for another period of five years, unless notice be given in the course of the six months preceding the expiration of the first period of five years, of the intention of one of the powers not to renew the same.

DENMARK.

(FROM A CORRESPONDENT.)

COPENHAGEN, Jan. 12.

The announcement has been made that the Danish steam frigate *Tordenskjold* is under orders to sail for China to assist in laying down the new submarine cable for the company in course of formation, for which the "concession" has been granted to the Councillor of State Tietjen, Director of the Bank of Copenhagen, Herr Erichsen, of Newcastle, and Consul-General Pallisen, of St. Petersburg. This hand-in-hand working of the Danish Government in conjunction with private industry in an affair of such importance to the interest of Denmark has created a favourable impression at Copenhagen, as it shows what steps the new Naval Minister, General Rasslöff, is prepared to take to keep up the efficiency of the Navy in time of peace. The measure will be sure to meet the full approval of the Danish Parliament, as it gives a favourable opportunity of exercising the crew on a distant expedition and at moderate cost, for a part of the plan is that the company pay a share of the expenses; but the particulars are not yet settled. Besides, it is considered of importance to display the Danish flag occasionally in the waters of the Far East. The *Tordenskjold* is one of the finest ships of the Danish Navy, and has been specially selected for this service on account of her great capacity for stowing away the telegraph wire in her hold. She will be armed *en flute*, that is, her heavy guns will be removed and her crew will not be so numerous as when fitted out for war purposes, with a full complement. The "concession" is granted for thirty years, and the share capital for the first series, which is to connect the Russian telegraph in Eastern Siberia, is fixed at £350,000, in shares of £10 each, of which £2 10s. is to be paid on allotment, and the remainder by successive instalments till October next. The voyage of the frigate is calculated to last for two years, as after she has laid the cable to China, with its extension to Japan, she will proceed to lay the line from the mouth of the Amoor to the continent of America. Capt. Frangois Lund, of the Danish Royal Navy, is appointed to the command of the *Tordenskjold*.

Literature.

*Java, Siam, Canton: a Voyage Round the World.** By Le Comte de Beauvoir.

Count de Beauvoir has made a tour of the world, in company with the Duc de Penthièvre, son of the Duc de Joinville, and a Crimean officer, M. Fauvel. A short time since he published a volume similar to the present on Australia, which had great and deserved success, and contains, perhaps, the best account from a French pen, and in small compass, of our noble colony. The present work, though published only the other day, is already in its second edition, and will doubtless run through many more.

About half the volume is devoted to Java, where the Prince and his companion were received with great consideration by the Dutch authorities, who afforded them unusual facilities for seeing the interior, through which they made what may almost be called a royal progress, though it really was something far better than that, for no one sees a strange country so badly as princes in the ordinary way, who pass along, as it were, between walls of etiquette that shut all common sight out from their view. It was not so with the Duke and the Count; they saw the interior life of Java under conditions such as few persons have enjoyed, and their privilege may be estimated from the fact that one of the two native Sultans whom they visited is said never to have spoken before to any European except the resident representative of Holland. The travellers made the ascent of the famous Tankoubanprahou, and the burning sulphur caves, whose fumes shrivel up the trees of the forest as they stand, and produce, in the midst of one of the most luxuriant spots on the face of the earth, the abomination of desolation. They visited two Sultans, nominally independent, the sovereigns of Sourakarta and Djokjokarta, and in each case were admitted into the very bosom of royalty, partaking in the rejoicings at the birth of the thirty-third son of a monarch aged twenty-eight, who had twice as many daughters; they dined at the Imperial table, received the confidences of a young prince of thirteen who had already the command of a district, a small army, and a harem—and last and crowning honour, were introduced to the Sultan's wives, on whose fingers they pressed their lips, and saw the whole of the blushing and budding beauties of the Sultan's family.

The decription of Kraton, the palace, or, rather, the city of palaces, of the Sultan Sousouhounan-Pakoe-Saidin-Pomatogomo IX., which shelters ten thousand persons, were it not stamped with every mark of truth, would read like a story from the "Arabian Nights;" in truth, the real effect is to stamp those wondrous tales with the indubitable mark of fidelity. The great court of the palace is described as being a thousand feet long; and one of the grand apartments, the great hall, as at least five hundred feet long; this hall seems to be a most magnificent place, with elaborately-twisted staircases of sandal-wood, leading to little pulpits or altars before which perfumes burn continually; magnificent beds that would charm the director of the South Kensington Museum; with a perfect labyrinth of partitions and screens formed of carved and pierced wood-work, the whole flaming with gold and colours; brilliant carpets, sparkling lamps, and enlivened on this occasion with a perfect crowd of princes, soldiers, and attendants, men and women, all prostrate before the lord of the land.

These courtly incidents are most pleasantly relieved by admirable sketches of the country, the forest, and the people; the wild animals, the revered apes, the dwarf deer six inches high, and a hundred other interesting creatures, including particularly the mosquito, for whom the Count has not common Christian charity.

Much as we have read about the Far East, we have perused Count de Beauvoir's work with great interest; we cannot say that we invariably agree with his conclusions and reflections, but they are those of an observant and cultivated spirit—they are void of egotism, very moderate as regards length, and admirably expressed. Of all the nations and interest touched upon throughout the volume, the English will certainly find as little to displease them as any. Well written, well printed, well illustrated, and cheap (four francs), the Count's narrative is one of the most pleasant companions for the fireside, railway, or cabin, that we have met for some time.

*Java, Siam, and Canton; Voyage Autour du Monde. Par Le Comte de Beauvoir; with Map, and Fourteen Engravings from Photographs. Paris: Henri Plon, 1869. 12mo, 448 pp.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, JAN. 17, 1870.

THE NEW CHINA TREATY.

THE text of the new Treaty, or as it is more accurately defined the "Supplementary Convention to the Treaty of Tientsin," which was signed at Peking on the 23rd of Oct., has been published. The substance of its provisions has been known in China for some time, but it was stated that the document itself would not be published until it had received the approval of Her MAJESTY'S Government, so we may conclude from its appearance in *The Times* that it has already received such official sanction. The convention is in almost every respect unsatisfactory. Large concessions are made to the Chinese, without any corresponding advantages being secured to British subjects or British trade. Retrogression is written in every line. If the provisions of this new convention be faithfully executed on the side of China, we shall be in no better position as regards the question of transit dues—the chief point at issue—than we have been at any time during these last ten years; while most of the other points in the new convention refer only to modifications of details. It looks very much as if there had been a good deal of close bargaining between the contracting parties, ending in our Minister getting decidedly the worst of it.

The main point at issue is, as we have said, the question of transit dues. By the Treaty of 1868 it was agreed that foreign merchants who chose to send their own imports into the interior for sale, might do so by paying a tax of 2½ per cent. in commutation of all barrier charges. But from the beginning this regulation became a dead letter. Merchants took out transit passes, paid the tax, and conveyed their goods into the interior; but in the teeth of the treaty stipulation their passes were ignored, and they were met at every turn with some "squeeze," or illegal exaction on the part of the local mandarins, for which no redress could ever be obtained. It is difficult to see what is gained by the change now made. Instead of having the option of paying transit duty and sending his goods up the country, the merchant is now to be compelled to pay the same tax, whether he wants to send them into the interior or not; and for this infliction the only return he gets is a *promise* that for the future he will not be subjected to the same system of robbery and extortion as hitherto. What guarantee have we for the fulfilment of this undertaking? It is well known that the swarms of local mandarins subsist on the pickings they get from the Le-kim and other "squeezes"—is it likely that they will acquiesce in an arrangement that takes one most lucrative source of revenue out of their hands? And, if they defy the regulation, and ignore the transit passes as before, how is redress to be obtained? Lord CLARENDON'S instructions expressly forbid any pressure being brought to bear on the local authorities, and in distant provinces the Central Government is virtually powerless; so that even if abuses are checked for a time, they will soon crop up again. It is impossible to regard this part of the bargain as at all fair. If the Chinese faithfully carry out their part of it, we only get the rights purported to be secured to us by the Treaty of Tientsin, which we ought to have been enjoying for the last ten years; while the Chinese obtain at once a clear increase of fifty per cent. on their customs revenue, simply as a bonus for ceasing to defraud us of those rights. If, on the other hand, they fail to fulfil their undertaking (a far more likely contingency), we shall be in an immeasurably worse position than before. It is the old story—"Heads I win, tails you lose."

Turning to the other matters dealt with in the convention, we find one thing only that looks like an unalloyed benefit to trade, namely, the institution of bonded warehouses, with which is associated a welcome modification in the mode of paying drawbacks, and an extension of the time during which they may be recovered. The system of bonding imports has long been a desideratum, and unless hampered with vexatious restrictions and made a pretext for "squeezes," it will prove an acceptable boon. The opening of two more ports is no very valuable concession. One has long been due to us in the place of Kiungchow, which proved worthless. Of the new ones, Wanchow we should think will prove the most important; Wu-hu will but divide the already small trade of Kiu-kiang, and a port on the Upper Yangtsze would have been worth more than both these together. The limits put to the navigation of inland waters are absurd; the idea of one single tugboat, in native hands, to tow boats on the Poyang Lake, is laughable. The increased duty on opium can serve no purpose except to discourage an important trade on which our Indian revenue largely depends. The doubling of the export duty on silk is still more oppressive, and altogether unjustifiable. Whether any real benefits are to result from the clause regarding coal mines depends on the caprice of the "Superintendent of Foreign Trade in the South"—who happens to be the Viceroy of NANKING, an official inimical to foreigners, and unless we misinterpret a recent telegram, the very individual who has insulted Sir RUTHERFORD ALCOCK.

Such is the convention; a truly miserable result of all the trouble that has been taken by Sir RUTHERFORD ALCOCK to collect information, and by the Chambers of Commerce to afford it. If this is the best that can be done at a time when the Chinese have sent a special envoy to Europe to proclaim their eagerness to be received into the Family of Nations, what are we to look for in the future? Clearly, Lord CLARENDON'S policy will not help us to anything better. The only hope we dare entertain is, that the vigorous action of the merchants here, who are interested in the China trade, may suffice to convince the Government that so hollow a convention ought not to be ratified. Our report of the important meeting that took place yesterday will show that an attempt is to be made in this direction. Should the Committee charged with this movement (and a more influential and competent one could not have been chosen), fail to attain its object, then we may bid adieu to all hope of progress in China—or anywhere else—so long as Mr. GLADSTONE'S ministry is permitted to retain office.

IN addition to the meeting of London merchants above alluded to, a special meeting of the Manchester Chamber of Commerce has been held to consider the new Convention negotiated by Sir R. ALCOCK with the Chinese Government. After some conversation a resolution was passed to the effect that in the opinion of the board it was undesirable that the Treaty should be ratified until a full opportunity had been afforded for examining its provisions. This will doubtless be followed by meetings of the other Chambers interested in the China trade.

OUR correspondent writes that the departure of the Chinese Mission from Berlin is once more postponed, and that rumours are afloat that the intended visit to St. Petersburg has been abandoned altogether, and Mr. BURLINGAME intends returning direct from Berlin to China. This, if founded on fact, would give colour to the assertions lately current that his proceedings have been viewed with dissatisfaction at Peking, and that the funds for an extension of his European tour are not forthcoming. On the other hand we hear from St. Petersburg that the last treaty between Russia and China, concluded in 1868, has just been ratified, with some additional provisions, and this may have rendered Mr. BURLINGAME'S presence at St. Petersburg unnecessary.

We understand that a memorial window is to be placed in the Cathedral at Hong Kong to the memory of the late DOUGLAS LAPRAIK, Esq.,

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THE "PALL MALL GAZETTE" ON CHINA AFFAIRS.

AN article on the probable effect of the new China convention on the revenue of our Indian possessions, which appeared in the *Pall Mall Gazette* of the 14th of January, demands some notice in our columns. The indisputable fact that an increase of forty per cent. in the duty on opium imported into China must necessarily cause a decline in prices at Calcutta and Bombay, and thus add to the already serious financial difficulties of the Indian Government, is fully recognised by the writer, but his deductions therefrom as expressed in the concluding paragraph of the article, are curious indeed. "It "appears to us," says the *Pall Mall Gazette*, "that if the "effect of the Chinese Treaty, when ratified by Her MAJESTY, "is to add to the burdens of the natives of India, it is im- "possible to consider that the British Government, as a whole, "has properly acquitted itself of its moral liability. Unless "the twelfth article admits of some explanation which we "have not been fortunate to discover, the people of India "will be taxed to pay for the convenience and profit of a com- "munity, which, of all English quasi colonial societies, is "probably the least deserving of respect." The meaning "of the last sentence is somewhat obscure, but if we interpret it correctly, a wanton insult is levelled at our countrymen in China. The only persons who will reap either convenience or profit from the increased duty are, firstly, the Chinese Government, through their "Imperial Maritime Customs," and, secondly, the growers of native opium; and neither of these can possibly be indicated by the phrase "English quasi-colonial society." We are reduced therefore to the conclusion that this term, and the uncomplimentary expressions attached to it, are intended to apply to the British merchants in China. In this case the writer is quite at sea, for so far from deriving either profit or convenience, they will be sufferers by the change, which imposes a clog on an important branch of their trade. It is distinctly untrue that the people of India are to be taxed for the benefit of English residents in China; but the *Pall Mall Gazette* has a rooted antipathy to that body which must be gratified on every possible occasion, however shallow the pretext. Our contemporary does not attempt to show on what grounds the English in China are of all such societies "the least deserving of respect." We have more than once had occasion to comment on the unreasoning animosity against them displayed by the writers in the *Pall Mall Gazette*, and this gratuitous slander is only another instance of it. Such perseverance in casting unmerited obloquy on a community whose wrongs should rather inspire a feeling of sympathy is totally unworthy of a respectable journal. But the ravings of the *Pall Mall*, like those of Sir CHARLES DILKE, are conceived in ignorance and prejudice, and would be unworthy of notice were it not for the influence undoubtedly exercised by that journal on public opinion.

ONE OF MR. BURLINGAME'S CHAMPIONS.

To some men notoriety is essential. If they fail to become famous, they are content to be infamous; anything rather than remain in obscurity. A pleasing example of this class is afforded by Mr. KIERNAN, the gentleman who indited a certain letter to the *New York Herald* which appeared in our issue of the 24th September last, and is doubtless still fresh in the memory of our readers. Mr. KIERNAN visited China in 1866, having somehow obtained the appointment of United States Consul at Chinkiang. He remained nine months in China, part of which was spent in Shanghai, part in Chinkiang, and the remainder in journeying between the two ports. As his short stay gave him no opportunity of intercourse with the natives—and as he was not admitted into foreign society at Shanghai, while at Chinkiang the entire foreign population is under a dozen—it would not appear that Mr. KIERNAN had any great opportunities of mastering questions of Chinese policy, or of forming an accurate judgment regarding the position and conduct of British subjects in China. But his thirst for notoriety was not daunted by any such paltry considerations as these. Having terminated his short sojourn in China by a discreditable exit he proceeded, on returning to the States, to give his countrymen (through the medium of the *New York Herald*) the benefit of his large and varied experience in the letter we have alluded to. This savagely truculent effusion, as will be remembered, was made up of fulsome adulation of Mr. BURLINGAME and abuse of the English. Mr. BURLINGAME is wise and munificent; a NESSELRODE, a TALLEYRAND. The British are robbers, thieves, cheats, smugglers, slave-traders (!) they entertain a bitter jealousy and animosity towards all Americans, they are cruel, swindling, lying, licentious, and degraded. These are by no means all the epithets lavished on our countrymen in China, but they are some of the choicest. For the truth of his accusations Mr. KIERNAN vouches on the strength of his long residence in China, during which he asserts that he "travelled the empire extensively." Having effectually disgraced himself and the flag he was unfortunately allowed to represent abroad, and repeated the process at home, Mr. KIERNAN might well have been allowed to sink once more into his native obscurity. But thinking it would afford food for mirth among our Shanghai friends, we published his letter in the *London and China Express*, and the result is that the matter has been taken up more seriously than we anticipated by the American residents in Shanghai; four of the principal firms having addressed a letter to one of the local papers, wherein the falsity of his assertions, and the impossibility of his possessing any knowledge at all of the subjects he writes of, are clearly exposed. This letter was perhaps hardly necessary, and savours a little of "breaking a butterfly (or some less harmless insect) on the wheel"—still, it affords pleasing evidence of the promptitude with which American merchants in China hasten to repel any aspersions cast on their British fellow-residents. At any rate one of Mr. BURLINGAME'S most valiant champions may now be considered satisfactorily disposed of.

THE STRAITS SETTLEMENTS ASSOCIATION.

A MEETING of this body was called on the 12th instant to discuss the reply prepared by the Committee to Governor ORD'S despatch. The meeting was numerously attended, but owing to domestic circumstances Mr. NAPIER was absent and the Deputy-Chairman, Mr. JAMES GUTHRIE, presided. There was a full discussion of the despatch and the reply proposed to be made to it, during which a strong opinion was expressed by some of the members that the Committee had taken too little notice of the insulting tone of the despatch, and of the charges of misrepresentation and discreditable motives brought by Sir H. ORD against the Association. The meeting however supported the Committee in the more moderate course they had adoped, and the reply was ordered to be printed. A further letter from Earl GRANVILLE was read, handing copies of reports from the Governor of the Straits Settlements on the finances of the Colony, and replies to the criticism made by the Association on the accounts. We do not understand that the Association are in any way driven from the position they have taken up on this point. That the annual expenditure of the Colony has largely increased under the present Governor, and that its financial affairs are subject to what in mercantile language would be called the "recovery of a doubtful debt," cannot be denied. Whether the Association may have been misled in any details by the confused nature of the colonial accounts, does not really affect the matter. A letter from the Hon. Secretary to Earl GRANVILLE on the subject of the proposed new steamers was read and approved.

AT the meeting above alluded to, the following resolution, proposed by Mr. GUTHRIE, and seconded by Mr. BOUSTEAD, was passed:—"That the Association having learnt with deep regret the death of the Hon. Col. MACPHERSON, Lieut.-Governor of the Straits Settlements and Colonial Secretary, desire to express to MRS. MACPHERSON and her family their sincere sympathy with them in the loss they have sustained; to record their appreciation of the public services Col. MACPHERSON has rendered to the Colony; and to bear testimony to the affectionate esteem in which he was held by all classes of the community. Resolved, that the Hon. Secretary be requested to forward a copy of this resolution to Mr. NAPIER for transmission to Mrs. MACPHERSON."

WE have already noticed one official report on the Suez Canal, and another will soon be forthcoming. The surveying ship *Newport* (now at Malta, awaiting orders) is to convey Capt. RICHARDS, hydrographer, and Col. CLARKE, Director of Admiralty works, through the Canal, for the purpose of reporting on its present condition.

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THE SUEZ CANAL.

THE utility of the Suez Canal is still confined to vessels of seventeen feet draught. This is a great disappointment to shipowners, and applications have been repeatedly made to ascertain the time when vessels of nineteen or twenty feet will be able to pass. In answer to one, in the case of the *Erl King*, now loading for China, the directors replied that they could guarantee her passage through at nineteen feet at the end of February. Shipowners seem determined to avail of it, and if the banks do not crumble by the passage of steamers, the Canal must have an important bearing on the employment of sailing vessels round the Cape, and already an extraordinary impetus has been given to the employment of screw steamers for the India, China, and Japan trade. A reference to our shipping columns will show that several are now on the loading berth, and that the underwriters have reduced their rates of insurance by the Canal route. There appears to be a strong desire on the part of the Liverpool shipowners to be among the foremost to make use of the Canal, and by this means maintain the prestige of Liverpool as a loading port. Regular lines for Bombay and Calcutta are announced. The most thoroughly practical account we have yet seen of a passage through the canal is one contained in a letter addressed to the *Bombay Gazette*, by Capt. BLOW, Marine Superintendent of the North China Steamer Company, who accompanied their new steamer *Sin Nanzing* on her outward voyage. We are strongly tempted to transfer it to our columns, but the great pressure on our space, and the consideration that ere this reaches China it will certainly have been quoted by the local press, render this unadvisable. The following abstract however will be interesting to those who have not seen the letter itself :—

The *Sin Nanzing* sailed from Greenock on the 11th Nov., and anchored in Bombay Harbour on the evening of the 16th of Dec. But of this period or thirty-five days nineteen were taken up by the voyage from Greenock to Port Said, owing to bad weather in the Bay of Biscay and the Mediterranean, and delays at Gibraltar and Malta to coal and water the ship, and get news about the formal opening of the Canal. The length of time occupied by the voyage from Port Said to Bombay was therefore only between sixteen and seventeen days, the average time for conveyance of the mails from Alexandria to Bombay, by Egyptian railway and P. and O. steamer, being sixteen days. It took the *Sin Nanzing* three days and a quarter to pass through the Canal to Suez. Her tonnage is 1,141 tons gross and 722 register, with 250 nominal and 1,436 indicated horse-power. It is not stated that she had any cargo on board except coals for her own consumption; and Mr. Blow says that "having been constructed specially for trading on the coast of China, she has great speed on a light draught of water, and drew only twelve feet eleven inches in going through the Canal. Notwithstanding her light draught she touched once, but got off again without damage. Among the ships in Port Said was the *Brazilian*, 400 feet long, and with 4,000 tons of coal on board, of which she was discharging 1,000 tons to lighten. "The Canal authorities seemed a little anxious about her." The only "great drawback" to the Canal, however, according to Mr. Blow, is that "the pilots seemed to be very little acquainted with the configuration of the bottom of the Canal, and they cannot speak English;" and he suggests the employment of a few quartermasters out of English steamships. The benefit to England of the opening of this route is, that iron screw-steamers alone will be used to navigate the Canal, and that England now builds these for all the world. "I know," says Mr. Blow, "of a large American company in the East, which is now having vessels built on the American plan, as to engines and hulls, on the Clyde; and it is their intention to reconstruct their entire fleet of fourteen large wooden steamers, many of them vessels of 2,000 tons, and build them of iron." Mr. Blow was captain in 1857 of the first steamer that sailed from Dublin with troops to put down the Indian Mutiny, and he now makes this declaration, which is worth the attention of advocates of retrenchment, who know the real cost of keeping up the gigantic troopships engaged in conveying soldiers between England and India: "I will guarantee to carry in an auxiliary screw steamer of about the *Sin Nanzing's* tonnage, and having two decks, 600 soldiers, with their baggage, &c., and land them on the twenty-fifth day from leaving England at Bombay, and the cost shall be fifty per cent. less than the average cost per head for every soldier landed in India during the Mutiny, and the time occupied will be twenty-five days instead of seventy-five."

WE have frequently noticed a proposition for connecting the existing Russian land lines of telegraph extending to Posiette Bay with China by submarine cables. The scheme has at last taken a definite form, a company for executing it having been formed in Copenhagen under the title of "The "Great Northern Telegraph, China and Japan, Extension Com-"pany." The company will of course command the sympathy and, indeed, the substantial aid of the Russian and Danish Governments; the former has promised to send a war steamer to accompany the expedition, and the latter (as will be seen by our correspondent's letter in another column) provides a steam-frigate, the *Tordenskjold*, to lay the cable. *The Times*, observing that this scheme follows very closely on that of the China Submarine Extension, and that they cover nearly the same ground, suggests that instead of Danish and English cables being laid side by side, some arrangement should be arrived at for harmonious working between all the parties concerned.

COLONEL GORDON has received from the Chinese Government medals for the following officers who took part in, or assisted the operations of the "ever-victorious army" :—Col. TAPP, Col. BAILEY (late of Chung's Artillery), Captains MACGUIRE, JEFFREYS, TAYLOR, HOLLINS, SCHAMLOFFEL; Doctors ROSS and LONGHEAD; Capt. STACK, late of H.M.'s 67th Regiment; and the late Capt. DEW, R.N.

GREAT BRITAIN AND CHINA.

The following is the Supplementary Convention to the Treaty of Commerce and Navigation of June 26, 1858 :—

ARTICLE 1.

China having agreed that British subjects shall participate in all advantages accorded by treaty to the subjects of other Powers, it is further agreed that British subjects desiring to participate in the advantages accorded by treaty to the subjects of other Powers shall participate in such advantages on the same conditions on which they have been accorded to and are participated in by the subjects of such other Powers.

ARTICLE 2.

China having agreed that England may appoint Consuls to reside at every port open to trade, it is further agreed that China may appoint Consuls to reside at all ports in the British dominions.

The Consuls so appointed shall respectively be entitled to the treatment accorded to the most favoured nation.

ARTICLE 3.

It is agreed that commodities of the following classes and denominations—viz., cottons, linens, woollens, cotton mixtures, &c.—imported by British merchants, shall pay both import duty and transit due simultaneously at the time of importation.

On the other part, China agrees that the above-mentioned commodities imported by British merchants, and having paid import duty and transit due simultaneously at the time of importation, shall be exempt from all other taxes and charges whatever in treaty port provinces.

ARTICLE 4.

It is agreed that native produce purchased in the interior by British merchants, furnished with the documents prescribed by the Supplementary Regulations, shall pay all inland dues and charges on its way to the Treaty Port.

On the other part, China agrees that any such native produce, having paid all inland dues and charges on the way to the port from the place of purchase, shall be entitled to the return of any amount that may have been thus paid over and above the treaty transit due (half export duty), provided exportation by British merchants to a foreign port takes place within twelve months.

It is further agreed that native produce shipped to another treaty port shall not be entitled to such refund.

ARTICLE 5.

It is agreed that Chinese produce shipped from Hong Kong to a Treaty Port shall not be carried inland under the transit rule, but shall pay dues, duties, and inland charges like all other native produce at all barriers passed.

On the other part, China agrees to issue to native produce shipped by British merchants from Treaty Ports to Hong Kong the ordinary export duty proofs, and to collect on such produce, on arrival at a second Treaty Port, the ordinary coast trade (half import) duty.

ARTICLE 6.

It is agreed that the port of Wanchow (in the province of Chekiang) shall be open to British trade, and that Kiungchow, in Hainan, named in the Treaty of Tientsin, shall be removed from the list of Treaty Ports.

ARTICLE 7.

It is agreed that British merchant vessels shall not be called on to pay tonnage dues oftener than once in the four months.

On the other part, England agrees that British merchant vessels of every description, whether used for the transport or storage of merchandise, conveyance of passengers, or residence (merchant ships, hulks, chops, &c.), as well as all craft of the Chinese type owned by British subjects, shall pay tonnage-dues according to their tonnage, if trading from port to port, on the expiration of their special certificates, and, if used as hulks in port, on the expiration of the term of four months, as the case may be.

ARTICLE 8.

It is agreed that all British merchant vessels shall report to the Customs their port of destination, and shall hand in export manifests when about to clear.

On the other part, China agrees that the amount of any fines for false manifest, where British subjects are concerned, shall be determined in accordance with the special circumstances, and shall not in any case exceed the sum of 500 taels.

ARTICLE 9.

It is agreed that in all cases arising out of fines for breaches of

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Customs' regulations the Superintendent or the Commissioner of Customs may have a seat on the bench and take part with the British Consul in inquiring into the case, and that in all cases of confiscation arising out of breaches of Customs' regulations the British Consul may have a seat on the bench with the Superintendent or the Commissioner of Customs, and take part in inquiring into the case.

It is further agreed that England and China shall in consultation draw up a Commercial Code.

ARTICLE 10.

On the one part, China agrees to issue licences to pilots. On the other part, England agrees to punish British subjects piloting, or who employ persons to pilot, not having licences.

It is further agreed that effect shall be given to the stipulation of the treaty of Tientsin, that "for the due restraint of crews of ships regulations will be drawn up by the Consuls and the local authorities."

ARTICLE 11.

It is agreed that drawbacks issued to foreign goods re-exported by British merchants to foreign countries within three months from the date of importation shall be convertible (at the Hainan Bank) into cash.

On the other part, England agrees that foreign goods re-exported by British merchants to foreign countries after the expiration of three years from the date of importation shall not be entitled to drawback of import duty.

ARTICLE 12.

It is agreed that opium shall pay import duty at an increased rate.

On the other part, China agrees:—

1. That British subjects holding passports may use their own vessels, resembling Chinese craft and propelled by oars or sails, when visiting non-treaty ports or places in the interior.

2. That bonded warehouses shall be established for British subjects at such treaty ports as may be expedient.

3. That the Superintendent of Customs at Kiukiang shall provide a tug for the use of British-owned Chinese-like boats on the Poyang Lake and in the vicinity of Hukew.

4. That bonds entered into by British merchants for the re-export of tea shipped from Yangtsze ports shall, as an experiment, be done away with.

5. That the Imperial Commissioner in the South shall open coal mines at two or three places; and,

6. That the duty on native coal exported by British merchants from the southern ports shall be reduced.

ARTICLE 13.

It is agreed that silk shall pay export duty at an increased rate

On the other part, China agrees:—

1. That Wu-hu, in Anhwey (in the Yangtsze), shall be open to British trade.

2. That foreign grain may be re-exported and without payment of duty by British merchants.

3. The materials used by British subjects in docks for the repair of British vessels shall be exempt from duty; and,

4. That import duties shall be reduced on watches, pepper (black and white), tin plates, and timber imported by British subjects.

ARTICLE 14.

It is agreed that each Custom-house shall draw up rules fixing the touch of Sycee to be received in the payment of duties by the bank at each port.

It is further agreed that the various documents issued to British subjects (transit papers, passports, &c.) shall be returnable on the expiration of one year from the date of issue.

ARTICLE 15.

It is agreed on both parts that the Articles untouched by the present revision shall be hereby declared to be renewed and confirmed, and that the revised version shall rule in the case of such Articles as the present revision affects.

ARTICLE 16.

The present Convention shall be ratified and the ratifications shall be exchanged at Peking as soon as possible.

Oct. 24, 1869.

SUPPLEMENTARY RULES.

RULE 1.—The Convention permits certain specified commodities of foreign origin,—viz., cottons, linens, woollens, cotton mixtures, &c., to circulate freely in treaty port provinces without further liability to inland dues or charges, on payment simultaneously of import duty and transit due at the time of importation. When taken inland by British merchants in person or by Chinese, the agents of British merchants, or by Chinese purchasers—while the British merchant will be required as prescribed by the treaty of Tientsin to travel provided with the usual passport—the commodities aforesaid need not be accompanied by any transit certificate, and may be sold freely and at pleasure along the road, without being in any place called on to pay further duties, dues, or inland charges. The various Customs stations passed by such commodities will, however, make such examination as is usual, in order to provide against fraudulent substitutions and the transport of prohibited articles.

2. With the exception of those classes of commodities which are to pay import duty and transit due simultaneously, all other foreign merchandise carried inland will continue to be exempt from all dues, duties, and charges, *en route*, provided, having paid full import duty on importation and the tariff transit due when leaving the port to enter the interior, it is found to be accompanied by the ordinary proof of payment of transit due—namely, a transit certificate. Such goods will be liable to all duties, dues, and charges wherever found inland, if unaccompanied by transit certificates. Both British and Chinese merchants will be treated in accordance with the provisions herein set forth.

3. When the commodities specified in the first clause of this rule are carried inland in Treaty Port provinces by either British or Chinese merchants, and when such commodities are accompanied by other foreign merchandise of the class provided for in the second clause of this rule, the latter merchandise will be liable to all inland dues, duties, and charges if not provided with transit certificates. Failure to report the presence of any such uncertificated merchandise when passing Customs stations, or any attempt to defraud the revenue by carrying native produce in that guise, will subject all the goods of the same description to seizure and confiscation.

4. When commodities of the kinds specified in the first clause of this rule, and which simultaneously paid import duty and transit due, are to be conveyed by either British or Chinese merchants to non-Treaty Port provinces, transit certificates should be procured from the Customs at the port started from, on the face of which will be distinctly set forth the name of the place for which the said commodities are destined. On their way from the port and other place thus set forth in the certificate, such certificated commodities will be exempt from all liability to inland charges, dues, or duties; but in the event of its being discovered by any Customs station that may make examination that the merchandise contained in the packages is different from the commodities set forth in the certificate, or that the certificate is for a less quantity than it is accompanied by, the goods concerned will be confiscated. On the arrival of such duly certificated commodities at the place set forth in the certificate, the certificate will become invalid, and the commodities having arrived at their place of destination will be liable to whatever inland charges, dues, or duties the locality they are found in collects, and will henceforth be treated like native produce in the localities concerned.

Rule 2.—British merchants, whether going in person or sending Chinese agents into the interior for the purchase of native produce should first obtain from the Customs a blank memorandum. The native produce purchased will be liable to all inland charges, dues, and duties on the way to the port, just like any other Chinese goods in Chinese hands. On the other hand each Customs station or barrier will be required to certify to the receipt of the amount of dues, duties, or charges there collected, by making an official and duly stated entry on the face of the blank memorandum. Any sale *in transitu* of the native produce to which the blank memoranda refer will be punishable in accordance with the regulations.

2. On the arrival of such native produce at the last barrier the merchant is to report its arrival to the Commissioner of Customs, and the goods are to await examination. The memorandum brought back from the interior is, at the same time, to be deposited with the Customs. Should such native produce be exported to a foreign port (Hong Kong excepted) within twelve months from the date of arrival, the exporter will, at the time of exportation, pay the usual export duty; and, as regards inland charges, while, on the one hand, the exporter will be called on to make up the amount by which the sums entered on the memoranda fall short of a treaty transit due (half export duty); on the other, the Customs will refund to the exporter the amount by which such sums may be found to exceed the treaty transit due. Should the produce be shipped for conveyance to a treaty port, no make-up will be called for, and no refund will be allowed.

Rule 3.—Foreign goods re-exported to a foreign country within thirty-six months from the date of arrival, if found to be in their original packages with marks and numbers unchanged, will be entitled to receive the refund of the sum paid on import duty by a drawback, which shall be a valid tender for payment of other duties (tonnage dues excepted). Goods re-exported after the expiration of the said thirty-six months shall not be entitled to receive such drawback.

If re-exported within three months from the date of arrival a drawback certificate will be issued at the Custom-house, which, on presentation at the Customs bank, will be convertible into cash. Goods re-exported after the expiration of the said term of three months will not be entitled to receive such convertible drawbacks.

As regards native produce, drawbacks for coast trade duty will continue to be issued when the produce is re-shipped within twelve months from the date of arrival. If re-shipped after the expiration of that term, native produce will not be entitled to any drawback of coast trade duty.

Rule 4.—British merchants will be allowed one month's grace for the return of such documents as they may have taken out when going inland (passports, transit passes, &c.). All such documents become invalid on the expiration of twelve months

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from the date of issue, and if not returned within thirteen months from that date, the application of the parties concerned for other documents will not be attended to.

Rule 5.—At such of the Treaty Ports as may be expedient bonded warehouses will be established, and regulations for the working will be drawn up by the Inspector-General of Customs and the superintendent at the port concerned. Where sufficient reasons for the non establishment of such bonded warehouses exist, they will not be introduced.

Rule 6.—The Superintendent of Customs at Kiu-kiang will provide a steam-tug for the use of the British merchants on the Po-yang Lake and between Hankow and Kiu-kiang. The tug in question will be for the towing of British-owned vessels of the Chinese type, and a tariff of fees will be published, in accordance with which merchants whose boats may be towed will pay the Kiu-kiang Customs for that service.

Rule 7.—British merchants who may go inland duly provided with passports, to sell foreign goods, purchase native produce, or carry native produce into the interior for sale, are permitted to use their own vessels if of the Chinese type, and propelled by sail or oar, and, when in the interior, are further permitted to rent for short periods either hotels or private houses, where they may store their goods, but on which they are not to exhibit their Hong name or the style of their firm. Native produce purchased in the interior and entered on the memorandum for conveyance to a port must not be sold in the interior.

In the case of the inns or private houses thus rented from the Chinese, the British merchant is not to interfere to protect the landlord from the incidence of the taxes and charges for which his house or property is assessable. The Chinese of the locality must not annoy or maltreat the British merchant, and proclamations setting forth all that precedes have been prepared, and will be sent to the Governors-General and Governors of the provinces for publication everywhere.

As regards vessels of the Chinese type, owned by British merchants and used by them to go to non-treaty ports or places in the interior, each such vessel must be registered at the Custom-house, where the Commissioner of Customs will issue a certificate of registration and the flag to be sailed under, the certificate to be countersealed by the superintendent. Such vessels must exhibit the flag received from the Customs, and comply with the special rules and regulations drawn up for their management. Any vessel unprovided with a certificate of registration detected in the fraudulent use of a flag resembling the Customs flag, or flying the house flag of any foreign mercantile firm, or having a certificate and flying the flag of any foreign country, will be subject with her cargo to confiscation.

Rule 8.—The Imperial Commissioner superintending foreign affairs in the South will inquire into the condition of Kiu-yung, Lo ping, and Ke-lung, and will depute officers to work the mines at those places as an experiment. The question of the employment of foreigners to assist in mining and of using foreign machinery will be left to be given effect to by the Imperial Commissioner. The coals produced will be for sale to British and Chinese merchants without distinction.

Rule 9.—The rules appended to the tariff attached to the treaty of Tientsin enumerated the articles that are to be admitted free of duty for household use and as ship's stores. A revised list is to be drawn up by the Inspector-General of Customs, and will be hereto appended, of the articles that are thus to be admitted free for the use of British subjects. Should such articles be carried inland, they will be dutiable in accordance with the rule and practice that formerly obtained.

Rule 10 —Docks owned by British merchants will be permitted to import such articles as they require for the repairs of ships, free of duty; but on newly-built vessels there will be levied a duty of 5 per cent. *ad valorem*. Before being entitled to the privilege of importing their stores duty free, such docks must be registered at the Customs, and the owners must enter into such bonds as the Customs in question may consider necessary for the protection of the revenue. A list of the articles to be imported duty free will be provided by the Inspector-General of Customs.

TARIFF.

IMPORTS.—Watches, émaillees à perles, per pair 4 5 0 0 taels; ditto, gold, ditto, 1 0 0 0; ditto, silver, ditto, 0 5 0 0; pepper, white, per 100 catties, 0 4 0 0; ditto, black, ditto, 0 2 0 0; tin plates, 0 2 0 0; grain, coal, and guano (foreign) free, whether imported or exported, but to take out permits in accordance with the Customs regulations; timber, reduction to be made after full inquiry at Shanghai; opium, per 100 catties, 50 0 0 0 taels, and to be dealt with in accordance with the special rules respecting that drug.

EXPORTS.—Silk, raw and thrown, per 100 catties, 20 0 0 0 taels; ditto, yellow, from Sychaan, ditto, 10 0 0 0; coal, native at the southern ports, ditto, 0 0 0 5; ditto, at the northern ports, ditto, 0 0 4 0.

THE HOME PRESS ON CHINA AFFAIRS.

THE NEW CHINA TREATY.

(THE TIMES, JAN. 11.)

A new Convention, supplementary to the Treaty of Tientsin, has been concluded between Sir Rutherford Alcock and the Chinese Government. Its stipulations show the extreme jealousy with which the Chinese still regard the European nations, for all that is conceded seems as if wrung from the Court of Peking by resistless importunity. But the concessions, so far as they go, are substantial, and confirm the opinion we expressed some days since that foreign enterprise may gradually win its way into the country by fair means, without recourse to the high-handed measures which are so much in favour with the European society of the ports. The new provisions are supplementary to the great Treaty which is the basis of our present intercourse with China, and, as they are devoted chiefly to the explanation and extension of existing rights, they have no character of novelty. The Treaty of Tientsin is the most notable mark of the progress that has been made in drawing China from her isolation, and its provisions transcend in importance even the Treaty of 1842. It provided for the appointment of Ambassadors or other diplomatic agents at the Court of Peking, the transaction of business with them by the Chinese Government on terms of perfect equality, the toleration of the Christian religion, and the protection of those who profess it. British subjects were allowed to travel for pleasure or trade into all parts of the interior with passports from their Consuls. The great river, the Yang-tsze, was opened to commerce as far as Hankow; five other ports were made free to Europeans, and British subjects obtained immunity from Chinese control, civil or criminal, and were subject only to the Consular authority.

This is the great charter of British rights in China, and its provisions are large enough to cover a much more extended intercourse than yet prevails. They do, in fact, contain the elements of important and continual changes, for the rights they give Europeans can never be exercised without creating relations which will demand every year new and newer liberties. Of this we see the proof in the present Treaty. It has been rendered absolutely necessary by the intercourse that has grown up during the last ten years. It is demanded not more by the English and other foreign communities than by the trading Chinese themselves. Every article is to the direct and immediate advantage of the native trader and consumer whom we supply with goods, of whom we buy in return, who are our agents, our correspondents, and who, there can be little doubt, look on the foreigner with a much less jealous eye than the Court of Peking and the official world. Yet we can well believe that it will not satisfy the more ardent tempers among the English community. It is painfully prosaic, it deals with merely material interests, it declares no general principles, but rather accepts the narrow policy of the Chinese, and seeks to creep gradually from favour to favour, and from one petty privilege to another. The equal and reciprocal duties of foreigners and Chinese are not proclaimed; the rights of free ingress and egress, free action, free speech, and free teaching are still in abeyance. They remain where the Treaty of Tientsin placed them; for the new Treaty of the 23rd of October refers almost entirely to matters of detail, and only seeks to remove the most pressing inconveniences under which British trade suffers. Yet those conversant with the subject will readily admit that Sir Rutherford Alcock has not laboured in vain. A large increase of trade with the interior of China may be looked upon as the probable result of the changes which the Treaty will effect. As explained by our Shanghai correspondent, there has been hitherto a considerable difficulty in conveying goods to the interior without an undue enhancement of their price. Under the old Treaty goods imported pay an *ad valorem* duty of five per cent., and a British subject may transmit them to the interior by the payment of two and a half per cent. additional, in return for which he receives a transit pass, which is supposed to carry them free from the internal duties which are levied in China. But it has been found in practice that this pass is not regarded; proof of the foreign ownership is demanded; the transit pass is declared fraudulent, and the dues are levied in spite of every remonstrance. Under the provisions of the new Treaty there will be no restriction as to the ownership. Foreign goods which have paid the seven and a half per cent. will go free to whomsoever they may belong, and all the vexations and extortions of the present system will cease.

It is only by experience that the most eligible places of trade can be discovered; and the trade itself may be expected to shift from time to time, according to the wants and dispositions of the population. We are not surprised, therefore, to hear that one of the ports obtained by the Treaty of Tientsin is to be definitely abandoned. It is well known that of the five ports opened in 1842 one or two never attained any great importance, and that the commerce of Shanghai soon equalled that of all the other ports together. So, of those demanded in 1858, the port of Kiung-chow, in Hainan, has been found useless, and no establishment has been made there. It is now to be exchanged for Wanchow, a port on the mainland, in the province of Che-kiang, which is expected to be a favourable position for the tea trade. Furthermore, we are to be admitted to Wu-hu, a place in the interior, situated on the Yang-tsze, and said to be the centre of a considerable trade. As we publish the text of the Treaty, it is unnecessary to recapitulate its provisions; we content ourselves with noting and observing upon the most salient. The increase in the import duty on opium will be in favour of the Chinese grower, and is likely to cause dissatisfaction to the Indian Government. But so large is the consumption, and so constant the demand for the best growths, such as India affords, that the trade is not likely to be seriously affected. We shall not have the satisfaction of believing that Chinese morality has been improved, even at the expense of the Indian revenue. Article 9 provides for the establishment of a kind of mixed court to adjudicate

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on certain matters. Thus, in cases arising out of breaches of the Customs' regulations, the Commissioner of Chinese Customs and the British Consul are to sit together and inquire into the matter. It almost follows from this union of powers that Common Regulations should be devised; and we find it stated that "it is further agreed that England and China shall in consultation draw up a commercial code."

Certain stipulations show, as we have said, the extreme jealousy which still animates the Chinese Government. Thus, the free use of steam vessels on the great rivers of China is not yet conceded to foreigners, and nothing can more clearly evince the spirit of exclusiveness which still rules at Peking than No. 7 of the "Supplementary Rules." No wonder that the more impatient and energetic of the Europeans on the coast long to carry matters with a high hand, and break through such preposterous regulations at the point of the bayonet. British merchants, "duly provided with passports," may go inland to buy or sell, but they must not travel except as the authorities bid them —that is, in the most primitive and wretched manner. "They are permitted to use their own vessels *if of the Chinese type*, and propelled by sail "or oar;" but they must not use steam-vessels, which, it seems, would place them at an advantage to the native population, though there is nothing to prevent a native merchant using a steamer if he pleases. Furthermore, though Englishmen may rent "for short periods" hotels or private houses, they "are not to exhibit their Hong name" or the "style of their firm." The whole of this Rule No. 7 is worthy of perusal, as showing the precise degree at which the personal intercourse of British traders within the interior has arrived. Yet limited as are our rights even under this new Treaty, they are, in fact, extended by it, and it is easy to see that the extension will compel further extension, until at last we may gain that full liberty which our most earnest pioneers demand.

The right of coming and going and doing business is one which, in the nature of things, must ultimately prevail. Let us have a little patience with these timid Celestials, even if they respond to our overtures by stipulations after their own fashion. After all, China is not so many years behind the Continent of Europe. In the days of the Emperor Nicholas, foreigners were almost as much worried throughout his vast dominions as they will be by the officials and literates on the banks of the Yang-tsze. Little more than ten years ago it was declared by an Austrian politician that his Government would be very glad if no foreigner ever visited its Italian dominions. The passport was all over Europe the sign of a political suspicion hardly less worthy of contempt than that displayed by the Court of Peking. It was universal ten years ago; now it is almost extinct. May not ten years bring about a similar change in China, and a free intercourse with the outer world be accepted by the Government and people, because they find that the foreigner is well-behaved, friendly, and useful? We hope for this consummation, and will willingly believe that a threatening and hostile attitude ought to be abandoned. We must not and cannot cease for a moment from persisting in our moral right to absolute freedom of travel and settlement in all parts of the Chinese Empire; but in the means to be used for the attainment of this right there is the utmost diversity, and with present prospects and information we incline to the more gentle.

(PALL MALL GAZETTE.)

The Supplementary Treaty with China, which was signed on the 24th of October, will be regarded with dissatisfaction by two classes of persons. Those who rejoiced in the concessions made by the Chinese Government in the Treaty of Tientsin will naturally complain that no notice has been taken of the repeated violations of some of the most important of them. Those, on the other hand, who think that the extortion of these concessions was a mistake will regret that, though withheld in practice, they are still to be insisted on in form. From both points of view, the provisions that persons teaching or professing the Christian religion "shall alike be entitled to the protection of the Chinese authorities," and that British subjects shall be "authorised to travel, for their pleasure or for purposes of trade, to all parts of the interior," will continue to serve as an unwelcome reminder that diplomatists do not always cut their coat according to their cloth. The protection of the Chinese authorities in the one case, and the authorisation granted by them in the other, have turned out to be mere polite nothings. English travellers do occasionally penetrate far into the interior of the Empire, but if they do so with safety it is owing to their own tact and courage, and not at all to the fact that they are only exercising a treaty right. English missionaries have made several attempts to extend the sphere of their well-meant exertions, but in spite of the admission in the treaty that the Christian religion "inculcates the practice of virtue, and teaches man to do as he would be done by," the protection to which its teachers are declared entitled has had to be enforced in each particular case by the intervention of British gunboats. As to the position of the natives who profess Christianity we have wisely forborne to inquire, but it may be suspected that a Chinese convert who gets into difficulties with a local mandarin will not find it of much avail to plead the 8th Article of the Treaty. There is a large section of English politicians who denounce Lord Clarendon for acquiescing in this state of things. Their theory is that, in the interest alike of the Chinese and of Englishmen, the provisions of the Treaty of Tientsin should be rigorously enforced. Every omission on our part to do so will be taken, they tell us, as a proof of weakness, and the result of the impression thus conveyed to the Chinese mind will be eventually seen in the virtual withdrawal of many of those purely commercial privileges which have as yet been granted without demur.

We are so far from sharing in this opinion that we regret that Lord Clarendon was not able to substitute a treaty of more limited scope for that which contains these futile stipulations. We entertain very little respect for the notion that it is our bounden duty to impose our commercial policy and religious belief upon every semi-civilised nation with whom the restless energy of the Anglo-Saxon race brings us into more or less hostile contact. Here and there, no doubt, this theory is professed in good faith by missionaries who prove their sincerity by not waiting for the protection which they conceive, not unreasonably, to be virtually secured them by the treaty. But far more often the spread of Christianity and civilisation is simply a phrase. For anything most of those who use it care, the Chinese might remain a nation of uncultivated heathens to the end of time, provided only that they allowed Englishmen to drive a good trade with them. Looked at in this matter-of-fact light, the opposition to Lord Clarendon's policy appears at once dishonest and short-sighted. If our case is that we have a right to compel every barbarous or half-barbarous people to trade with us on our own terms, let us at least say so openly. If we think that the commercial enlightenment of the Chinese is more likely to be brought about by the application of physical force than by the natural promptings of self-interest, we shall show great ignorance of human nature. It may be admitted, indeed, that to allow the provisions of a treaty to be systematically set at defiance is not the way to gain the respect of the Chinese authorities. But there is in fact only a choice of evils open to us. We have not the power to enforce the concessions nominally made in 1858. If they had reference exclusively to the acts of the Chinese Government or its immediate representatives, things would be different. In that case we might lay siege to Peking, and dethrone the Emperor, every time an English traveller found the gratification of his geographical curiosity hindered or made more costly. Unfortunately, however, they have reference to the acts of all manner of subordinate officials, and very often of people who are not officials at all. In a huge and disorganised empire like that of China, it is useless to hold the central Government responsible for outbursts of popular fanaticism, or local jealousy, or even for the official cupidity which shelters itself under these excuses. We may exact apologies, and to a certain extent reparation, but neither will afford the slightest guarantee against the repetition of the wrongs complained of. If we had boldly faced this impossibility, and abrogated the provision in question, it would have been a confession of weakness even more significant than the omission to insist on compliance with them. The only remaining alternative was to improve the Treaty of Tientsin as far as possible, and to observe a prudent silence as to those parts of it which we have learned by experience must for the present remain inoperative.

The result is that the Supplementary Treaty is more interesting to merchants than to politicians. It speaks well, however, for Lord Clarendon's recent policy that Sir Rutherford Alcock has been able to obtain some additional concessions which promise to be of real service to trade. British goods are to pay the same duty in treaty-port provinces whether they are taken inland by British or native traders—by which means all difficulty as to proof of foreign ownership will in future be avoided. Native produce brought down from the interior and subsequently bought for exportation will be entitled to a return of all duties paid in excess of those payable on native produce purchased by British merchants in the interior—a clause which is an obvious step towards the equalisation of transit dues. Bonded warehouses will be established at certain treaty ports. Additional coal mines are to be opened in the South, and the duty on the exportation of native coal is to be lowered. Small as these modifications may seem, it is something that they have been gained by negotiation, not by force, and that they may so far be taken as representing a substantial if slow progress on the part of the Chinese Government.

(STANDARD.)

Rather more than eleven years after that Treaty of Tientsin from which so much was expected Sir Rutherford Alcock has concluded a Supplementary Convention, professedly intended to increase such facilities as the Celestials have already deigned to afford to those "outer barbarians" of whom the British are the most important representatives in Chinese waters. Some of our contemporaries, with excessive gratitude for small mercies, have hailed this latest example of the modern commercial treaty as if it represented a substantial advance upon the traditional exclusiveness of the most obstinately resistant Oriental nation. An attentive perusal of the document in question, however, leaves us at a loss to discover what the great gain on which we are told to congratulate ourselves really is. True, there are some stipulations which provide for taking import and transit, or, as we should call them, customs and excise dues together—a change which it is suggested will save merchants trading in the interior from a multitude of minor exactions to which they are now subject, through the fact that every mandarin has his own way of interpreting the treaty, or, to put it more plainly, of enforcing his powers of raising revenue from foreign goods or those who travel with them. Henceforth, cottons, linens, woollens, and woollen mixtures, are to be taxed, once for all, at the port of entry, provided always that they have not been shipped at Hong Kong for one of the treaty ports. We look in vain, however, for any assurance that this will be more than a paper stipulation, which mandarins will observe or disregard as they may think fit or find profitable, while it is quite certain that the supplementary rules and sub-rules, with their many reservations, qualifications, and exceptions, will be fruitful in disputes and difficulties, which will go far towards rendering nugatory any potential advantage which our representatives think they have secured.

Objections of this kind, however, do but moderate our estimate of what we are supposed to have gained. Other portions of the treaty show that in some important respects we have positively lost ground by the negotiations which Sir Rutherford Alcock has conducted. Considering that our smartest philosopher of the truly Liberal type has told us that the Chinese, taking them all round, are as good as we are, and perhaps better, we will say nothing about the somewhat supercilious fashion in which China holds herself out as if all she gave and granted were so much grace and favour. For instance, "China has agreed that British subjects" who desire so inestimable a benefit "shall participate in all treaty advantages," as well as the subjects of other powers. "China has agreed that England may" appoint consuls and send woollens. China will allow British merchants to buy goods in the interior on payment of certain dues, and to issue duty proofs on

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certain not very clearly specified conditions. But in exchange for these privileges England consents that China shall levy an increased duty upon the import of English opium and the export of Chinese silk. In other words, at a time when the yield of opium is a matter of moment to every Indian Finance Minister, China is to diminish the value of our opium crop by putting a fresh tax upon it; and while our manufacturers of silken fabrics find it more than they can do to hold their own, the price of the raw material is to be artificially enhanced in the interest of the Celestials. If carrying coal to Newcastle were ever likely to prove profitable we might congratulate ourselves on the prospect of being allowed to export Chinese coal at a reduced rate. At present, however, we put this among the minor advantages of the treaty, thrown in, as it were, by way of make-weight, together with watches, pepper, and tin plates; and with the permission formally accorded to British merchants to go inland "in their own vessels of the Chinese type, propelled by sail or oar," with the further indulgence of renting hotels for short periods, provided they do not exhibit "their hong names, or the style of their firms." But, taken in its entirety, the Supplementary Convention is deficient in almost every essential of a satisfactory commercial treaty. It is pervaded by no principle, and it is indicative of no settled policy. It represents nothing better or more dignified than the haggling of a couple of hucksters, each anxious to overreach the other. It is sufficiently humiliating to British pride to know that our representatives have conducted their negotiations in such a spirit, but it is still more mortifying to find that, having done so, they have been immeasurably out-bargained by the astute Orientals to whom they were opposed.

THE LAST NEWS FROM CHINA.

(THE STANDARD, JAN. 11.)

The latest news from China scarcely justifies the view which Sir Charles Dilke and some of his political friends hold about Chinese civilisation as compared to British barbarism. It has been said that we ought to be ashamed of ourselves for expressing the opinion that we are superior to the Chinese; and certainly, under the new political influences which we now acknowledge, it does appear either that the Chinese are rapidly coming up to us, or that we are descending to the Chinese. The mere statement of the new philo-Mandarin philosophy, however, does not assist us much in our transactions with the people of that other civilised empire. Are we to deal with China as we should with one of the regular European Powers; or are we to treat her as though she were beyond the pale of the international comity? We ask our sentimental Chinese sympathisers to tell us which plan they prefer, that we may regulate our conduct accordingly; for it is obvious that China cannot be permitted to have the advantages of both positions. She is either a civilised Power or she is not. But, if a civilised Power, she is bound to act as such, as well as to expect civilised treatment.

In the cases of which we hear by the latest mail what is the policy which the Sinophiles would have this nation pursue? In the first place, we have Sir Rutherford Alcock, our Ambassador, while strictly acting up to his treaty obligations, grossly insulted by the governor of Nanking. Now, civilised nations do not as a rule suffer the governors of provinces to treat our ambassador with disrespect, and when they do there is a recognised method of obtaining reparation for the affront. Is it the civilised process, then, that our Chinese sympathisers would have us adopt on this occasion? In this case, our course is clearly to lay the matter before the Imperial Government at Peking. But if the Imperial Government will not or cannot punish the governor of Nanking, is England, according to the civilised procedure allowed in such circumstances, to declare war against China? Again, there is, as usual, a case of the barbarous ill-treatment of missionaries by the people of a Chinese town. It is true that the missionaries are a nuisance, and have a habit of intruding where they are not safe and where they are not wanted. Still, in a civilised country, the people do not commit outrages on missionaries, and when they do they are expected to make reparation. What reparation would Sir Charles Dilke propose on the present occasion? A third instance of the exceptional civilisation of the Chinese comes from Corea, the natives of which enlightened province ordered the captain and crew of an English ship, which had been wrecked on the coast, to leave the country in three days, "under pain of decapitation." Under this somewhat rigorous decree of the civilised Coreans the unfortunate Englishmen had to take to their boats at great risk of life, and eventually succeeded in reaching a friendly harbour. Now are we to deal with a case of this kind according to the civilised codes? Are we to make the Imperial Government responsible for the acts of its Corean subjects? That would be an absurdity and an injustice, which could end only in war or in a heavy tax upon the innocent people of China. And yet if we punish the people of Corea directly we shall be held to be violating the traditions of civilised nations, and offending against a power which Sir Charles Dilke says is not inferior to England.

TESTIMONIAL TO MR. JARMAN.

In reference to our notice of a testimonial and gold tablet which had been presented to Mr. Jarman, late Assistant-Superintendent of Police at Hong Kong, by some of the oldest and most respectable Chinese residents, we have lately seen the document, which is elaborately written on satin, and subjoined is a translation of the same. Mr. Jarman, who is now in England, wishes to convey to the donors his high appreciation of the honour thus conferred on him:—

"Mr. Jarman, Assistant-Superintent of Police in the English colony of Hong Kong, after enjoying honours and emoluments in the island for above twenty years, and having been most diligent in fulfilling the duties of his office, so that the place was peaceful through his stringent search by night, and careful tracing of runaways, added to attention in correctly arranging affairs, and tranquillity being sufficiently secured, causing men to rejoice and respect him, now that he is resigning office in this year 1869, and returning to England, all we, the undersigned Chinese merchants of Hong Kong, together unite in honouring him with every kind feeling, and to record our admiration of his goodness in a verse of praise."

FREE TRANSLATION OF THE VERSE.

"Mid fragrant tears we see you leave your post,
And think what tedious years you here have lost;
May fortune, peace, and happy joys attend you
In generous measure, and may God defend you."

Monetary and Commercial.

The prospectus has been issued of the Great Northern Telegraph, China and Japan Extension, Company, incorporated in Copenhagen under Danish law, to connect the Russian lines terminating at Posiette Bay with China and Japan. The London agents for the promoters, Messrs. C. J. Hambro and Son, announce that they are authorised to offer in London 45,000 shares of £10 each, the remaining 15,000 shares, which complete the capital of £600,000, having been subscribed in Copenhagen. Cables are to be laid from Posiette Bay to Shanghai, and subsequently to Hong Kong, and a working agreement has been concluded with the Great Northern Telegraph Company, by whose lines the traffic will be conducted between Russia and England. The cables are to be manufactured by Mr. William Hooper, and are to be ready for shipment within three and six months respectively. It is stated to be perfectly susceptible of proof that the undertaking can be worked and maintained successfully and without interruption, as is demonstrated by the celerity with which messages have been transmitted across the Russian land lines, and the directness and shortness of the route are urged as commanding advantages.

In connection with the proposed London Chamber of Commerce, a preliminary meeting has been held, under the chairmanship of Mr. M'Arthur, M.P., and a Provisional Committee appointed.

We understand that Messrs. Robert Benson and Co., the London agents of the newly formed Marine Insurance Company at Shanghai, intend inviting applications for shares in this country.

Advices from the North report the failure of Messrs. Robertson and Co., shipbuilders, of Greenock. The unsecured liabilities are estimated at £13,000, but nothing is known as to the probable assets.

Messrs. Benyon, Harding, and Co. inform us that the composition deed to which we alluded in our last has been carried out.

ARTICLES OF IMPORT.

TEA.

The following is from the Circular of Messrs. Kinnear, Hawes, and Hertz:—An improved tone of the market has been confirmed by the transactions of the last fortnight. It is mostly the medium to fine grades of Black-leaf Congou which have benefited by this improvement, and we quote these sorts 0½d. to 1d. per lb. better. Several transactions in small parcels of common black-leaf show an advance of about 0¼d. to 0½d. per lb.; but in the quarters where large quantities of this class can be disposed of buyers at improved rates are not to be found. Flowery Pekoe: The very fine parcel we mentioned in our last report, for which 4s. 6d. had been refused, has since sold for 5s. per lb., the highest price paid this season. Scented Teas: For Foochow and Canton kinds the demand has been limited, the latter sort being particularly heavy of sale. Of Uncoloured Japans there is nothing to remark. Green Teas—in the face of the large parcels which have been placed on the market, and over 6,000 packages printed "Without reserve" for the next public sale—have generally declined.

The following is Messrs. A. Capel and Co.'s Annual Report:—During the past year the Tea market has been dull throughout; nor could it be otherwise in an over-supplied market, with the whole burden of holding stock thrown on importers, who have been constantly endeavouring to press sales both privately and at public auction, whilst on the other hand the trade have been even more persistent in buying only for immediate wants. The result has been a lower range of prices for all but common and finest Teas than for some time, and but for the very great support given to the market during the first six months, by the large increase in the export demand, prices would have gone even lower. When the advices from China showed more caution in opening the markets, especially at Foochow, and that exports were much less than the previous season, there was a better market, with some rally in prices. On the arrival of the new Teas, however, the great anxiety shown to quit them without delay, and at any price, coupled with advices of increased shipments from China, caused a reaction, and prices receded rapidly from the opening rates, and for good and fine Teas reached a point 3d. to 4d. per lb. lower than during the previous year, when supplies had been much larger. These low prices have led to a large consumption, and there has been some rally in the prices of good to fine kinds. Finest have been very scarce, and have throughout commanded extreme rates, especially for the Russian markets. Common have also been fairly maintained, the fluctuations not exceeding 1d. per lb.

The import trade has again resulted unfavourably; the losses on the balance of the season 1868-69 realised this year have been large beyond all precedent, whilst on the whole crop of 1869-70, as far as realised, there must, we think, have also been a loss, although comparatively light. We would still urge with all earnestness upon importers to use their endeavours to

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bring about a better system. It is impossible, as stated over and over again, for buyers here to take off shipments on arrival on the scale at which they are sent from China during the first six months of the season, and unless the export is more spread, or at all events Teas are cured in China so as to make it a certainty that they will keep in England, and thus give importers confidence in holding, the trade must be carried on at great disadvantages.

The Home Trade gives but little subject for remark. The deliveries for consumption have increased by about five millions, and as prices have generally been moderate, and the trade has bought chiefly to supply immediate wants, the year must on the whole have been satisfactory. The export trade has fluctuated somewhat: during the first seven months of the year, the deliveries showed the large increase of about 7,000,000 lbs., but this has been entirely lost, and at the close there is a deficiency, as compared with last year, of about 2,000,000 lbs. The demand has again run chiefly on common and finest kinds. Large quantities were sent from China in transit for the Russian markets.

The statistics of the past year are on the favourable side, the deliveries having exceeded the imports to a trifling extent. The total import has been 145,000,000 lbs., and the delivery 146,000,000 lbs., showing a decrease of 8,000,000 lbs. in the former, and increase of over 4,000,000 lbs. in the latter; the home consumption being 5,400,000 lbs. more, and the export about 1,200,000 lbs. less. The Stock will prove much the same as last year, owing to an error discovered in the dock returns. We estimate it at 88,400,000 lbs., against 88,644,000 lbs. The quantity of China tea afloat is 49,191,000 lbs., against 39,152,000 lbs., and of India tea 3,351,500 lbs., against 3,184,000 lbs.

JAPAN TEAS.—There have been but limited supplies of uncoloured to this country, America affording a better market; the few that have arrived have not met with ready sale. Coloured Japans are, as a rule, less in favour than China Greens, and prices rule relatively lower, quality for quality, the flavour in many cases being objected to, whilst the colour is not so equal as in China kinds.

BLACK TEAS.—The quality of this season's Congous has been indifferent. The Foochow Teas we make decidedly inferior, the usual crack Chops being much below former years, whilst the medium to good kinds have been deficient in character, and in many instances have realised only 1d. to 2d. per lb. over good common Congou, although costing much more in China. The Paklins, with few exceptions, were much inferior to last season. In Teas from the Northern Ports, the flavoury Kiukiang Teas have realised the highest price; they have been fine in quality, but deficient in strength. The Oonfahs have been very much inferior to last season, and have only taken second rank. The Monings and Wopaks, with but very few exceptions, have not come out well, being wanting in pungency. New-make Canton Congous have been in over abundant supply, and gradually receded in value, and are now only saleable at from 1s. 0½d. to 1s. 1½d. for good common to fair quality. Oolongs have again been inferior, too much mixed in the leaf, and wanting pungency in the cup; they have been difficult of sale, except for some of the finest parcels. Souchongs has been the worst crop ever sent to this country, and have consequently been out of favour. Flowery Pekoes: The few sent have been fine, and commanded a ready sale. Scented Teas: Canton Capers have been in over supply; spurious kinds have sold very low. Common to fair have been dull of sale throughout; good to fine have been better supported, but prices have given way even for these. Foochow kinds of Caper have been in request this season, but few having come forward. Canton Orange Pekoe, with the exception of the finest kinds, have been difficult of sale even at a low range of prices, the imitation Foochow kinds in particular. Foochow kinds have ruled very low, being greatly in over supply, and good quality of old season sold from 1s. ½d. to 1s. 3d. in large quantity. Those of this season have sold rather more readily at fair prices, the supply being more moderate. Fine qualities have done better than medium to good.

GREEN TEAS.—The market has been tolerably steady, the stocks having been moderate throughout. The finer kinds and the commoner have been most readily saleable; the medium kinds have been generally uncertain in value, according to the quantity offering. The Pingsueys have averaged about former years as to quality, but the Moyunes have not been up to the standard of former seasons; the coarse Fychow kinds and the Teenkai sorts have not found ready buyers, and have generally sold at comparatively low rates. The export demand has not been so large this year as usual. Canton-made kinds, except those with quality, have been difficult of sale, the low to common kinds being especially neglected, and only taken at very low prices.

SILK.

The following is taken from Messrs. Kilburn, Kershaw, and Co.'s Circular:—

The Silk market has become extremely active, and within the last few days prices have advanced 6d. to 1s. on Japans, and 6d. on Bengals and Chinas. There appears no falling off in the demand for continental consumption, and it is owing to the continued strong enquiry from all parts that prices still advance. Canton silk is also sharing in the general business, and has also advanced 6d., with a strong market; we quote No. 1 Tsatlee reel, 20s. to 20s. 6d. Of Shanghai Silks we quote:—Tsatlee, best, No. 3, 30s. to 30s. 6d.; best No. 4, 26s. to 26s. 6d.; fair, No. 4, 25s. 6d. to 26s.; 4½ and inferior, 23s. to 23s. 6d. Taysaam, good to best, No. 1, 24s. to 26s.; Japan, best Mybach, 30s. to 32s.; extra superior, 33s. to 34s. The deliveries from 1st to 12th inst. are:—Bengal, 214 bales; China, 1,240 bales; Canton, 202 bales; Japan, 258 bales—total, 1,914 bales.

The past year cannot but have been a disappointing one to silk importers, not so much, probably, on account of the result of sales, although, with rare exceptions, there must have been a steady loss throughout—as with the difficulty at times of selling at all; for, unfortunately, the silk market now too often lapses into a long period of wearisome inactivity, when, to sell, is next to impossible, and prices drag along with benefit to no one; this has been the case to an extraordinary extent again this year, and in looking back over the past twelve months, it is too easily seen that this chronic dulness has been the leading feature of our market. Prices have not seriously fluctuated, nor have they gone back with suddenness; they have, as it were, drifted along, often irregular, and always bringing increased depression the lower they have become, until, at some moment, a buyer bolder than the rest has stepped in and the market has immediately recovered and a few weeks of business resulted. Twice during the past year has this happened, viz., in February, when prices had receded so far that it became a matter of wonder how much lower Silk should go, when an operator at last appeared and business began, under which, during two months, prices recovered nearly 2s.; the market then relapsed into quiet again, people began to canvas the chances of the European crop, and finding the reports continually favourable almost entirely forsook the market, and for months afterwards, even until the fall of the year, there was no real firm business, only an occasional fitful moment or two of buying, prices never giving way to any serious extent, but slowly going back;—thus the market lingered on until importers became uneasy. At one period in October, China Silk, and more especially Japan (which by the way has suffered more than any other Silk this year), declined so low in price, that even at 23s. for No. 4 Tsatlee and 24s. 6d. for Maibash Japans there were willing sellers; these quotations, after they actually became established as the quotations of the day, became also the turning point, for buyers began seriously to consider whether they had not better begin to look about them, and with the usual result, directly business began to stir, prices moved upwards, slightly at first; but that was enough after the long depression to give relief to the market; the trade soon came in, and one steady uninterrupted business has since continued, lifting the market out of an almost unprecedented period of dulness into genuine activity and sound business, and in which manufacturers and dealers feel more confidence in buying than when Silk was to be had at 2s. to 3s. per lb. less; and it is, we think, with very good reason that this confidence exists, for figures fully warrant it, and, what is much more to the purpose, consumption necessitates it. The actual state of the London warehouses on the 1st inst., as compared with the same date last year, and a comparison of quantities, are worth a few moments' study:—The total stock of all Asiatic Silk is 29,628 bales, against 34,560 bales, or 14 per cent. less; of this quantity the unsold portion is 11,861 bales, against 22,103 bales, or 46 per cent. less; and the sold portion is 17,767 bales, against 12,457 bales, or 43 per cent. more. Of China Silk the total stock is 15,853 bales, against 23,072 bales, or 31 per cent. less; of which the unsold portion is 6,061 bales, against 14, 977 bales, or 60 per cent. less. The extreme fluctuations in the prices of the leading Silks during 1869 were about 3s. on Tsatlees and Taysaams, 1s. 6d. to 2s. on Cantons, and 5s. to 6s. on Japans.

Chinas have been in more favour during the year than any other Silk, except for the common Hainins, thrown and re-reels, which have been at times quite unsaleable, and which even now have hardly improved in demand, notwithstanding the totally changed aspect of the market.

Japans have been singularly unfortunate; not only have they been more irregular and fluctuating in price, but they have been neglected, often for months together, and only by forced sales have they been moved; and the deliveries—only 7,110 bales—are 20 per cent. under the imports. The finer and better qualities have lately been looked after, and are probably returning into favour. Cantons have not participated in the rise of the last two months, and are just now in less demand; a larger proportion of fine Loongcongs have arrived this season than usual, and these have found buyers at good prices; but the medium descriptions of this class have been very difficult of sale, and show a great disproportion in relative value to the finer sorts. Tsatlee reels have fluctuated very little in price, and the demand has been fairly steady throughout the year.

COFFEE.

The first public sales of the year were held on the 4th inst., and went off with good spirit for all kinds, which has since continued, Ceylon sorts being fully 1s. 6d. to 2s. per cwt. higher than previous to the holidays. There have been large quantities offered at the public sales, but the competition has been active, especially for coloury sorts of Plantation. The following were the prices realised at the last sales:—Plantation, triage and ordinary, 43s. to 57s.; small grey and dull, 62s. to 65s.; low middling and middling do., 66s. to 71s.; bold do., 70s. to 76s.; small coloury, 65s. to 70s. 6d.; middling coloury, 72s. to 79s.; good middling bold, 80s. to 84s.; pea-berry, 75s. to 81s. 6d. Native, good ordinary, 51s. 6d. to 52s.; good bold, 57s. 6d. to 58s. 6d.; pea-berry, 56s. 6d. In other descriptions of East India the following have been the transactions:—Of 1,173 bags Singapore offered, 450 bags sold—sound at 51s. 6d., Campar sort at 45s., chiefly sea-damaged at 46s. 6d. to 50s. 6d. 226 bags bold palish Padang sold at 52s. to 55s. Of 1,200 bags Manila offered, 560 sold—ordinary mixed at 46s., Padang kind at 50s., mixed pale at 53s.

The quantity of Ceylon Coffee afloat for Great Britain on the 10th Jan. was as follows:—Plantation, 106,536 cwt., against 123,909 cwt. at the corresponding date of 1869; Native, 9,813 cwt., against 38,144 cwt. The quantity afloat for Europe was—*nil*, in both years. The quantity of Coffee landed in the week ended Jan. 8, 1870, was, of Ceylon, 754 tons, against 286 tons during the corresponding period of 1868; of all descriptions, 836 tons, against 309 tons. The quantity entered for home consumption was, of Ceylon, 177 tons, against 192 tons; of all descriptions, 319 tons, against 333 tons. The quantity exported was, of Ceylon, 429 tons, against 259 tons; of all descriptions, 782 tons, against 606 tons. The stock on Jan. 8 was, of Ceylon, 14,047 tons, against 10,985 tons; of all descriptions, 23,807 tons, against 18,788 tons.

SUGAR.

The market re-opened after the Christmas holidays with a moderate demand, which has since continued to the close, and prices are unaltered from those of last mail. The public sales have consisted almost exclusively of superior crystallised qualities, of which a good portion has found buyers at about previous terms. The supply of suitable qualities on sale privately is small, and little business has therefore been done. Of Penang, 750 bags have been sold at 36s. to 38s. Of Manila 4,120 bags (200 tons) unclayed Taal sold at 26s., and 12,200 bags Ilo Ilo at 26s. 6d., 1,797 bags low unclayed being bought in at 26s. 6d. By private contract the sale has been 7,200 bags clayed Manila (duty 8s.) at 30s. 6d. per cwt., and 5,600 bags low clayed at 29s. 6d.

The quantity of Sugar landed in the week ended Jan. 8, 1870, was, of Penang, *nil*, against 68 tons in the corresponding period of 1869;

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of Manila, Java, and China, 1,720 tons, against 708 tons; the quantity entered for home consumption was, of Penang, 92 tons, against 17 tons; of Manila, Java, and China, 647 tons, against 88 tons. The quantity exported was, of Penang, — tons, against — tons; of Manila, Java, and China, — tons, against 8 tons. The stock on Jan 8 was, of Penang, 2,238 tons, against 610 tons; of Manila, Java, and China, 36,863 tons, against 32,103 tons.

CINNAMON.—At public sale of 58 bales Ceylon 25 bales sold, good common first sort, 2s. 9d.; second, 2s. 4d.; third, 1s. 10d.; low, 10d. to 11d. Chips: 6 cases 662 bags Ceylon were all disposed of at the considerable reduction from previous public sales of about 1½d. per lb., low coarse bark, 2½d.; common to good common bark, 2½d. to 3½d.; middling chips, 4½d. to 4¾d.; good, 6¾d.; fine thin, 11½d. The quantity of Ceylon Cinnamon afloat to Great Britain on the 10th of January was 442,701 lbs., against 383,605 lbs. at the corresponding date last year.

CUTCH.—Has continued in active demand, and at the close prices are 1s. higher; the total sales are about 3,500 boxes fine Pegue at 26s. to 27s., closing at the latter price. A private sale of 300 boxes is reported at 27s.

CAMPHOR.—The only sale reported has been of 500 cases China; the terms were not reported, but it is believed the price paid was 80s. (recent weights). No business in Japar.

COCOA NUT OIL.—There is a fair demand for Ceylon at an advance of 5s. per ton, the current quotations being £41 10s. The quantity of Ceylon afloat for Great Britain on Jan. 10 was 31,243 cwt., against 43,459 cwt. at the corresponding date last year, and 37,773 cwt. in 1868.

GAMBIER.—The market is quiet; in auction 768 bales common bought in, a few lots sound at 17s. 3d., chiefly damaged at 16s. 6d. to 17s., except 100 bales first class since sold at 17s.; 200 baskets Cubes, bought in at 20s.

JAPAN WAX.—There have been no transactions; 335 boxes saucers were offered and bought in at 72s. to 77s. per cwt.

MANILA HEMP.—We have again to record an entire absence of business; 50 bales fine white quality were offered at public sale and were bought in at £68.

PEPPER.—Black: At the auctions 1,721 bags were held firmly and about one-half sold on previous terms, 801 bags fair common Penang at 4 1-16d., including first-class sea-damaged, 600 bags Singapore at 4⅜d. to 4¾d. In addition 700 bags Penang landing have been sold at 3 31-32d., and 400 bags "to arrive" at 4d. per lb. Privately 150 bags Singapore have been sold on the spot, good 4¾d., fair 4 11-16d., also 500 bags Penang afloat at 4d. White: 1,355 bags Singapore offered in public sale met little demand and were chiefly bought in at 5½d., only about 750 bags being sold thereat.

PLUMBAGO.—Of 450 barrels Ceylon offered only 100 barrels dust sold at about the previous value, common, 7s. to 7s. 6d., the remainder being bought in, dust at 6s. 6d. to 9s. 6d.; low to ordinary lump at 13s. to 18s.

RICE.—The market during the fortnight has been quiet, but the advance reported in our last has been firmly maintained. The only sales on the spot have been 200 bags Ballam at 9s., and 1,700 bags Rangoon at 9s. 3d., 4,820 bags heated do. at 8s. 9d. to 9s., and 568 bags Java medium white at 10s., cleaned at 17s. to 17s. 6d. Considerable business has been done in floating cargoes, the sales of which include a cargo of 1,200 tons Necransie at 8s. 3d. ex ship, without guarantee of quality, and the following, consisting wholly of field Siam:—The Preciosa, 900 tons, in bags, at 7s. 6d. ex ship, or 8s. landed; the Sebastian Bach, 17,000 gunny bags, distant sailing, at 8s. 1½d. landed; the Indiana, 660 tons, in bags, at 7s. 9d. ex ship, or 8s. 3d. landed; the Benares, 1,110 tons, in mats, at 7s. 7½d. ex ship, or 8s. 1½d. landed; the Thrunelda, 680 tons, in mats, at 7s. 7½d. ex ship, or 8s. 1½d. landed in London; the Ruhtinas, 920 tons, in bags, at 7s. 10½d, ex ship.

SPICES.—Cassia: 64 cases Japan bought in at 50s. Cassia Vera: 336 bales direct Padang sold at firm prices; fine, 86s. to 88s.; good, 82s.; mouldy, 81s. to 82s. Mace: 65 cases red Java kind from Padang bought in at 2s. 9d.; 8 cases middling Penang chiefly sold rather cheaper at 3s. to 3s. 3d. Nutmegs: A rather large supply amounting to 184 cases Penang has been offered and meet a good demand, the whole being sold at firm prices—very fine bold, 60 nuts to the lb., at 4s. 3d., bold 71's at 3s. 7d., 83's at 2s. 4d., 94's at 2s., 121's at 1s. 8d., 130's at 1s. 6d. to 1s. 7d., shrivelled 170 to 150's at 10d. to 1s. 1d., defective 7d. to 8d.; 6 cases Java 97's sold at 1s. 8d. to 1s. 9d.

SAGO.—In auction of 898 boxes small pearl 550 boxes good bright sold firmly at 18s.; 745 bags chiefly sold; brown large, 18s. 6d.; middling, 19s.; good, 21s. Flour: 1,607 bags Padang bought in at 13s. 6d. to 14s., but since sold at 13s. to 13s. 3d.; 700 bags Singapore bought in at 14s., except 73 bags inferior, which sold at 12s. 6d.

TAPIOCA.—Large quantities of East India kinds offered met a moderate demand, and only a small portion sold at easier rates; of 1,038 bags Malacca only 200 bags good white sold at 2d. to 2¼d.; the remainder bought in at 2d. to 2¼d.; and 276 bags Penang at 2¼d. Pearl Tapioca: 100 boxes medium Singapore sold at 21s. 6d. to 22s.; 72 bags bought in; large, 23s. 6d.; extra large, 30s. Flour: 16 bags Singapore sold at 2d. to 2¼d.; also 10 cases (in tins) fine at 3d.

TIN.—Injudicious speculation has destroyed all confidence in this import, and prices are again lower; the quotations are, Banca and Billiton, £106; Straits, £104 to £104 10s. per ton.

ARTICLES OF EXPORT.

WOOLLEN GOODS.

We have to report the Bradford market as decidedly firmer. Higher prices have been obtained for Wools, also for certain classes of goods, and the belief we expressed in our last issue is now confirmed. More business in goods would have been done during the last fortnight than there has been if manufacturers would have taken last prices. The advance obtained has been on goods principally for the home trade, prices for goods suitable for China and Japan being without alteration.

QUOTATIONS.

	s.	d.	
Long Ells, Scarlet	31	0	per piece, packed
Camlets ,, S	66	0	,, unpacked
Do. ,, SS	62	9	,, ,,
Do. ,, SSS	54	0	,, ,,
Spanish Stripes, Scarlet, best quality ...	3	0	per yard, packed
Worsted Lastings, Black	49	6	per piece, unpacked
Worsted Crape Lastings, Black ...	39	0	,, ,,
Crape Lustres	19	0	,, ,,
Figured Lustres, Black, best quality ...	19	0	,, ,,

The following is Messrs. Hayter and Howell's monthly statement of the estimated exports of Woollens shipped to China and Japan from London and Liverpool:—

—	Pieces Long Ells.	Pieces Camlets.	Pieces Spanish Stripes, Broad Cloths, &c.	Pieces Stuffs.	Pieces Inferior Woollens.
Total shipped in 1869	186,120	85,860	99,879	473,669	207,222
Do. do. 1868	146,540	80,190	70,554	423,980	86,047
Do. do. 1867	140,420	79,717	56,002	648,665	41,455
Do. do. 1866	106,420	88,012	63,347	626,110	87,317
Had arrived in China when the last accounts left of this year's shipment	109,320	48,560	58,447	278,759	138,926

QUOTATIONS.

	s.	d.		
HH Long Ells	31	0	per piece	Scarlet
HH Spa: Stripes	2	10	,, yard	,,
HH } Camlets	63	0	,, piece	,,
SS }				
SS Do.	61	6	,, ,,	,,
HH Lastings	57	0	,, ,,	Gentian
HH Crape Lastings	46	0	,, ,,	,,
LL Do. do.	42	0	,, ,,	,,
HH China Figures	21	0	,, ,,	Scarlet
HH Crape Lustres	19	9	,, ,,	Black
China Blankets	1	9	,, lb.	Scarlet

(These prices include tilleting and packing, and are subject to a discount of 1½ per cent for cash.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From.	At.
Jan. 6	Maasluis	Kuchler	Batavia	Brouwershaven
—	Asie Mineure	Gonyon	Java	Belle Isle
— 3	Conchita	Larabe	Manila	Cadiz
— 10	Albion	Moncrieff	Penang	London
— 11	Flora	Dixon	Singapore	Do.
— 11	Skimmer of the Wvs.	Gouch	Colombo	Do.
— 11	Carin	Gray	Manila	Do.
— 7	Grootmeestr. Nationl.	Giesse	Batavia	Brouwershaven
— 8	Zephir	Van Oostrum	Do.	Do.
— 9	Gutenberg	Brarens	Do.	Do.
— 12	Patna	Sodermann	Rangoon	Falmouth
Dec 10	Senator Weber	Hancock	Yokohama	Callao
— 10	Star of India	Charton	Do.	Do.
— 11	Confederate Star	Roach	Do.	Do.
— 22	Maid of Glanwern	Thomas	Ceylon, for Philadlph	St. Thomas

DEPARTURES.

Date.	Ship.	Captain.	For.	From.
Jan. 8	Wild Deer	McTavich	Shanghai	London
—	Utrecht (s.s.)	Overlack	Batavia	Rotterdam
— 7	Salvadore	Urrutio	Hong Kong	Cardiff
— 11	Weymouth	Gibson	Shanghai	London
— 8	Annie Braginton	Drysdale	Penang	Glasgow
— 12	Ocean Belle	Jarvis	Singapore	London
—	Falke	Gottsche	Hong Kong	Hamburg
—	Noranside	Deas	Singapore	Amsterdam
— 10	Oceana	White	Galle	Cardiff
— 10	Albatross	Vanelius	Yokohama	Liverpool
— 10	Katherine	Gerstenberg	Singapore	Do.
— 10	Ogir	Olsen	Do.	Do.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Min, John Milton. For Yokohama (*via* Suez Canal): Tszru (str.) For Yokohama and Hiogo: Harbottle. For Shanghai: Juanpore, Geraint, Clara, Melbrek, John R. Worcester, Thyatira, Flying Spur. For Hong Kong: Dunmail, Hopewell, Maiden Queen, Scawfell, William Fung. For Singapore: Kingdom of Belgium, Sree Singapura. For Singapore, Hong Kong, Shanghai, and Yokohama (*via* Suez Canal): Erl King (str.) For Penang: Eleanor. For Penang, Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Chu Kiang (str.). For Batavia and Sourabaya: Vesta. For Colombo: Prince Alfred, River Indus, Shooting Star, A.O.A. For Colombo (*via* Suez Canal): Otterburn (str.).

At LIVERPOOL.—For Yokohama: Singapore. For Shanghai: Doune Castle. For Hong Kong: Veronica. For Manila: Estrella, Aurora, Hong Kong. For Singapore: Ellen Lamb. For Batavia and Sourabaya: Konigin Augusta.

At GLASGOW.—For Singapore: Kinfauns Castle. For Batavia and Sourabaya: County of Lancaster. For Buenos Ayres and Penang: La Plata.

At GREENOCK.—For Shanghai (*via* London): Cutty Sark.

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SPOKEN.

AQUILINA, Sunderland to Galle, Dec. 7, on the line, 28 W.
ROYAL SOVEREIGN, Batavia to Rotterdam, Oct. 17, 34 S., 27 E.
ENGLISH SHIP, 2nd. pdt. 0456, Plymouth to Galle, Nov. 14, 3 N., 25 W.
LOTUS (s.), Plymouthto Bangkok, Nov. 14, 3 N., 25 W.
BANDA, Tarragona to Singapore, Nov. 14, 15 S., 27 W.
GLADIATOR, London to Batavia, Nov. 15, 14 S., 28 W.
STAR OF THE SOUTH, Colombo to London, Dec. 13, 15 N., 29 W.
DERWENT, London to Shanghai, Nov. 24, 17 S, 31 W.
TITANIA, London to Shanghai.
NIEUW HOLLAND, Rotterdam to Batavia, Nov. 8, 16 S., 30 W.
4TH D.P. 1,925, Batavia to Rotterdam, Nov. 20, 34 S., 19 E.
ARGONAUT, Shanghai to New York, Dec. 16, on the line, 31 W.
BENGALEE, Bordeaux to Singapore, Dec. 21, 15 N., 26 W.
COREA, London to Penang, Nov. 26, 13 S., 33 W.
DORETTE (N.G. ship), Liverpool to Singapore, Dec. 5, 5 N., 28 W.
ADMIRAL DE RUYTER, Amsterdam to Batavia, Nov. 15, 7 S., 31 W
THE CALIPH, London to Shanghai.
HELENA, Batavia to Amsterdam, Jan. 3, 47 S., 15 W.
LA PLATA (str.), Liverpool (?) to Batavia, Dec. 16, 12 S., 37 W.

FREIGHTS AND CHARTERS.

Berth freight to the Eastern ports show signs of improving, and rates have in some instances slightly advanced, and are firmer; tonnage is also in better request. We quote below rates of freight by steamers (via Suez Canal), of which there are four loading for Ceylon, Singapore, China and Japan. The following are the rates of Insurance to these ports by this route:—London to Yokohama and Shanghai, about 40s. to 50s.; Singapore, about 40s.; Colombo, about 30s. The rates for coal from the Northern out ports are without any noticeable alteration.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight, 110s. meast. To Shanghai: 40s. weight, 39s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £40. For Hong Kong: £32. For Singapore: £25 10s. For Galle: £24. From Newport, Cardiff, or Swansea per ton. For Yokohama: £1 18s. For Shanghai: £2 2s. For Hong Kong: £1 10s. For Saigon: £1 5s. For Singapore: £1 6s. For Galle: £1 5s. 6d.

The Admiralty have invited tenders for the conveyance of 240 tons stores to Hong Kong.

Messrs. Angier Brothers, in their freight report for 1869, say that:—Coal and iron freights during the past twelve months have not varied to any great extent in any trade, notwithstanding there has been an increase in the total exports of coal and iron compared with preceding years. Doubtless the continued depression in these freights generally, throughout the past year, is in a great measure attributable to the enormous increase in the supply of steam-tonnage. In the East India trade rates have ruled low, with few variations; the same may be said of the West India and Brazil trades. There have been more frequent changes in Mediterranean quotations. During the greater part of the year great quantities of iron and railway material were shipped both to Northern and Southern Russian ports. For the Italian ports rates have been firm, and remain good. There has also been activity in the Baltic trade, the rates having ruled high to Cronstadt and other ports, chiefly in consequence of the low homeward freights. We require large vessels at present for San Francisco, Callao, Singapore, Galle, from the North or Wales—also for Bermuda, most of the Brazilian ports, and the River Plate, according to the annexed list. We have orders here, likewise, for coals from the Tyne for Valencia, Malta, Corfu, Odessa, Alexandria, &c.

CASUALTIES.

The Flora, Dixon, from Singapore, arrived in the Downs Jan. 8, having lost an anchor and thirty fathoms of chain; she proceeded in tow for London.

Advices from Fayal, dated Dec. 27, state that the Nell Gwyn, Smith, from Java to Amsterdam, put in there Dec. 13 with loss of rudder; she was being fitted with a false sternpost and rudder, and would be ready for sea in eight or ten days.

The Sirius, van Hilten, which arrived at Texel, Jan. 6, from Batavia, had sustained some damage.

Advices from St. Thomas's, dated Dec. 23, state that the Maid of Glanwern, Thomas, from Ceylon to Philadelphia, put in there Dec. 22, with her mainmast said to be sprung; it was not known whether she would have to discharge.

The King Lear (ship), of London, from Cardiff to Hong Kong, with coals, foundered, Jan. 7, thirty miles W.N.W. of the Smalls.

The Lizzy, Williams, from Liverpool to Singapore, put into Falmouth, Jan. 11, with loss of bowsprit, foretopgallantmast, bulwarks, watercasks, &c., and three crates of cargo washed overboard.

The Arrow (str.), from the Clyde, &c., for Galle, put into Lisbon, Dec. 31, for repairs.

MISCELLANEOUS.

At MALTA.—Jan. 5, Sakana (str.), Lobnitz, from London, for Japan (*via* Suez Canal).

At MAURITIUS.—Nov. 23, Nouveau Nomade, Marchandeau, from Singapore; Dec. 9, Silence, Dugoud, from Bangkok.

CAPTAIN WILLIAM OXLEY, of the barque *Flatworth*, has had a gold watch awarded him by the President of the United States, in acknowledgment of the services rendered by him in the following case:—On the 28th of August last, the whaling schooner *Susan N. Smith*, of Boston, U.S., J. P. Rounseville, master, was capsized in a hurricane, and became a total wreck. The captain's wife and their two children, and all others on board, except the captain and four seamen, were washed away and lost. The five survivors remained on the wreck, the bows of which alone were above water, for eight days, without food, water, or covering. On the 5th of September the *Flatworth*, bound from Penang for London, saw the wreck, bore down upon her, and rescued the five men from their perilous situation, all of them being well nigh exhausted and ready to perish, and Captain Rounseville delirious from mental and physical suffering. The conduct of Captain Oxley is reported as most generous. He gave the unfortunate seamen the best of his clothing, stores, and medicine, and presented Captain Rounseville, when he left the barque, with money for his immediate wants.

THE two new vessels, each of 3,500 tons and 600-horse power, which the Peninsular and Oriental Company have recently contracted for with Messrs. Caird and Co., of Greenock (in addition to the Australia, of similar dimensions, already in progress at the same yard), have been named the Khedive and the Mirzapore.

THE screw steamer Sakana, London for Yokohama, arrived at Port Said on the 13th inst., and left for Suez.

THE screw steamer Shantung, built for the Shanghai Steam Navigation Company for their Tientsin trade, was launched yesterday from the yard of Messrs. Inglis, on the Clyde, and will proceed in a few days for China, *via* the Suez Canal. The river boat building for the same Company will not be ready for a couple of months.

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INDIGESTION, BILIOUS HEADACHE.—These ailments may sometimes be considered by the young and thoughtless to be trifling inconveniences; but it should be borne in mind that by simple inattention and neglect they often end most seriously. The wise without delay rectify a deranged stomach; they take Holloway's Pills, rub his celebrated Ointment over the pit of the stomach and liver, and they at once perceive a change for the better in their system, spirits, appetite, strength, and energy. The improvement, though it may be gradual, will be thorough and lasting. They preserve from a recurrence of the malady. Holloway's Pills will be found to purify the blood and give healthy action to every organ.

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THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

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NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co," was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai Hong Kong, Canton, and Macao, and a complete Commercial Summary.

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NOTICE.

MORRIS'S DIRECTORY for CHINA, JAPAN, and the PHILIPPINES, &c., to be published on the 1st Jan., 1870, contains a Revised List of the Foreign Residents at all the open Ports of the China Sea, including Saigon, which has never yet been included in any similar work; together with the Time Tables of the different Steamship Companies, Rates of Postage, Local Ordinances, and such other matter as will be useful to all interested in the China trade. No trouble or expense has been spared to make this the most accurate publication of the kind ever offered to the public.

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Do.	Geraint	A1 14 yr.	E.I.D.	Feb. 10
Hong Kong	Hopewell ...	A1 18 yr.	W.I.D.	Jan. 22
Do.	Wm. Fruing	A1 18 yr.	E.I.D.	To follow
Foochow ..	Wylo	A1 16 yr.	E.I.D.	With des.

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Shanghai ...	Juanpore ...	Brocklebank...	W.I.D.	With des.
Do.	Hindostan ...	AA1.....	W.I.D.	To follow
Hong Kong	Maiden Qn.	A1 14 yr.	W.I.D.	With des.
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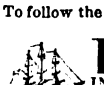

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PROSPECTUS.

This Company, constituted under Danish law, has been formed for carrying out a concession granted by the Russian Government on the 11th (23rd) October, 1869, for connecting China and Japan with Europe through Russia.

The peculiar and commanding advantage of this route consists in its shortness. Any other route, as may be seen from the map, must make a large detour, whilst the route by Russia is direct from England to China, and at the same time the land lines of this route have their maintenance guaranteed by a strong European power, through whose territory alone they have to pass. This route is already recognised as the shortest means of telegraphic communication with the northern ports of China, and as many as thirty to forty messages, of twenty words each, have been sent through it from China to England in one day.

The concession, for which there were several applicants, was, after long investigation, granted by the Russian Government to Danish parties connected with the Great Northern Telegraph Company. By the terms of the concession the Russian Government has granted the Company, besides other special privileges, the exclusive right for thirty years of connecting China and Japan with Europe through the Government wires on Russian territory. The concession provides for a renewal of these exclusive privileges on preferential terms at the expiration of the thirty years, and in any case secures to this Company the continuance of the right of transmission of their messages through the Russian land lines.

The caution money of S.R. 150,000 has, in accordance with Sec. 8 of the Concession, been duly deposited with the Russian Government by the Concessionnaires, and reverts to them. The consideration for the transfer of the Concession to this Company by the Concessionnaires is fixed and agreed at £25,000.

The Russian Government further undertakes to connect their system of land lines with the landing points of the Company's cables, and to increase their number of wires as the requirements of the traffic may demand.

A working agreement between this Company and the Great Northern Telegraph Company of Copenhagen, by whose lines the traffic will be conducted from Russia to England, has been concluded with a fair rebate on the tariff of that Company.

The first cable will be laid from Posietta to Shanghai, either direct, if deemed advisable, touching at Nagasaki, or other convenient point in Japan. The next section will extend from Shanghai to Hong Kong. Ultimately the other important ports in Japan and China will be included in the system of the Company; and to construct these further lines the necessary extension of the Company's capital will be applied for under the regulations of the statutes.

Preliminary contracts have been entered into with Mr. William Hooper for the manufacture of the cables, the insulation being "Hooper's India-rubber," similar to that employed by the Great Northern Telegraph Company in their cables between England and Denmark, and Scotland and Norway, and for 1,200 nautical miles from Posietta Bay to Shanghai, and for 1,100 nautical miles from Shanghai to Hong Kong; and the cost of these two sections is £396,000.

For the laying of the cables the Directors have, on due consideration, made no contracts. The Danish Government will aid the expedition with a Steam Frigate, which will take out a large portion of the cable, and assist in completing the necessary soundings.

For the transport of the remainder of the cables, and the laying of the same, the Directors will take measures to ensure its being done at the lowest possible cost, whereby a great saving on the ordinary cost of laying cables at remote distances will be effected.

The Russian Government provides a war steamer to accompany the expedition, to assist and convoy the ships laying the cables.

The maximum tariff for messages from any of the stations in China or Japan to the western frontier of Russia has been fixed by the concession at 100 francs per single message of twenty words (of which 60 francs accrue to this company and 40 francs to the Russian Government), consequently the charge for messages between China and Japan and England, including transit rates, can never exceed £4. 6s. per single message of twenty words.

The contracts with the manufacturer stipulate that the cables shall be ready for shipment within three and six months respectively. Whatever other Telegraph lines may ultimately be established between Europe and China, there can be no doubt that this Company, with its exclusive privileges from the Russian Government, will be able to maintain its position and make a good profit on the capital invested in the enterprise.

The shares of this Company will be issued to bearer and pass by delivery, unless any Shareholder should especially require to have his shares registered for transfer, which, in such case, can be done both in London and Copenhagen. The liability is by the Danish law strictly limited to the amount of the shares.

A translation of the concession, and copies of the preliminary contracts for the manufacture of the cables, may be seen at the Office of the Company.

Prospectuses, with printed translations of the Statutes, and forms of application for shares, may be obtained at the Office of Messrs. C. I. Hambro and Son, 70, Old Broad-street, and of Messrs. Walker and Lumsden, 25, Austinfriars, E.C.

London, 14th January, 1870.

No. .....

London ..... January, 1870.

TO THE GREAT NORTHERN TELEGRAPH, CHINA AND JAPAN EXTENSION, COMPANY.

(Incorporated under Danish Law, with Limited Liability.)

Care of Messrs. C. I. Hambro and Son, 70, Old Broad-street.

Gentlemen,— request you to insert name in you ist of applications for Great Northern Telegraph, China and Japan Extension, Company's Shares, to the extent of Shares. enclose cheque for pounds (£), being an instalment of £1 per share on shares, and hereby engage to accept the same, or any smaller number you may allot, and pay the remaining instalments in accordance with the terms of the prospectus and statutes.

Gentlemen, your obedient servant,

Name.....

Address.....

RECEIPT FOR DEPOSIT.

No.....

Received of the sum of pounds, being a deposit of £1 per share upon an application for Shares of the Great Northern Telegraph, China and Japan Extension, Company (Incorporated under Danish Law, with Limited Liability).

For C. I. HAMBRO and SON.

£..... .....

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The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XII.—No. 340.] LONDON, MONDAY, JAN. 24, 1870. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	Oct. 8	Dec. 1	Dec. 5
Yedo	—	—	Dec. 3
Osaka and Hiogo			
Hakodadi			
Nagasaki	—	—	Dec. 1
CHINA — Peking			
Tien-tsin	—	—	Dec. 1
Chefoo			Dec. 4
New-chwang			
Hankow	Oct. 8	Dec. 1	Dec. 4
Kiu-kiang	—	—	Dec. 5
Chin-kiang			
Shanghai	Oct. 8	Nov. 27	Dec. 8
Ningpo	—	—	Dec. 4
Foochow	—	—	Dec. 1
Formosa			
Amoy	—	—	Dec. 2
Swatow			
Hong Kong	Oct. 28	Dec. 12	Dec. 14
Canton	—	—	Dec. 13
Macao	—	—	Dec. 13
PHILIPPINES— Manila	Oct. 10	Nov. 26	Dec. 1
COCHIN-CHINA— Saigon	—	—	Dec. 10
SIAM — Bangkok	—	—	Dec. 10
BORNEO—Labuan	—	—	Dec. 8
Sarawak	—	—	Dec. 10
JAVA — Batavia	Nov. 5	Dec. 14	Dec. 15
Samarang	—	—	Dec. 13
Sourabaya	—	—	Dec. 12
MALACCA STRAITS— Singapore	Nov. 5	Dec. 9	Dec. 21
Penang	Nov. 19	Dec. 21	Dec. 23
CEYLON—Galle	Dec. 3	Dec. 28	Dec. 29
Colombo	Dec. 3	Dec. 28	Dec. 28

THE MAILS, &c.

The present mail brings rather a meagre budget of news; from Japan we have only three days later than that received *via* San Francisco and published in our last issue.

The next inward mail, due here on the 7th February, should bring the following dates:—Yokohama, Dec 19; Shanghai, Dec. 22; Hong Kong, Dec. 28; Singapore, Jan. 4; and Galle, Jan. 13.

The latest telegrams are in advance of the succeeding mail leaving Hong Kong Jan. 4. These have come through in very fair time. Telegrams from San Francisco announcing the Pacific mail steamer from Yokohama Jan. 1, are now due.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Pera*, arrived Jan. 22.—From Hong Kong: Mr. Farley, Mr. Sauz and servant, Mr. Romeiro, Mr. Reynolds. From Singapore: Mr. Sinclair, and two second-class passengers. From Penang: Mr. Stokoe. From Ceylon: Mr. Stewart.

To Southampton, per P. and O. steamer *Ceylon*, expected to arrive Jan. 28. From Hong Kong: Mr. Hunter, Dr. Bodle. From Singapore: Mr. and Miss Moss, Captain Ivey. From Galle. Mr. and Mrs. Bois and child, Mrs. Phillips, child, and servant, Dr. Mally, Mr. Strickland, Mr. Banon.

By last Bombay mail to Marseilles, per P. and O. steamer *Poonah*, arrived Jan. 13.—From Hong Kong: Mr. A. W. Rasden.

To Southampton, per P. and O. steamer *Ripon*, arrived Jan. 23.—From Hong Kong: Mr. Medlen, Mr. Soy. From Galle: Mr. T. Nicholls.

PASSENGERS OUTWARD.

Per French mail steamer *Moeris*, from Marseilles, Jan. 22 (booked from London).—To Singapore: Mr J. D'Almeida. To Ceylon: Mr. Cunningham.

Per P. and O. steamer *Tanjore*, from Southampton, Jan. 22.—To Shanghai: Mr. C. Y. McVicar, Mr. T. G. Smith. To Singapore: Mr. R. G. Hurst, Mr. Baker. To Ceylon: Mr. E. England, Miss A. Robinson, Mr. F. M. Mackwood.

Per P. and O. steamer *Pera*, from Marseilles, Jan. 30.—To Yokohama: Mr. and Mrs. L Howell. To Hong Kong: Mr. A. Paterson. To Penang: Mr. and Mrs. C. A. Evans. To Ceylon: Mrs. Russell, Mr. H. McLeod, Mr. and Mrs J. A. Kendrew and child.

Per P. and O. steamer *Ripon*, from Southampton, Feb. 5.—To Yokohama: Mr E. Fraser. To Hong Kong: Mr. and Mrs F. W. White. To Ceylon: Miss Allen, Mr. and Mrs. H. J. Brownrigg and two children.

Per P. and O. steamer *Nyanza*, from Marseilles, Feb. 13.—To Shanghai: Mr. and Mrs. J. Crawford. To Hong Kong: Mr. J. Lachlan, Rev. Dr. Legge. To Singapore: Rev. Mr. Copland. To Penang: Mr. D. C. Presgrave. To Ceylon: Mr. G. Goodeve, Mr. A. Wiggin.

Summary of News from the Far East.

CHINA.

SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Dec. 7, 1869.

The French mail closed on the forenoon of the 1st inst.; since then but little of moment has occurred.

By Kiachta we have telegrams to Nov. 9. We may hear of this route at any one moment being closed. Ice has shown itself on the Peiho; we have had here for the last five days, a succession of north or north-westerly gales

Count Rouchechouart intends shortly proceeding up the Yangtsze with two French gunboats, in regard to the Anking difficulties. He will also proceed to Ju Jang, in Szechuen, the scene of the murder of a French priest and a number of native Christians early this year.

It is said that the speculations entered on by some Chinese officials to force the value of Mexican Dollars ended in a loss of some 250,000 Tls. Business generally is described as exceedingly dull, and few, if any, imports paying. Opium has fallen considerably, owing to the increased cultivation of the native drug. Rice is dearer, owing somewhat to the appropriation of the land for opium, which gives three times the return. Mr. Edward Cunningham, the managing partner of Messrs. Russell and Co., has given a farewell ball and supper. He leaves with Mrs. Cunningham for the United States, *via* Japan and San Francisco. Mr. Cunningham commenced his career in Canton in 1845, and his departure is now universally regretted. He is succeeded by Mr. H. H. Warden, of Messrs. Griswold and Co., New York.

It is reported that Wu-hu, when opened, and Chinkiang, are both to be Vice Consulates under the Shanghai Consulate."

The Austro-Hungarian flag was yesterday hoisted at this port, M. Calice, Consul-general and Diplomatic Agent, entertaining his brother consuls at a grand *dejeuner*.

There has been a meeting of the shareholders of the Shanghai Club. They have decided to forego all interest in the institution, and turn it over to the Recreation Fund Committee, who in turn hand it over to the members of the Club, but retaining mortgages on the building to the extent of Tls. 69,000.

The Rev. J. Thomas, of the Union Chapel, has resigned his charge.

The northern papers are warmly advocating the formation of a China and Japan Association.

The Peking correspondent of the *North China Daily News* gives the following heads of news:—"Three new members, said to be pro-foreign, elected to Tsungli Yamên; Dr. Martin installed President of the Peking College; Mr. Hart had not left Peking on the 25th; Mr. McLeavy Brown was waiting to come with him. There is also a report that the latter has succeeded in getting the American treaty ratified."

It is reported that Mr. H. N. Lay, who is now on a visit to Japan, has purchased the *Japan Times*, and that Mr. Howell will edit that journal. Mr. Rickerby is about to return to England.

(FROM ANOTHER CORRESPONDENT.)

The statement that has appeared in the newspapers here respecting an intended visit to Szechuen by the French Minister, accompanied by an armed escort, field pieces, &c., is authentically alleged to be much exaggerated. M. de Rochechouart intends proceeding up the Yangtsze, visiting the Imperial Commissioner Ma, at Nanking, in reference to the damages sustained by the French Jesuit missionaries at N'ganking; but his ultimate destination is Hankow, where he expects to meet the Viceroy, Li Hung-chang, on the latter's return from Szechuen, whither he was ordered to proceed some months ago in connection with the missionary murders in that province. It has become tolerably well known that M. de Rochechouart looks with no favourable eye on the revision of the Treaty which Sir R. Alcock has achieved—or,

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perhaps, it would be better to say, which the Chinese Foreign-office and Mr. Hart have agreed upon. It appears that the French Minister received no intimation of the negotiations in progress until they had been finally completed, and he is said to object particularly to the increase of duty on Silk, which forms one of the provisions.

It is rumoured that Mr. Hart is no longer in as high favour as formerly with the Chinese Foreign Office, and that he has received a strong hint to the effect that he is no longer required to remain permanently at Peking. Mr. McLeavy Brown, whose extraordinary position as an emissary of Mr. Burlingame's, and a negotiator on behalf of the American Government, while still holding a post in the British Consular service, is spoken of as a probable successor to Mr. Hart. If the latter does in reality experience ingratitude at the hands of the Chinese Government, and be displaced to make way for a former subordinate of his own, he will be in a good position to sympathise with the feelings of Mr. H. N. Lay, in 1864.

Captain Forbes has come out to take charge of the Marine Department of the Customs. His duty will lie in the maintenance of lights in the open harbours and in the rivers, the construction and repair of lighthouses, and general river and port conservancy. He will also have the management of the steamers which are now daily expected out. No one knows exactly what these steamers are to be. Some say they will be revenue cruisers; others that they will be regular gunboats; others that they are to serve only for lighthouse purposes. I imagine a little of all comes nearest to the idea.

THE INSULT TO SIR RUTHERFORD ALCOCK.

The following paragraph, from the *North China Daily News*, proves how thoroughly the example set at Peking in snubbing Prince Alfred is followed in the provinces, and may help to open the eyes of the blind at home.

"His Excellency's interview with the Viceroy and Imperial Commissioner Ma is reported to have been extremely unsatisfactory, owing to great rudeness and discourtesy on the Chinese side. The British Minister was kept waiting for nearly ten minutes outside the Yamen's doors, although due notice had been sent of his intended visit, and the Viceroy's manner is described as blustering and loud. On complaint being made, the Viceroy protested that no intentional discourtesy had been shown in the delay, and, on Sir Rutherford's return to his vessel the presents were sent with the accustomed formalities. These, however, Sir Rutherford declined to accept until an official of due rank should have been sent to express regret for the apparent discourtesy. Late at night this official made his appearance, and Sir Rutherford then refused to receive him. It is to be hoped that this timely assertion of the dignity of a foreign Minister will not be lost on the arrogant and complacent Governor."

The *Courier*, however, goes even further. In its issue of the 3rd Dec. it makes a statement which, if correct, should call for the prompt punishment of the offenders. It says:—

"Sir Rutherford Alcock was treated with great rudeness by the Viceroy Ma at Nanking. He was kept waiting a quarter of an hour before he was admitted to the favour of an audience, and on his remonstrating with the official for his behaviour, the attendants shouted and clamoured and drowned his objections. A letter of apology and presents were subsequently sent from the Yamen, but the Minister very properly refused to receive either."

TIENTSIN.

Nov. 15.

Our new Treaty, or Convention, has been signed and sealed on the 23rd Oct., and has been sent home for ratification.

I believe his Excellency is no ways proud of it, and does not expect it will give satisfaction to the merchants. He is reported to have done all in his power, and even to have got more than the Board of Trade asked for. He had an interview with Wansing, and strongly urged on him the opening of the Chartay mines, and the making of a good road from them to Tungchow. Wansing flatly refused, and reminded his Excellency that his own Government had promised not to press them, and they were not to be pressed. Our Minister's hands being thus tied by the imbeciles of the Foreign-office, we are left, so far as they care, to the tender mercy of the Chinese.

Three coal ports—or coaling stations—are to be opened on trial, under the control of the Southern Superintendent of Trade, who has the option of employing foreigners and foreign trading. Read this in connection with an extract from a note on Chinese matters by Robert Hart, who writes, "Some forty officials in the provinces, and perhaps ten at Peking, have a glimmering notion of what it is that the foreigner means when he speaks in general terms of progress, but, of these fifty, not one is prepared to enter boldly on a career of progress, and take the consequence of even a futile initiation." What hope for our coal mines, left to the option of a Chinese? If he go boldly into the matter, he will deserve well of his countrymen and of foreigners, because he will have sounded the death knell of the Fung Shui, but if he is not prepared to enter boldly into a course of progress, where are we? In a worse, a much worse, position than before. As I intimated in my last letter, whatever concessions are granted, will at first be in the South. So has it come to pass. In the North we derive no advantage from the opening of new mines, even the heavy export duty being still retained.

Little or nothing can be said against the increased duty on opium; it would be well for the Chinese if its growth, native and foreign, could be abolished, but so long as its growth is permitted here all over the country, it would look as if the Chinese Government were rather anxious to protect the native grown opium, by increasing the duty on the foreign grown article. I doubt very much whether the Government will receive the whole of this extra duty on opium. I think the extra duty is very likely to add considerably to the smuggling of it in the South.

HANKOW.

(FROM OUR OWN CORRESPONDENT.)

DEC. 4.

You have already heard of the outrage on the missionaries at An-king. Sir Rutherford Alcock, who left Shanghai on the 17th ult., in the S. S. N. Company's steamer *Plymouth Rock*, visited the city on his way up the Yangtsze, and as the Futai was absent, remonstrated with the Taoutai, and delivered him his ultimatum. The demands made included an indemnity for the losses sustained by the missionaries, the punishment of those concerned in the attack, and the arrest of the literati who, as was confessed by the Taoutai, instigated the whole affair. These latter persons are to be sent for trial to Peking. No doubt some farcical imitation of compliance with Sir Rutherford's demands will be made, for the *Adventure* had received orders to lie outside the city on her arrival, and there await the Minister, whose plan was not to return to Shanghai, but to go directly down the coast as far as Amoy in that vessel. Fortunately he met the gun-vessel *Leven* at Kiu-kiang, and at once ordered her to hasten down to Anking, and add to the effect likely to be produced by the silent presence of the *Adventure*. It was arranged that on his return from Hankow he would again pay a visit to the Anking officials, and ascertain how far they had complied with his demands in the meanwhile. Sir Rutherford and Lady Alcock, and Miss Lowder, accompanied by Mr. Conolly, Secretary of Legation, and Mr. Lowder, of the Customs Staff at Swatow, temporarily lent by Mr. Hart to act as Sir Rutherford's private secretary, arrived at Hankow on the morning of the 21st ult., and put up at the English Consulate. The Taoutai of Hankow called early on Monday, the 22nd, and most of the residents left cards. An official dinner on the evening of the 22nd, a visit to the Wu-chang side, and a pic-nic at the bungalow on the Hanyang Hill, filled up the time of the Minister's stay at Hankow. He left on the 24th in the *Plymouth Rock*.

What is facetiously called "our policy in China" will, I suppose, never be changed until the Chinese give us a lesson. On this ground every exhibition of contempt and hatred is so much in our favour, as hastening on the long-expected event. Here, then, are two encouraging facts. Some mails ago I told you of an attack made upon Catholic missionaries at Tien-mun (Heaven's gate), a few miles above Hankow. When Sir Rutherford Alcock's intended trip up the river was rumoured there the literati and people thought that it was the French Minister who was coming, and their imagination furnished him with two gunboats and a large body of troops. They immediately arrayed all their forces, threw up works, and prepared their war junks, determined to show fight. This will show how much we have succeeded in teaching these ignorant and presumptuous savages. Again, Li Hung-chang is still in Szchuen, endeavouring to arrange for the punishment of the people concerned in the recent murder, and the levying of the indemnity claimed. But I am told by a mercantile friend in Hankow, who has constant opportunities of meeting Szchuen traders, that all these latter say that "the Viceroy is wasting his time," for the Szchuen people are not like the Hupeh people; "they are not sheep, not they," and so forth. To sum up in one sentence all the signs of the times, as presented by our relations with the really influential classes in the empire—we are much less feared than we were in 1860, and infinitely more disliked.

HONG KONG.

Advices from this port are to the 14th Dec. The outward mail of Oct. 28 arrived Dec. 12.

The following extracts are from the *China Mail*:—It is said that the licensed gambling-houses will be closed, by orders from home, in a few days, and that the Special Fund will be at once cut off from all purposes of Colonial expenditure. From all we hear, the opium farm of this colony is exceedingly remunerative, and can well afford to pay a very much higher contract price to the Government. It is not impossible that the necessity of raising additional revenue will become a matter demanding the best consideration of the local executive, if, as is stated, the Home Government is about to "put on the screw" regarding the "Special Fund" expenditure.

One of the colonial improvements which Sir Richard MacDonnell will leave behind him when he leaves Hong Kong and its administration will undoubtedly be the road round the island which has recently undergone a thorough repair. This undertaking has been quietly progressing for some years ack, and may

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now be said to be in a state "fit for use." From Victoria, by the Gap or the western road, the traveller reaches Pok-fo-lum, whence he may proceed down the steep to Aberdeen, along the causeway-like road to Little Hong Kong, and thence to Stanley (where, by the way, a punt has to be called into requisition for a few yards, if the traveller be not on horseback), next on to Tai-tam-tuck, and thence to Sowkewan, returning from the eastward to Victoria. It must be remembered that for very many years several lines of communication—gutters, gullies, furrows, footpaths, public ways, or whatever they may be called except roads—existed between the most important out stations of the Island and the City of Victoria. But to the present Governor is owing mainly the credit of having transformed them into roads.

Another improvement, which we believe will soon be an accomplished fact, is the electric telegraph which is in course of being laid. This is an undertaking which, of all others, ought to have been taken in hand and carried out years ago; and it has often been wondered that, standing as this British Colony does on the verge of an empire whose people are more stubborn and obstructive even than Hottentots, no attempt has hitherto been made to show the neighbouring Chinese what can be done by Western science in its peculiarly "anti-Feng-shuy" aspects. These various means taken by the present administration to bring this little rocky wart of a British dependency up to the age, in regard to communication, are not only creditable to those at the head of affairs, but they are so necessary, that future generations will wonder why their predecessors were so slow in showing themselves up to the mark of civilisation and progress. It is to be hoped that these and other improvements may not be hindered by the unsatisfactory state of health in which the Special Fund has been so suddenly thrown.

American agencies for Chinese emigration to the States have been opened and are doing well. The terms offered are liberal, and so far as can be judged, no abuses seem likely to take place.

The taxed costs in the Crown libel case of *Regina v. Saint* have been paid to the defendant. There is now no more coolie kidnapping at Macao.

Great changes have been made in Government appointments at Macao; the Procurador of Chinese Affairs, Chief Justice, Superintendent of Emigration, First Interpreter, and other officials having been superseded.

The master, officers and crew of the *Glenclune* lost on the coast of Formosa have been honourably acquitted of blame.

We learn, on good authority, that the marriage of the Emperor of China is deferred until the autumn of 1870, at which period, it seems probable, His Majesty will also be emancipated from tutelage and commence his actual reign.

A movement, likely to be successful, is on foot to send a delegate or delegates from the Chamber of Commerce to explore Western China, in company with Baron von Richthofen, if the latter consents to be accompanied.

Chief Justice Smale has resumed his seat in the Supreme Court.

SIAM.

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BANGKOK.

We take the following items from the *Siam Weekly Advertiser*:—

H.I.M.'s Consul, M. F. Dillon, has had his audience. The Emperor's letter was honoured with twenty-one guns, and the Consul was saluted with seven. The Consular party were entertained with a repast. The Consul, his staff, the officers of the *Frélon*, and the gentlemen invited by the Consul to be present, were allowed to stand during the audience, and this is to be the custom of future audiences. There were twenty-four in the party.

The disastrous fire on the bank of the new canal has been the most painful and prominent event of the week. The actual loss for the natives was great; multitudes are rendered houseless and penniless. This fire, however, suggests the need of some systematic efforts to aid in preventing the rapid spread of fires upon the combustible establishments of which this city is mainly composed.

Three printing offices in Siam are now issuing native Siamese books. It is a new era for this country, and we prognosticate good as the result. Books are the food of the mind—and the making of books, that are to be bought, betokens a demand or a supposed demand. We hope the event will show the time has arrived when Siam is to become a reading community, and we hope, too, the character of the books will gradually improve and writers be multiplied.

One press is publishing a Chinese history translated into Siamese, another the sayings of wise men in China and Siam, and the third, the Royal press, is about to issue a Siamese History, prepared, we understand, by the ex-foreign minister of Siam. He is well fitted for his work, and if an impartial one, will probably be among the best books Siam has ever had. We understand it is being published with great despatch, that the King may have the books to distribute among the presents given on the occasion of the funeral ceremonies at the burning of his Royal Father.

JAVA.

(FROM OUR OWN CORRESPONDENT.)

BATAVIA, Dec. 9.

The news I have to send by this mail from Padang is most distressing. On the evening of the 22nd ult., after the rain had poured down incessantly for several days, shots were fired by the natives as a sign that Bandjirs (streams of water flowing from the mountains) were coming, and before an hour had elapsed, the whole country was inundated. The stream flowed so quickly that the natives had no time to save themselves, and hundreds were consequently drowned. The whole crop was totally destroyed, several houses were demolished, and an enormous number of buffaloes perished. The damage is, of course, very considerable, and will prove most disastrous to trade. The fields of indigo being totally inundated, there will be very soon a great lack of dying materials, and of course this must influence the prices of both white and unbleached cottons. The paddy, which had already began to bud, is totally destroyed, and the fields are covered with a kind of mud, so that they will have to be dug up again. The stock of rice is very small, and all the requirements for consumption must be provided for by imports from here. Prices are rising every day—almost every hour.

It has created much astonishment that Colonel Flugi has resolved to return to Holland, and to ask for his retiring pension. He was one of the most popular officers of the East India army. Rumours are current that Colonel de Brabant will follow his example. This is owing to the adoption of a course most demoralising for the officers of the East India army, both these officers having been passed over in promotion.

The jubilee of our Freemasons' Lodge, the "Star of the East," has been celebrated with great *eclat*.

The news from the West Coast of Borneo is very favourable; the greatest tranquillity prevails.

STRAITS SETTLEMENTS.

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SINGAPORE.

The P. and O. mail of 5th Nov. arrived out on the 9th Dec. Dates are now down to the 21st Dec.

The *Straits Times* of 21st Dec. says:—At the time of departure of last mail we were still blessed with the sunshine of Royalty, but on the following day—the 8th inst.—his Royal Highness the Duke of Edinburgh bid farewell to the Settlement, and proceeded to Malacca and Penang in H.M.S. *Galatea*, his Excellency the Governor accompanying him in the colonial steamer *Perlis*. At Malacca H.R.H. remained some six hours, arriving at Penang on Saturday morning, the 11th inst., where—and in the province—he stayed four days, taking his final departure for Calcutta on the 15th instant. The visit of H. R. H. to Penang seems to have been attended by all that was pleasant, and, according to the local papers, the folks there seem equally in love with the Prince, and with their own enthusiastic manner of receiving and entertaining him. His visit to Singapore, unfortunately, was not productive of the same unqualified gratification to the residents, or, it is to be presumed, to himself; every effort had been ungrudgingly made to secure both the one and the other, but through an oversight, or some cause yet to be explained, a hitch occurred; the invitations sent him by the English Clubs were entirely disregarded, while he availed of the privileges of the German Club "Teutonia;" and so a natural feeling of disappointment usurped the place of enthusiasm among many of his countrymen. It is right to mention that the death of the Lieut.-Governor of the Settlement, by putting an end to the Grand Ball to be given on the eve of his departure, added considerably to damp enthusiasm, and probably prevented explanations which might have restored complete good feeling.

The funeral of Colonel Ronald Macpherson, R.A., Lieutenant-Governor and Colonial Secretary, took place on the 7th, with military honours. The detachment of the Royal Artillery, the wing of the 75th Regiment, the Singapore Volunteer Corps, and about one hundred seamen of the *Galatea*, together with the *Galatea's* band, attended at the new cemetery, where his remains were interred. The usual three volleys were fired over his grave by the 75th.

A great deal of rain has fallen during the fortnight, many of the suburban roads being at times flooded to the extent of two to three feet; the weather has been correspondingly cool and agreeable.

Great complaints have been made at the manner in which the arrangements were made for the General by Colonel Macpherson, by which many of his oldest friends were prevented from attending.

The Hon. Captain Shaw, Lieutenant Governor of Malacca, has been appointed acting Colonial Secretary.

A meeting of the Chamber of Commerce was held on the 10th inst., but nothing of any importance was discussed.

The French Government has entered into contracts with two houses at Saigon for Labuan and Australian coals,—the former at $5·52 and the latter at $9·18 per ton. The Government intend giving these coals a fair trial, and, it is expected, will eventually order large quantities of that which proves most favourable.

The Marine Court of Inquiry held before the Master Attendant and J. L. Kirby, Esq., into the loss of the British ship *Inarime*,

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Captain Ivey, on one of the London reefs, on the 14th Oct., ended on the 15th Dec. The Court strongly censured Captain Ivey for want of care, and suspended his certificate for nine months. The chief officer was also censured for the manner in which the log wat kept.

The annual public examination of the boys' department of the Raffles Institution has been held. His Honour Sir P. B. Maxwell was present by invitation, and occupied the chair during the examination. Upwards of 300 pupils were present on the occasion, who were put to a rigid examination, both by the Examining Committee and afterwards by the Chairman, but acquitted themselves most satisfactorily. The result of the examination was highly satisfactory, and the Principal of the Institution may be congratulated upon the state of efficiency which his pupils have attained.

The last effusion of "Extinguisher," published in the *Straits Observer*, of Dec. 10, is devoted to the death of Col. Macpherson, and is one of the best that has yet appeared.

PENANG.

H.R.H. the Duke of Edinburgh arrived in the *Galatea*, accompanied by the Governor, Sir H. Ord, on the 11th Dec., and after a very pleasant visit of four days, which were devoted to receptions, balls, cricket matches, &c., the Duke left for Calcutta on the 15th.

Commercial Report.

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(*For dates see First Page.*)

CEYLON, STRAITS, JAVA, CHINA, AND JAPAN IMPORTS.

YOKOHAMA.—The market was without change.

SHANGHAI.—Only a moderate trade can again be reported in all kinds of Manchester goods, and prices generally were without material alteration. Grey Shirtings: Buyers of small lots of 7 lbs. and 8-4 lbs. at quotations, but no active business. Stock about 1,000,000 pieces, against about 100,000 pieces at the same time last year. A sale of 20,000 pieces fine 9-10 to 12 lbs. weight reported (to a speculator) at Tls. 2.80 per piece. Quotations:—Tls. 1.97 to Tls. 2.02 per piece for 7 lbs.; Tls. 2.19 to Tls. 2.22 for 8-4 lbs; and Tls. 2.50 to Tls. 2.80 for 9 lbs. to 1-12 lbs. At the close there was rather more inquiry for the North, and some sales resulted at slightly better prices. The demand, however, seemed likely to be only temporary. T-Cloths: Only a small demand existed, chiefly for ordinary to fair 6 lbs. and 7 lbs., at about last prices. We quote 6 lbs. Tls. 1.45 to Tls. 1.65 per piece; 7 lbs. Tls. 1.65 to Tls. 1.82; 8 lbs. to 8-4 lbs. 36 inches, Tls. 1.95 to Tls. 2.15; and Tls. 2.40 for XX. At the close a fair demand for good colour, 7 lbs. at Tls. 1.75 per piece, with but few sellers. White Shirtings: Sales effected to a limited extent at last rates, but no active demand. Prices:—56 reed, Tls. 2.15 per piece; 60 reed, Tls. 2.25 per piece; 64 reed, Tls. 2.35 to Tls. 2.40 per piece; 66 reed, Tls. 2.50 to Tls. 2.55 per piece. Drills, Jeans, and Sheetings: Inquiry very slack, and a further fall in prices has to be noted. Fancy Goods: A few sales of Brocades and Chintzes at last values, but business generally of a retail kind. Woollens: Long Ells and Figured Orleans lower; Assorted Camlets maintained former rates; Spanish Stripes, little alteration; Fancy Woollens, &c., only in limited request. Metals: No change to report, no transactions having taken place; quotations unaltered. Coals: The arrivals had been difficult of sale, transactions unimportant, prices without improvement. Quotations (duty paid):—American Drills, 40 yards, Tls. 3.7.5 to Tls. 3.8.5; American Jeans, 30 yards, Tls. 2.9.5; American Sheetings, 40 yards, Tls. 3.4.5 to Tls. 3.6.0; English Drills, 40 yards, Tls. 3.6.0 to Tls. 3.6.5; Dutch Drills, 40 yards, Tls. 3.5.0 to Tls. 3.6.0; Brocades, White, 40 yards, Tls. 2.1.0 to Tls. 2.1.5; Dyed, Tls. 3.1.0 to Tls. 3.2.0; Damasks, Tls. 4.1.0 to Tls. 4.2.5; Chintz, Tls. 1.5.0 to Tls. 1.8.0; Camlets, English, 8S, Tls. 11 to Tls. 12.5.0; Spanish Stripes, Tls. 0.5.0 to Tls. 0.8.0 per yard; Medium Broad and Habit Cloth, Tls. 0.9.5 to Tls. 1.7.0; Long Ells, Scarlet, Tls. 6 to Tls. 6.2.0 per piece; Assorted, Tls. 6.2.5; Lastings, 30 yards, Tls. 11 to Tls. 12; Coals (cargo quotations afloat)—Cardiff, Tls. 8.5.0 per ton; North Wales, Tls. 7.7.5; English, Tls. 7.

HANKOW.—Grey Shirtings: The more favourable advices received from Shanghai encouraged the dealers to get into stock at the low prices current at this port, and a fair amount of business had been done at last quotations. The market closed quiet, but steady, at Tls. 1.95 to Tls. 1.98 for 7 lbs., Tls. 2.14 to Tls. 2.19 for 8¼ lbs., and Tls. 2.70 to 2.85 per piece; nominal, for 9¾ lbs., goods. White Shirtings had been taken in small quantity at easier rates. T-Cloths: More inquiry for 8 to 8¼ lbs. goods, and prices for these weights firm; 7 lbs. Cloth of best makes placed at Tls. 1.85 per piece; good ordinary chops in fair demand, at Tls. 1.80 per piece, showing a slight fall on previous sales. Drills dull of sale, prices declined 1 to 1½ mace per piece; good English makes quoted Tls. 3.70 per piece, with little inquiry; quotations for American Goods quite nominal, at Tls. 3.80 to Tls. 3.90 per piece. Fancy Cottons: White and Dyed Spots, Dyed Brocades and Dyed Damasks asked for; other descriptions met with little attention. Woollens and Worsteds: Camlets had changed hands to some extent at previous rates. Lastings quoted 1 mace lower, and in poor demand. Long Ells had been pressed for sale by native holders, and prices were in consequence weaker; Scarlet quoted Tls. 6.10 to Tls. 6.20 per piece; assortments, Tls. 6.20 to 6.35 per piece. Spanish Stripes: Sales in considerable quantity reported at good prices; Medium and Broad Cloths without inquiry. Figured Orleans dull. China Crapes: Beyond one or two trifling sales of picked colours nothing had been done in these goods. Metals: Lead moved off slowly at rather lower rates; Quicksilver, Tls. 50.50 per picul. Quotations:—White Shirtings, at Tls. 2.1.0 to Tls. 2.5.0 per piece. Spotted Shirtings: White, Tls. 2.1.5 to Tls. 2.1.7 per piece; Dyed, Assorted, Tls. 2.7.0 to Tls. 2.8.0. Brocades: White, Tls. 2.0.3 to Tls. 2.0.6 per piece; Dyed, Assorted, Tls. 3.1.0 to Tls. 3.1.7. Damasks: Dyed, Assorted, Tls. 4.3.0 to Tls. 4.4.0. Spanish Stripes: Tls. 0.5.5 to Tls. 0.5.9.5 per yard. Broad Cloth: Tls. 1.3.0 to Tls. 1.6.0 per yard. Camlets: S, Tls. 12.8.0 to Tls. 13.3.0 per piece; SS, Tls. 12 to Tls. 12.4. Lastings, Tls. 10.8.0 to Tls. 11.3.0 per piece. Lead: Tls. 5.3.5 to Tls 5.6.0 per picul.

HONG KONG.—Cotton Yarn: No sales from first hands. Market weak, especially for Nos. 28 to 32, which had been quitted from second hands at a considerable decline. Nos. 38 to 42 firm. Grey Shirtings: 7 lb. depressed, through heavy importations from India. 8.4 lb. rather firmer. White Shirtings: Considerable speculative inquiry for all reeds. Prices tending upward. T-Cloths: Hardly any business; prices unchanged. Spotted Shirtings: No change. Brocades: Firm. Damasks: Demand at low prices. Chintzes: Good demand for Assorted. All other Cotton Goods neglected. Woollens—Spanish Stripes declining. Long Ells lower. Camlets also lower. Lastings in good demand. Crape Lastings declining. Orleans: Best assortment wanted. Blankets much depressed, and unsaleable privately. Metals—Iron: Market quiet. Little demand for any description of Iron. Lead in small inquiry. Coals: No arrivals, and no sales. A small lot of English was put up for sale by auction, but offers not being satisfactory, no sale was effected. In last report a sale of Cardiff at $7.75 ex ship was omitted to be mentioned. Quotations:—Cotton Yarn, Nos. 16 to 24, $140 to 147.50 per bale; 28 to 32, $145 to 150; 38 to 42, $170 to 185; Grey Shirtings, 7 lbs., $2.45 to 2.50per piece; 8.4 lbs., $2.75 to 2 80; 9.12 to 10 lbs., $3.70 to 3.80; White Shirtings, $2.40 to 3.10; fine, $3.70 to 6; T-Cloths, 6 lbs., 32-inch, $1.90 to 2.10; 7 lbs., $2.15 to 2.55; 8 to 8.4 oz., 36 inch, $2.65 to 2.90; Spotted Shirtings, $2.70 to 2.90; Turkey Red Shirtings, 3 lbs., $2.65 to 2.75; Brocades, $3.10 to 3.40; Damasks, $4.75 to 5; Chintzes, Assorted, $2.20 to 2.30; Velvets, $0.25 to 0.27, per yard; Velveteens, $0.20 to 0.22; American Drills, $5.15 to 5.25 per piece; Dutch Drills, $4.75 to 4.80; Spanish Stripes, Scarlet, $0.70 to 0.72 per yard; Assorted, $0.65 to 0.70; Medium Ladies and Habit Cloths, $1.40 to 3; Long Ells, Scarlet, $7.70 to 7.75 per piece; Assorted, $7.60 to 7.70; Camlets, SS, Scarlet, $16 to 16.50: SS, Assorted, $15.25 to 15.75; Lastings, $14 to 16.25; Iron, Nail Rod, 2.45 to 2.50 per picul; Round, Square, and Flat Bar, $2.50 to 2.60; Lead, $6.35 to 6.50; Coals, English, $7 per ton; Welsh, $7.75.

SINGAPORE.—Shortly after the departure of last mail business was resumed and considerable clearances of 6 lbs. and 8¼ lbs. Grey Shritings were made for Siam and other outports; but this demand being supplied, and the local requirement small, dealers held back and prices were a shade weaker, $2.90 per piece being the closing rate for 8¼ lbs. Grey Madapollams no demand, sales limited at easier rates. T-Cloths weaker, sales small. A fair inquiry for the coarser makes of White Shirtings, fine and medium unsaleable. Imitation Irish Linens lower. White Madapollams small stock, no inquiry. White Cambrics low class goods wanted, a better inquiry for fine, 15s to 16s cleared to a fair extent at $32½ to $33 per corge. Figured Shirtings sold at previous rates; small sales of Jacconets and Lappets. No improvement in Dyed Cottons, which continued in heavy stock. Small sales of Plain Orange Shirtings, Pink Figured, Turkey Red Cambrics, and T. R. Mulls are reported. Prints neglected. Grey Yarn: Nothing had been done; stocks in first hands light, Nos. 40, $151 per bale. Turkey Red Yarn sold at $157½ for 11¼ to 12 lbs., No. 40; 10 lb. Yarn is scarce. Coloured Yarns without change; sales small. Metals very dull. Iron in large stock—sales trifling, at low rates. Lead: Small sales reported, at $6.10 to $6.20 for Pig, and $7 for Sheet, per picul. Yellow Metal in small request, at $21½ to $22 per picul. Sales of Brasswire and Tinplates reported. Coals very dull; Cardiff, ex ship, at $7⅜ per ton.

PENANG.—The amount of business done had not been very considerable. Grey Shirtings in moderate demand at $44 per corge for 6 lbs., $51½ for 7 lbs., and $59 for 8¼ lbs. Grey Long Cloths dull; no transactions. Grey Madapollams: Sales of 2¾ lbs. at $22 per corge. Grey T-Cloths: Sales reported of 7 lbs. at $44 and $45 per corge; in other weights no business. White Shirtings: Moderate sales at $44 to $102 per corge. White Cambrics: Sales reported of low at $21½, and medium at $27 per corge. Nos. 15/16 have been disposed of at from 32½ to $33 per corge, according to quality. In Yarn, small sales of Grey Mule at $141 for No. 30, and $151 for No. 40; in other Twists no transactions. A sale of Iron reported at $2.60, but in other metals not a single operation.

COLOMBO.—The Christmas holidays having commenced, business had been greatly restricted. There is no change in the tone of the import market generally to report.

CEYLON, STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

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TEA.

YOKOHAMA.—A steady business had continued to be done, and this had enabled native dealers to obtain full prices, in spite of plentiful supplies and a very heavy stock. Settlements about 2,500 piculs of the medium and good medium grades, principally for the New York market. Amongst the arrivals a large quantity of Mino leaf had appeared, and had been much mixed with the medium grades. Stocks estimated at 8,000 to 10,000 piculs. No further export since last report. The Rifleman, Grenadier and Herbert Graham still loading; no other vessels laid on. Quotations:—Common, $20 to $21 per picul, nominal; good common, $22 to $23; medium $26 to $28; good medium, $29 to $32; fine, $33 to $36; finest and choice, nominal.

SHANGHAI.—Black: Owing in a great measure to the reduction in stock an inconsiderable business had been transacted. Prices showed no quotable change, being fully up to those previously paid. The average quality of the purchases was a very low one, many parcels being of an undesirableness not equalled for many years. The stock was reduced, but would be increased slightly by a quantity of inferior Tea in process of manufacture. The export from this port for the season will exceed the total shipments of last. Quotations (duty paid, exchange for Credits, six months' sight, at 6s., and freight at £2)—Hohow, common to fair, Tls. 17¾ to

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Tls. 20, equal to 1s. 0½d. to 1s. 1¾d.; Oonam, common, Tls. 18 to Tls. 19½, equal to 1s. 0½d. to 1s. 1¼d.; Ningchow, common, Tls. 19½ to Tls. 20, eqnal to 1s. 1¼d. to 1s. 1¾d.; Oopack, common, Tls. 19½ to Tls. 21½, equal to 1s. 1¼d. to 1s. 2½d. Green: The demand continued, and large settlements had been made chiefly for the American market. Prices for medium and fine Teas had been fully maintained, but common descriptions sold at rather easier rates than those current last mail. There were very few fine chops offering, but the market was well supplied with common and medium Teas. Quotations—Moyune and Teenkai, Tls. 32 to Tls. 43; Fychow, Tls. 28 to Tls. 36½; Pingsuey, Tls. 31 to Tls. 33; Shanghai-packed, Tls. 25 to Tls. 30. Settlements for the fortnight, 34,180 half-chests; reshipments on owners' account, 1,319 half-chests; stock,153 chops, or 94,500 half-chests.

HANKOW.—The quotations were nominally lower, but the inferiority of the Tea coming forward was quite unparaleled; transactions for the fortnight—Settlements, 1,296 chests; Shipments on native account, 3,170 chests. The prices paid were:—Oanfas, Common, Tls. 13.50 to 14.50 per picul, equal to 1s. 0½d. to 1s. 1¼d. per lb.

KIUKIANG.—Black: Arrivals had consisted principally of Teas from the Hohow district; of these only two chops had been settled at Tls. 13.2.5 to 14.5.0. Further arrivals would probably be on a small scale. Green: There had been no business transacted, and arrivals had been on a moderate scale, amounting to about 9,000 half-chests.

AMOY.—Congou: The settlements amounted to 1,658 packages at $11 to $14, and 50 half-chests of fair quality at $22. Oolong: Nearly the whole stock had been taken at an advance of about $1 on last prices, say $16 for common Ankois, and $19 to $21½ for common and fair cargo. The Golconda sailed for New York on the 30th Nov. The Jurgen and Margarita were on the berth.

CANTON.—Scarcely any business had been done. The London advices reporting sales of Canton Teas were not encouraging, and buyers were disinclined to operate, save at a considerable reduction, which holders were not willing to concede. Canton settlements from 25th Nov. to 9th Dec., 1869: Country Congous, nil; Canton District Congou, nil; Scented Orange Pekoe, 1,000 boxes at Tls. 20 to Tls. 25; Scented Caper, nil; Canton Greens, Gunpowder, 800 boxes at Tls. 18; Young Hyson, nil; Country Greens, nil.

SILK.

YOKOHAMA.—The market had been quiet, with moderate purchases. Dealers, though more desirous to sell, were still very firm, and no appreciable fall can be quoted. There was a large proportion of Oshu in the stock, but it was held for extreme rates.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular, dated December 7:—The business during the fortnight, including shipments per sailing vessels and the French mail of the 1st inst., amounts to about 2,000 bales. Prices for good medium and common sorts of Tsatlees must be left unchanged, although they have been more easy to purchase, whilst chop Silks show a further decline of about Tls. 10. The following are a few of the more prominent quotations:—Choopings, Tls. 550; Dragons, Tls. 547½; Yakee, Tls. 540; Blue Flag, Tls. 500; Elephant, Tls. 475; Red Peacocks, Tls. 445 to 450. The low descriptions, ranging from Tls. 400 to 420, are still in favour, and command comparatively the highest prices, although they are exceedingly common and mixed. Previous rates are maintained for Taysaams, which are still in limited supply. Holders of Hainins are very anxious to sell, and appear willing to accept a further decline, but without enticing buyers.

STRAITS AND CEYLON PRODUCE.

SINGAPORE.—The produce market had been, more active with a fair business in the principal staples. About 1,200 tons Gambier had been taken up, at $3,02½ to $3.10 per picul; the market closed at $3.07½. Bontyne Coffee had been bought to a moderate extent at a slight reduction upon last rates, viz., $12 to $12.05; Pari Pari sold as high as $10⅛ per picul. The Pepper serson not yet opened; $7.15 to $7.20 paid by Native shippers for Black for immediate delivery; but though several European firms were offering $25 for usual delivery, no contracts had been made. White Pepper, nothing done. Sago flour $2.70 to $2.42½ for Borneo, $2.35 for other descriptions. Pearl Sago a shade weaker, purchases as low as $3.02½ up to $3.12. Gutta Percha in request; high prices are paid for No. 1. Small sales reported of Cutch, Gamboge, Gum Damar, Gum Copal, India Rubber, Nutmegs, Mace, and Tapioca. Tin had fluctuated $29.80 and $30.25 paid in the early part of the fortnight; but $28¾ to $29 is the closing rate; no purchases for Europe.

PENANG.—There had been no change except in Tin, which had varied in price, purchases having been made from $27¼ to $28 per picul; $27¾ to $27½ may be said to be the closing prices. There was no considerable quantity on the market, but arrivals were expected.

COLOMBO.—The following is from Messrs. J. Gibson, Thomson and Co's. circular:—Coffee: We have had an interval of good curing and shipping weather and good progress has been made in getting crops to Colombo. The arrivals to market of low grown chetty parchment have been full, but the bulk is coming in very wet; prices for inferior are somewhat easier at about 10s., but for really good fair 10s. 6d. is readily obtained; high grown Estate Coffee maintains its price; 11s. 9d. to 12s. is the current value; some samples have been bought at 12s. 6d. but this we look upon as a most extraordinary price. Native continues very short, without alteration in quotations. Cinnamon.—No transaction to report, holidays having come on us. Cocoanut Oil: We can report only a limited market for this article with a tendency towards lower prices. Contracts have been done at 26s. 6d. Coir: Yarn of the better qualities is in active demand and scarce, dealers will not accept proportionately lower rates for inferior sorts. For Fibre of the better sort there is a demand. Rope appears to attract but little attention. Plumbago: A better demand has arisen for the higher qualities of this mineral, and the quantity on offer being inadequate to the demand, the dealers succeeded in gaining an advance, we call it firm at £15 for fine lump, £7 chips, £4 10s. to £4 15s. for small bright dust. Ebony: Good wood is worth £5 5s., lower quality can be bought at £3 15s. Cotton: Rs. 153 last price paid for a few hundred bales. Rice: Market at a stand-still.

EXPORT OF TEA AND SILK, SEASON 1869-70.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales & Cses
From June 1 to Nov. 30, 1869	74573	68831560	41650584	1349918	11543353	118449988	28205
Corresponding period last season	605753	63378693	49533375	...	12129197	125647018	39096

Shipments Since:

Nov. 25 per Corea		From Shanghai	...	717,051	11*
— 27 ... Dunwald		... Do.	...	756,244*	
— 30 ... Araby Maid		... Do.	...	1,067,018	248*
Dec. 2 ... Dora		... Do.	...	526,716	
— 4 ... Barbadian		... Do.	...	722,249	
— 7 ... Camboge (F. ml. str.)		... Do., &c.	...	—	550
— 8 ... Petchilee		... Canton	...	362,875	
— 8 ... Tyburnia		... Foochow	...	1,237,600	
— 14 ... Travancore (ml. str.)		... Shanghai, &c.	...	—	1362

* Included in above totals.

TO THE CONTINENT.

		Bales
From June 1 to Nov. 30, 1869	1476590	9764
Corresponding period last season	3232439	1473

Shipments Since;

Nov. 16 per Panuco		From Foochow	...	379,600
— 24 .. Kali Maas		... Do.	...	345,300
— 30 ... Orissa (ml. str.)		... Shanghai	...	— 466*
Dec. 7 ... Royal Diadem		... Hong Kong	...	216,137

* Included in above totals.

TO UNITED STATES.

		Pcls.
From June 1 to Nov. 30, 1869	19423276	576
Corresponding period last season	17093031	746

Shipments Since;

Nov. 24 per Oliver Cromwell	From Canton	...	13,427*
— 25 ... W. E. Gladstone	... Foochow	...	424,600*
— — ... Costa Rica (str.)	... Shanghai	...	67,679*
— 26 ... Tynedale	... Do.	...	646,356*
— 28 ... Yokohama	... Hong Kong	...	378,331*
— 30 ... Golconda	... Amoy	...	504,968*
Dec. 2 ... N. B. Palmer	... Shanghai	...	1,087,249

* Included in above totals.

TO AUSTRALIA.

From June 1 to Nov. 30, 1869	10,591,897 lbs.
Corresponding period last year	15,172,661

Shipments Since;

Nov. 30 per Rose	From Hong Kong	...	58,778
— — ... Whirlwind	... Do	...	121,960

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844	51,022,600	...*
,, 1845 to 1846	57,334,200	18,604
,, 1850 to 1851	63,972,000	22,113
,, 1853 to 1854	77,327,800	61,280
,, 1855 to 1856	92,210,300	50,481
,, 1857 to 1858	76,990,255	68,315
,, 1858 to 1859	65,789,792	83,134
,, 1859 to 1860	85,560,452	64,169
,, 1860 to 1861	90,066,160	70,644
,, 1861 to 1862	109,854,040	79,199
,, 1862 to 1863	121,273,580	72,887
,, 1863 to 1864	117,463,586	46,603
,, 1864 to 1865	121,236,870	32,313
,, 1865 to 1866	118,333,042	62,890
,, 1866 to 1867	118,423,290	50,052
,, 1867 to 1868	116,890,430	57,449
,, 1868 to 1869	142,789,804	70,917

* Including the Continent.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 5½d.	4s. 6¼d.	4s. 6¼d.
Shanghai ,, ,,	5s. 11½d.	6s. 0¼d.	6s. 0¼d.
Canton ,, ,,	4s. 5d.	4s. 5½d.	4s. 5½d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,,	—	—	—
Manila ,, ,,	4s. 5d.	4s 5½d.	4s 5½d.
Colombo ,, ,,	¼ dis.	1 to 1¼ dis.	2 to 2¼ dis.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	299½ to 300	220 to 221
,, Hong Kong	25¼ to 25¾ dis.	—
Bar silver	111.5.0	9½ prem.
Mexican dollars	74.2.0 to 74.3.0	¼ prem.

Bous, at Yokohama, 338 to 363 per 100 dols.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 16¼; Old, 31 per cent. premium.
Hong Kong Gas Company, 44 dols. per share.
Hong Kong and Whampoa Dock, 7 per cent. discount.
Union Dock Company, 50 to 60 per cent. discount.
China Traders' Insurance, 1,600 to 1,700 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 26 per cent. premium.

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SETTLEMENTS OF TEA.

From 1st June to 9th Nov., Season 1869 to 70.

BUYER.	BLACK. Chests.	Re-shipments. Chests.	GREEN. ½-Chests.	Re-shipments. ½-Chests.
Adamson, Bell, and Co.	15,184	6,890	11,173	3,054
Ashton and Co.	—	454	—	—
Barnet and Co.	—	—	—	—
Birley, Worthington, and Co.	35,593	2,309	14,179	2,291
Blain and Co.	19,824	5,251	6,622	1,725
Borneo Company (Limited)	—	—	—	—
Bourjau, Hubener, and Co.	455	2,134	—	—
Brand, Monro, and Co.	7,777	—	—	—
Bull, Purdon, and Co.	2,681	529	—	—
Butterfield and Swire	15,112	3,872	496	—
Chapman, King, and Co.	6,653	596	901	—
Dent and Co.	1,788	14,172	—	—
Dickinson and Co.	671	—	—	—
Fraser and Co.	—	—	—	—
Gibb, Livingstone, and Co.	1,135	7,122	6,132	686
Gilman and Co.	17,181	3,396	25,105	—
Glover, Dow, and Co.	10,847	1,932	1,126	493
Gundry and Co.	—	—	—	—
Hargreaves and Co.	375	—	728	—
Heard, Augustine, and Co.	14,074	2,776	22,888	260
Hogg Brothers	12,423	6,015	3,224	—
Holliday, Wise and Co.	202	2,024	1,624	—
Hyde and Co.	—	—	—	—
Jardine, Matheson, and Co.	9,640	3,571	9,285	1,591
Jarvie, J., and Co.	—	—	—	—
Lent and Co.	14,535	798	3,490	—
Little and Co.	5,527	684	43,860	—
Olyphant and Co.	2,862	200	27,801	313
Osborne and Co.	8,638	458	7,584	7,839
Overbeck and Co.	42,650	1,630	879	—
Overweg and Co.	18,259	6,833	—	—
Petrocochino and Co.	14,701	—	11,534	—
Reid and Co.	13,104	2,328	4,189	676
Reiss and Co.	1,482	4,297	—	—
Rothwell and Co.	11,938	270	1,802	870
Russell and Co.	358	3,076	20,650	—
Sassoon, David, Sons, and Co.	496	3,073	—	—
Shaw Brothers and Co.	4,106	—	5,035	—
Siemssen and Co.	970	—	—	—
Smith, Archer, and Co.	—	—	5,471	—
Tate, J. P., Esq.	17,549	—	4,449	—
Thorne Brothers and Co.	11,913	10,513	11,115	—
Turner and Co.	—	8,675	—	—
Weston and Co.	6,401	5,687	1,417	415
Wilkinson, A., and Co.	671	—	—	—
By Sundries	27,589	7,278	9,180	—
	378,299	122,941	263,127	17,159

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Rockliff; from Liverpool, Finzel (reported by telegram).

At HIOGO.—None.

At SHANGHAI.—From London, Dec. 2, Sarah Nicholson; from Liverpool, 3, City of Agra; from Cardiff, 2, Max; from Hamburg, 1, Figaro; from London (reported by telegram), Bristow, Eaglet, Loudon Castle.

At HONG KONG and CANTON.—From London (reported by telegram), Merse, Peterborough, Coryphans, Geologist, Borealis, Lauderdale (dismasted).

At MANILA.—None.

At SINGAPORE.—From Liverpool, Dec. 19, Glenlyon; from Cardiff, 15, Constantia; 19, Staffa, from Newcastle, English Crown, from Sunderland; 15, Stanley, from Liverpool, reported by telegram; Nestor (st.), Hopeful.

At BATAVIA.—From Amsterdam, Dec. 3, Ymuiden; 11, Zaanstroom; A. M. Wilhehmina, from Boston, Nabob.

At PENANG.—From Glasgow, Dec. 17, James Paton; from London, 18, Parana; from Liverpool, 19, Nestor (st.).

DEPARTURES.

From YOKOHAMA.—None.

From HIOGO.—None.

From SHANGHAI.—For London, Dec. 2, Araby Maid; 4, Barbadien; for New York, 2, N. B. Palmer.

From FOOCHOW.—No advices.

From AMOY.—For New York, Nov. 30, Golconda.

From HONG KONG and CANTON.—For London, Dec. 3, Petchelee; for Falmouth, 12, Alice; for Callao, Dec. 1, Uncowah.

From MANILA.—For New York, Dec. 3, Western Chief.

From SINGAPORE.—For London, Dec. 14, Kate Carnie; for Liverpool, 15, Panic; 17, Huddersfield; for Glasgow, Naworth; for Hamburg, Johanne Auguste.

From Penang.—For London, Dec. 15, Pelham; for Boston, 18, Rocket; 22 (cleared), John Paul.

From BATAVIA.—For Holland, Dec. 2, Hock van Holland; 5, Graafstroom; 8, Janetje; 12, Alblaserdam; for United States (via Padang), 7, Nevada.

From BANGKOK.—For Europe, Nov. 18, Drydens; 26, Scawfell; Dec. 2, Rajah of Cochin.

VESSELS LOADING.

At YOKOHAMA.—For London, none; for New York, Herbert Graham, Rifleman, Southern Belle.

At SHANGHAI.—For London, Fontenaye, Nyassa, Omba, Caleiston, Arracan; for New York, Etha Rickmers, Elizabeth Nicholson, Elizabeth (full), Good Hope, City of Perth, Horatio, Ensign.

At HONG KONG and CANTON.—For London, James Shepherd; Neville; for New York, Arracan.

At MANILA.— For London, Doriga; for Cadiz, Cervantes, Elena; for Coruna, Cosmopolite; for Boston, Bunker Hill; for New York, Tabor; for Cork, Cleughs; for Copenhagen, Havfruen.

At SINGAPORE.—For London, Coldinghame, Maria Rickmers; for Liverpool, Mary Spencer, Mount Vernon; for Hamburg, Europa; for Boston, Polly Lewis.

At BATAVIA.—For Channel, Luctor and Emergo, Eliza Thornton, G. K. G. v. Hogendorp, Cornelia Humboldt, Heimath, Scharnhorst; for Rotterdam, Jannetjie, Ada, Ary Scheffer, Dageraad, Doelwyk, Landbouw, Pres. van Ryckevorsel; for Amsterdam, Nederland and Oranje, Albion, Batavia, Imatra, Vertrouwen, Vier Gebroeders, Kosmopoliet, India Packet, Perpetua; for Bordeaux, Louisa; for Holland, Golden City, Mystic Belle, Courser, Hellevoetsluis, Australia.

At BANGKOK.—For Europe, Venmore, Emerald, Flora, James Vinecombe, J. H. Love, Macedon, Ocean Bride, Oliver Cromwell, Penith, St. Helens; for Marseilles, Strathmore; for Gibraltar, f.o., Jerfalcon.

At PENANG.—For London, Parana, James Paton, John Paul.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—Unaltered.

At SHANGHAI.—To London the rate remains at £2, with little freight offering; to New York, £2 10s.

At HONG KONG and CANTON.—To London, £2; to New York, £1 15s.

At MANILA.—The Cleughs (453) gets £2 15s. per ton for a full cargo of sugar to the Channel, 10s. extra if ordered to the Continent.

At SINGAPORE.—The rates to London or Liverpool, £2 5s. to £2 10s.

At BATAVIA.—To Continent f.35; Coffee f.32 50c.; Rice f.50.

At PENANG.—To London £2 10s. to £2 15s.; measurement £3.

CASUALTIES.

SHANGHAI

The Customs' tender Quashing, which returned on the 3rd Dec. from her cruise in search of the Lightship West Wind, which has been wrecked, reported that the latter was lying, in 19 feet water (low tide), near the Raffles. Both of her anchors have been stolen; and in order to clear away the thousands of Chinese boats around her, it was requisite to fire several shots over their heads. There is no hope of recovering the hulk.

The Dutch steamer Baron Sloet van der Beele, from Batavia, arrived here, having in tow the British ship Dilbhur, which vessel grounded on a reef near the Philippines, on the voyage from Zebu to London, and put into Batavia leaking. She will discharge cargo and repair here.

HONG KONG.

The barque Marie Gabrielle, from Foo-chow-Foo, for Melbourne, was wrecked on Nov. 25, near Cape Otway. The crew got ashore, and after fasting for some days reached the Cape Otway lighthouse, where they obtained relief. The cargo of the vessel is completely damaged by sea water.

The British barque Balmacarra reports having bad weather from N.E. to North throughout the passage, put into Chefoo on the 25th, sailed again on the 27th. The Siamese ship Racehorse went into Chefoo, with the loss of all three lower masts, which were cut away to save the ship, when the cargo shifted in a heavy gale experienced in Siam-tung Gulf, off Pron Island. The Caldew arrived in Chefoo on the 23rd ult. reporting terrible weather, and the loss of two suits of sails; will remain to load at Chefoo. British barque Maria Miles sailed from Newchwang on the 19th, and N. G. barque Oberon on the 21st, bound to Hong Kong; the North German barque Maria was left inside the Bar, the only vessel in the roads.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Nov. 24	England's Glory	Foochow	London
,, 28	Albert Victor	Singapore	London
,, 29	Wilhelmina and Clara	Batavia	Amsterdam
,, 30	Messenger	Manila	Boston
,, —	Bede (str.)	Bangkok	Falmouth
,, —	Rodney	Singapore	England
Dec. 1	Ymuiden	Amsterdam	Batavia
,, —	Staffa	Cardiff	Singapore
,, 2	British Crown	Shields	Singapore
,, —	Ceylon	Foochow	London
,, 5	Glenlyon	Liverpool	Singapore
,, 16	Dryden	Bangkok	London
,, —	Franklin	Manila	New York
,, 7	Phaeton	Japan	New York
,, 9	Zaanstroom	Amsterdam	Batavia
,, 10	Albrecht Beyling	Rotterdam	Samarang

COMMERCIAL POSTSCRIPT.

The British Australian Telegraph Company have given the order for the manufacture of their cable (to be laid between Singapore and Batavia, and Java and Port Darwin, Australia), accompanied by the necessary payment to the Telegraph Construction and Maintenance Company.

The prospectus of the New China and Japan Marine Insurance Company, noticed in our last issue, has been issued by the London agents, Messrs. Robert Benson and Co. The proposed capital is

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1,500,000 taels, of which 300,000 taels is to be paid up. Further particulars will be found in our advertising columns.

We regret to announce the failure, at Berlin, of Mr. Keyser Siegfried, owing to speculations in Japan silk. The liabilities are estimated at 1,800,000 thalers.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—Dec. 29, at San Francisco, from Hong Kong, Galveston; not arrived at Galveston, as reported in casualties. Jan. 23, off Scilly, from Canton, Cathay.

DEPARTURES.—Jan. 20, from Cardiff, for Shanghai, Marie Louise; for Singapore, Andreas; 21, Gauertje Maria.

LAID-ON.—At London, for Yokohama, Espiegle.

SPOKEN.—Macassar, Amsterdam to Macassar, Oct. 26, 41 S., 21 E.

LATEST TELEGRAMS.

CHINA.

SHANGHAI, DEC. 22.—Grey Shirtings, 6½ catties, 8¾ lb., $2.20. Cotton: Shanghai, $19. Silk active; No. 3 Tsatlee, 560 taels. Settlements since departure of last mail, 3,900 bales. Export to date (China and Japan), from commencement of season, 40,500 bales. Exchange on London, Bank bills, six months, 6s. 0¼d. Freights: Tea, 40s.

HONG KONG, DEC. 27.—Grey Shirtings, 6¼ catties, 8¼ lb., $2.75. Water-twist, 16-24, $1.45. Cotton, Bengal, fine medium, $18. Tea quiet. Total export (China and Japan), 127,000,000 lbs. Exchange on London, Bank bills, six months, 4s. 5¼d.

(RECEIVED JAN. 22.)

SHANGHAI, DEC. 30.—Settlements of silk, 900 bales; total export, 41,500; stock, 1000 bales. Exchange, 6s. 0¼d.

HONG KONG, JAN. 4.—Tea at Foochow active and good demand.

WRECK OF THE "OCEAN QUEEN."

HONG KONG, JAN. 4.—The ship Ocean Queen has been wrecked off Sakadugava.

JAVA.

(RECEIVED AT ROTTERDAM, JAN. 19.)

BATAVIA, DEC. 28.—Java Coffee, f.31; Sugar, No. 16, f.15¾ to f.16; freight to Holland, f.40 to f.45; Change, f.104.25 to f.104.50.

ARRIVALS.—Azia, Gelderland, Lichstraal, Madura, Maria, Elise, Pantalon, Vrachtzoeker.

DEPARTURES.—Æolus, Henriette Adriana, Jacob van Lennep, Jason. The Tollens, Mulder master, shipwrecked; crew saved.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

HARRIS—On the 5th Jan., at Highstone, Leytonstone, Essex, the wife of Henry Harris, of a daughter.

MARRIAGES.

PARKER—LECLERCQ.—On the 18th Jan., at the British Embassy, Dresden, by the Rev. J. W. Kitto, Franke H. Parker, of Shanghai, China, to Marie, daughter of Professor E. Schuman Leclercq, of Dresden. No cards.

SANTIREWARNAM—PULLEYNAYEGUM.—On the 9th Dec., at Colombo, by the Rev. S. D. J. Ondaatjie, Anthony Santiago Pulle Santirewarnam, Modliar, to Maria, eldest daughter of Mr. A. R. Pulleynayegum.

SPARKS—ANDREE.—On the 15th Dec, at Colombo, by the Rev. A. P. Lovekin, assisted by the Rev. Dr. B. Boake, William Hewitt Sparks to Anne Caroline, daughter of Archibald Andree, Esq.

TEDLIE—TOLSON.—On the 20th Jan., at the British Legation, Brussels, by the Rev. Edward Drury, M.A., Edward Tedlie, Esq., Captain 35th (Royal Sussex) Regt., to Marian Ellen, youngest daughter of Robert Pelle Tolson, late of Batavia, Esq.

DEATHS.

ADRIAN—Nov. —, at Hakodadi, Japan, J. Adrian, Esq.

BARGE—On the 29th Nov., at Bangkok, Capt. Barge, of the British barque *Fanny*.

BORRADAILE—On the 18th Jan., at Hawkhurst, Kent, Robert Borradaile, Esq., aged 70.

PALMER—On the 14th Jan., at Mixbury House, Eastbourne, Ella Mary, youngest child of J. Carrington Palmer, aged thirteen months.

THE NEW CONVENTION.

Mr. Hugh Matheson has sent to the Chambers of Commerce throughout the country a copy of the resolutions passed at the recent meeting of merchants at which he presided, with the following letter:—

Sir,—For the information of your Chamber I have the honour to wait upon you with a copy of resolutions which were unanimously agreed to at a meeting of merchants and others interested in the trade with China, held here on the 13th inst. The meeting was called to consider the provisions of the convention just made by Sir Rutherford Alcock with the Chinese Government, as supplementary to the treaty of Tientsin.

On the part of the committee appointed at that meeting I have been instructed to communicate with your Chamber on this subject, and beg respectfully to submit the following considerations in support of the resolutions which were adopted:—

1. The treaty of Tientsin, concluded by Lord Elgin in 1858, conferred important rights and privileges upon British trade, and under it our commercial intercourse with China has rapidly extended. We are of opinion that unless with the object, on the one hand, of undoubted improvement, and of further facilitating British trade, or, on the other, of removing any provisions which might be found unjust in their operation towards the Chinese Government, it is not for the interest of Great Britain that the terms of the treaty should be altered. On this point Sir Rutherford Alcock, addressing H.M.'s Consul at Shanghai on April 1, 1869, said:—

Late as it is, there is yet time, before any final decision need be taken, to turn to profit any well-considered scheme by which the chief difficulties may be satisfactorily removed. Any revision of the treaty, indeed, which should fail in this, would, in my opinion, fail in the most cardinal point, and could be of little avail for the extension and free development of trade. It is far more important that a revision of the treaty should be satisfactory than that it should be effected within any specified time. There is nothing, in fact, to limit the period of preliminary examination and negotiation. If, in the present condition of the empire, or the existing state of affairs, the obstacles to any satisfactory revision, in the sense of large and practical improvements, should be found insuperable, there is nothing to be gained by hurrying the negotiations to a close. On the contrary, I believe it would be better, in the common interest, to have no revision at all than to accept such incomplete and imperfect results as would leave foreign interests and relations practically the same and without any material improvement. I have no desire to be a party to any such settlement.

2. In examining the new stipulations, it is with disappointment and regret that we fail to recognise among them any important provisions favourable to foreign commerce, or which can at all be considered an adequate set off against those to which we principally take exception, and which we believe are calculated to inflict a direct injury upon British commerce. Of the advantages of opening the two new ports specified, nothing can be certainly affirmed; and at all events, the trade, which it is expected will be established at these ports is much more likely to fall into the hands of Chinese than of British merchants. There are other stipulations which are undoubtedly advantageous, but they are of very small importance when put in comparison with those which we proceed now to consider.

3. In Article III. of the new Convention it is agreed that British textile fabrics shall pay both import duty, about 5 per cent., and transit dues, equal to half import duty, or about 2½ per cent., simultaneously on importation, and that the goods shall thereafter be exempt from all other taxes or charges whatever in the *treaty port provinces*. It will be observed that this impost is now to be levied upon goods taken for local consumption, a large and increasing quantity, and which have heretofore been liable to no transit dues whatever. We may also mention that in some of the more northern parts of China open to our trade there are either no transit dues at all or very insignificant ones. In the case of these also the new impost is a clear addition of duty.

Now, while we are prepared to welcome any *bonâ fide* attempt to regulate the inland duties, it is notorious that obligations with reference to these, made under former treaties, have not been observed by the Chinese, nor have they been enforced by the treaty powers. The inland transit dues have been by immemorial custom levied by the provincial authorities through whose districts the merchandise is conveyed, and not by the Imperial Government. Complaints of arbitrary and excessive exactions, for which no redress could be obtained, led to the insertion into the treaty of Tientsin of a provision by which it was made optional to commute these dues for 2½ per cent. *ad valorem*, on payment of which certificates were to be issued which should exempt the goods from all transit dues *en route* from the treaty port into the interior. This system has completely failed; illegal exactions have been made not only on British merchants, but still more on Chinese traders, to the serious injury of British commerce. It is now sought to make the commutation compulsory, and we have no guarantee whatever that the payment of these dues into the imperial exchequer will exempt traders from the exactions of local officials. There is no provision made in the convention beyond that which has hitherto proved entirely ineffective for securing that British goods, in transit to the markets of the interior, shall pass free from taxation. We are therefore forced to conclude that the 2½ per cent. now to be levied at the port of importation will prove to be merely an addition to the import duty of 5 per cent.

4. In Article XIII. of the convention it is proposed to double the export duty on silk. Hitherto ten taels per picul, or about 6d. per lb., this duty will now be increased to 1s. per lb., and as the transit dues will also be doubled, being fixed by the treaty at half the amount of export duty, the additional cost of China silk to the British consumer will be about 9d. per lb. That this will act as a premium to the native manufacturer cannot be doubted; and there is reason to fear that it will still further curtail the export of some of the most useful classes of raw silk, particularly Taysaams, which enter largely into native consumption, and the diminished supplies of which have already caused our manufacturers much inconvenience.

It has been alleged that an increase of the export duty on silk is admissible, on the ground that the fixed duties specified in the treaty are based upon a 5 per cent. *ad valorem* rate, and that the present increased value of silk will justify the proposed revision. To this it may be answered that silk in former years ruled, and may again rule, at prices which would make the 10 taels duty little short of 5 per cent. *ad valorem*. Moreover, to apply this argument fairly, it would be necessary to make such revision of export duties a general one, when it would be found that a material reduction would be required upon the export duty upon tea, now about 12½ per cent.

With these remarks on the more important stipulations of the Convention, as they affect British trade, we take leave to commend this matter to the early attention of your Chamber. In the meantime, may I request the co-operation of your Chamber and of its members in using all their influence to oppose the ratification of the Convention in its present form, both by canvassing public opinion in your community and by making urgent representations to Her Majesty's Government.—I have the honour to be, Sir, your most obedient servant,

HUGH M. MATHESON, Chairman.

3, Lombard-street, London, Jan. 21, 1870.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, JAN. 24, 1870.

SOME FURTHER REMARKS ON THE NEW TREATY.

SIR R. ALCOCK'S China convention having now been long enough before us to enable a fair idea to be formed of its probable effects on trade (always supposing, of course, that it is ratified in its present form), it will be well to weigh the value of the concessions made on either side, and compare our prospective profits and losses. That the balance will be on the wrong side is manifest at a glance, but let us see to what extent. The additional 20 taels payable on opium is of course the largest item on the adverse side; this on an estimated importation of 55,000 piculs gives an increased revenue to the Chinese Customs of Tls. 1,100,000. Next comes the double silk duty—an increase of 10 taels on an export of (say) 51,000 piculs, giving Tls. 510,000, and of 3 taels on "yellow" silk, say 6,000 piculs, giving another Tl. 18,000. Here we have an additional burden on trade to the extent of Tls. 1,628,000 in the shape of direct taxation on opium and silk; to which has to be added the now compulsory transit duty on imported cotton goods of the estimated value of Tls. 11,510,000, and woollen or mixed goods Tls. 3,700,000, which dues, at 2½ per cent., will amount to Tls. 380,250. This makes a total gain to the Chinese Exchequer of Tls. 2,008,000, or in round numbers two millions. On the other side we have (1) the abolition of the duty on foreign coal, which only amounts to about 150,000 tons per annum, giving a duty of Tls. 7,500—which has probably been relinquished because the amount is so small as hardly to repay the trouble of collection. (2) A reduction in the duty of native coal exported from the South only—which, on 25,000 tons will give almost twice as much—say Tls. 15,000. (3) The reduced duty on timber, pepper, and some other articles not so easily estimated; and (4) the abolition of the duty on Dockyard stores. All these together, even if taken at a high estimate, will certainly not exceed a quarter of a million taels; so that for our new privileges—ill-defined and shadowy as they are—we have to pay, in hard cash, a million and three quarters of taels. And for the chief of these dearly-bought privileges—the exemption of our goods from inland "squeezes," we have absolutely no security—there is not even a stipulation that the increased duty shall cease to be paid should the Chinese fail to carry out their engagements in this respect.

No doubt Sir RUTHERFORD ALCOCK did his best to procure better terms, but he was shorn of his powers for good by the recent action of the Home Government, and virtually reduced to the position of an inferior suing for favours to a superior power. The Chinese, by the tone they maintained during the negotiations, showed a clear appreciation of this fact. The main object of the BURLINGAME Mission was doubtless to lessen the power of the Foreign Ministers at Peking, and so far it has admirably answered the purpose. The Foreign-office has cut the ground from under Sir R. ALCOCK'S feet to such an extent that it is almost a wonder he was not compelled to accept even worse terms; and his successor will evidently be powerless to demand any further concessions from the Chinese. The conduct of our Government in the matter has been weak and vacillating throughout. While their representative at Peking was endeavouring to make some sort of stand against the retrograde tendencies of the Chinese, they on this side more than neutralised all he could do by yielding to Mr. BURLINGAME'S impertinent demands. Indeed, we may justly accuse the Foreign-office not only of supineness, but of bad faith in this matter, for in July last, at the very time when these negotiations at Peking were in progress, and when Lord CLARENDON had already made those lamentable concessions to Mr. BURLINGAME, Mr. OTWAY stated in the House of Commons on behalf of the Government, that it was intended to postpone the revision of the Treaty of Tientsin until the EMPEROR came of age, some four years hence. Mr. OTWAY, or those who put him forward to make this statement, must have well known it to be incorrect. Some explanation of this misrepresentation ought to be demanded as soon as Parliament reassembles.

As regards the probability of the new Convention being ratified, it is yet early to form an opinion. The fact of its publication in this country being authorised is evidence that it is approved by our own Government, and that of the United States is certain to follow suit. But it must be remembered that the Convention is not to come into operation unless *all* the Treaty Powers agree to accept it, and we have yet to see whether those who are not pledged to refrain from using pressure on the Chinese Government will agree in this course. Probably they will not, and there is yet a hope that the example of France and Russia, together with the strong representations that will shortly be made to Lord CLARENDON by the London merchants and the various Chambers of Commerce, may induce our Government to pause before finally committing themselves to a step fatal to the interests of British trade in China.

DRIFTING INTO WAR.

THE letter signed "CASSANDER," which appeared in our last issue, contains some reflections on the too probable result of Lord CLARENDON'S policy towards China that will, we are sure, receive hearty commendation from our readers. As CASSANDER points out, the situation is getting more serious every day, and as time wears on the chance of a peaceful solution of the difficulties now rising in every direction becomes more and more remote. Every step taken in the direction of weakening our naval forces in China, of snubbing our Consuls, of tying down our Minister by stringently pacific instructions, will be met by an aggressive movement on the other side. So long as we are peaceful, the Chinese Government will be arrogant and presumptuous; if we go further, and exhibit humility, they will instantly become warlike and defiant. And in any future struggle they will be far better prepared than when they last threw off the mask, at Taku. Already there are dockyards and arsenals at Canton, Foochow, Nanking, and Shanghai, besides military camps under foreign instruction; and the enormous gains secured through the Customs by this new convention, will doubtless be applied to the maintenance and further development of these warlike establishments, which are surely intended to be turned against us on the first occasion when from words we come to blows with them. Of course all these preparations will not make them invincible, but they will at least be capable of a much more formidable resistance than our arms have hitherto encountered on Chinese soil. The day of trial is probably not very far off. The more eager our Government is to conciliate the Chinese, the more stringently our representatives are "bound over to keep the peace," even at the cost of any degree of humiliation—the more surely are we drifting into war.

WE learn, on the authority of the *Globe*, that on the strength of the new transit regulations a London firm is about to ship to China a consignment of eight hundred and forty thousand pocket-knives, and sixty thousand bottles of brandy, for transmission into the interior of the country. Are the members of the firm indicated so credulous as to believe they are likely to make a fortune by the speculation? Or is it possible that some un-redressed wrong has inspired them with a deadly hatred of the Chinese race, and that they are making this shipment in the hope that sixty thousand Chinamen will forthwith drink the sixty thousand bottles of brandy, and under its influence cut each others' throats with the eight hundred and forty thousand pocket-knives? This would certainly be revenge on a grand scale.

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SOME time ago we devoted a good deal of space to urging the necessity of some steps being taken to bring the Korean Government to reason. Even if we are bound to respect the voluntary seclusion of a people so long as they give us no active cause of offence, the obligation surely ceases when shipwrecked crews cast involuntarily on their shores are maltreated. In the case of the *Star of the East*, lately stranded on the coast of Korea, the natives were disposed to be hospitable and friendly; but soon the officials appeared, and "ordered the foreigners away on pain of death," whereby much hardship and suffering was inflicted on them. It is clearly the duty of the English Government to demand redress for this outrage; but any representation to this effect would doubtless be met by the reply that wrecking, cruelty, and murder are "holy traditions" among the Koreans, and must therefore be respected. What a pity it is that Sir CHARLES DILKE does not become a naturalised Korean, and go and dwell permanently among that delightfully civilised and progress-loving people!

WE notice with satisfaction the large increase that has lately been visible in the tonnage employed in the Siam trade. In the *Siam Weekly Advertiser* of Dec. 2 we find a list of no less than fifty-five foreign merchant vessels aggregating over 21,000 tons then at Bangkok, most of them sure of employment; of these thirteen were loading for Europe, with a gross tonnage of 6,800, or nearly one-third of the whole. Besides the foreign, there were twenty-six Siamese vessels in port, representing over 9,000 tons. The trade is still unfortunately almost confined to the export of rice, there being apparently hardly any demand among the natives for European manufactures, and (as the *Advertiser* justly remarks) it is a pity that the numerous vessels coming to load should bring nothing better in the way of imports than stone or sand ballast. It seems to us that the rice trade itself is capable of considerable development by an extended introduction of steam machinery for preparing the article.

A FEW days since some apprehension was manifested as to the safety of the *Great Eastern*, owing to her not having been spoken since she left St. Vincent in November last, with the British Indian Cable on board, and some depression in Telegraph shares was the result. The managing director of the Telegraph Construction and Maintenance Company has set these fears at rest by a communication to the Stock Exchange pointing out that the track of the *Great Eastern* lay entirely out of the direction pursued by homeward-bound ships. We cannot hear of her from the Cape until the next mail arrives, which is now about due. If her coaling at the Cape is not delayed by bad weather, she might arrive in Bombay some day this week; but, owing to the irregularity and uncertainty of the telegrams from India, it is impossible to say when we may hear of her arrival there. There is not the slightest reason for any anxiety about the ship or her freight.

A NOTICE just issued at the Admiralty (dated Jan. 8) intimates to all persons interested therein that "preparations "are now being made for the intended distribution of the "proceeds of a piratical junk and cargo, captured on April 8, "1867, by Her MAJESTY'S gunboat *Havock*." The junk was one captured up the West River, and adjudicated a lawful prize by the Hong Kong Court nearly two years ago. The amount of "preparation" required by the Admiralty for settling such a small affair as this is wonderful. Even now it is uncertain when the claimants will get their money. It is stated that "due notice will be given, by future advertise-"ments in the *London Gazette*, of the date proposed for the "commencement of distribution."

ADMIRAL OHIER, the Governor and Commander-in-Chief of Saigon and French Cochin China, who returned by the last mail owing to ill health, is, we understand, to be succeeded by Admiral DE LA GRANDIERE. This, we feel sure, will be highly gratifying to most of the residents at Saigon. Admiral CORMILHIER DE LUCIMERE, the commander of the China and Japan fleet, has assumed the government *ad interim*.

THE January number of the *Westminster Review* contained an article on "British Policy in China," evidently from the pen of a resident at one of the Northern ports. We regret that our space does not admit of any lengthened notice of it

WITH reference to the meeting of merchants held to consider the new China Convention, which was reported in our last issue, we publish in another column a letter addressed by Mr. MATHESON to the various Chambers of Commerce, with a view to joint action. No time has yet been fixed for the proposed deputation to the Government, and it is possible that this may be deferred until Parliament assembles, next month. A resolution was passed on the 19th by the Glasgow Chamber of Commerce to the effect that it is inexpedient that the Convention should be ratified.

ADVICES have been received from Sydney that the Government have decided to postpone the consideration of the proposed mail service between Java, Brisbane, and Sydney, *via* Torres Straits, until after the meeting of Parliament in January. We shall probably, therefore, not hear of the decision regarding a subsidy for this service until March. We understand that the P. and O. Company, the British Indian, and the Netherlands India Company have submitted tenders.

THE *Peiho*, one of the four vessels building by the Messageries Imperiales for their Indo-China service, has been launched, and is now fitting her engines, &c. She will probably be ready to proceed to her station in March next, by which time the Suez Canal, it is expected, will be passable for vessels of twenty-four feet draft. Should this prove practicable, it is the intention of the Company then to pass all their vessels through the Canal.

THE Chinese Mission has terminated its labours at Berlin. In another column will be found some interesting extracts from the correspondence between Count BISMARK and Mr. BURLINGAME with which the negotiations terminated.

PIRACY IN THE CHINA SEAS.

THE melancholy story received by last mail of the piratical attack on the *Crofton* following closely on the case of the *Apenrade* and others, indicates that piracy on the Southern Coast of China is again on the increase, and we trust the warning as to the necessity of keeping up an efficient gunboat squadron in those waters will not be lost on our Government. The following extract from a Hong Kong letter on the subject has appeared in *The Times*:—

Another shocking piracy has just occurred. The British bark *Crofton* was in a sinking state, having sprung a leak while somewhere not far from Macao, and the mate with a boat's crew came in here for assistance. The ship must have been subsequently taken by pirates, who carried the captain and remainder of the crew to the island of Montamba, close by Macao, near the Tyfea, where they beheaded the prisoners and burnt the bodies on the beach. Information was given at Macao by some fishermen, and investigation set on foot by the Prussian corvette *Medusa*, English gunvessel *Midge*, and Portuguese gunboat *Camoes*. Distinct traces of the tragedy were discovered, with many of the *Crofton's* papers. Several prisoners have been taken, and two or three villages burnt. The *Crofton* herself has not been found, she has probably sunk. Deference to the susceptibilities of the Chinese Government has of late induced the English authorities to restrain the action of English cruisers in Chinese waters, on the understanding that the now rather numerous fleet of Chinese gunboats should be employed in the suppression of piracy. The result is that piracy is rapidly increasing again. The Chinese gunboats are employed in blockading this port and that of Macao, and levying "squeezes" on trade, and within the last few weeks two European ships, the *Apenrade* and *Crofton*, have been captured, and several European lives lost between this and Macao. Besides these piracies, there have been several cases of attacks on Chinese craft. What with the extension of piracy, the increase of import and export duties under the revised Treaty, and the growing obstructiveness and insolence of Chinese officials, whose arrogance is in exact proportion to the humility and forbearance of European Governments, foreigners in these parts find their position daily becoming more and more critical, and look forward to a new war as the only means of relief from their burdens, and the extrication from the very embarrassing position into which a weak and utterly mistaken policy has driven them.

STEAM LIGHTERS FOR JAPAN.

THE want that has so long been felt at Yokohama and other ports in Japan of proper facilities for discharging vessels will soon be supplied by means of a number of steam lighters of a novel construction, which are being shipped to Yokohama, where we understand they will be consigned to Mr. PITMAN. Four of these useful vessels have been completed, and three of them are already *en route* to their destination, while others are in course of construction on the Thames, by Messrs. ALLIBON, NOYES, and Co., of Northfleet.

The boats are built of "Monk Bridge" iron, which is the highest class of Yorkshire iron except the celebrated Low-moor. Their

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dimensions are as follows:—Length, 80 ft. 6 in.; beam, 17 ft. 6 in.; depth of hold, 5 ft. 6 in.; draught of water, only 3 ft. 6 in. They will carry 150 tons of coals, and, owing to the arrangement of the upright "Allibon" boilers the space occupied by the engine department is only 14 feet. The stopping and starting gear is on deck, close to the steering wheel, which is forward. The boilers are especially constructed to burn the light quality of Japanese coal that is so destructive to the funnels of ordinary steamers; as the flame has to descend to the bottom of the boiler before it reaches the funnel, all the heat is exhausted and at the same time utilised, so that the consumption of coal is reduced to 2 lb. per hour for every horse power. There are four watertight compartments in each boat, and the bottoms are so constructed as to enable them to run on shore and discharge, or go up to the bank of a river, which is in some cases very desirable. Each lighter is moreover fitted with a powerful steam winch, which will be a great assistance to vessels requiring to discharge rapidly. The boats are also well fitted to carry passengers on deck in case of need, having high bulwarks with iron stanchions for awnings.

We hear that a set of blocks and tackle for shears capable of lifting fifty tons weight are also being sent to Yokohama.

MR. BURLINGAME AND COUNT BISMARK.

The Berlin correspondent of the *Globe* sends the following translation of the first part of Mr. Burlingame's letter to the Chancellor of the North-German Confederation, dated Jan. 4, which is as follows:—

I had the honour to state, in our conversation yesterday and to-day, that it was not so much the desire of the Chinese Government to make new treaties, as to secure a fair execution of old ones. Existing treaties, with the opportunity of changing them afforded by the presence at Peking of the Representatives of the Treaty Powers, are sufficient for commercial purposes; but from the manner in which they are established, and the harsh stipulations consequent thereon, may be difficult of enforcement. Without here questioning the propriety of their origin or denying the obligation of the Chinese to observe them, it may be permitted to request such forbearance in their execution on the part of the Western Powers as shall be compatible with the independence of China and the interests of civilisation. Upon this subject, while there may be an equal desire to do justice, there is great diversity of opinion. One party maintains that as the treaties had their origin in force, pressure must be continued in their support, and that any relaxation of this system would be fatal to progress. The other party holds that this system is neither wise nor safe, that while it may be convenient for the moment, in the end it must be destructive of the interests of its promoters; that it is inconsistent with the true Sovereignty of China, and with that international law, which does not measure the rights of nations by their power to resist or by the interests of those who do not belong to these nations, and degrades the Central Government of China by dealing with the local authorities, and submits the great question of war to the caprice of those whose interest it is to make it.

Mr. Burlingame proceeds to state that the action of those of the Treaty Powers which have been visited by the Mission has been in favour of the latter party. The Treaty concluded with the United States is in this spirit. The correspondence between Lord Clarendon and Mr. Burlingame, and the instruction of the former in accordance therewith, disclose a determination on the part of Great Britain to maintain a conciliatory policy towards China, and to restrain its agents within proper limits. Mr. Burlingame mentions the cordial reception of the Mission by the Emperor of France, and the just views expressed by him at that time, as well as the subsequent declaration of his Ministers in the same sense, together with the gratifying response by direct letters to the Emperor of China of the Sovereigns of Holland, Denmark, and Sweden, as assurance of a general desire of harmonious and considerate action towards China.

The despatch goes on to express the warm gratitude felt by all the members of the Embassy for the more than official courtesy shown to them by the King of Prussia, as well as for the ever-recurring kindness of which they have been the recipients at the hands of Her Majesty the Queen. Mr. Burlingame assures the Chancellor that the Government of China will appreciate and respond to the generous spirit of the Western Powers. This, he says, has already been proved by the Treaty concluded with England, the favourable stipulations of which are detailed by Mr. Burlingame at some length. The despatch concludes as follows:—

I hasten, in the name of China, to thank you for the views you have expressed, and to request that you will, in response to this, place them upon record to the end that this declaration may give still greater confidence to China, and an additional incentive to further progress on its part.

The following is a translation of Count Bismark's despatch in answer to the above:—

BERLIN, Jan. 16.

Your Excellency,—I have the honour to acknowledge the receipt of your letter of the 4th inst. referring to our conversations of the same and the preceding day.

While bearing witness to the accuracy of your recital of what you said, I willingly comply with your request by reiterating in substance and placing upon record what I answered you.

It is a matter of great satisfaction to me that I should have received the first direct diplomatic communication from the Chinese Government to this country, and I trust that the intercourse thus established, in accordance with the law of nations, will prove equally beneficial to both parties.

The reception you have met with here, and of which you and the other members of the Embassy have been pleased to convey to me so warm an acknowledgment, testifies the sympathy of the German people with China, and its desire to cultivate with her the most friendly relations. I am happy to add that the North German Confederation, and his Majesty the King, my most gracious Sovereign, being the head of the same, will not cease to observe a policy concurring with that disposition. They are convinced that in the intercourse of our respective countries the interests of Germany will be best served by what is conducive and necessary to the well-being of China; that is to say, the activity of the Central Government enjoying respect, authority, and power commensurate with the magnitude of the empire, both in territorial extent and number of population. By maintaining order and security of life and property throughout the realm, such a Government will afford the best guarantee for fair and equitable dealing on the part of the servants and subjects of the Emperor, the most efficacious and universal protection of our countrymen resorting to China, the safest way to secure the execution of treaties and to obtain redress of grievances. When unharassed by internal dissensions and foreign conflicts, the Government would naturally concentrate its energies upon the further development of the boundless resources of the country, industry at home and commerce abroad would grow together, and increasing prosperity would, it may be trusted, strengthen the hands, and fortify the determination of the Government to follow up the policy of active intercourse, of amity, and mutual confidence with foreign nations, as initiated by your mission.

Resting upon these suppositions, the North German Confederation will ever be ready to suit its attitude to the exigencies of that authority, the impairing of which, in extent or intensity, would open a prospect difficult to imagine, but certainly the reverse of what the interests of the Western Powers, in the growth of commerce and spread of civilisation, demand.

I avail myself of this opportunity to renew to your Excellency the assurances of my highest consideration. BISMARK.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Jan. 19.

The members of the First Chamber of the States-General have been occupied with the several chapters of the Budget. The general debate was uninteresting, there being not the least show of opposition; so that it is clear that the Opposition members did not hold with the views expressed by Opposition papers with regard to the actual condition of the State finances. By way of contradiction to the assertions of these journals, the Minister of the Financial Department stated that the revenues during the past year presented a very favourable appearance, being 2,800,000 guilders above the valuation. Yet the *Dagblad* speaks every day of a national bankruptcy. Wicked tongues say that this is a mania of the editor, who always speaks of insolvency because the paper itself is much *en déconfiture*. A very interesting debate took place when the Budget of Foreign Affairs was brought forward. Mr. van Beeck Vollenhoven regretted greatly that the Second Chamber had outvoted the demand of the Minister of Foreign Affairs for the credit for appointing a Minister at Peking. He protested earnestly against this vote, because he said the rejection of the proposal was most injurious to trade and shipping. It may be, he said, that our China trade is not so extensive as formerly, but the trade still exists, and there are even signs of a revival. He further demonstrated that the appointment of a Minister was of the greatest urgency. Mr. Smit agreed entirely with this idea, and he was of opinion that the members of the Second Chamber had refused the credit because they were not sufficiently informed upon the subject. Mr. Schimmelpenninck van der Oije said that while a Minister was, according to his conviction, necessary, he should prefer that none should be appointed if the Minister retained his intention of paying such a very poor salary for the post. Mr. Joost van Vollenhoven also opposed the vote o the Second Chamber, and said that he agreed wholly with the view taken by the several chambers of trade, who had induced the Minister to renew his proposal. The Minister, answering to the several speakers, said that he was willing to consider the fresh proposition; but Mr. Smit was not content with this answer. He wished for something more definite, and accordingly Mr. Roest van Limburg promised that he would lay before the members of the Second Chamber a special Bill for the appointment of a Minister in China. The Budget for Foreign Affairs was thereupon carried, which was also the case with the Budget of the Navy and the War Department; all were voted unanimously. In to-day's sitting the Minister of Marine stated that our troops had carried a brilliant victory over the natives at our colonies on the West Coast of Africa.

The First Chamber then proceeded with the Finance Budget, which was carried by twenty-five against one vote, and the debate was then opened upon the Colonial Budget. Messrs. van Nispen and Hartsen delivered long speeches in opposition to the Liberal policy, but without success. The whole of the evening's sitting was taken up with the speech of Mr. de Waal, Minister of the Colonial Department. After replying to the Opposition speakers, defending the Liberal policy, he stated that the Java coffee crop of 1869 was only calculated to produce 900,000 piculs, but the produce will really be one million piculs, and that the crop for 1870 is estimated to produce 1,000,000 to 1,200,000 piculs; that the produce of the sugar crop for 1869 is 2,000,000 piculs, and that the private tobacco culture was most favourable. The Budget was carried by nineteen Ayes against six Noes. The Chamber then took recess.

Mr. M. H. Godefroi, M.P. for Amsterdam, has resigned his seat. The ill health of his wife renders it necessary that he should remain for a long period in Paris. There are no candidates yet named. His Majesty has accepted the resignation of Mr. D. de Graef, Minister resident in Japan, has thanked him for the good services he has rendered to the

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State, and has appointed in his place Mr. F. P. van der Hoeven, of the embassy at St. Petersburg.

Messrs. van Hoevell, member of the Council of State, des Amorie van der Hoeven, and J. van Gennep have issued a circular to promote subscriptions on behalf of the "Lion Funds," which are being collected in Java with the object of defraying the cost of educating the children of the late Mr. Lion, the pioneer of Liberal principles in Java. Without doubt, the contributions will be very large. I hear that one of the most influential members of the Liberal party has subscribed ten mille.

His Majesty has accepted the resignation of Mr. C. Bosman as Dutch Consul at Hong Kong, and has appointed Mr. Ludwig Beyer to the post.

I believe that no decision can be expected on the proposed Java and Holland line, *via* Suez Canal, until answers arrive to many queries sent out to Batavia.

The Dutch Trading Company has chartered the following vessels to convey produce from Java to Amsterdam:—Australia at f.74.99; to Schiedam, Utrecht, at f.68.67; and to Middleburg at f.74.—per last.

During the present year 2,000 soldiers will be sent out to reinforce the East India army.

PRODUCE MARKETS.

In general, a most healthy tone prevails; a good business has been done in Sugar and Coffee at improved prices, and considerable lots of Cassia Vera, Rattans, and Wax have changed hands.

COFFEE.—The demand for Java still improves, and the market value for greenish is now from 1½c. to 2½c., and for white and yellow 1½c. to 2c. above the prices paid at the November auction. There is, however, but very little offered, and holders as well as speculators decline to operate without a further advance. An improvement in prices is therefore waited for. At the closing of the market good ord. Tanger is quoted 32¾c. to 33¼c.; good ord. greenish Malang, 33¼c. to 33¾c.; good ord. white Java, 36¼c. The transactions include 550 b. Padang, ex Alida; 546 b. Java, ex Jupiter, at 32c. to 42½c.; 624 b. Benzuelen, ex Alida, at 32c. to 35c.; 600 b. Java, ex Dageraad, at 32¾c.; 1,060 b. Padang, ex Delft, 196 b. do. ex Alida.

SPICES.—There is a good speculative demand, and prices have improved. Nutmegs: No. 1, quitted at 118c., and No. 2 at 114c. Of Mace 62 chests changed hands at very firm prices.

TEA.—The Deerfoot having arrived from Foochow with a full cargo, general attention has been fixed upon this import; 5,172'12 chests, ex this vessel, will be very shortly offered in public auction. In the meanwhile business is suspended; the nominal quotations are—90c. to 95c. for Congou, 85c. to 88c. for ord. do., 90c. for Java Congou, and 85c. for ord. do.

SUGAR.—The very active demand which has prevailed since New Year's-day has become more animated, so that in the last fortnight about 35,000 mats have changed hands at f.1¼ to f.1½ under the November value, and holders now decline to operate without an improvement in prices. The transactions include 1,000 mats Samarang, ex Herman de Ruiter, No. 12½ to 14, at f.34¾ to f.36; 249 do., do., floating, per Gutenberg, No. 13¾, at f.35¾; 1,413 do. Sourabaya, per Europa, No. 12½, at f.35; 139 do. Passaroeang, ex Glenduror, No. 18, at secret prices; 359 do. Samarang, ex Sydney, No. 10, f.34; 1,556 do. Samarang, ex Kenilworth, No. 10½ to 14, at secret prices; 1,531 do. Sourabaya, floating, per Weljekset, No. 12½ to 14; 1,359 mats Java, ex Drie Gezusters, No. 14, f.36; 725 mats Probolingo, floating, per Indian Empire, Nos. 8 to 14; 615 mats Pekalongan, floating, per Yedo; 625 mats Cheribon, ex Aimo, No. 12½ at f.35½; 2,075 mats Cheribon, ex Electric, No. 13½, at f.36; 255 mats Sourabaya, floating, per Jan Pieterszoon Kaen, No. 12½, at f.35½; 1,012 mats Samarang, ex Gutenberg, No. 13½; 1,185 mats Probolingo, ex Indian Empire, No. 11¾ to 12½; 1,040 mats, and 1,814 mats Pekalongan, ex Yedo, No. 11¾; 170 mats Batavia, ex Zepher, No. 15, at prices that did not transpire.

JAVA TOBACCO.—Without business. The stock is 10,451 bales Java in Rotterdam, and 8,124 bales in Amsterdam.

RATTANS.—The following parcels have been sold: 141 piculs, ex Argo; 212 piculs, ex Asia; 185 piculs, ex Vesta; 100 piculs, ex Delft: 160 piculs, ex Nereus.

TIN.—The markets is again dull. Banca, after a trifling business had been done at f.64½, declined to f.62. Some hundreds of slabs sold for future delivery at f.62½ to f.62.

MISCELLANEOUS.—Camphor nominal at 53c. for Japan, and 51c. for China. Cubebs unaltered at 20c. Long Pepper can be bought at 18c. Cassia Lignea 74c. to 75c. Gummi Benzoe: 108 chests, ex Maria, sold at very firm but secret prices. Wax: In public auction 40,000 kilo. Benzuela, realised f.98 to f.98¾; the quotation for Japan Wax is f.46 for A and f.44 for B. Gutta-Percha meets with a good demand for fine qualities. Gummi Damar dull. Sapanwood: 100 piculs changed hands at unaltered prices.

FRENCH EXPLORATIONS IN EASTERN ASIA.

It has been generally understood of late that the attempts of the French Government to establish the existence of a practicable water communication between its Cochin Chinese dependency and the South Western Provinces of China proper have not been successful. This, in fact, is the inference suggested literally by the series of papers published in the *Revue des Deux Mondes*, by M. de Camé, under the title of "Exploration du Mékong. Noble as the expanse of the river called by the French the Mékong would seem to be according to the ordinary maps, it turns out to be obstructed by rapids and cataracts which render it useless for navigation. The French expedition under M. de Lagrée succeeded, however, in reaching South-Western China, and a very interesting account of their experiences is given by M. de Camé in the number of the *Revue* which has just appeared. But the important point is, that the French explorers have satisfied themselves that the true line of communication between South-Western China and the sea is not by the Mékong, but by the Sankoi, or Sang-Koi, which traverses Tonquin and falls into the Gulf of Tonquin. Information gathered in China itself would appear to show that it presents only one serious difficulty throughout its course. The provinces which the river traverses are not those under the immediate control of the French, but M. de Camé argues that steps should be at once taken to give them the command of the navigation. We think M. de Camé quite wrong in the impression which he seems to have formed that the discovery of a practicable water route would be looked upon with jealousy by the British public, which he appears to consider bent on making the railway from British Burmah to Yunan. But nobody, we suppose, regards the railway as other than a *pis aller*. River communications are simpler, cheaper, and more accordant with Chinese habits than railways, and the British mercantile interest would have nothing but congratulations for the French if they succeeded in opening the Sang-Koi. The Indian Government, which has a genuine dread of the political complications in which the railway might involve it, would be even better satisfied than the merchants. If M. de Camé had not, to speak frankly, something of a craze on the subject of Englishmen in the East, we should attach much importance to his opinion of the hopelessness of the railway scheme, and of the utter unfitness for commercial relations of the Mahomedan insurgents who still hold the extreme westerly portion of Yunan.

SILK REELING IN ENGLAND.—The first number of the *Journal of the Silk Supply Association* has just been issued. One of the objects of the *Journal* is to point out the advantages to the silk manufacturer and silk operative if the raw material were reeled in this country. No valid reasons (says the *Journal*), indeed, have yet been alleged against the production of silk in the southern counties of England, where much of the land is peculiarly favourable to the growth of the mulberry; and we hope that at no very distant day the profits of such an industry may assist in improving the position of the labouring classes in that part of the kingdom. But a practical association should look rather to the immediate than to the more remote future; and the successful culture of silk demands a knowledge which, though easy of attainment, can be of course but slowly diffused. The question, however, of reeling cocoons is one of a totally different nature. They can be pressed-packed and imported into England without any difficulty, moderate care alone being required to ensure their arrival in an undamaged condition. We possess many mechanical inventions for effecting the reeling that have been practically tested and shown to produce a thread equal to any produced in France or Italy, and at a smaller cost. In the centres of silk industry, such as Coventry or Macclesfield, we have at hand a large population already familiar with the manipulation of silk, to whom, in the present depressed state of trade, the introduction of a new industry especially suited to them would be an inestimable boon.

"PLEASANT ISLAND."—In *Nature* (Messrs. Macmillans' new journal) there is an interesting account of an island lying in the route of ships between Australia and China. Though called "Pleasant Island," it had, previous to 1865, on account of the conduct of the natives, a very bad reputation. In that year a ship captain visited the place, bringing away a favourable report of it, as well as news that there was an Englishman among the native population. Three years later Captain Hall, of the barque *Glenisle*, passed that way, and was boarded by canoes from the island, and a couple of whale-boats. Two Englishmen came with the skifls, one of whom said he had been twenty-eight years on the island, and introduced his younger companion, eighteen years old, as his son. They told Captain Hall that they tried to visit all ships passing within easy distance, and were anxious it should be known that they could supply ships with pigs and cocoa-nut oil. The captain advised them to cultivate potatoes, and they gave him an advertisement to put in the colonial papers. Unfortunately this document has baffled all attempts to decipher it, from the faulty writing. The island is stated to be nine miles across, and twenty-two miles in circumference.

PROPOSED FRENCH PORT ON THE RED SEA.—The French cannot apparently forgive us for having anticipated them in seizing the island of Perim, and thus adding a Malta to our Gibraltar of the Red Sea, as they call Aden. According to the papers, M. Poilay, one of the engineers of the Suez Canal, has determined to counteract our influence in that quarter of the globe. He has with this object purchased a large tract of land at Babelmandeb, where he purposes to "créer une ville et un port." The future of this magnificent scheme is, according to his prospectus, already assured; for the neighbourhood is rich in coal mines, which can be worked (with forced labour, we suppose) at a trifling cost.

An Admiralty notice has been issued that about the 1st of April a telegraph station vessel will be moored by the International Mid-Channel Telegraph Company off the entrance to the English Channel. She will have three masts, and to the top of the mainmast a large black cone will be hoisted during daytime, and a globular light at night. A flare-up light will also be shown every fifteen minutes during the night. The commercial code of signals for the use of all nations will be used on board.

SILKWORMS' EGGS.—The steamship *China*, which recently arrived at San Francisco from China and Japan, brought 3,600 cards of silkworms' eggs, which are coming through to New York, *via* the Pacific Railroad. Their destination is Lyons, France. The French shippers are dissatisfied with their experience in shipping the eggs *via* the Isthmus of Suez, and have tried the experiment of a shipment across the American continent.

By the death of Admiral of the Fleet Sir George Seymour, G.C.B., K.C.H., a captain's good service pension, owing to the promotion of Captain Paynter, has fallen to the gift of the First Lord of the Admiralty, and it is rumoured it will be bestowed on Captain Oliver Jones, lately Commodore at Hong Kong.

THE U. S. MINISTER TO CHINA.—We hear from Washington that Minister Low has received his final instructions from the State Department, and was to leave Washington for New York, and the latter city for China, *via* California, this week.

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Monetary and Commercial.

It is stated that the shares in the Great Northern Telegraph China and Japan Extension Company have been very influentially subscribed for to the full extent of the capital. The proposal of this company to lay telegraph cables to Hong Kong, in connection with the Russian land lines, has drawn forth a letter to *The Times* deprecating any appeal to English capitalists for such a purpose. No hostility (says *The Times*) should be entertained. If the China Company could have agreed with the Danish Company so as to obviate, at all events for the present, the laying of a double line from Hong Kong to Shanghai, that arrangement would have been advantageous; but it is probable that the Danish, owing to the totally different character of its connecting route, will interfere but very slightly with the English one, and an alternative line will in any case prove beneficial to commerce. As regards the nationality of the Danish enterprise, and the fact of its being based on a Russian concession, it is merely necessary to observe that English capitalists and merchants are sufficiently enlightened to promote all enterprises, in those or any other countries, the object of which is the extension of trade and friendly intercourse.

On the 17th inst. a first sitting was held at the Bankruptcy Court, in the affairs of Mr. H. H. Severs. The debts are returned in the preliminary statement at about £250,000; the failure was ascribed to losses on consignments to China. Mr. C. Despard, of 89, Cannon-street, commission agent, was chosen assignee; and a resolution as passed for an administration of the estate out of Court, under the 185th section of the Bankruptcy Act, 1861, by means of a deed of inspectorship.

The half-yearly general meeting of the proprietors of the City Bank was held on the 18th inst. Mr. John Jones took the chair. The directors declared a dividend at the rate of 7 per cent., and placed an additional sum of £5,000 to the reserve fund, which now stands at £90,000. The chairman moved the adoption of the report, which was seconded by Mr. G. Young, and agreed to without discussion. Unanimity at these meetings is the best proof of prosperity. Cordial thanks to the directors and managers were presented before the proprietors separated.

Nearly all the cases of specie have been recovered from the sunken wreck of the *Carnatic* steamer in the Gulf of Suez. Three only remained to be got up when the last report was despatched, and these are spoken of with certainty.

Tenders for £387,500 in bills on India were received last week at the Bank of England. The amounts allotted were—to Calcutta, £374,150; and to Madras, £13,350. The minimum price was fixed as before, namely, at 1s. 11d. on those Presidencies. Tenders at 1s. 11¼d. will receive about 2 per cent., above that price in full.

The amount of bullion by the P. and O. Company's steamer *Tanjore*, from Southampton on the 22nd inst., was, in gold, to Galle, £170; to Bombay, £4,890; to Madras, £2,020; in silver, to Shanghai, £2,200; total in gold, £7,080; in silver £2,200.

ARTICLES OF IMPORT.

TEA.

The following is from Messrs. W. J. and H. Thompson's Circular, dated 19th inst.:—The market continues firm for all descriptions of Congou, and the prices of medium to fine Monings have slightly hardened. The business transacted, however, has not been extensive, for the attention of the trade has been occupied with the public auctions. Foochow Congous: Some common siftings sold at the auctions at 6¼d. to 6½d., broken leaf at 10d., leafy at 11¾d.; good common, rather dusty, may be quoted 1s. 0½d. to 1s. 0¾d., fair and medium at 1s. 1d. to 1s. 3½d., at which several breaks have been sold at public sale; good and fine are held for higher rates. Black-leaf Congous: A chop of common "with all faults," sold at 1s. to 1s. 0½d. For good common there is not much inquiry at the moment, but it is generally held for 1s. 1d. per lb. Fair to medium has been dealt in at 1s. 1½d. to 1s. 4d. per lb., showing in some cases a further slight advance, and for good to fine from 1s. 6d. to 1s. 10d. occasionally higher rates have been paid. Tayshan Congous: Some breaks at auction of common to fair quality sold at 1s. 0½d. to 1s. 0¾d. per lb. Souchongs: The common and medium grades are dull of sale, and some few have been sold at 1s. 1½d. to 1s. 4d. per lb. Oolongs: The few fine that arrive continue to be taken for export at rather better prices. Scented Orange Pekoes: Common spurious mixed has again sold at lower prices at Public Sale, 8½d. to 10d. per lb., good common to fair at 11d. to 1s. 0½d. per lb.; medium by private contract at 1s. 4d. to 1s. 6d. per lb. Scented Capers: Spurious at 5¾d. to 8d. per lb.; common at 10½d. per lb. Green Teas: Large quantities have been realised at the Auctions. The Ping Suey kinds sold at full rates, while Moyunes and Coloured Japans sold rather easier. Canton Gunpowders 9½d. to 11d. in boxes. Some sales of finest quality Moyunes, however, have been made at extreme rates. The China Sales of the 14th instant consisted of 6,268 packages, mostly Green Teas. The Sale that commenced on the 18th, and which concluded to-day, comprised 15,136 packages. These passed with fair spirit, prices being equal to those ruling privately, while some Green Teas sold at better rates.

SILK.

The following is from Messrs. Kilburn, Kershaw, and Co.'s Circular:—

The market continues extremely active, and, under the influence of large daily business, prices have further advanced until 30s. 6d. to 31s. has been paid for best chop 3rd Tsatlees, 26s. to 28s. for best 4, and 23s. to 25s. 6d. for common to fair No. 4, and 24s. 6d. to 27s. for fair to extra best No. 1 Taysaam. Red Peacock is quoted 26s., and best No. 1 Kahing 27s. For China Silk generally there has been great enquiry, and Chop Hainins have shared in the rise, 26s. having been freely paid for No. 2 Fatmow. Japan Silk has also been in great demand, and the finest sorts especially have been realising very high rates, extra qualities of Mybash having found ready buyers at 33s. to 35s.; Canton Silk has risen 1s. during the last ten days, the Tsatlee reel of good ordinary quality being worth 20s. 6d. to 21s., and better sorts 21s. 6d. to 23s. The general tone of the markets is good; and consumption progresses satisfactorily, from 1st to 18th inst. the deliveries having been—1,967 China, 347 Canton, 329 Japan, 337 Bengal; total, 2,980 bales.

COFFEE.

A considerable quantity of Ceylon has been brought forward at the public sales, and has met an active competition at last mail's prices. There is, therefore, no change to report in the market. The following were the prices realised at the last auctions:—Plantation, triage and ordinary, 35s. to 59s. 6d.; small grey and greyish, 61s. to 64s. 6d.; low middling and middling do., 65s. 6d. to 70s. 6d.; bold do., 70s. to 77s. 6d.; small coloury, 65s. to 70s.; middling coloury, 72s. to 78s. 6d.; good middling bold, 79s. 6d. to 82s. 6d.; Peaberry, 72s. to 81s. 6d. Native small, 44s. 6d. to 46s.; good ordinary, 52s. to 53s.; good bold, 56s. 6d. to 57s.; Peaberry, 56s. to 56s. 6d. By private contract 500 bags fine ordinary native have realised 54s. In East India descriptions of Coffee other than Ceylon 57 bags pale and mixed Singapore sold at 51s. 6d. to 54s. 6d., and 988 bags Manila sold, pale Indian sort at 53s. to 53s. 6d., one lot bold brownish 59s. 6d.

SUGAR.

The supply on offer, especially of Manila, is considerably in excess of buyers' requirements, and there being very little demand the market for the past few days has been extremely dull, and the current rates show a reduction of 3d. to 6d. per cwt. The quantity sold has been very limited. Of Manila, at auction, 34,595 bags unclayed Ilo Ilo sold at 26s. to 26s. 6d., after having been bought in at 27s. to 27s. 6d.; and 100 bags unclayed Taal, of low quality, realised 24s. 6d. Privately about 11,000 bags clayed ordinary to good (duty 8s.) have found buyers at 28s. 6d. to 29s. There has been no business in any other description of East India Sugar. 4,500 bags brown China have been offered and bought in at 26s. 6d. per cwt.

The quantity of Sugar landed in the week ended Jan. 15, 1870, was, of Penang, *nil*, against 320 tons in the corresponding period of 1869; of Manila, Java, and China, 2,146 tons, against 2,188 tons; the quantity entered for home consumption was, of Penang, 166 tons, against 117 tons; of Manila, Java, and China, 999 tons, against 293 tons. The quantity exported was, of Penang, 6 tons, against 2 tons; of Manila, Java, and China, — tons, against 8 tons. The stock on Jan. 15 was, of Penang, 2,158 tons, against 607 tons; of Manila, Java, and China, 36,937 tons, against 32,848 tons.

COIR GOODS.—A small supply of Yarns offered at the sales, consisting chiefly of common qualities, met a good demand, and was all taken off at about £1 per ton advance. Fibre also sold at higher prices. 64 tons Ceylon Yarn in dholls. were all sold, low coarse to common, £23 10s. to £26 10s.; good common to middling, £27 to £29; good, £32 15s.; sea damaged, fine, £48 to £51 10s.; and 12 bales Singapore at £22. 9½ tons Ceylon Fibre chiefly sold at £25; mostly damaged, £24 10s. 189 coils Ceylon Rope withdrawn.

COCOA-NUT OIL.—There is a good demand at firm and advanced prices; the public sales have included 78 casks Ceylon at £41 5s. to £41 10s.; and later on 60 tons at £41 10s., which last price is firmly maintained; for arrival there are buyers at £42 10s. per ton. The quantity of Ceylon afloat for Great Britain on Jan. 10 was 31,243 cwt. against 43,459 cwt. at the corresponding date last year, and 37,773 cwt in 1868.

CAMPHOR.—About 200 cases China have been sold at 82s. 6d. per cwt. No transactions in Japan.

CUTCH.—There has been no business; 123 cases from Singapore were bought in at 28s. per cwt.

GAMBIER.—There has been no business at public sale; by private contract 100 tons good common have been sold at 17s. 6d., and for arrival, 50 tons, ex ship with all faults, at 16s. 10½d.

GALLS.—Nothing has been done since our last report; 50 chests China were offered, and bought in at 50s.

GUMS.—The following have been the transactions since our last report. Benjamin: 20 cases second Sumatra sold at £9 to £9 15s., rather inferior £8 5s. to £8 10s. Copal: Of 74 cases Manila offered, 27 cases good hark partly dard sold at 50s. Damar: Of 142 packages Batavian offered, 43 cases good fair bold and small sold at 90s. down to 88s. Of 319 cases Singapore only 20 cases sold, good small to bold yellow and pale rather dusty 70s., yellow and dark mixed 61s., pickings 36s., the remainder bought in at 80s., pickings 50s., inferior ditto 18s. to 20s.; also 122 boxes from China, good pale and yellow small to rather bold at 85s., good fair 80s.

HEMP.—A large supply of Manila of recent import, amounting to 3,862 bales, has been brought forward and met a moderate demand,

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but being held firmly for high prices only 350 bales were disposed of; barely fair roping at £58, fine (Sorsagon) at £61, superior £63, the remainder being bought in at £55 to £63 for common to superior. This is the first sale of Manila during the present year.

PEPPER.—Black: Prices show slightly more firmness; there have been sales of Penang on the spot at 4¼d., landing at 4 1-16d.; and of Singapore at 4⅛d. to 4⅜d. per lb. White: 70 bags common Singapore in auction sold at 5⅜d. to 5½d., and 16 bags Penang at the same prices. Privately, 100 bags fair Singapore sold at 5¼d.

RICE.—There is no change to report in the tone of the market. At the public sales, of 6,441 bags Bassein offered the sound portion was bought in at 9s. 6d., but 5,800 bags sea damaged sold, first-class at 8s. 6d., with a few lots 8s. 9d.; 2,318 bags damaged Rangoon sold, second class 8s. 3d., third and repacked at 7s. 3d. to 7s. 6d.; and 2,416 bags indirect sound Moulmein, broken at 8s. 6d. to 8s. 9d., inferior, 8s. 294 bags Ballam were offered, and bought in at 10s. Privately, 5,000 bags Moulmein have been sold at 8s. 9d., short prompt.

SPICES AND SAGO.—There have been no sales since our last report.

TAPIOCA.—In auction 730 bags Penang were chiefly bought in at 2¼d. to 2½d.; of 474 bags Singapore about 140 bags sold at 2d. to 2¼d.; 47 bags Singapore flour sold at 2d. to 2¼d.

TIN.—The market for Straits exhibits a slight improvement, business having been done at £106 per ton, which is the closing quotation.

NEW YORK MARKETS.

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TEA.

The following is from Messrs. Beebe's Circular, dated the 31st Dec.: —Since the 17th inst. our market for Tea has been rather quiet for goods in hand, and prices are without material change, though at the close the extreme figures thus far current for New Crop Greens and Japans are realised with more difficulty, in consequence of free offerings to arrive at decidedly lower rates. Transactions reported during the fortnight include sales of 12,300 half-chests Green (9,000 of which are to arrive), 20,000 half-chests Japan (12,000 to arrive), 7,300 half-chests Oolong (3,500 to arrive), and 3,200 half-chests Souchong, all to arrive. Resales of the bulk of the Japans ex Doon have been made on the basis of our revised quotations. These figures show a large advance over the currency for old teas, and are not likely to be maintained when the market is better supplied.

The following are the current quotations:—Greens (Moyune, Twankai, and Fychow), old crop, Gunpowder, 70c. to 100c.; Imperial, 57c. to 80c.; Young Hyson, 50c. to 85c.; Hyson, 55c. to 80c.; Hyson Skin, 45c. to 50c. New crop: Gunpowder, 100c. to 125c.; Imperial, 70c. to 110c.; Young Hyson, 50c. to 85c.; Hyson, 55c. to 80c.; Hyson Skin, 50c. to 55c.; Oolongs, old crop; Foochow, common to good cargo, 48c. to 54c.; superior to fine, 57c. to 70c.; finest, 75c. to 90c.; Amoy, common to good cargo, 46c. to 52c.; superior to fine, 54c. to 62c.; finest, 65c. to 70c.; Souchong and Congou, new crop, common to good cargo, 46c. to 53c.; superior to fine, 56c. to 65c.; finest, 70c. to 85c.; Japans, new crop, common, nominal; medium to good, 64c. to 70c.; fine and finest, 72c. to 78c.; choice, 80c. to 85c.

The total receipts of Tea from China and Japan in the United States from Jan. 1 to Dec. 29, 1869, were as follows:—Greens, 19,885,051 lbs.; Japans, 10,322,701 lbs.; Souchongs, 2,009,777 lbs.; Oolongs, 10,053,298 lbs.; other sorts, 409,376 lbs.; total, 42,680,203 lbs. The stock on Jan. 1, 1869, was 9,577,014 lbs., which, added to the above total, gives a result of 52,257,217 lbs. Subtracting from this total the exports from Jan. 1 to Dec. 29, 5,014,980 lbs., and the withdrawals for home consumption during that period, 37,722,747 lbs., there remains a total of 9,519,490 lbs., representing the stock on the last-named date. The receipts from Dec. 15 to Dec. 29 amounted to 971,192 lbs.; the withdrawals for home consumption to 1,082,988 lbs., and the exports to 16,780 lbs.

COFFEE.—The market for East India is extremely quiet, and no sales are reported. The current quotations—which must be regarded as nominal—are, Java (mats), 22c. to 22½c.; do. (Government bags), 21½c. to 22c.; Manila, 16c. to 18c.; Singapore, 19c. to 20c.; Native Ceylon, 17½c. to 19½c. gold (duty paid). The stock of Manila on the 1st Jan. was estimated at 2,627 bags, against 5,955 bags on Jan. 1, 1869; of Java (Government) at 1,315 bags, against 2,931 bags; of Java (mats) 26,857 mats, against 13,000 bags; of Ceylon 4,151 bags, against 8,500 bags; of Singapore *nil*.

CAMPHOR.—China is quoted 18c. gold (in bond).

GAMBIER.—The current quotation is 4c. gold; stock, 7,500 bales.

ESSENTIAL OILS.—Anisced is quoted $2.6 to $2.10; Cassia, $1.25 gold (in bond).

HEMP.—There has been an entire absence of business in Manila since we last reported. The nominal quotation is 14½c. gold. The stock of Manila on the 1st Jan. was estimated at 12,757 bales, against 17,951 bales at the corresponding date of 1869, and 21,863 bales in 1868.

INDIGO.—The market for Manila continues quiet, and we have to record a further slight decline, 10 cases having been sold at $1.20 to $1.36 currency. The stock of Manila on the 1st January (which was all in second hands) was estimated at 1,025 cases, against 750 cases at the corresponding date last year, and 900 cases in 1868.

PRESERVED GINGER.—China is quoted $10.50 to $11 currency (duty paid).

RHUBARB.—The quotation for China is $1.50 to $2 gold (duty paid).

RICE.—The market for all kinds is extremely dull; the only sale has been of 70 bags Rangoon for export at $3.25 gold (in bond), showing no change from the price previously ruling. The stock of East India on the 1st Jan. was 7,829 bags, against 10,316 bags at the corresponding date last year, and 2,652 bags in 1868.

SAPANWOOD.—Quotation, $40 currency; stock, 200 tons.

SUGAR.—The market for raw is very quiet. The refiners are holding off, the trade purchase moderately, and the importers make a rather meagre display of samples, and reject nearly all overtures which would tend to lower prices. There are no transactions in East India to report. The current quotations rule as follows:—Java, Nos. 10 and 12, 10⅛c. to 11⅛c.; Manila, current clayed, and superior, 10c. to 10⅛c. per lb. gold. The stock on the 1st Jan. was of Java 810 baskets, against 310 baskets at the corresponding date last year; of Manila 940,560 bags, against 17,404 bags; of China 1,911 bags, against 1,000 bags.

SPICES.—The market is active and firm. We quote Cassia at 43c. to 43½c.; Nutmegs, 95c. to $1; Singapore Pepper at 25½c.; Cloves, 26c. to 26½c.; Cinnamon, 70c. to 75c. (in bond); Mace at $1 25c. gold.

TIN.—The market continues perfectly stagnant, and there has been an entire absence of business. The nominal quotations are—Straits, 31⅝c. to 32c.; Banca, 33½c. per lb., gold. The stock on the 1st January was of Straits, 5,500 slabs, against 7,400 slabs at the corresponding date last year, and 5,000 slabs on the 1st January, 1868; of Banca 1,500 slabs, against 2,000 slabs in 1869, and 1,200 slabs in 1868.

SAN FRANCISCO MARKETS.

TEA.—Imports from Jan. 1st to Dec. 16th: China, 678,681 lbs., 2,256 pkgs.; Japan, 884,999 lbs. 6,137 pkgs. Beyond the usual steady jobbing trade requirement, there is little of general interest to remark. Stocks are not excessive, and importers not inclined to force sales. 20 cases Japan, in 4-lb. jars, are reported sold at 72c.

COFFEE.—Imports from Jan. 1st to Dec. 16th: Java, 1,010,532 lbs., 1,906 pkgs.; Manila, 359,255 lbs., 2,593 pkgs.; Ceylon, 3,650 sacks. The market is bare of Rio. Of all other descriptions supplies are considerable, and with a limited demand for the season, prices are nominal. Importers, for the most part, are not disposed to force sales.

RICE.—Imports from Jan. 1 to Dec. 16: China, 22,326,059 lbs., 29,059 packages; Siam, 3,637,783 lbs.; Batavia, 110,271 lbs., 660 packages. With considerable supplies of most descriptions low and medium grades, and a restricted demand, prices continue unchanged. China is held at 5c. to 5¾c.

SUGAR.—Imports from Jan. 1 to Dec. 16: Manila, 15,383,622 lbs., 35,715 packages; China, 1,633,400 lbs., 2,837 packages; Batavia, 1,659,457 lbs., 731 packages; Siam, 40,133 lbs., 5,428 packages. There is no life to the market, either in raws or refined. Stocks of the former are considerable, with little demand.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Jan. 10	Maria Adolfina	Bakker	Batavia for Rottrdm.	Off the Start
— 10	Helena	V. Leeuwen	Do.	Texel
— 10	Mentor	Butenuth	Do.	Do
— 15	Jane Anna	Thomson	Galle, &c.	London
— 15	Devana	—	Foochow	Do.
— 9	Diamant	Barriere	China	L'Orient
—	Ada	—	Shanghai	New York
— 1	Insulaire	Fleuriot	Amoy	Do.
— 17	Charmian	Stewart	Shanghai	London
— 17	Star of the South	Smith	Colombo	Do.
— 11	Ringdove	Lloyd	Singapore	Trieste
— 16	Royal Sovereign	—	Java, for Rotterdam	Off Dungeness
— 14	Nieuwe Waterweg	Van Linden	Batavia	Texel
— 14	Constantia	Van Monnom	Do.	Brouwershaven
— 18	Patria	Soderman	Rangoon	London*
— 17	Roslin Castle	Alexander	Singapore	Off Crookhaven
—	Mondelli	Dernis	Do.	Bordeaux
— 18	Stanley Castle	—	Shanghai	New York
— 5	Borneo	Bursley	Padang	Boston
— 5	Joshua Loring	Loring	Singapore	Do.
Dec 29	Malacca	Dansen	Yokohama	San Francisco
— 30	Nightingale	Sparrow	Hong Kong	Do.
Jan. 15	Favorite	Cromar	Singapore	Marseilles
— 18	Hindostan	Worsley	China	Off Scilly
— 19	Queen of the Ocean	—	Foochow	Off Penzance
— 21	Sir H. Parkes	—	Shanghai	Scilly

* Not the Patna, as before reported.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan. 12	Eastern Isles (str.)	Knight	Singap., Hg. Kg., &c.	Falmouth*
— 6	Arrow (str.)	Laing	Galle, &c.	Lisbon*
— 14	Prince Alfred	Hunter	Colombo	London
— 15	Dunmail	Thompson	Hong Kong	Do.
— 15	Ferdinand Brumm	Voss	Cardiff & Singapore.	Do.
— 13	Cutty Sark	Moodie	Shanghai, via London	Clyde
— 17	Min	Clark	Yokohama	London
— 15	Wm. Clowes	—	Hong Kong	Shields
— 17	Insulaneren	Nielsen	Yokohama	Dublin
— 14	British Constitution	Shaw	Ceylon	Shields
— 20	Chu Kiang (str.)	Warden	Penang, Sing., China, &c., via Suez Canal	London
— 20	Navigator	Roos	Cardiff and Galle	Do.
— 18	Christel	Drummond	Singapore	Cardiff
— 18	S. D. Thurston	Snow	Ceylon	Do.
— 18	Como	Drewer	Do.	Do.
— 21	Flying Spur	Barnett	Shanghai	London
— 19	Shun-Tung (str.)	—	China	Clyde
— 20	Maitland	Hunter	Hong Kong	Sunderland

* After repairing.

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—For Yokohama: John Milton. For Yokohama and Hiogo: Harbottle. For Shanghai: Juanpore, Geraint, Clara, Melbrek, John R. Worcester, Thyatira, Flying Spur. For Hong Kong: Hopewell, Maiden Queen, Scawfell, Fiery Cross, William Fr u ng. For Hong Kong and Foochow: Devana. For Singapore: Kingdom of Belgium, Sree Singapura. For Singapore, Hong Kong, Shanghai, and Yokohama (*via* Suez Canal)

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Erl King (str.) For Penang: Eleanor. For Penang, Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Chu Kiang (str.). For Batavia and Sourabaya: Vesta. For Colombo: River Indus, Shooting Star, A.O.A. For Colombo (*via* Suez Canal): Otterburn (str.).

At LIVERPOOL.—For Yokohama: Singapore. For Shanghai: Doune Castle. For Hong Kong: Veronica. For Manila: Estrella, Aurora, Hong Kong. For Singapore: Ellen Lamb. For Batavia and Sourabaya: Konigin Augusta. For Mauritius, Penang, Singapore, and Shanghai: Agamemnon (str.)

At GLASGOW.—For Yokohama (*via* London and Suez Canal): Tszru (str.). For Singapore: Kinfauns Castle. For Batavia and Sourabaya: County of Lancaster. For Buenos Ayres and Penang: La Plata.

FREIGHTS AND CHARTERS.

Berth freight to the Eastern ports are without much animation; coal freights from the Northern outports remain unaltered.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight, 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £40. For Hong Kong: £32. For Singapore: £25 10s. For Galle: £24. From Newport, Cardiff, or Swansea per ton. For Yokohama: £1 18s. For Shanghai: £2 2s. For Hong Kong: £1 10s. For Saigon: £1 5s. For Singapore: £1 6s. For Galle: £1 5s. 6d.

CASUALTIES.

The Dunmore, Robertson, which sailed from Glasgow, Jan. 4, for Batavia and Sourabaya, put into Queenstown, Jan. 16, with cargo shifted.

The St. James, Hatfield, from Cardiff to Yokhama, with coals, which put into Liverpool, Jan. 12, with damage, is discharging for repairs; she had at one time eight feet of water in her hold.

A telegram dated Hong Kong Dec. 28, reports Lauderdale, London to Shanghai, dismasted, and making for that port.

Advices from Rotterdam, dated Jan. 19, state that the Anna Margaretha, bound to Samarang, whilst going to sea Jan. 18, got aground, and had been towed back to Zierikzee roads.

The Galveston, which arrived at Galveston Dec. 29, from Hong Kong, split sails during a hurricane from S. E. to W. on the 23rd.

MISCELLANEOUS.

The Eleanor, Maxwell, from London to Yokohama, which put into Falmouth, Jan. 5, with loss of water, sailed thence, 16, for her destination.

At Suez, Jan. 13, Sakana (str.), Lobnitz, left for Japan, having passed through the Canal.

At Mauritius, Dec. 1, Nestor (str.), Drenning, from Liverpool, and left for Singapore, China, &c.; 10, Appin, (str.) Russell, from the Clyde, and left, 11, for Singapore; November 20, Senior, Van Det, from Batavia, sailed for Amsterdam, after repairing.

At MARSEILLES.—Jan. 17, Afrique (str.), Rolland, from the Clyde, for Colombo, &c., (*via* Suez Canal).

At ST. HELENA.—Dec. 13, Sumatra, Buyser, from Batavia, and sailed 14, for Rotterdam.

Off ST. HELENA.—Dec. 13, County of Ayr, from Padang, for Rotterdam; 14, Johannes, from Batavia, for Amsterdam.

THE BEST ROOFING MATERIAL.

BRABY & CO. ALSO MANUFACTURE SHEET AND PERFORATED ZINC, ROOFING FELT, GALVANIZED BUCKETS AND ALL OTHER ZINC AND GALVANIZED IRON GOODS, ILLUSTRATED LISTS OF WHICH WILL BE SENT FREE ON APPLICATION.

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The largest holders of Vintage 1865, and old Brandies of the first growths; which can be obtained from all Wine and Spirit Merchants, or can be procured by them, as large consignments have been lately shipped to all the principal ports of China, Japan, Java, Singapore, and Ceylon.

Blue Label, 6 years; Yellow Label, 11 years; Red Label, 14 years; White Label, from 18 to 40 years.

Samples forwarded free, by Overland Route, to Merchants giving satisfactory references in London.

GELLE FRERES PERFUMERY

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THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygienic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

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REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.

EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.

ARBOQUINA ROSE, superior tooth-powder, composed of carbon, quinine, and Provins roses.

CUCUMBER SOAP for softening the skin, the best of all toilet soaps.

LAIT PROPHYLATIC to remove frekcles and improve the appearance of the skin.

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NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.

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SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE.

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GLYCERINE ANTI-PELLICULAIRE. DULCIFIED CREAM OF SOAP WITH GLYCERINE FOR THE BEARD.

To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world.

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THIS UNIVERSAL REMEDY now stands the first in public favour and confidence; this result has been acquired by the test of fifty years' experience. These lozenges may be found on sale in every British colony; and throughout India and China they have been highly esteemed wherever introduced. For COUGHS, ASTHMA, and all AFFECTIONS of the THROAT and CHEST, they are the most agreeable and efficacious remedy; they do not contain opium or any other deleterious drug, and may therefore be taken with perfect safety by the most delicate constitution.

Sold in boxes, tins, and bottles of various sizes.

KEATING'S CHILDREN'S WORM TABLETS.

The great remedy for these disorders in Adults and Children can now be administered in the form of A PURELY VEGETABLE SWEETMEAT, at once agreeable and effective.

TESTIMONIAL.

"Batley, Jan 26, 1869.

"SIR,—One of my children, aged two years and four months, being troubled with worms, I was induced to try your Bon Bons. I purchased some from Mr. B. Whitaker, chemist, of Batley, and after taking two only, she voided nine large worms. Two days after another dose, she again voided three more; three of them, the worst, measuring from 8 in. to 9 in. each in length. I consider them a most invaluable remedy, and should be tried by all suffering from worms.

(Signed) "JOHN STENSON.

"Witness, B. WHITAKER.

"To Mr. Keating, London."

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This Powder is QUITE HARMLESS TO ANIMAL LIFE, but is unrivalled in destroying Fleas, Bugs, Cockroaches, Beetles, Musquitos, and every other species of insect.

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☞ The public are particularly requested to observe that all the above preparations bear the Trade Mark as herein shown.

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SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds, superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

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THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 100 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMON and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, June, 1868.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following dimensions, viz., Length, 300 feet, breadth at bottom, 40, is capable of receiving vessels drawing 13 to 16 feet, as the state of the tides will allow. The Dock runs dry to the blocks, and is pumped out by steam.

The above premises comprise a large Machine Shop containing a

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Recognised by the International Convention of 30th April, 1862.

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Reserved Fund ... ... f.20,000,000 ... £800,000

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AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

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MANAGER.—G. Pietsch.
SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

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The remaining instalments will be due on the days undermentioned, viz.:—

£2 per Share on 1st April, 1870.
£2 per Share on 1st May, 1870.
£1 per Share on 1st June, 1870.

By order,
THOMAS FULLER, Secretary.

95 Palmerston-buildings, Old Broad-street, E.C., Jan. 15, 1870.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

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Threadneedle-street, London, 1870.

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LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane
BANKERS.—London and County Bank.

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The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

THE CHINA AND JAPAN MARINE INSURANCE COMPANY.

CAPITAL,

1,500,000 Taels Shanghai Syees, in 3,000 Shares of 500 Taels each.

PAID-UP CAPITAL,

Tls. 300,000, or Tls. 100 per Share.

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F. A. Groom, Esq., of Messrs. Glover, Dow, and Co.
W. Jackson, Esq., of the Chartered Mercantile Bank of India, London, and China.
R. W. Little, Esq., of Messrs. Little, and Co.
T. Probst, Esq., of Messrs. William Pustau and Co.
J. B. Robertson, Esq., of Messrs. Bull, Purdon, and Co.
J. F. H. Trautmann, Esq., of Messrs. Trautmann & Co.

HEAD OFFICE.—SHANGHAI.

The Company will commence business in January, or as soon after as the Directors shall have been enabled to allot the Shares.

The Company will be a permanent one.

The Net Profits will be divided every year as follows:—30 per cent. will be returned as bonus to all contributors of business, rateably in proportion to the amount of net premia contributed. Interest at the rate of 12 per cent. per annum on the paid-up Capital will be paid to the Shareholders, and the balance of the Net Profits carried to the Reserve Fund.

When the Reserve Fund shall have reached Tls 300,000, the Net Profit will be divided as follows:—30 per cent. to all contributors of business, 20 per cent. to the Reserve Fund, and 50 per cent. to the Shareholders.

When the Reserve Fund shall have reached Tls 500,000, the Net Profits will then be divided as follows:—30 per cent. to all contributors of business, and 70 per cent. to the Shareholders.

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LONDON AGENTS,
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Jan. 24, 1870.

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An experience of four years in this business in foreign parts, two of which has been gained in this country, may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

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AMSTERDAM EXHIBITION, 1869, FIRST PRIZE, being above the Gold Medal. Supplied to the British, French, Prussian, Russian, Italian, Dutch, and other Governments. One pint of fine flavoured Beef-tea at 2½d. Most convenient and economic "stock."

CAUTION.—Only sort warranted genuine by the Inventor, Baron Liebig, whose signature is on every genuine Jar.

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INTERNAL STYPTIC of great value. In Cholera, Diarrhœa, and Dysentery this medicine far surpasses any other, having a peculiar mechanical power of putting a sudden stop to wasting diseases. Chronic Cough and blood-spitting are immediately relieved by it, as well as pain and debility of every kind. Prepared by Mr. PRICE, Analytical Chemist, 2, Lower Seymour-street, and 30, Duke-street, Portman-square, London; and sold by Chemists all over the world, in bottles at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., and 22s., or in dispensing bottles at 5s., 10s., and 20s. each.

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O, Fair Dove, O, Fond Dove. A. S. Gatty.
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	From Southampton.	From Marseilles.
GIBRALTAR ...	Every Saturday, at 2 P.M.	—
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ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
*BOMBAY	,, ,,	,, ,,
GALLE	Saturday, Dec. 25, 2 P.M. And every alternate Saturday thereafter.	Sunday, Jan. 2, 7 A.M. And every alternate Sunday thereafter.
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SINGAPORE ...		
CHINA		
JAPAN		
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* The following reduced rates will be charged to Bombay:—

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23 January
19 February
19 March
16 April
14 May

For Alexandria, Aden, Mauritius, Seychelles, Reunion, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Japan.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles

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For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... By steamer from Southampton on 2nd and 17th of each month.

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THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 5th and 21st, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

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CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Thyatira.....	A1 17 yr.	E.I.D.	Jan. 25
Do.	Geraint	A1 14 yr.	E.I.D.	Feb. 10
Hong Kong	Hopewell ...	A1 13 yr.	W.I.D.	Jan. 26
Do.	Wm. Fruing	A1 13 yr.	W.I.D.	To follow
Foochow ...	Wylo	A1 16 yr.	E.I.D.	With des.
Yokohama, Kanagawa	Lota	A1 13 yr.	E.I.D.	With des.

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THE following high-classed Clipper VESSELS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
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Yokohama (Kanagawa)	Espiegle	A1 14 yr.	E.I.D.	With des.
Nagasaki & Chefoo ...	Zohrab (new)	A1 9 yr.	E.I.D.	With des.

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ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Singapore, Hong Kg., Shanghai, Yokohama	Erl King, s.s. (via Suez Cnl	B. A1 ...	E.I.D.	Feb. 12
Shanghai,...	Juanpore ...	Brocklebank...	W.I.D.	With des.
Do.	Hindostan ...	AA1.....	W.I.D.	To follow
Hong Kong	Maiden Qn.	A1 14 yr.	W.I.D.	With des.
Hong Kong, Amoy, and Foochowfoo	Devana ..	A1 13 yr.	W.I.D.	With des.
Yokohama (Kanagawa)	John Milton	A1 14 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, Kingstreet, Manchester.

JOHN C. CAMPBELL will despatch the following splendid VESSELS:—

Destinatn	Ships.	Tns.	Class.	Dock.	Sailing about
Colombo ..	RiverIndus	1045	AA1	W.I.D.	Jan. 25

No. 22, Great St. Helen's, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Date.
	From LONDON.			
Yokohama and Hiogo.	Harbottle ...	A1	E.I.D.	Jan. 31
Batavia and Sourabaya	Vesta	A1	Lond.	Feb. 1

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

To follow the "Granville." Will meet with immediate despatch.

DIRECT for COLOMBO, the magnificent clipper ship RIVER INDUS, AA1. 1,045 tons register; G. SHEARER, Commander; West India Docks. This splendid vessel, built in 1868, is well known for her rapid passages and the good order in which she always delivers her cargo, and from her high class can be strongly recommended to shippers of fine goods.

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To Sail Feb. 1.

FOR HONG KONG, the well-known clipper SCAWFELL, A1 13 years, 826 tons register; R. THOMSON, Commander; East India Docks.

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FOR SHANGHAI, the well-known clipper CLARA, A1 13 years, 938 tons register; THOMAS POWER, Commander; East India Docks. Has a full poop, with superior accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS. A SUMMARY OF NEWS FOR THE OUTWARD MAILS

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Latest Advices.

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PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	Oct. 22	Dec. 18	Dec. 19
Yedo	—	—	Dec. 18
Osaka and Hiogo	—	—	Dec. 14
Hakodadi			
Nagasaki	—	—	Dec. 17
CHINA — Peking			
Tien-tsin	—	—	Dec. 14
Chefoo			
New-chwang			
Hankow	—	—	Dec. 17
Kiu-kiang	—	—	Dec. 18
Chin-kiang			
Shanghai	Oct. 28	Dec. 17	Dec. 21
Ningpo			
Foochow	Oct. 28	Dec. 17	Dec. 20
Formosa			
Amoy	—	—	Dec. 22
Swatow	—	—	Dec. 23
Hong Kong	Nov. 5	Dec. 19	Dec. 28
Canton	—	—	Dec. 27
Macao	—	—	Dec. 27
PHILIPPINES— Manilla	Oct. 28	Dec. 16	Dec. 21
COCHIN-CHINA— Saigon	—	—	Dec. 26
SIAM — Bangkok	—	—	Dec. 27
BORNEO—Labuan	—		
Sarawak		—	Dec. 28
JAVA — Batavia	—	—	Dec. 29
Samarang	—	—	Dec. 27
Sourabaya	—	—	Dec. 26
MALACCA STRAITS— Singapore	Nov. 25	Dec. 28	Jan. 4
Penang	Dec. 8	Jan 5	Jan. 6
CEYLON—Galle	Dec. 17	Jan. 11	Jan. 12
Colombo	Dec. 17	Jan. 12	Jan. 12

THE MAILS, &c.

—o—

The present mail is delivered on its due date. The next inward mail, due here on Monday next, should bring the following dates:—Yokohama, Dec. 26; Shanghai, Dec 29; Hong Kong, Jan. 4; Singapore, Jan 12; Galle, Jan. 20. Telegrams *via* Galle in advance of the succeeding mail leaving Hong Kong Jan. 11, were received on the 1st inst., but were mostly unintelligible. By the Pacific mail route we have advices from Yokohama nearly a fortnight later than those by the P. and O. mail.

List of Passengers.

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PASSENGERS INWARD.

Per Pacific Mail Company's steamer *America*, arrived at San Francisco Jan. 23.—For San Francisco: Lieut. Commander Hooker (U.S. Navy), William Rhodes (U.S. Navy), J. Wilson (U.S. Navy), D. W. H. Jones (U.S. Navy), Paymaster Alley (U.S. Navy), J. J. Ray, W. Finley, G. E. Migley, J. McLeavy Brown, D. R. Magarth, C. Grau, Michael Branking, Charles Price, Lieut. Commander W. G. Dana (U.S. Navy), M. Gillet Gill, William Robinet, H. B. H. Wade, Frederick Hanna, James Pierce, Richard Griffith, George W. Eggleston, Charles Jones, and 713 Chinese in the steerage. For New York: Henry King, Jonathan Parsons, J. A. Murphy, C. H. Kimberley, T. Williams, J. J. Woodington, Mr. and Mrs. Hart, Mr. Hanson, H. Joseph, Capt. T. Neil, Edward Cunningham and family. For Europe: Mr. Bessen, Capt. A. S. Yost, Capt. H. Keiting, Robert V. Gratain, Frank R. Schayer. Eugene von Denherd, A. Shuttmurst, Harry Wright, Mrs. T. G. Wright, Mrs. Robert Schmidt, and Mr. Aachen.

By this mail to Marseilles, per P. and O. steamer *Nyanza*, arrived Feb. 4.—From Shanghai: Mr. Collinson From Hong Kong: Mr. and Mrs. Newton, child, and servant Mr. Lemann. From Singapore: Mr. McLean, Mr. Wenley, Capt. Stewart, Mr. Oldham, Mr. Tinney, and three second-class passengers. From Ceylon: Capt. and Mrs. Galway.

To Southampton, per P. and O. steamer *Poonah*, expected to arrive Feb. 11.—List not to hand.

By last Bombay mail to Suez, per P. and O. steamer *China*, arrived Jan. 22.—From Hong Kong: Mr. G. H. Lea.

PASSENGERS OUTWARD.

Per steamer *Agamemnon* (Holt's line), sailed from Liverpool 30th Jan —To Singapore: Mrs. Stolze. To Hong Kong: Mr. H. Hadlow. To Shanghai: Rev. A. and Mrs. Elwin.

Per P. and O. steamer *Ripon*, from Southampton, Feb. 5.—To Hong Kong: Mr. G. F. Johnson. Mr. and Mrs F. W. White, Mr. Middleship, Mr. P. R. Smith. To Ceylon: Miss Allen, Mr. and Mrs. H. J. Brownrigg and two children, Miss King.

Per P. and O. steamer *Nyanza*, from Marseilles, Feb. 13.—To Shanghai: Mr. and Mrs J. Crawford. To Hong Kong: Mr. J. Lachlan, Rev. Dr. Legge, Mr. Patterson. To Singapore: Rev. Mr. Copland. To Penang: Mr. D. C. Presgrave. To Ceylon: Mr. G. Goodeve, Mr. A. Wiggin.

Per P. and O. steamer *Bangalore*, from Southampton, Feb. 19.—To Hong Kong: Mr. and Mrs. A. E. Perkis. To Singapore: The Bishop of Labuan, Rev. Mr. and Mrs. G. Kemp, Mrs. Chambers, Miss Woolley. To Ceylon: Mr. Jeffery, Capt. Sharpe, Mr. F. Murray.

Per P. and O. steamer *Tanjore*, from Marseilles, Feb. 27.—To Shanghai: Mr. and Mrs. F. H. Parker. To Hong Kong: Mr. T. H. Ballance, Mr. R. A. Houston. To Singapore: Mr. and Mrs. Brooke.

Summary of News from the Far East.

—o—

JAPAN.

YOKOHAMA.

From this port we have advices to Dec. 19; the outward mai of Oct. 22 reached Yokohama on Dec. 18. The *Japan Times* furnishes the following summary of news:—

The capital is perfectly quiet, and we have heard no more of the threatened disturbances, to be created by Satsuma and others, so industriously circulated when we wrote last. The country and Government remain in their unhappy condition of poverty; the crops this year have been far from satisfactory, the necessaries of life increase in value and a good deal of distress is apparent. Foreign trade, too, languishes, and must necessarily do so, until Japan recovers from the effect of the war, and the waste and loss it occasioned are repaired.

The Government appear anxious to develop the mineral resources of the country; Mr. Erasmus Gower, their mining engineer, has received orders to proceed to the examination of certain mines in the Inland Sea. But they are, naturally enough, extremely averse to entertain the proposals of adventurers who want to "exploiter" the country; (we have no English work to describe the process) and will not work by any means in that comprehensive and extensive way which alone can speedily extricate them from the impecuniosity which so presses on them.

The *Japan Gazette* says:—The sale of foreign steamers has been more active of late. An American built beam engine, paddle-wheel steamer, the *Nautilus*, has been sold for $210,000—the payment extending over five years. The Prince of Tosa is the buyer. From having been one of the most violent of the anti-foreign party, he has become one of the most active dealers with us of all the princes. No one now mentions his name, but as a friend of foreigners. And he has taken one step in advance of all his noble brethren, in advertising in a foreign newspaper the name and address of his sole agent for negotiating with foreigners.

A case that has just been tried in the British Consular Court, by virtue of its temporary jurisdiction over Austrian subjects, has been one of some interest. We need not give the details; enough that it was a suit by a Japanese builder against an Austrian subject named Jelovitz, who, after disgusting two other contractors by his continued evasion of stipulated payments, had induced the third to finish the works for a certain sum, also payable in instalments, rather than sacrifice the timber he had supplied on credit to his predecessors. Jelovitz failed as before, to fulfil his engagements, ultimately giving a promissory note to pay a lump sum. When this fell due it was dishonoured, and the plaintiff had to sue for the payment. The evidence on both sides not only clearly proved Jelovitz's liability, but showed as clearly that, even after paying the sum claimed, he would have got his buildings for considerably less than prime cost. The verdict was, of course, in favour of the Japanese, and public opinion is naturally unanimous in regret that the defendant's conduct can only

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be punished by exposure. In the French Court a similar case has also been decided against another dishonest foreigner. A man named Weuve, just such another "merchant" as Jelovitz, got some Japanese to trust him with silkworms' eggs for sale on commission on their account, pledged them as security for a loan of less than half their value, pocketed the money, and when asked for them by the owners, who had effected their sale themselves, declined to give them up, except on receipt of an enormous sum for "expenses" and "commission"—the fact being that the eggs were already shipped. Of course a Consul and jury of Weuve's countrymen have ordered him to pay the estimated value of the eggs, and again public opinion regrets that no personal punishment can be inflicted on the culprit. These suttlers to the army of commerce do more mischief than can readily be imagined, and one cannot but chafe at their being protected by our flags as effectually as honest merchants.

And, while disclaiming, as we do most truthfully and earnestly, any pretentions of such adventurers to be "merchants" of Yokohama, we must take the same opportunity of entering the same protest in the case of the miserable wretch Boyd, of whose horrible murder we received particulars last mail. He is described in the home papers, most inaccurately, as a "Japan merchant" and a man of some consideration here. We must respect the common prejudice expressed in the proverb which tells us to speak nothing but good of the dead, and refrain from writing of him what all men here know; but we must ask our home readers to disabuse themselves of the notion that the merchants of Yokohama have, in any one particular, anything in common with the late Mr. Boyd.

The steamer *HongQue* had a narrow escape from burning on her way up to Hakodadi. A fire broke out in the cook-house, and threatened to spread rapidly, but it was got under by the strenuous exertions of the officers and crew. She had a stormy passage, and was forced to put into Sendai Bay for shelter.

A gigantic government scheme is said to be under way, which will affect (if adhered to) the whole trade, both native and foreign, throughout the country; within one month after the 1st day of the Japanese New Year we may, says the *Hiogo Herald*, expect to see changes that will cause results the most important and novel to the whole Kingdom, ever yet known within the memory of man. A few of the very few foreigners residing at Hiogo are either leaving or preparing so to do, mostly for the reason that they cannot contrive to do anything whereby to earn an honest crust.

The following is from the *Japan Herald*:—Indications of approaching ferment still continue to manifest themselves; at Osaka we learn that lead is enquired for, and has risen in price. There is little-doubt but that it is wanted for bullet-making purposes, as it is from the *yashikis*, not the merchants, that the enquiries come.

LATER ADVICES VIA SAN FRANCISCO.

The Pacific mail steamship *America* reached San Francisco on Jan. 23 from Japan, with advices from Yokohama to Dec. 31.

Mr. J. McLeavy Brown, Chief Secretary of the Burlingame mission, came by the *America, en route* to Washington, as a bearer of the ratified treaty between the United States and China. The *America* brought 2,900 packages of tea, 86 of silk and 1,069 of merchandise for New York, and a number of passengers, a list of whom will be found in the usual place.

The New York papers give the following items of news, which however must as usual be received with caution:—

Mr. Hulay, late Inspector-General of Customs, has concluded a loan of £1,000,000 sterling to the Mikado's Government to build a railroad from Yedo to Kioto. He represents that several English capitalists have effected a loan of £2,000,000 more on the public works. The British Legation rendered him no assistance in the negotiations.

The Government has informed the Foreign Ministers it will coin new Japanese dollars as soon as it can get workmen from the English Mint. The new dollar will be a trifle finer and heavier than the Mexican dollar. In time the circulation will expand sufficiently to take the place of the old coin.

The city of Yokohama is in a demoralised condition. There is no municipality and no police. Murders, riots and assaults are frequent. Trade is suspended during the holidays.

A destructive fire has occurred at the mint at Osaka, which will probably delay the mintage of the new coin.

The telegraph line from Yokohama to Yedo is nearly completed.

Several rice riots have occurred in the interior.

A little vessel named the *Paris Port de Mer* has arrived here from Paris. She will return direct to the same city by way of the Suez Canal.

The import trade is in a more disastrous state of stagnation, if possible, than at the last advices. The only activity noticed is in the shipment of teas to America.

Silk continues dull, in consequence of the discouraging advices from abroad. The arrivals of silk the past fortnight were 250 bales, and the settlements were about the same. The stock in Yokohama is about 2,000 bales

Teas steady. The settlements were 12,000 piculs, principally for the New York market. Prices have advanced $1 to $2 per picul since the last quotations. The stock has been reduced, and the amount now in Yokohama does not exceed 3,000 piculs.

Exchange on London, 4s. 6¼d.; on Paris, 562 francs.

The british barque *Hercules*, bound to this port with a cargo of rice, foundered Dec. 9, off Formosa. The steward was drowned. The remainder of the crew were rescued by the barque *Hong Kong*.

The ship *Rifleman* sailed for Boston Dec. 4 with 9,000 packages of tea.

NAGASAKI.

A large fire has occurred at the back of the old Chinese Guild; it spread with great rapidity, till Captain Racchia, of the *Principessa Clotilde*, landed a party of sailors and pulled down a lot of houses to cut off the line of fire. It is thought, however, that the dilapidated hovels that have been destroyed are well out of the way.

SHANGHAI.

Dates by this mail are up to 21st Dec. The P. and O. mail of the 22nd Oct. arrived on the 12th Dec., and the French of 28th on 17th. London telegrams, *via* Kiachta, were up to 23rd Nov. The text of the New Treaty Convention had found its way into the Shanghai papers, in a similar form to that published in our issue of 17th Jan.

The third number of the *Customs Gazette* shows a marked improvement on the general "get up." The trade of Shanghai is summed up as follows:—The import of Grey Shirtings for the quarter shows a falling off nominally of 25 per cent (this may have been caused by some undeclared cargoes); that of T-Cloths is 48 per cent. in excess of last year, while Drills show an advance of 200 per cent. and Jeans of 400 per cent. In Damasks there is a marked decrease, and Fancy Goods generally exhibit a falling off in supplies. Lustres are also 25 per cent. less than last year. The other figures will be seen on reference to the report. Iron shows an increase on last year of cent per cent., Lead is 33 per cent and Tin 100 per cent. over last season. On the other hand, only 663 piculs of Tin plates were imported, against 4,196 piculs last year. Taking the figures now before us, and combining them with those of the two former quarters of 1869, we find that the total import of Grey Shirtings from 1st January to 30th September 1869, was 3,994,477 pieces, against 3,435,889 pieces last year, and that the re-exports of the same goods for a similar period were 2,906,957 pieces, against 2,898,790 in 1868. As regards T-Cloths, we find that the imports from 1st January to 30th September, 1869, were 2,276,636 pieces, against 1,186,525 in 1868, and that the re-exports of these goods for the same period were 1,680,735 pieces, against 974,738 pieces in 1868.

Mr. H. N. Lay has addressed a letter from Yokohama to the *Supreme Court Gazette*, which is a sort of defence much better left alone, as the feeling which existed between him and the merchants in 1852 to 1860 has been forgotten; most of the people of that day have retired from China and its trade. In one paragraph Mr. Lay says:—

The simple truth is—and there can be no harm at this distance of time in stating it—that the whole question from 1854 to 1862 was in fact a trial of strength between an opposition, championed by the two leading firms, and the Customs as an institution. They decreed its overthrow, and would listen to nothing less. To offers of explanation or co-operation they turned their back; our annihilation was the sentence recorded, and against it they would suffer no appeal. Such was my position. That I should accept their permit of self-extinction was scarcely to be expected, and accordingly I held my own, and all the more tenaciously from the conviction that if my administration was governed by certain principles, ultimate triumph was certain, whatever the early misapprehension and opposition encountered.

The following is from the *North China Herald* of Dec. 21:—Our readers are aware that Sir Rutherford Alcock called at Nanking during his trip up the Yangtsze, and commenced negotiations with the Viceroy respecting the Nanking missionary troubles. We are now informed that Mr. Medhurst has been commissioned to open communication with H. E. Ma on the subject, with a view of ascertaining from him how far he is carrying out his promises of speedy redress made to Sir R. Alcock, and to report the result to Mr. Wade. The missionaries have handed in memoranda, upon affidavit, of their losses, and these have likewise been submitted to Ma. In the meantime we hear that the sum claimed by the Jesuit missionaries as compensation for their losses at Nanking, has been received at the French Consulate General, Shanghai; a plot of land valued at $1,000 will also be ceded. The payment, however, has been accepted under reserve of every other satisfaction, the principle of which has been already admitted by the Chinese Government. We shall be glad to hear that equally complete reparation has been exacted by the British authorities; and especially that the more important point of punishing the rioters has been insisted on.

The French frigate *Venus*, from Hong Kong, with the Admiral on board, has arrived at Woosung, and is, we believe, to accompany M. Rochechouart on his projected expedition up the Yangtsze, to inquire into the Szechuen missionary troubles. H.I.M.'s *Duplelx* and *Scorpion* steamed away yesterday to join the *Venus* at Woosung. The Admiral will only accompany them as far as the place destined for the disembarking of an expedition which M. Rochechouart intends taking into Szechuen, and will then leave for Saigon, to assume the Governorship of that colony, lately vacated by Admiral Ohier.

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The *pro forma* sale of the Shanghai Club building took place, when it was knocked down to Mr. Groom, on behalf of the Recreation Fund, for Tls. 35,000. The complicated relationship between the two bodies of shareholders is thus at length cleared up. It only remains now for terms to be arranged between the new shareholders and the members. This, we hope, will soon be done.

It is a little remarkable that we have received news of Mr. T. T. Cooper simultaneously from each end of the districts he is exploring. A correspondent writes us from Hankow that a letter has been received there dated Tatsienloo, 7th October, announcing that tidings had been transmitted thither of Mr. Cooper's detention at a village called Jugga, on the frontier of the southern portion of Thibet. The letter stated, moreover, that the chieftains of the neighbourhood were prepared to dispute Mr. Cooper's further advance by force of arms if necessary; and that two of his party had returned to India with letters. Fortunately, however, to prevent any anxiety this statement might have created, we have a letter from Mr. Cooper himself, dated Sudya, Nov. 5, in which he announces his intention of starting only ten days later, in company with a chief whom he has bribed with Rs. 1,000 to pass him to Bathang. So it is evident the first report is false.

In our last issue we noticed the intended departure of Mr Cunningham, of Messrs. Russell and Co., and that he would be succeeded by Mr. Warden, who also takes the Presidentship of the Shanghai Steam Company.

(FROM A CORRESPONDENT.)

Sir Rutherford Alcock has gone south after visiting the new port Wuhu on the Yangtsze, he was accompanied there by H.M.S. *Adventure*, a steam troop-ship, and being in the neighbourhood of Nanking, visited the Viceroy of this province, Ma, who took the opportunity of insulting the British Minister, by keeping him waiting outside, and when remonstrated with, the attendants made a noise sufficient to prevent his being heard. These sort of affairs are always premediated by Chinese officials. It is understood also that Ma refused any redress to the missionaries lately attacked, who had their lives jeopardised and their property plundered or destroyed. So much for the newly inaugurated peace policy, and the absence of a material force to demand and obtain redress. This is another proof, if proof were wanting, of the inability of negotiating with Chinese officials without the presence of material force. Until a squadron be kept at some convenient point on the coast of China, it is quite useless asking or expecting any equitable dealing from Chinese authorities. The present policy, if continued, must sooner or later bring about a dead lock, involving as heretofore an army and navy to bring matters to a proper state. It is reported that the Burlingame expedition has got a two years' prolongation of life in the shape of a subsidy from Mr. Hart of one hundred thousand taels, payable out of the tonnage dues.

Mr. Hart, Inspector-General of Customs, has arrived here from the North, on a tour of inspection to all the Treaty ports, and doubtless will find much to occupy him for the next few months.

Mr. Hart has been elevated to the rank of a Red Button Mandarin, that being the highest rank but one in the Chinese Civil Service.

The other fashionable arrivals here are General "Tom Thumb" and suite. They came by the American Mail, on the 7th inst., from San Francisco. The Chinese seem to take much interest in the diminutive hero, and follow his carriage about in numbers. I have not heard that any of them were sufficiently enthusiastic to pay for admission to the Lyceum, but they have announced a reception at the Chinese Theatre.

There have been two cases of piracy in this neighbourhood—hitherto rare—one on board a junk at Worsung, and another junk near Nangpo. A case of piracy and murder is also reported of a British ship near Hong Kong, when the captain and a portion of the crew were murdered.

I enclose, or rather forward you, a copy of the new Treaty, the latest effort of diplomacy at Peking, and, as usual, all the good things fall to the lot of the Chinese. The new regulations do not find favour with the merchants, as the increased payments on imports is a certain loss, with only an uncertain gain. It remains to be proved whether the local officials will give up their imposts; most people doubt it. The extra duties on silk and opium have taken merchants by surprise. However, the Treaty may never be carried out, as the other Treaty Powers must agree to it as well as England—a clever ruse of the Chinese, and a neat way of shelving any question of the future, but our sagacious diplomatists never see through these dodges until it is too late.

TIENTSIN.

Advices from this port, dated Dec. 14, state that the Peiho was blocked up with ice from Tientsin down to the Taku Forts. The tug-boat *Pathfinder* was frozen up in Nine Fort Reach. The weather had been very cold and stormy. No vessels left in port; business at a standstill. The steamer *Nanking* arrived on the 11th Dec., and delivered cargo outside of Taku in boats. Market for American goods dull and declining. Drills, best marks, Tls. 3.8.5 to Tls. 3.8.8; other marks, Tls. 3.7.5 to Tls. 3.8.0. Grey Shirtings had advanced to Tls. 2.2.5 for best 8-4 lbs. eagle chops.

HONG KONG.

The dates are to Dec. 28. The outward mail of Nov. 5 arrived out on Dec. 19. Telegrams only reach to Nov. 25.

The *Adventure* arrived on Dec 22. Among the passengers were Sir Rutherford and Lady Alcock, and Miss Lowder, and Messrs. Connolly (secretary to Legation), Lowder (private secretary), Boyce, Board of Works. The *Adventure* left at once for Canton with Sir Rutherford on board. We conclude from this that no kind of reception was given to Sir Rutherford at Hong Kong. He was to leave by the present mail for London.

A fire took place at Shameen, Canton, on the afternoon of Dec. 17th, which caused considerable alarm in the foreign settlement. Some builders' sheds at the rear of Messrs A. Heard and Co.'s new house, next door to that occupied by Messrs. Jardine, Matheson an dCo., caught fire about one P.M., at a time when, owing to the fact that the races were in progress, almost every one of the foreign residents was absent from the site. Thanks, however, to the energetic exertions of the few persons who hurried at once to the spot, and to the subsequent assistance lent by the Chinese fire-engines and the officers and crew of H.I C.M. gunboat *Feiloong*, the conflagration was got under with comparatively slight loss, only the outbuildings having suffered.

The following is the account, duly certified, of the average amount of bank notes in circulation and specie in reserve in Hong Kong, during the month ending 30th November, 1869:—

Banks.	*Average amount.*	*Specie in reserve.*
Oriental Bank	$701,377	$233,793
Chartered Mercantile	664,546	250,000
Chartered	398,050	133,000
Hong Kong	1,005,201	800,000
Total...	$2,769,174	$1,416,793

The Hong Kong Community have subscribed $2,700 towards the Consul Gibson memorial fund.

The *Trade Report* says:—The bearing of the Revised Treaty on the trading facilities of the colony has been the subject of some comment. It is provided that native produce shipped from Hong Kong to a Treaty Port shall not be protected by the clause with reference to inland taxation, and Hong Kong is thus placed at a great disadvantage as compared with the Treaty Ports. The Chamber of Commerce are engaged in preparing a memorial on the subject, in which it is probable this point will be fully alluded to, as it is one of vital importance to the trading interests of the colony.

Authentic information has come to hand that a gigantic system of squeesing on the Chinese in Canton engaged in foreign trade has just been inaugurated at that place. The various guilds have been squeezed during the last few days by the Viceroy to the amounts of $10,000 each, viz.: the Piece Goods Guild, the Cotton Yarn Guild, the Raw Cotton Guild, &c.,&c., under the pretence that the money is wanted to carry on the war against the Panthays in Yunan. In order to recoup themselves, the guilds have resolved to levy a tax on all manufactures, &c., &c., imported into Canton, which tax was to come into operation on Saturday last. It is needless to add that the money will eventually come out of the foreigners' pockets. This is a very encouraging inauguration of the new treaty arrangement, and comes at a most opportune time. Large shipments of goods have gone up to Canton during the last day or two, in order to get them in before the new squeeze comes into force.

An extraordinary general meeting of the shareholders in the Hong Kong and Whampoa Dock Company has been convened for the 26th January, for the purpose of considering certain terms proposed by the Union Dock Company with a view to effecting an amalgamation. These terms are, in substance, that the Hong Kong and Whampoa Dock Company pay the Union Dock Company the sum of $308,000, or the amount of their capital less one-third, and assume the responsibility of the Union Dock's debt of $220,000, in return for the property of the Union Dock Company at Whampoa and Kowloong, together with all assets including the *Little Orphan*.

CHINA TRADERS INSURANCE COMPANY.

The annual meeting of the China Traders' Insurance Company, managed by Messrs. A. Heard and Co., in China, and Messrs. Fearon and Co., London, was held on the 15th Dec; the shareholders present including Messrs. Holland (in the chair), A. Heard, Kaye, Hitchcock, Sage, Sands, Mellish, Hale, Da Costa, See Yong, Leong Wing Choon, and Qwong Kee.

The Chairman, having read the report of the committee (which will be found in our advertising columns), proposed its adoption, together with the accounts; which was seconded by Mr. Mellish, and unanimously carried.

It was then proposed by Mr Hale, and seconded by Mr. Mellish, that Messrs. Jukes and Sage be elected auditors for the next year; which was carried *nem. con.*

Mr Hale next proposed, and Mr. Mellish seconded, that the retiring members of committee (Messrs Holland and Hitchcock), be re-elected. This was also carried unanimously.

The Chairman informed the meeting that the dividend would be available on and after the 18th; and the meeting terminated with the usual vote of thanks to the chairman and committee.

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JAVA.

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(FROM OUR OWN CORRESPONDENT.)

BATAVIA, Dec. 28.

You will remember the disturbances at Becassie, about which so much noise was made by the European press, and which were said to be the sign for a general revolt for the independency of Java. Several months have since elapsed, and now at last a decision in the affair has been given. No less than twenty-nine persons have been condemned to death, and nineteen to fifteen years' forced labour. It, however, seems that even now the suit has not been finished. The Batavia papers protest against the horrible manner in which the prisoners were treated. Several of them were flogged day after day, with rattans; others were tied hands and feet to pallisades and thus exposed day and night Others again were locked up in detestable holes, so small that they could not sleep. Seven persons died in consequence of these shameful tortures. The Assistant-Resident, Meester Cornelis, and the Sheriff of Becassie accused each other of having committed these horrible acts. An enquiry is now being made, and it is most desirable that, should the functionaries be found to be culpable, they should be punished most severely. Indeed, it is of the greatest urgency that the Minister of the Colonial Department should take measures to revise the code penal in a more humane manner than he seems to intend doing. The police at Becassie act in such an independent and illegal manner that they cause the greatest discontent amongst the natives, and it is even feared that there will be a repetition of the same disorders which occurred last spring; the police having again co-operated with the Chinese *Bapa Beira* to rob the natives—and this caused the last revolt. Much has still to be done to secure to the Javanese right and justice. But the Dutch Government is slow; for five years Java has been obliged to be content with promises, which have not in the end been fulfilled.

The men of war *Maduro*, *Barito* and *Kapoeas*, have been ordered to Poelae Madjar, in order to make peace between the Dajacs of Sarawak and those of Batang-Loepar. The first-named had claimed a certain amount of money, and had threatened to burn all the houses at Batang-Loepar if the money was not paid. It has not yet transpired whether the threat was carried out, but so much is certain that when our soldiers landed they found that peace once more prevailed.

The Chamber of Trade and Industry at Batavia has forwarded an address to the Governor General urging the necessity that a steam line should be established between Java and Australia with stations at Singapore, Sydney, and Brisbane. Of course the claim for a Government subsidy is repeated, and it is regretted that not one guilder is asked for this purpose by the Colonial Minister in his Budget of 1870.

The news from Padang is again most distressing; not only has the country again been inundated by a bandjir, but an earthquake which lasted forty-five seconds, has occasioned a good deal of damage.

An aqueduct has been constructed at Koepang (Timor), by which vessels can easily be provided with water.

The preliminary works for the Batavia-Buitenzorg Railway are progressing.

COMMERCIAL.

Coffee: Java, f.31 to f.32 50c. per picul. Sugar: No. 14, f.16 50c. to f.16 75c.; No. 15-20, f.15 50c. to f.15 75c., with a good business done. Rice: 1st quality, f.165 to f.180; and 2nd quality, f.125 to f.145 per koyang. Carga, f.110 to f.115; the stock is not large. Cloves, f.27 49c. per picul; nutmegs, f.115; black pepper, f.17 to f.18; white ditto, f.30 per picul, without stock. Rattans: Borneo, f.10 50c. to f.13; Padang, f.8 to f.9. Sapanwood: Manila, f.5, stock exhausted; Java, f.3 to f.3 50c., with some transactions. Tin: Billiton, none offered. Hides: Cow, 35c. to 40c.; and buffalo, 23c. to 28c. per half kilo. Manufactures: Madapollams, English white, with a very unimportant demand; unbleached, without transactions. Shirtings: English white meets with a firm demand. For 7lb. Cambrics No. 15-16, dull. English Drills: Small lots can be realised at somewhat lower prices. Mule Twist: Prices lower, the stock, however, is not large. Batticks meet with a good demand. English Iron: The market is over-supplied.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates hence are to Jan. 4. The outward French mail of Nov. 25 arrived on Dec. 28. Telegrams had been received from London to Dec. 6. The following summary of news is from the *Straits Times*:—

The past fortnight has been unusually quiet, and the Legislative Council not being in session, political matters have for the time remained in abeyance.

At the meeting on the 24th his Excellency the Governor introduced the subject of an armed police in lieu of the native troops, a project by no means original with him, or new to most of our readers. Governor Cavenagh laboured hard to convince the Indian Government of the economy and desirability of such a force; Sir Harry Ord, however, appears to have been more successful with the authorities at home, and to have obtained their consent to the innovation. We, however, have serious misgivings as to the beneficial result of the change, and have stated our reasons at length in a previous issue. The amount of patronage at the disposal of the Secretary of State and the Governor, in the appointment of officers, may have considerable weight in influencing their views on the subject—but to us it seems a dangerous experiment to arm a body of inexperienced men—probably strangers to the Settlement—to awe a peaceable native community into order. The subject has been dropped for the time, and when next it comes before the Council will probably be in the form of a Bill approved of by the Secretary of State, to whom the Governor expressed his intention of referring the matter.

The *Government Gazette* of the 24th ult. contained two notifications, one announcing the confirmation of the appointments of Messrs. W. R. Scott and W. Adamson to seats in the Council, and the other notifying Mr. Whampoa's appointment as a member of that body. No one would envy Mr. Whampoa the distinction bestowed upon him. He has been so long and so favourably known among us, and possesses such an influence over the Chinese, that perhaps no better choice could have been made. But a difficulty presents itself to our mind in regard to this appointment, in that the Letters Patent constituting the colony limit the number of unofficial members of Council capable of acting in the discharge of their duty to five, while we have now six, all capable of doing duty. Glad as we should be to have Mr. Whampoa in the Council, we should be extremely sorry to part with the services of any of the others.

The Christmas and New-Year holidays are over, and have been marked by no events of great importance. A novelty was afforded to the residents in the performances of the Tom Thumb troop at the Town Hall Theatre. The past two months have been the wettest known here for a long time.

An action was brought by Virgin and Co., owners of the steamer *Coety*, against the Tanjong Pagar Dock Company, for $5,000 damages, owing to delay and alleged faults in their work, but Chief Justice Maxwell reserved final decision.

CEYLON.

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(FROM A CORRESPONDENT.)

The currency question has argued itself into repose. At first it was discussed rather warmly, and there was a strong feeling against any interference with the system £ s. d. which has heretofore governed our accounts and finances, our contracts and bargains, and been understood to be represented by rupees at 2s. per rupee; and which system was acknowledged on all hands to have worked well. Since, however, it has been discovered that a rupee is only value for 1s. 10½d., and since it has been declared that the Home Government will not have a fictitious currency, while they also insist that the rupee, being the coin in which we generally pay, shall be the medium also through which we shall count; the feeling which at first ran so strong against any change that memorials were got up and numerously and respectably signed against any interference with the existing system, has now, merged into one of comparative acquiescence. The only agitation now is the consideration that, if there must be a change what change would be best, and most suitable to our requirements, and to the comprehension of all classes of the community. The general feeling is that this should be the decimal system—with rupees and cents as the only two coins, with their subdivisions, necessary for our arithmetic. This would involve but two columns in our accounts, while the computation of a column of figures would be so simple that the least instructed in counting might understand it. A native even who has not been at school could work it on his ten fingers, while the conversion of rupees into pounds sterling would be merely the omission of the last figure for pounds, and doubling it, unless a cipher, if to be converted into shillings. The agitation ultimately resolved itself into a memorial to the Government, which was very extensively signed, praying that—without asking for a change—if a change must be, the most convenient change for all classes would be rupees and cents, and not rupees, annas, and pies, as in India. An association has been got up for furthering this object. They have had meetings, framed resolutions, and held conferences with the Governor. Of the result of all these we are yet unaware; but on all hands preparations are being made for accepting the change which may be decided upon, and which will come into operation, it is said, in July next. And let us hope it will be the introduction of the decimal system, as above described.

THERE is not much news from the Suez Canal. Between thirty and forty large ships have passed through since the opening. The amount of tolls received from them has been about £12,000. There is said to be nowhere less than twenty feet. The large transport ship *Jumna* is to go through at the end of March. M. de Lesseps has gone to France to hold a general meeting of the shareholders, and endeavour to raise the present low figure at which the shares are quoted.

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Commercial Report.

(*For dates see First Page.*)

CEYLON, STRAITS, CHINA, AND JAPAN IMPORTS.

YOKOHAMA.—Cotton Yarn continued in good demand, at prices slightly in advance of last quotations. Large supplies were looked for from China. Grey Shirtings also inquired for, settlements moderate; there was an improvement in White Shirtings, T-Cloths, Turkey Reds, and Velvets, while Woollens, with the exception of Cloths, were much depressed. Stocks estimated at—Grey Shirtings, 32,700 pieces; Cotton Yarn, 6,400 piculs; Blankets, 4,100 pairs; Coal, 4,700 tons. Quotations:—Cotton Yarn, 16 to 24, $54 to $54.50 per picul; 28 to 32, $54 to $55; 38 to 42, $65 to $66.50; Grey Shirtings, 7 lbs., $2.65 to $2.70 per piece; 8 lbs., 4 to 6, $3.02 to $3.05; Black Velvets, $9 to $9.65; T. R. Cambrics, $0.95 to $1 per lb.; Taffachelass (double weft) 12 yds. 43 in., $3 25 to $3.50; Taffachelass (single weft) $2.50 to $2.90; Blankets, $0.35 to $0.40 nominal; Nail rod Iron, $2.70 to $3.50 per picul; Lead, $6 to $6.25; Tin plates, $6.25 to $8 per box; Coal, $8.50 to $9 per ton.

SHANGHAI.—Busines had been done, and prices generally had receded; stocks of most manufactured goods were heavy. Grey Shirtings:—The demand had been almost entirely of a retail character, and buyers had had the market very much in their own hands. Fair inquiry for 7 lbs. at Tls. 1.96 to Tls. 2.01. The stock of this weight was comparatively small, and many holders declined to meet the market of 8.4 lb.; buyers had been able to supply their wants from second hands at figures much below the ideas of importers. Eagle Chop 8.4 lb. had changed hands at as low as Tls. 2.18½ per piece for cash, but "chop Eagles" had been sold from first hands at Tls. 2.21½ per piece on ordinary terms. Rather more inquiry for heavy goods, and several sales irregular, but weaker rates. Stock of all weights, 975,000 pieces; against 200,000 pieces last year. Quotations:—7 lbs., Tls. 1.97 to Tls. 2.01; 8-4 lbs., Tls. 2.18 to Tls. 2.21; 9 lbs. to 9-12 lbs., Tls. 2.40 to Tls. 2.75 per piece. T-Cloths: Only cheap goods commanded any attention, and though several sales had been effected, they had simply been caused by a full concession in price on the part of holders. The prices had, therefore, been somewhat irregular, and quotations must be considered as more or less nominal. 6 lbs. Tls. 1.45 to Tls. 1.61 per piece; 7lbs. Tls. 1.63 to Tls. 1.75, and 8 lbs. to 8.4 lbs. 36 inch Tls. 1.90 to Tls. 2.12 per piece; XX Tls 2.40. White Shirtings: A few small sales of 56 and 64 reed at a decline on last values. Quotation:—56 reed, Tls. 2.10 to Tls. 2.13 per piece; 60 reed, Tls. 2.20 to Tls. 2.25 per piece; 64 reed, Tls. 2.35, and 66 reed, Tls. 2.45 to Tls. 2.48 per piece. Drills, Jeans, and Sheetings: All kinds lower in value, with a slack demand. Fancy Goods: Small transactions quoted, but the demand was far from active. Damasks had been more sought for, especially the lower kinds, at moderate figures; holders not inclined to realise unless at good prices. Chintzes wanted. Woollens, &c.: Transactions in Camlets and Spanish Stripes to a most limited extent. Scarlet Cloth of the former goods materially declined, but other colours of both classes show little variation. Figured Orleans rather firmer; some sales effected at fair rates, the demand having run chiefly on common to ordinary makes. Metals: Lead—L B, a few sales of cargo on the spot at Tls. 5.25. Iron: Not a single sale is reported. Quotations (duty paid):—American Drills, 40 yards, Tls. 3.7.5 to Tls. 3.8.0; American Jeans, 30 yards, Tls. 2.9.5; American Sheetings, 40 yards, Tls. 3.5.0; English Drills, 40 yards, Tls. 3.4.5 to Tls. 3.6.5; Dutch Drills, 40 yards, Tls. 3.4.5 to Tls. 3.5.8; Damasks, dyed, 40 yards, Tls. 4.2.5 to Tls. 4.5.0; Chintz, per piece, Tls. 1.6.5 to Tls. 1.7.5; Camlets, English, SS, per piece, Tls. 11.5.0 to Tls. 12; Medium Broad and Habit Cloth, Tls. 0.9.5 to Tls. 1.6.0; Long Ells, Tls. 6 to Tls. 6.2.0 per piece; Coals (cargo quotations afloat)—Cardiff, Tls. 8.5.0 per ton; North Wales, Tls. 7.7.5; English, Tls. 7; Anthracite, Tls. 10.

HANKOW.—Grey Shirtings: 7 lbs. goods had been wanted, and prices had slightly advanced. Sales of 8¼ lbs. to a fair extent at last quotations, but holders were asking higher rates, and the market closed firm. Heavy makes had changed hands at Tls. 2.75 to Tls. 2.85 per piece. Closing quotations:—Tls. 1.96 to Tls. 2.0 for 7 lbs., Tls. 2.16 to Tls. 2.20 for 8¼ lbs., and Tls. 2.75 to 2.84 for 9¾ lbs. goods. White Shirtings: 60 and 66 reeds in small inquiry at previous rates. T-Cloths in some demand; sales on a larger scale than for some time previously. The market closed dull, with heavy stocks on hand. Drills further declined 5 candareens per piece for both English and American makes—quotations nominal. Fancy Cottons little inquiry. Chintz and Black Velvets quoted lower. Woollens and Worsteds—Camlets: A few trifling sales of picked colours constitute the business of the fortnight in these goods. Lastings hardly a transaction. Long Ells very unsaleable, lower prices current. Scarlet quoted Tls. 6.0.4 to Tls. 6.1.5; assortments, Tls. 6.1.0 to Tls. 6.2.5 per piece. Spanish Stripes in small inquiry. Medium and Broadcloths not wanted. Figured Orleans: Picked assortments only taken in retail quantities. China Crapes unsaleable. Metals—Lead: A small sale at Tls. 5.4.0 to Tls. 5.6.0. Quicksilver in slight demand, without change in price.

FOOCHOW.—The following transactions were reported:—850 pieces 7 lbs. T-Cloths, at $2.55½ to $2.57½ per piece; 500 pieces 8¼ lbs. Grey Shirtings, at $3; 100 pairs 10 lbs. Assorted Blankets, at $5.50.

HONG KONG.—Cotton Yarn: No transactions, save in 38-42s, of which a small parcel found a buyer at $1.85 per bale. The Chinese were offering to resell the best 16-24s. at $140 per bale; but much of what they hold would leave them a profit at this price. Grey Shirtings: There have been sales of Bombay qualities of 7 lbs. at lower rates than last quoted. Of 8.4 lbs. some of the best quality have been sold at $2.75 per piece, but $2.80 per piece had been obtained towards the close, and this must be considered the full value of the finer makes. A few 10 lbs. lots changed hands at $3.90 per piece. White Shirtings: Fair sales, and fine qualities had most attention. Dealers wished to anticipate the spring demand, and bought principally "to arrive." For goods on the spot or very near at hand none but inadequate offers could be obtained. Prices may be considered about 5c. per piece higher. Grey T-Cloths: Sales of 6 lbs. of fair quality at $1.95 per piece, of good at $2 per piece, the latter being the highest figure obtained; 7 lbs. in very little request, as also 36 inch makes; market weak. Grey Twills: Small quantities Dutch taken at about former low rates. Dyed and Fancy Cottons nothing doing. Woollen Cloths: Only a few pieces of Medium, Dark Blue, had changed hands. Spanish Stripes: Beyond a small parcel of very good quality, which obtained 70 cents per yard, the only prices offered had been 65 to 67 cents per yard, and in a few instances these were accepted. Long Ells: No improvement in these had taken place; only one small lot sold. Camlets: Scarlet saleable, as high as $16.75 per piece being paid for the finest quality of SS. Lastings: No improvement; sales made "to arrive." Metals: All descriptions of Iron stagnant, and no sales reported. Tin Plates neglected. A large sale of Quicksilver at $62.53 per picul, which is an advance upon last quotation. Lead in some little demand, speculators being willing to buy "to arrive" at low prices. 100 tons L. B. sold at $6 50 per picul. A parcel of French on the spot bought for the Canton market at $6.40 per picul. Quotations:—Grey Shirtings, 7 lbs., $2.45 to 2.50 per piece; 8.4 lbs., $2.75 to 2 80; 9 to 10 lbs., $3.15 to 3.80; White Shirtings, $2.55 to 3.60; fine, $4.05; T-Cloths, 6 lbs., 32-inch, $1.90 to 2; 7 lbs., $2.15 to 2.22½; Mexicans, $2.30 to 2.45; 8 to 8.4 lbs., 36 inch, $2.65 to 2.75; Grey Twills, Dutch, 14.8 lbs., $4.70 to 4.85; Medium Cloths, $1.15 to 2.30; Long Ells, H, $7.50 to 7.70; Blankets, Assorted, $0.43 to 0.50; Camlets, SSS, Assorted, $13.50 to 14; SS, $15.50 to 16.25; S, $17.25 to 17.75; Lastings, Assorted, $13.75 to 25.16; Coals, English, $7 to 7.50 per ton; Welsh, $8 to 8.50.

SINGAPORE.—Only a moderate business had been done in Manchester staples, and though stocks were light, prices were again slightly weaker. Grey Shirtings, 8¼ lbs., cleared off to a fair extent at $2.87½; other weights also a shade lower. Grey Madapollams very little asked for; sales reported at lower prices. T-Cloths: Demand weaker. Drills: No transactions. Fine descriptions of White Shirtings difficult of sale; inquiry for coarse and medium also fallen. White Madapollams sold to a small extent at previous rates. Good demand for coarser descriptions of White Cambrics; prices maintained; fine cloth also taken to a fair extent at the quotations of last mail. Imitation Irish Linens in rather more request. Figured Shirtings, Jacconets, Brocades, and Lappets dull of sale. Dyed Cottons of all description without improvement. Plain and Figured Shirtings sold at lower rates. Turkey Red Cambrics without animation, sales effected at very low rates. Small sales of T. R. Mulls reported. Grey Yarn in small supply, prices without alteration. No. 40s sold at $150, No. 30s at $140, No. 20s at $134, No. 64 at $163 to $164 per bale. Turkey Red Yarn without change, demand small. Coloured Yarns out of request, lower prices accepted. Metals no improvement. Bar and Nail Rod Iron sold at lower prices. Yellow Metal, also slightly lower, sold at $21¼ to $21½. Pig Lead, no sales. Gunpowder without improvement. Coal market inanimate, stocks large; the only sale reported 200 tons Cardiff at $7⅜ per ton ex-ship.

PENANG.—Small sales of Grey Shirtings reported 6lbs. at $44—7 lbs. at $52 credit, $49 cash—8¼ lbs. at $59 to $61 credit, $58 cash. In 45-in. goods no business. Sales of Grey T-Cloths, 6 lbs., at $39—7 lbs. at $42½ to $46 per corge, according to quality. White Shirtings still inactive; small quantities disposed of at weaker prices. White Cambrics very dull, excepting Nos. 15/16, which found buyers at $32½ to $33 per corge. Dyed Goods of every description in very small demand; prices unaltered. Yarn sales of Grey Twist at $141 to $142; Turkey Red, No. 40, at $144; Imperial Red, $78 to $82; Green, at $82 to $83 per bale.

COLOMBO.—The following is from Messrs. Geo. Wall and Co.'s Circular—There has been a very limited business done during the fornight. Dealers had provided for their local requiremnts in anticipation of Christmas, and printed and coloured goods of all kinds have been quite neglected. But the improved tenour of home advices has placed Grey and White staples in a stronger position than when we last wrote; and in these a moderate business has been done at hardening rates, chiefly for export. We close very firm at our quotations, with the prospect of establishing a further advance should home advices retain their present character. A steady export demand for Grey goods is now freely due; and, as Easter approaches, we look for a renewed inquiry for Prints and other coloured fabrics. Actual transactions afford quotations for Grey cloth only, which we give as follows:—Grey Shirtings, 39 inch, 7 lbs., 11s. 1½d.; 8¼ lbs., 13s. 9d.; 45 inch, 8 lbs., 13s. 9d. to 14s.; 9 lbs., 15s. 4½d. to 15s. 6d.; 10 lbs., 17s. 6d. to 17s. 9d.; 11 lbs., 20s. 6d.; 50 inch, 10 lbs., 17s. 3d. to 17s. 6d.; 11 lbs., 18s. 6d. to 19s. Grey Longcloths, 9 to 10 lbs., at 1s. 6d. per lb.

CEYLON, STRAITS, CHINA, AND JAPAN EXPORTS

TEA.

YOKOHAMA.—For a day or two after the departure of last mail an easier tendency was experienced, but on arrival of the American mail a brisk demand set in, resulting in the settlement of over 8,000 piculs of Medium to Finest grades, almost entirely for the New York market. In consequence of this demand prices were slightly higher, and the market closed very firm. Arrivals had come in freely; otherwise the stock would have been much reduced; it remained, however, with little change. About 3,000 piculs had been received from Hiogo for re-export; the Ravensbourne sailed from that port on the 4th December, for New York, with 406,000 lbs. From Yokohama the Rifleman, for Boston, with 394,267 lbs., and the Herbert Graham, for New York, with 279,456 lbs., had sailed. The last P.M.S.S. Co.'s steamer took 15,294 lbs. for New York, and 65,810 lbs. for San Francisco. The Grenadier, Crest of the Wave (chartered), Southern Belle, and Havelock were loading for New York. Quotations:—Common, $20 to $21 per picul, nominal; Good Common, $22 to $23 ditto; Medium, $26 to $28 ditto; Good Medium, $29 to $33 ditto; Fine, $34 to $37 ditto; Finest, $38 to $42 ditto; Choice, nominal.

SHANGHAI.—Black: An insignificant business had been transacted, the purchases amounting to less than 4,000 chests. Prices were a shade easier for very common descriptions, and rather better value had been obtained for those kinds possessing a small amount of flavour. Arrivals had not been large, and the stock on offer was reduced. A very large quantity of very common Congou was being manufactured in Shanghai. Settlements for the fortnight, 3,750 chests; re-shipments on owners' account, 324 chests; stock, 11,687 chests. Quotations (duty paid, exchange for credits, six

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months' sight, at 6s. 1d. per tael, and freight at £2 per ton)—Hohow, common to fair, Tls. 16 to Tls. 19½, equal to 11½d. to 1s. 1½d.; Oonam, common, Tls. 18½, equal to 1s. 0⅜d.; Ningchow, common, Tls. 19 to Tls. 19¾, equal to 1s. 1¼d. to 1s. 1⅜d.; Oopack, common, Tls. 19¼ to Tls. 19½, equal to 1s. 1⅛d. to 1s. 1⅛d. Green: The business for the fortnight had been large, resulting in the settlement of 40,000 half-chests. The market was almost cleared of fine chops. Medium Teas had commanded full prices, but we note a decline of about one tael per picul, on common to fair grades, compared with prices ruling before the departure of last mail. Arrivals had not been on a large scale, and receipts were on about a par with last year's arrivals. Quotations—Moyune and Teenkai, Tls. 31 to Tls. 43; Fychow, Tls. 28 to Tls. 36; Pingsuey, Tls. 31 to Tls. 33; Shanghai-packed, Tls. 25 to Tls. 30. Settlements for the fortnight, 40,490 half-chests; reshipments on owners' account, 1,337 half-chests; stock, 136 chops, or 66,974 half-chests.

HANKOW.—There had been no further arrivals, and the season must be considered nearly closed. Quotations nominal.

KIUKIANG.—Black Teas: Few arrivals had taken place, and settlements were confined to two parcels of Hohow Congous. Quotations were, Ningchows, nominal; Hohows, common, Tls. 13.2.5 to Tls. 14.5.0. In Green Teas there had been no business.

FOOCHOW.—The following is from Messrs. Odell and Co.'s report:—Congous: The demand has not been so active as noticed in our last, though for the period of the year settlements have been to a fair extent, amounting to about 15,600 chests. Rates paid show no alteration, the teamen being still willing to realise at our quotations. Arrivals from the country have not been large, and the total for the season will not exceed 670,000 chests. Souchongs: There is but a poor assortment on offer, and transactions have not been large. Oolong: The small stock remaining at the date of our last issue has been taken on American account, and no further receipts are expected from the country. Scented Teas and Flowery Pekoes: There are no transactions to report. Settlements during the fortnight have been:—Congou, 15,668 chests, at Tls. 11.3 to Tls. 19.5 per picul ship off; Souchong, 1,572 chests, at Tls. 17.3 to Tls. 20.3 per picul ship off; Oolong, 11,690 half-chests, at Tls. 18.8 to Tls. 21.0.5 per picul ship off.

SILK.

YOKOHAMA.—There was no new feature in the market, further than rather more desire among some silkmen to sell, and consequently a little reduction on some lots of the better class of hanks. The greater part of the stock was, however, held as firmly as before; several dealers preferring to deposit their goods under advance rather than realise. Oshus maintained their price fully. Settlements about 500 bales. Silkworm Eggs: The total export for the season may be definitely stated as amounting to 1,400,000 or 1,420,000 cards. This figure had been confirmed by a comparison with the Custom-house returns, with the average contents of the total quantity of cases shipped, and with the average weight of every hundred cards when packed. The quotations for Silk ruled as follows:—Hanks, Mybash and Sinchu, best, 30s. 11d. to 33s.; medium, 27s. 9d. to 30s.; inferior, 24s. 9d. to 27s. 6d.; Oshu, extra, 34s. 4d.; best, 31s. 3d. to 33s. 3d.; medium, 28s. 8d. to 30s. 11d.; inferior, 22s. 10d. to 26s. 8d.; Coshu, best, 27s. 1d. to 28s. 8d.; medium, 24s. 9d. to 26s. 8d.; Sodai, medium, 24s. 9d. to 26s. 8d.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular:—A moderate business has been transacted daily during the fortnight, at rather hardening prices for medium and common Silks, notwithstanding a higher exchange, which is about 3d. per pound against buyers. Red Peacocks and similar descriptions have been taken at about Tls. 5 above last mail's rates, Tls. 450 having been paid for the above-mentioned chop, and common sorts show about the same advance. Crack chops are not much changed, although purchases have been slightly in favour of buyers. All Taysaam sorts being scarce still command very full prices, whilst Hainins on the other hand continue weak and neglected. The market closes very firm, with settlements for the fortnight estimated at about 2,000 bales. The stock is reduced to about 1,500 bales, and the total exports will probably not much exceed 37,000 bales.

STRAITS AND CEYLON PRODUCE.

SINGAPORE.—Gambier had gradually declined from $3.07½ per picul to $3.01½ per picul, about 1,800 tons having been taken up within that range. Bontyne Coffee unaltered at $12 per picul, at which some purchases have been made. Small purchases of Cutch reported at $4.55 to $4.60 per picul. The first contracts for Pepper had been made during the fortnight—about 12,500 piculs having been contracted for in all; 2,300 piculs at $7.25, 750 piculs at $7.30, and the rest at $7.35, which was the closing quotation; a small lot of White bought at $11.05. Pearl Sago taken up to a moderate extent at $3.05 to $3.15, according to grain and quality; about 150 tons Sarawak Sago Flour at $2.45; other descriptions at $2.40 per picul. Buffalo Hides and Horns taken up at former rates. Tin: Malacca quoted at $29 per picul.

PENANG.—Tin had been bought as high as $27.70, but rates had ranged from $27½ to $27 per picul, which was the closing figure. Pepper: no transactions. Sugar in increased demand; prices firmer for all qualities of Penang. Some Hides had come forward, but no purchases had been made.

COLOMBO.—Coffee: There had been but a limited business during the interval. The New Year holidays had interfered somewhat with transactions, but the limited extent of dealings in Native descriptions arose chiefly from a falling off in the supply. Receipts of plantation crops continued on a liberal scale, but the transactions in this quality had been few at 11s. 9d., very fine parcels of high grown commanding 12s. Cocoanut Oil: The inquiry for this article was good, and the supply being very moderate, makers had been enabled to obtain full rates; 27s. was readily given by shippers. Cotton: The season's shipments were nearly at an end. The William Mitchell had sailed from Tuticorin with 4,045 bales, and the Vigilant with 1,986 bales, making the season's exports 77,256 bales, against 95,804 bales at the corresponding period last year. There was no ship on the berth.

SETTLEMENTS OF TEA.

From 1st June to 6th Dec., Season 1869 to 1870.

BUYER.	BLACK. Chests.	Re-shipments. Chests.	GREEN. ½-Chests.	Re-shipments. ½-Chests.
Adamson, Bell, and Co.	15,184	6,890	14,922	672
Ashton and Co.	—	1,519	—	—
Birley, Worthington, and Co.	36,667	2,309	21,306	4,744
Blain and Co.	20,908	5,251	6,622	1,725
Blum Bros. and Co.	1,320	—	9,068	—
Bourjau, Hubener, and Co.	644	2,458	524	—
Brand, Monro, and Co.	7,777	—	—	—
Bull, Purdon, and Co.	3,681	529	—	—
Butterfield and Swire	15,112	4,468	496	—
Chapman, King, and Co.	6,653	596	901	—
Dent and Co.	2,722	14,172	—	—
Dickinson and Co.	892	992	—	—
Fraser and Co.	—	—	4,050	—
Gibb, Livingston, and Co.	1,135	7,122	8,347	686
Gilman and Co.	17,181	3,396	26,541	—
Glover, Dow, and Co.	12,796	1,932	3,277	1,419
Hargreaves and Co.	375	—	728	—
Heard, Augustine, and Co.	15,327	2,776	32,621	834
Hogg Brothers	12,423	6,015	3,224	—
Holliday, Wise and Co.	202	2,024	2,477	—
Hyde and Co.	—	—	—	—
Jardine, Matheson, and Co.	9,640	3,571	11,143	2,928
Jarvie, J., and Co.	—	—	—	—
Lent and Co.	14,535	798	7,912	—
Little and Co.	6,499	634	50,691	—
Olyphant and Co.	2,862	200	45,720	1,257
Osborne and Co.	8,638	458	7,584	7,839
Overbeck and Co.	48,899	1,630	879	5 78
Overweg and Co.	18,259	6,833	—	—
Petrocochino and Co.	14,701	—	11,534	—
Reid and Co.	13,104	2,328	6,565	676
Reiss and Co.	1,482	4,297	—	—
Rothwell and Co.	11,939	270	1,802	981
Russell and Co.	494	3,076	23,719	—
Sassoon, David, Sons, and Co.	496	3,073	—	—
Shaw Brothers and Co.	4,109	—	5,035	—
Siemssen and Co.	970	—	—	—
Smith, Archer, and Co.	—	—	7,468	—
Tate, J. P., Esq.	18,020	—	6,401	—
Thorne Brothers and Co.	12,167	10,513	13,347	—
Turner and Co.	—	8,675	—	—
Weston and Co.	6,529	5,687	1,417	766
By Sundries	35,286	7,278	9,955	—
	399,628	121,770	346,276	25,105

LIST OF SILK SHIPPERS TO SOUTHAMPTON AND MARSEILLES.

From June 1st to Dec. 11th, 1869.

	Bales.		Bales.
Adamson, Bell, and Co.	70	Helbling and Co.	806
Ashton and Co.	—	Hogg Brothers	593
Barnet and Co.	1,981	Holliday, Wise, and Co.	10
Birley, Worthington, & Co.	876	Jardine, Matheson, and Co.	502
Birt, W.	104	Jarvie, John, and Co.	548
Bland, J.	190	Meynard and Co.	20
Borneo Company	109	Milsom and Tod	853
Borntraeger and Co.	400	Nachtrieb, A., and Co.	750
Bourjau, Hubener, and Co.	224	Parsees	87
Bovet, Brothers and Co.	593	Pustau, Wm., and Co.	92
Bower, Hanbury and Co.	1,444	Reid and Co.	54
Brand, Monro, and Co.	2,399	Reiss and Co.	154
Bradwell, Bloor, and Co.	58	Russell and Co.	1,441
Bull, Purdon, and Co.	8	Remé, Wm., and Co.	690
Carter and Co.	1,529	Sassoon, D., Sons, and Co.	366
Chapman, King, and Co.	401	Sassoon and Co., E.D.	45
Chinese	64	Scheibler, Matthai, and Co.	232
Coutts and Co.	65	Shaw Brothers and Co.	585
Cumine and Co.	332	Siemssen and Co.	458
Dickinson and Co.	180	Skeggs and Co.	906
Fogg and Co.	50	Smith, Archer, and Co.	231
Framjee, Hormusjee and Co.	25	Textor and Co.	769
Gamwell, F. R.	1,058	Thorne Brothers and Co.	188
Gibb, Livingston, and Co.	917	Trautmann and Co.	229
Gilman and Co.	685	Westall, Brand, and Co.	125
Glover, Dow, and Co.	204	Sundries	2,232
Gutschow and Co.	210		
Heard, Augustine, and Co.	558	Total bales...	28,144

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 5½d.	4s. 6d.	4s. 6¼d.
Shanghai " "	6s. 0¼d.	6s. 0⅜d.	6s. 1d.
Canton " "	4s. 5d.	4s. 5⅛d.	4s. 6d.
Hong Kong " "			
Macao " "			
Singapore " "	4s. 6¼d.	4s. 6⅜d.	4s. 6⅜d.
Manila " "	4s. 5d.	4s 5⅛d.	4s 5⅛d.
Colombo " "	par	1 to 2 dis.	1 to 2 dis.

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MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	300 to 301	222½ to 223
„ Hong Kong	25⅞ to 26⅛ dis.	—
Bar silver	111.6.0	9 prem.
Mexican dollars	74.5.0	¼ prem.

Bons, at Yokohama, 338 to 346 per 100 dols.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 17 to 17½; Old, 31 per cent. premium.
Hong Kong Gas Company, 44 dols. per share.
Hong Kong and Whampoa Dock, 5 to 7 per cent. discount.
Union Dock Company, 45 to 50 per cent. discount.
China Traders' Insurance, 1,400 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 26 per cent. premium.

EXPORT OF TEA AND SILK, SEASON 1869-70.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales & Cses
From June 1 to Nov. 30, 1869	74573	63831560	41650584	1349918	11543353	118449988	28205
Corresponding period last season.....	605753	63378693	49533375	...	12129197	125647018	39096

Shipments Since:

Dec. 9 per Beemah	From Foochow	... 1,134,000	
— 11 ... Valkyrien	... Do.	... 707,900	
— 14 ... Glamorganshire	... Do.	... 605,300	
— — ... Earl Dalhousie	... Do.	... 1,391,500	
— 15 ... Nyassa	... Shanghai	... 986,975	
— 22 ... James Shepherd	... Canton	... 1,138,900	
— 28 ... Emeu (ml. str.)	... Shanghai, &c.	... —	1950

TO THE CONTINENT.

							Bales.
From June 1 to Nov. 30, 1869	...	...	...	...	...	1476590	9764
Corresponding period last season.....	...	...	...	...	...	3232439	1473

Shipments Since;

Dec. 14 per Osca Vidal	From Hong Kong	... 327,100	
— 28 ... Emeu (ml. str.)	... Shanghai, &c.	... —	660

TO UNITED STATES.

							Pcls.
From June 1 to Nov. 30, 1869	...	...	...	...	...	19423276	576
Corresponding period last season.....	...	...	...	...	...	17093031	746

Shipments Since;

Dec. 2 per China (str.)	From Yokohama	... 15,224	
— 4 .. Rifleman	... Do.	... 394,267	
— — ... Ravensbourne	... Hiogo	... 405,402	
— 7 ... Resolute	... Foochow	... 549,200	
— 13 ... Herbert Graham	... Yokohama	... 279,456	
— — ... Parmenio	... Foochow	... 450,500	
— 15 ... Elizabeth Dougal	... Shanghai	... 448,984	
— 16 ... Etha Rickmers	... Do.	... 1,250,887	
— — ... Arracan	... Canton	... 92,096	150
— 18 ... Jurgen	... Amoy	... 297,757	

TO AUSTRALIA.

From June 1 to Nov. 30, 1869	... 10,591,897 lbs.
Corresponding period last year	... 15,172,661

Shipments Since;

Dec. 2 per Else	From Foochow	... 287,200

TO GREAT BRITAIN.

				Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844.....	...	...	...	51,022,600	...*
„ 1845 to 1846.....	...	...	...	57,334,200	18,604
„ 1850 to 1851.....	...	...	...	63,972,000	22,143
„ 1853 to 1854.....	...	...	...	77,327,800	61,280
„ 1855 to 1856.....	...	...	...	92,240,300	50,481
„ 1857 to 1858.....	...	...	...	76,990,255	68,315
„ 1858 to 1859.....	...	...	...	65,789,792	83,134
„ 1859 to 1860.....	...	...	...	85,560,452	64,169
„ 1860 to 1861.....	...	...	...	90,066,160	76,644
„ 1861 to 1862.....	...	...	...	109,854,040	79,199
„ 1862 to 1863.....	...	...	...	121,273,580	72,887
„ 1863 to 1864.....	...	...	...	117,463,586	46,603
„ 1864 to 1865.....	...	...	...	121,236,870	32,313
„ 1865 to 1866.....	...	...	...	118,333,042	62,890
„ 1866 to 1867.....	...	...	...	118,423,290	50,052
„ 1867 to 1868.....	...	...	...	116,890,430	57,449
„ 1868 to 1869.....	...	...	...	142,789,804	70,917

* Including the Continent.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Havre, Dec. 7, LB.

At SHANGHAI.—From London, Dec. 8, Laurel; 10, Bristow; 12, Eaglet; —, Dartmouth, Sir Wm. Wallace, Sophie; from Glasgow, 19, Laga; 21, Loudon Castle.

At HONG KONG and CANTON.—From London, Dec. 16, Merse; 25, Peterborough, Corypheus; from Cardiff, 16, Ann Adamson; 26, Ludwig, Samuel, J. Glover; from Callao, 26, Fray Bentos.

At MANILA.—None.

At SINGAPORE.—From Liverpool, Dec. 22, Nestor (st.), from Sunderland, Stavers; from Havre, Georges et Marie (st.).

At BATAVIA.—From Shields, Dec. 13, Azia, Goldenland; from Newcastle, 14, Nordhavet; 17, Francina Wilhelmina; from Rotterdam, 13, Rotterdam; 19, Lichstraal; 20, Madura, Noach III.; from Amsterdam, 17, Maria Elizer.

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—For Boston, Dec. 5, Rifleman; for New York, 13, Herbert Graham.

From SHANGHAI.—For London, Dec. 18, Nyassa; for New York, 13, Herbert Graham; 17, Elizabeth Dougall; 18, Etha Rickmers; 19, Horatio.

From FOOCHOW.—For London, Nov. 30, Tyburnia; Dec. 13, Glamorganshire; 15, Earl Dalhousie; for Boston, Nov. 27, W. E. Gladstone; Dec. 13, Parmenio.

From AMOY.—For New York, Dec. 18, Jurgen.

From HONG KONG and CANTON.—For London, Dec. 23, Medina, Petchelee, James Shepherd; for New York, Arracan.

From BANGKOK.—For Europe, Dec. 5, J. H. Love; 8, J. Vinnicombe; 15, Oliver Cromwell; 20, Bride.

From MANILA.—For London, Dec. 20, Doriga; for Liverpool, via Cebu, 19, San Fernando; for Cork (for orders), via Ilo Ilo, 18, Cleughs; for Cadiz, 8, Cervantes; for New York, 12, Tabor; for Boston, 17, Bunker Hill.

From SINGAPORE.—For London, Dec. 24, Maria Rickmers; for Liverpool, 25, Mary Spencer; for Boston, Polly Lewis; for New Bedford, 29, Adelina Gibb; for Hamburg, Europa.

From BATAVIA.—For Holland, Dec. 18, Jason, Acolus, Leopold Gr. v. L. Stirum; 19, Humbolt, Jedo; for United States, 18, Iroquois (str.).

From Penang.—For London, John Paul.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To New York, £2 to £2 5s. per ton of 40 feet.

At SHANGHAI.—Rates remain unchanged.

At FOOCHOW.—To London, £2 10s.

At AMOY.—To New York, £2 of 40 cubic feet.

At HONG KONG and CANTON.—To London, £2 per ton; to New York, £1 15s.

At MANILA.—To London, Sugar, £2; Hemp, £3 5s.

At SINGAPORE.—To London, £2 2s. 6d. to £2 10s.

At BATAVIA.—For Holland, Sugar and Coffee f.45 to f50.; for Channel, £1 15s. Sugar in bags.

At PENANG.—To London, Sugar, £2 10s.; Tin, £2 10s.; Hides £2 7s. 6d.

VESSELS LOADING.

At YOKOHAMA.—For London, none; for New York, Southern Belle, Grenadier.

At SHANGHAI.—For London, Fontenaye, Omba, Callisto; for New York, Good Hope, Sarah Nicholson, City of Perth.

At FOOCHOW.—For London, Red Riding Hood; for New York, Springfield, Homer; for Amsterdam, Ensign.

At AMOY.—For New York, Margarita.

At HONG KONG and CANTON.—For London, Neville, Dudbrook; for New York, Music.

At BANGKOK.—Benmore, British Empire, Crimpen on the Lek, Emerald, Flora, Geo. Croshaw, Luctor et Emergo, Macedon, Penrith, Venus.

At MANILA.—For London, Victoria; for Cork, Antrim; for Copenhagen, Haufran; for Cadiz, Elena.

At SINGAPORE.—For London, Coldinghame, Glenlyon, Staffa; for Liverpool, Mount Vernon, McNelson; for Marseilles, Georges and Mathilde; for Hamburg, Margot.

At PENANG.—For London, James Paton, Parana, Albuera.

CASUALTIES.

YOKOHAMA.

The steamer Ocean Queen, on her way from Neeagata to Hakodate, got into a very severe gale, which she could not face, and Capt. Bowman, to save his crew and cargo, ran her on shore near Sakado-gawa, where she now lies. When his messenger left she had not made any water, and the treasure and nearly all the cargo was landed.

HONG KONG.

The British barque Merse, Capt. Harris, from London, reports had moderate weather on leaving port. Crossed the Equator on the 6th Sept. in long. 20.23 W.; thence had moderate S. E. trades, passed the meridian of the Cape of Good Hope on the 29th Sept. in lat. 39 S., from thence had continued heavy gales with heavy cross sea down to Amsterdam Island, which sighted on the 23rd Oct. On the 16th Oct. experienced a cyclone which lasted for four days; it began from E., went round to North and suddenly changed to W. Made Java Head on the 6th Nov.; on the same day spoke the ship Matador, bound S., passed Anjer on the 7th November, came through Palawan Straits, passed the S.W. point of Luzon on Dec. 8th. Thence had moderate weather and steady N.E. monsoon till arrival in Hong Kong on Dec. 16th. 133 days out. On the 27th October, in lat. 30.30 S., long. 90.34 E., spoke the French ship Diane, from Bordeaux, bound to Bangkok; on Sept. 6., in lat. 0.5 N., long. 19.55 W., the Merse was suddenly shaken as if she was grating over a sand bank; not being able to account for this, the hatches were opened and the pumps sounded, but everything was found all right. The shaking lasted for about four minutes, and the man at the wheel felt it shaking slightly in his hands; came to the conclusion that it must have been an earthquake.

The British barque Ann Adamson reports experienced fine weather on leaving the Channel and crossing the Bay of Biscay, found the N.E. trade slim and paltry. Crossed the Equator in long. 22 W., and found the S.E. trades squally, indifferent, and again a great prevalence of easterly gales off the Cape, and while running down the Easting; made

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Lombock on Oct. 31, then light airs, calms, and variable flaws through the Macassar and Celebes Sea; from St. Andrews to the Bashees and into the China Sea, heavy weather from E. to N.E., with much head sea, ship straining and plunging terribly; 169 days out.

The North German brig Ludwig reports having spoken the British ship Lord Dale, London to Shanghai, at eight P.M. on Dec. 20, in lat. 19.30 N., long. 131.50 E. She had lost all her spars except foremast, and required the assistance of a steamer.

The British barque Britomart reports having experienced strong N.E. winds on leaving the Australian continent; passed west of New Caledonia, sighted the Island of Calatina, in the Solomon Group, on the 13th November, several canoes full of natives coming off, but afraid to come alongside, although armed; crossed the Equator in 160° E.; saw Steuart's Island on the 17th, and on closing the island received a visit from the whole of the male population. Hair oil appears to be in demand among these people, who are noticeable as the best behaved in these seas; they can supply all sorts of refreshments in almost any quantity. Minty's reef position, marked doubtful, exists, is about twelve miles long, and Captain Wishart's description is correct,

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Dec. 10	Jannetje ...	Batavia ...	Rotterdam
,, —	Anna Maria Wilhelmina	Amsterdam ...	Samarang
,, 11	Azia ...	Sunderland ...	Order
,, —	Nordhavet ...	Newcastle ...	Do.
,, —	Gelderland ...	Sunderland ...	Do.
,, —	Roxburg Castle ...	Singapore ...	London
,, 12	Rotterdam ...	Rotterdam ...	Batavia
,, —	Conniet de Maria ...	Macao ...	Lisbon
,, —	Raleigh ...	Amoy ...	New York
,, 14	Kennemerland ...	Samarang ...	Amsterdam
,, 15	John and Pauline ...	Macao ...	London
,, 16	Yokohama ...	Hong Kong ...	New York
,, —	Scawfell ...	Bangkok ...	Falmouth
,, 18	Fluellin ...	Singapore ...	London
,, —	Iroquois (str.) ...	Batavia ...	New York
,, —	Gemsbok ...	Singapore ...	New York
,, 19	Madura ...	Rotterdam ...	Batavia
,, —	Acolus ...	Batavia ...	Rotterdam
,, —	Jason ...	Batavia ...	Rotterdam
,, —	N. B. Palmer ...	Shanghai ...	New York
,, —	Jacob Hansen Love ...	Bangkok ...	London
,, —	Helens (str.) ...	Bangkok ...	London
,, —	James Vinicombe ...	Bangkok ...	Falmouth
,, —	Naworth ..	Singapore ...	Glasgow
,, 20	Cervantes ...	Manila ...	Cadiz
,, 23	Kali Maas ...	Foochow ...	Falmouth
,, —	Aracan ...	Shanghai ...	London
,, —	Madone ...	Bordeaux ...	Singapore

COMMERCIAL POSTSCRIPT.

—o—

The verdict at Bombay in the case of the Oriental Bank was in their favour, as the manager had not signed the compact, but, as the Asiatic had, the verdict was against them.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—Jan. 18, at New York, from Shanghai, Stanley Castle; Feb. 4, at Motherbank, from Batavia, for Amsterdam, Nordsflag; at Waterford, from Rangoon, Barham; 3, at Brouwershaven, from Batavia, Strathblane; at Gironde, from Saigon, Rosendaele.

DEPARTURES.—Feb. 5, from London, for Colombo, &c. (*via* Suez Canal), Otterburn (steamer); 2, from Marseilles, for Yokohama, Casti; from Shields, for Singapore, Johanna Antonia.

LAID-ON.—At London, for Singapore, Windermere.

SPOKEN.—Westward Ho! Cardiff to Singapore, Nov. 29, 17 S., 30 W.; Bengalee, Bordeaux to Singapore, Dec. 26, 7 N., 26 W.; Frederick Tudor, Cardiff to Hong Kong, Feb. 1, 51 N., 9 W.; No. 1,225 4th d.p. (ship), Batavia to Rotterdam, Jan. 27, 50 N., 10 W.

MISCELLANEOUS.—Port Said, Feb. 4, Shun-Tung (str.), Wells, from the Clyde, for China, left for Suez; Suez, Feb. 3, Afrique (str.), Rolland, from the Clyde, left for Colombo, &c., having passed through the Canal.

LATEST TELEGRAMS.

—o—

JAVA.

(RECEIVED AT ROTTERDAM, FEB. 1.)

BATAVIA, JAN. 6.—Coffee, 37,000 piculs Padang sold at f.35,50; freight to Holland, f.41 to f.47½; Exchange on Holland, f.104 to f.103; manufactures nominal.

ARRIVALS.—Cornelis Wernard Eduard, Macassar.

DEPARTURES.—Ada, Jedo, Johanna Maria, Kandanghauer, Kitty, Laurens Coster, Leopold Graaf van Limburg Stirum, Louis Mayer, Nederland and Oranje, Susanne.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

COLLINS—On the 30th Dec., at 2, Belgrave-villas, Lee, S.E., the wife of the Rev. William Henry Collins, of Peking, of a daughter.

DAVID—On the 18th Dec., at Cottanchina, Colombo, the wife of the Rev. Christian David, of a son.

JOHNSTON—On the 18th Dec., at Amoy, the wife of W. Cunningham Johnston, of a daughter.

MACHADO—On the 25th Dec., at Hong Kong, the wife of Mr. F. Machado, of th Harbour-master's Department, Hong Kong, of a daughter.

MARTEN—On the 22nd Jan., at Tanabang House, St. Germain's-place, Blackheath, the wife of W. T. Marten, Esq., of a son.

PRICE—On the 21st Dec., at Harperville, Hong Kong, the wife of Alfred H. Price, Esq., of a daughter.

REME—On the 20th Dec., at Shanghai, Mrs. William Reme, of a son.

SHELFORD—On the 26th Dec., at Broadfields, Tanglin, the wife of Thomas Shelford, Esq., of a son.

SUTHERLAND—On the 23rd Dec., at Dean's-road, Cinnamon-gardens, Colombo, the wife of John Mackie Sutherland, Esq., of a daughter.

MARRIAGES.

CASWELL—FINDEN.—On the 2nd Feb., at St. Michael's Church, Paddington, by the Rev. Alexander Woodforde, assisted by the Rev. John Kempthorne and the Rev. G. F. Prescott, James George Caswell, Esq., H.B.M.'s Consul at Saigon, Cochin China, to Florence, youngest daughter of George Corfield Finden, Esq., of 21, Talbot-square, Hyde-park.

CRAWFORD—FAULDS.—On the 25th Jan., at Knockbuckle House, Beith, Scotland, by the Rev. James Martin, Beith, assisted by the Rev. William Muirhead, Shanghai, John Crawford, Esq., merchant, Shanghai, to Eliza Somerville, daughter of James Faulds, Esq., banker. No cards.

MILISCH—VIDAL.—On the 17th Dec., at the Protestant Chapel, Macao, by the Rev. Pastor E. Klitzke, James Milisch, Esq., of Tamsui, Formosa, to Rose, daughter of Camille Vidal, Esq., of Hamburg.

PARKER—HEMSWORTH.—On the 23rd Dec., at St. John's Cathedral, Hong Kong, by the Rev. Canon Beach, M.A., Gifford Forbes Parker, of Saigon, youngest son of the late Hon. James Parker, of Cincinnati, Ohio, to Alice, eldest daughter of John Hemsworth, Esq., of Limerick, Ireland.

DEATHS.

ALLEN—On the 23rd Dec., at his residence, Hill-street, Singapore, Henry Allen, Esq., M.D.

FOWLIE—On the 19th Jan., at Fairlawn, Coombe-wood, Bertha Bessie, third daughter of I. C. Fowlie, aged five years and six months.

GIBSON—On the 17th Jan., at Sugwas Court, Herefordshire, of bronchitis, after a few days' illness, Louisa Sophia, wife of W. C. Gibson, Esq., C.M.G., late Colonial Secretary of Ceylon.

HABGOOD—On the 15th Dec., at Hong Kong, Elizabeth Victoria Alfreda, the infant daughter of Thomas Edgeworth Habgood.

LOHMANN—On the 5th Dec., at Chinkiang, China, Fritz Lohmann, a native of Gluckstedt, Germany.

MELBYE—On the 14th Dec., at Shanghai, after a short illness, Frederick G. Melbye.

ROHDE—On the 13th Dec., at Shanghai, Agnes, the beloved wife of P. J. Rohde, aged 23.

RUGGLES—On the 19th Dec., at Shanghai, John W. Ruggles, aged 45.

CHRONICLES OF ST. GEORGE.

BOOK 2. CHAP. XV.

1. And it came to pass on the day of the feast that was given by the native King that the Lieutenant of the Chief Ruler died.

2. Now this Lieutenant was second only unto the Chief Ruler himself.

3. And when St. George was absent for a season, he ruled in his stead.

4. And he was beloved much, for he had been many years among the people, and his heart was big with love and gentleness.

5. In so much that no man could say ought against him, for he had treated all with loving kindness.

6. And when the news of the death of his Lieutenant came unto the ears of St. George, he was in attendance upon the Juke, in the midst of the sports provided by the native King.

7. Yet stayed he not the sports.

8. For he desired to show unto the Juke the majesty of St. George and the littleness of all other beings in the land.

9. So he toadied unto the Juke, and went down continually on his "marrow-bones" before him.

10. For he thought within himself:

11. If I impress the Juke with a sense of my majesty and power, and yet the readiness of that majesty to bend to him, may hap his mother, when it is noised abroad, will raise me a step in rank.

12. And it rested with the Chief Ruler to appoint the hour in which his great and good Lieutenant should be borne to his last resting place.

13. And it came to pass, that when the sports in the Land of Johore were ended, the Chief Ruler returned unto his own coast.

14. And the people waited anxiously for his return, that the hour for the burial might be announced, that so they might accompany to the grave the body of one who was so justly beloved of them.

15. Yet kept he the hour secret.

16. Moreover he requested of the Chief of the Queen's forces that the body might be laid in the grave without the Military honours that were due unto the departed.

17. But the Commander of the forces would not consent.

18. And when the hour for the burial drew nigh, the places of many of the near friends of the deceased among the mourners were vacant.

19. Therefore was the cause of this inquired.

20. And when the people found that the hour for the burial had not been noised abroad, and that the body had been taken to the grave with a haste that was unusual and unnecessary, they were filled with indignation and cried aloud, saying:

21. "Is it not enough that this man should insult the living?

22. "Must he even show his pompous vanity and want of "respect unto the dead?"

23. So the Lieutenant of the Chief Ruler was gathered unto his

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Fathers, and his memory, even in his grave, was insulted by this man.

24. And it was felt more deeply of the people, inasmuch as the Juke himself had shown respect unto the corpse of a poor and most humble servant of his but two days before.

25. And had followed the body on foot unto the grave.

26. Thus was given unto the people to perceive the difference between the acts of true, high-born Majesty, and the miserable vanity of a bird in false plumage. EXTINGUISHER.

THE GALLE BREAKWATER.

(FROM A CORRESPONDENT.)

The Galle Breakwater is our present difficulty—dividing, as it does, public feeling. Its utility is admitted on all hands. But one party in opposition—the Colombo Chamber of Commerce—sees no necessity for the breakwater for local interests; while if Imperial interests demand it the Imperial Government ought not only to provide all the funds, but to take all the risk. Another party in opposition, led by Mr. G. D. B. Harrison, one of the unofficial members of the Legislative Council, quite agrees in the utility of an improved harbour, and admits that it would be of great use to Ceylon, but thinks it cannot be made for the sum offered on loan by the Home Government—£250,000; considers that it will cost £400,000; and believes it so much more essential to the Imperial Government than to Ceylon that the risk of the undertaking should be divided—four-fifths being chargeable to the Home Government, one-fifth to that of Ceylon. The Governor had previously appointed a commission of seven gentlemen, numbering among its members the Director-General of Public Works, the Surveyor-General, and the said Mr. Harrison, to inspect the harbour and produce a report. By the accidental breakdown of the railway Mr. Harrison was prevented getting to Colombo in time to be with them on the day the Commission had appointed to meet at Galle and consider the question. Mr. Harrison, however, knew the Galle harbour well, having inspected it for a like object ten years ago, and made a report to the then governor, Sir Henry Ward. The report was therefore made up without him, and sent to Kandy for Mr. Harrison's signature. This Mr. Harrison attached, but also appended a note disapproving of the calculations of the Commissioners as to cost, and combating their opinion that there was no necessity for excavating the rocks within the harbour, and that the work could be carried on without staging, by merely tumbling the stones into the sea. Mr. Harrison contended that unless the rocks were excavated the harbour would not be secure, however much were spent upon it, and that without staging they would take twenty years instead of five to construct the breakwater, while the waste of material would be great, and the cost in proportion excessive. His estimate of the cost of staging alone was £60,000. Of the Commissioners four were gentlemen of engineering experience, and three were nautical gentlemen. The other Commissioners replied to Mr. Harrison's memorandum that the opinion of six was better than that of one. There are some, however, who doubt this dictum, and who believe Mr. Harrison's opinion entitled to more weight than that of the other six put together, for this reason that the three nautical members could only speak to the effect of winds, tides, and currents in the vicinity, while not one of the other three engineering members had had any experience in the construction of such a work. Mr. Harrison, on the other hand, having commenced his career in connection with marine engineering, and having been personally employed on that masterpiece of such work—the Portland Breakwater. Well—a committee of Council was appointed to consider the report of the Commission, and the day at length came for their report being brought up and laid on the table of the Council. This brought on a discussion wherein Mr. Harrison led the opposition, and in a very able speech showed the fallacy of the calculations and the inadequacy of the sum estimated for this great undertaking. He was backed up by only other four members of Council, viz., all the unofficials present—the officials, ten in number, to a man voting against him. The work is, therefore, to be undertaken. Fortunately for the colony, however, the Public Works department are not to be allowed to try their hand at marine architecture. They are costly enough on land, and exceed their estimates in such numerous instances on our roads, that there is no saying in what extravagance they might involve the colony were they but allowed to undertake a work on the ocean, of a kind entirely new to them, in which they have had no experience, and with no responsibility. The Director-General even did not contend for this, although he believes nearly as much in the power and ability of his department as did its late veteran head, Major Skinner, who, by the way, raised the force, and might have been allowed a pardonable pride in them; for he had done much with them, and had worked himself up to the belief that they could do almost anything.

A contractor is to be advertised for, and failing one appearing, who can furnish sufficient security for the successful completion of the work for the sum, and in the time estimated, the subject will be again brought under the consideration of the Council. Meantime there is a strong feeling of opposition among the mercantile community, which the Colonial Secretary has characterised as *narrow views*. But after the exhibition this class made some few months ago in patting on the back the late Colonial Secretary, and commending, and allowing himself to commend, while retiring, his colonial policy—a policy which for twenty years they had persistently denounced—their opinion will not carry much weight at Downing-street; for the Governor has only to hand in a newspaper containing the report of those proceedings, in proof of how men change their opinions over a dinner. Doubtless the Governor, so recently from home, brought his instructions on this and many other matters in his pocket. And we have recently learned, to our sad experience, how little attention is paid to any representation from Ceylon, not supported by his Excellency the Governor. The merchants, instead of opposing the Galle harbour improvements in toto, would have acted a wiser part, and shown more enlarged views, and a more liberal spirit, had they merely pointed out what they considered an omission in the agreement, viz., that should the sum estimated, and agreed to be lent by the Home Government, not be sufficient for the completion of the work, such further sum as might be found necessary should be provided on the same terms by the Imperial Government, with an extension of say twenty years more to the island to recoup itself from the dues and revenue, out of which they are to repay with interest during thirty-three years the already promised loan of £250,000.

As to the construction of this breakwater being entirely an Imperial question it is all fudge. The opening of the Suez Canal will inaugurate a new era in the trade of the East, for if steamers by that route can carry goods to India in a month at a cost of from £3 10s. to £3 17s. 6d., instead of the old overland rate of £20 the ton, it bids fair to revolutionise the entire carrying trade to the eastward of the Cape. Galle, if able to accommodate the increased number of ships that will make that passage, will be a depot for their commodities, and as a port of call so conveniently situated on the lines to Calcutta, China, and Australia, will derive more benefit from this increased eastward trade than any other port along the route, a view of the question hardly contemplated while the success of the Suez Canal was yet doubtful, which it certainly was until very lately.

There is yet another view of the question, however, which ought not to be ignored, and to which the Colonial Secretary drew the attention of the Council by quoting a despatch of the late Sir Charles Macarthy on that subject. Sir Charles estimated that if the Home Government, finding Galle Harbour unsuitable as a packet station, should decide on making Trincomalie the point of call for such steamers, besides the loss of three days each time a mail arrived in getting the letters thence to Colombo, a road would have to be made, the lowest estimated cost of which was £160,000, besides £13,000 annually for its keep. Thus the first year it was opened the road would have cost £175,000, even if made for the sum estimated—a sum nearly equal to the estimated cost of the Galle Breakwater. Let the merchants consider this fact wisely ere it be too late, and ere the island be saddled with Trincomalie as its packet station, or, what would be tenfold worse, annexation to India.

FRANCE AND THE FAR EAST.

(FROM OUR PARIS CORRESPONDENT.)

The two annual documents, the "Exposé" of the Empire, and the Yellow Book of Diplomatic correspondence, published by the French Government, contain a few passages relating to the East and Eastern produce.

In the former we find the following respecting silk:—The silk interest continues unfortunately to suffer from the evils which have

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for so many years devastated the silk producing establishments nevertheless, the year 1869 exhibited some improvement. The epidemics which attack the silk worm showed much less violence, end their intensity continues to decrease. The yield of silk was larger in 1869 than in previous years. The Government has distributed a considerable number of microscopes in the provinces, for the examination of the "seed" intended for breeding; and has offered premiums for the encouragement of small breeding establishments. M. Pastear, to whom is due the discovery of the corpuscules in the eggs, has been commissioned to undertake new experiments, and has discovered a method, which appears efficacious, in preventing the malady known as *des morts-flats*, which, with *pebrine*, causes the greatest ravages. The question of the stamping of the cards of eggs exported from Japan has been the object of an enquiry which has put the Government in possession of the views of silk producers with respect to monthly and annual stamping of the cards.

The result of the last crop of cocoons, which surpassed expectation, caused a sensible fall in the price of raw silk, which reacted on the fabric markets. The demands of buyers and the resistance of holders caused operations to be restrained; however, in the month of August there were few looms standing idle at Lyons or in its vicinity, while the lowness of the stocks held out a hope of improvement in business.

The returns of the commerce of France with six foreign countries, all that are enumerated, give the following comparative figures for the first eight months of the year :—

	1869.	1868.
From Great Britain to France :—		
Raw Silk	1,097 tons	1,212 tons
Rice	4,077 ,,	5,484 ,,
Jute	11,363 ,,	11,106 ,,
Silk Fabrics	f.3,806,000	f.2,764,000
From France to Great Britain :—		
Silk Fabrics	f.140,106,000	f.143,752,000
From France to Belgium :—		
Silk Fabrics	f.7,837,000	f.8,934,000
From Germany to France :—		
Raw Silk	f.1,277,000	f.1,210,000
Silks	1,119,000	664,000
From France to Germany :—		
Raw Silk	f.5,851,000	f.5,668,000
Silks	14,678,000	22,891,000
From Italy to France :—		
Raw Silk	f.88,658,000	f.81,255,000
Rice	9,685 tons	13,874 tons
From France to Italy :—		
Raw Silk	f.24,306,000	f.16,291,000
Silks	19,169,000	10,987,000
From Switzerland to France :—		
Raw Silk	f.17,625,000	f.18,874,100
From France to Switzerland :—		
Raw Silk	f.38,219,000	f.36,283,000
Silks	33,363,000	38,074,000

Concerning Cochin China, we are informed that everthing goes on quietly and well; that two natives have been appointed members of the Privy Council of the colony; that delegates from the villages, not in the employ of the Government, have been called to deliberate on the ameliorations to be introduced in the affairs of the colony; that commissions have been appointed—1. To codify the usages of the country as regards the relations of municipal bodies amongst themselves, as well as with the superior authorities and the people. 2. To bring the Annamite populations, which have heretofore held aloof, into civil relations with the Colonial Government. 3. To find means to encourage agricultural improvement amongst the poor population of the colony. The colonial authorities are much occupied with the dissemination of instruction amongst the natives, and have opened evening schools at Saigon, where men, women, and children may learn to speak, read, and write French. There are seven mixed schools, and more than sixty native schools, with an aggregate of two thousand scholars.

In the second document we find passages relating to China and Japan, which we abridge.

Referring to the change lately made in the 15th Article of the Treaty of Tientsien, relative to Pilots on the coast of China, the paper states that, in establishing a body of regulations destined te insure the efficient recruitment of the body of pilots, the Government has taken care to preserve to its Consuls the right of surveillance and direction conferred by the Treaty. On the other hand, it has stipulated that such French captains as have, by long practice, become well acquainted with the Chinese coasts, shall be enabled to pilot their own ships, and thus avoid the additional expense of paying a special pilot for coast work.

The opening of the two new ports in Japan is alluded to, and the following added relative to trade :—The silk trade, which our countrymen are principally interested in, has obtained fresh facilities; in return for certain pecuniary concessions consented to by the Imperial Government, the Court of Yedo has renounced the advantage of that article of the commercial convention which authorised it to demand the revision of the duties on the export of silk; consequently this tax—which has during the last three years been calculated at the rate of 5 per cent., on an average value lower by one quarter than the present rates—will not be augmented, and our manufacturers will thus retain the precious sources of supply which the Japanese market affords them.

OCEAN TELEGRAPHY.

We extract the following passages from a long and interesting article on this subject, which appeared in *The Times* of Jan. 26.

Our present telegraphic communication with India has arisen out of the military requirements of the Russian Government. Telegraphic communication with the army of the Caucasus was thought to be essential, and a line was, therefore, constructed from Moscow to Tiflis and Erivan, and was placed under the control of General Luders, the well-known engineer officer and the director of the Russian telegraphic system. General Luders found that this Caucasian telegraph, although it was not costly to make, was terribly costly to maintain, and it occurred to him that if it could only be extended to India, the expense of its maintenance might be placed upon the broad shoulders of British commerce. The necessary negotiations were successfully completed, and a line was constructed by the English from the termination of the Russian one, by way of Teheran and Tabreez, to Bushire, and so through the Persian Gulf to Kurrachee. It was agreed that this line should pay a royalty of *forty per cent.* on its receipts for the privilege of working through the Russian wires, and the gross result has been, not only the absolute dependence of Anglo-Indian telegraphy upon a foreign power, but also that British subjects have paid for the maintenance of the Russian line to the Caucasus, and that the Persian line, thus burdened, has returned to its British proprietors the modest dividend of 1.3 per cent.

Looking beyond India, we find Russian enterprise and astuteness once more in the field. From Russia Proper another military line extends across Siberia and Tartary to Lake Baikal, and thence to Kiachta, on the Chinese frontier. Between Peking and Kiachta there is a regular service of mounted couriers, who perform the journey in ten days; and through their intermediation the Chinese have already had sufficient experience of the benefits of telegraphic communication with the Western world to desire earnestly that such communication should be brought actually to their doors. The success which has attended General Luders with regard to India has been too conspicuous not to furnish him with a precedent to be followed. The Russian Government has undertaken to extend its wires from Lake Baikal, across Eastern Siberia and Mantchouria, to a place named Posiette, in the Japanese Sea; and a company, nominally Danish, has been formed to connect Posiette by submarine cables with Japan, Shanghai, and Hong Kong. This company also is to pay 40 per cent. of its receipts for the use of the Government wires; and thus, not only would the telegraph to Posiette be kept up at the cost of Anglo-Chinese commerce, but the hope is entertained that the present preponderating influence of Great Britain in China might be superseded by that of Russia. The absolute control of the telegraphic communication would not only be an outward and visible sign of power, but it would also supply Russian officials with a variety of means of applying pressure to the Celestial Government and people. The Danish Company has put forth a prospectus dwelling with great unction upon the shortness of its route, and illustrated by a map containing a caricature of half the world, a signal triumph of the art of representing that which is not. The North Pole is made to face the spectator in the upper third of the drawing, and the meridians diverge from it like radii from a centre. Hence a route extending over 130 degrees of longitude, and lying mainly between forty and fifty of north latitude, is made to look less than half the length of an almost parallel route that lies much nearer to the equator.

Apart from the unpleasantness of supporting the Russian military telegraphs, apart from the unpleasantness of being dependent upon Russia for permission to use them, and apart from the possible political consequences of her ownership and control, it is necessary to consider how far these long land lines are secure against frequent inter-

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ruption by accident or design. The vast regions to the north of China have a climate of great severity, disturbed by frequent and violent storms. The injury done to telegraphs by these natural influences is now attracting the attention of engineers, and is found to entail expense and inconvenience, even in civilised and populous countries. The total length of the Russian land telegraph, from Libau, on the Baltic, to Posiette, will be 10,032 versts, or about 7,300 English miles. Of this distance the greater part will be in a sterile and desolate wilderness, inhabited only by Russian military posts and by tribes of wandering and possibly hostile Tartars. Even in its passage through Persia the line to India was frequently wilfully damaged. A fall in the price of cotton was at one time invariably followed by an interruption of communication. It was supposed that cotton-holders had distant agents, say at Teheran or Tabreez, whose task it was, on the arrival of certain intelligence, to send off two or three rascals, mounted on dromedaries, that they might reach the wires, and armed with nippers that they might cut them. The Chinese would not be slow to learn and adopt similar contrivances; and, between roguery, snowstorms, and savages, a wire extending over thousands of miles in Siberia and Tartary could hardly be expected to subserve, with any steadiness and safety, the perpetual demands of business.

The alternative offered to the public is by the submarine cables now laid or in course of construction. When the *Great Eastern* returns from Aden she will immediately carry out a cable to extend from Falmouth, by way of Gibraltar, to Malta, where it will join the present Malta and Alexandria Cable, and will complete the direct line from England to Bombay. From the southernmost point of Ceylon a cable will then be carried to Singapore, touching at Penang and Malacca. From Singapore one line will proceed north to Hong Kong, Amoy, and Shanghai, and another south to Batavia and through Java to Port Darwin, at the north of Australia. Thence a coast line will be taken round the eastern side of the Australian continent to Burketown, Cardwell, Rockhampton, Brisbane, and Sydney, uniting with the telegraph from Sydney to Melbourne and Adelaide, and with that from Melbourne to Launceston and Hobart Town. From Hobart Town a cable is projected to New Zealand; and, to complete the circle round the world, some American capitalists have been negotiating for another across the Pacific, from China to California, by way of Japan and Alaska. We may fairly assume that in 1874 our readers will be supplied with news, not twelve hours old, from every part of the civilised globe.

Of the enormous system which we have thus sketched in outline it may be said that the whole will be constructed by British skill and energy, and the larger part by British capital. The cables will all be manufactured by the Telegraph Construction and Maintenance Company, and will be laid by the *Great Eastern* and her consorts. Excepting in the Island of Java and at the Isthmus of Suez, the wires will be either submerged or upon British territory; and on the isthmus it is proposed that they shall be deeply buried. A submerged cable is practically quite secure. No single speculator can find any means of injuring it for his private gain. As long as England holds the empire of the sea the cables will be safe from enemies in time of war. To grapple and raise them would require not only a knowledge of their exact position and a ship specially fitted with proper apparatus and trained hands, but, also, more time than could be given to the task. The electric lines will lie beneath the great highways of traffic, and no grappling ship in search of them could herself escape notice, or encumbered as she would be by her machinery, could avoid falling an easy prey to cruisers.

It seems probable, therefore, that the greater security and certainty of submerged wires, even in quiet times, will be sufficient to obtain for them the very general preference of the community. As far as India and China are concerned, it is impossible that lines weighted with a tax of 40 per cent., and exposed not only to the risks we have described, but also to the continual occurrence of errors affecting the sense in the transmission of messages, should successfully compete with others which will beat them both in price and performance, which will be perfectly safe from interruption, and which will be in the hands of English operators at every station. The cable from Posiette to Shanghai will probably be completed some months before the English cable from Singapore, but we may fairly venture to predict that, when once the latter is in operation, the Russian Government will have to look to its own Exchequer for the support of its lines in the Caucasus and in Tartary.

It is worth while to subjoin a tabular statement of the ocean telegraphs now constructed or contracted for, and of the sums used or subscribed to complete them. Irrespectively of some short cables in the seas of Northern Europe, the list would be as under:—

Name of Company, &c.	Capital.	Length of Cable.	When Contract was or is to be completed.	Date of forming of Company.
	£	Miles.		
Anglo-American Telegraph Company	1,360,000 ('65)	1,898	Sept. 8, 1865	March, 1865
(Two cables, Valentia to Newfoundland) ...	600,000 ('66)	1,852	July 27, 1866	
French Atlantic Telegraph Co. (Brest to Boston) ...	1,200,000	1,333	July 20, 1869	July, 1868
Falmouth, Gibraltar, and Malta Telegraph Co.....	660,000	2,456	May 31, 1870	July, 1869
Anglo-Mediterranean Telegraph Company (Malta to Alexandria)	260,000	900	October, 1868	May, 1868
British Indian Telegraph Co. (Suez to Bombay) ...	1,200,000	3,600	April, 1870	January, 1869
British Indian Extension Company (Ceylon to Penang and Singapore)	460,000	1,756	Before end of 1870	October, 1869
China Submarine Telegraph Co. (Singapore to Hong Kong and Shanghai).....	525,000	2,640	June, 1871	Dec. 10, 1869
British Australian Telegraph Co. (Singapore to Java and Port Darwin)...	660,000	1,726 800 land	Before end of 1871	January, 1870
Total capitals ...	£6,925,000	20,961—Total miles.		

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JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.—JAN. 26.

(Before Lord Westbury, Sir. J. Colville, and Sir J. Napier.)

RODGER AND OTHERS *versus* THE COMPTOIR D'ESCOMPTE DE PARIS AND THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

Counsel for the appellants—Sir R. Palmer and Mr. Manisty; for the respondents—Mr. E. E. Kay and Mr. Holl.

This was a petition of the appellants in the nature of an application to review the decision of the Judicial Committee on the hearing of the appeal in this case, upon which judgment was delivered on the 19th of February, 1869, as reported in the *London and China Telegraph* of the 9th of March last. It will be remembered that this case, which is commonly known as the *Min* case, arose out of the bankruptcy of Lyall, Still, and Co., and related to certain consignments of goods by Messrs. Liebert and Co., Mendel and Co., and Calvert, of Manchester, to Messrs. Lyall, Still, and Co., of Hong Kong, which were shipped on board the *Min*, bound for Hong Kong, and upon security of the bills of lading, for which the respondents had made advances. The goods on their arrival in Hong Kong, were stopped *in transitu* by the consignees. The respondents brought an action of trover in the Supreme Court of Hong Kong to recover the value of the goods, and obtained a verdict for $55,816, and this amount, with interest and costs, making together $63,542, was paid over to the respondents in the month of September, 1867. The Judicial Committee of the Privy Council, on hearing the appeal in February, 1869, reversed the decision of the Court below, and directed a nonsuit to be entered.

In pursuance of the judgment of the Privy Council a nonsuit was entered accordingly, and an application was made to the Supreme Court at Hong Kong, in May last, for a rule calling upon the respondents to pay back the amount which they had received, together with interest, after the rate of 12 per cent. per annum, from the time of its receipt until repayment, and also appellant's taxed costs of the action in the Supreme Court. Chief Justice Smale granted all that was asked, except *interest*, and upon that question he said, "It appears that in the absence of any contract for it, or of documentary or other evidence from which an actual agreement to pay interest might be inferred, interest was not payable at common law on any debt. By the 3 and 4 Wm. IV., c. 42, provision was made for giving interest when not actually contracted for. By that Act the jury trying the case are authorised, if they think fit, to allow interest to the plaintiff if the debt is payable on a day certain, or from demand made when uncertain. And by 1 and 2 Vict., c. 110, judgment debts are to carry interest, and execution may be issued for judgment debts and interest. It appears to me that no interest is recoverable at common law in this case, and that the words of neither of these statutes extend to the case of a nonsuit, or to repayment of money erroneously paid under a judgment which is reversed. Such a case as the present is very unusual, and would seem to be a *casus omissus* in our statute-law; and I am of opinion that no power vests in this Court to give the interest as asked. The case of Page v. Newman, 9 B. and C. 381, was referred to, but there Lord Tenterden expressed an opinion that the Court of Error could give the interest only, which would be recoverable in the Court below. It is not for me to speculate as to the power of the Privy Council to give the interest asked. It is enough for me to decide that this Court has no such power."

In consequence of this decision, the appellants, conceiving that interest followed upon the nonsuit as part of the restitution to be made by the respondents, although the judgment of the Privy Council was silent as to interest, presented their petition of appeal a few days ago, and as it was regarded by the Registrar of the Privy Council as involving a point of practice only, it was immediately put into the cause list to be mentioned, and came on this day to be heard.

An objection was immediately taken by Lord Westbury that there must be a new appeal, and that it was not competent to the appellants to review a previous judgment of the Privy Council by petition in the determined appeal.

It was contended on behalf of the appellants that they did not seek to review the previous judgment, but merely asked that proper consequences should be given to that judgment; nothing was before the Committee on the previous occasion to show that the money had been paid by the appellants, and therefore nothing was said about interest. A nonsuit was directed to be entered simply, and its natural consequences were expected to follow. Nothing was said in the judgment about repaying the principal, and the Judge below might as well have refused to give that, because not ordered to do so, as to have refused the interest.

After considerable discussion the Judicial Committee decided that they could not entertain the present application, which must be the subject of a distinct appeal; but, at the suggestion of Lord Westbury, it was ultimately arranged that in order to avoid expense, and as the question of interest was a very important one, and the only question in dispute, that the petition should stand as an appeal, that printed cases and appendix should be dispensed with, and a short printed record substituted, that the matter should stand over until the parties had

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had time to communicate with China, and that then, if necessary, a special day should be fixed for the argument of the question of interest.

Agents for the appellants, Messrs. Reed, Phelps, and Sidgwick; for the respondents, Mr. Ambrose Parsons.

VICE-CHANCELLORS' COURT.—JAN. 31.

RE THE BANK OF HINDUSTAN, CHINA, AND JAPAN.—MITCHELL'S AND ASPINALL'S CASE.

This case was argued on the 4th December. It raises the question whether the liquidators of a company which is being wound up can prove against contributories who have executed a deed of inspectorship under the Bankruptcy Act for the amount of calls made subsequently to the deed of inspectorship, the deed itself containing the name of the bank as creditors for arrears then due on the shares, but not for the balances which might become du e on the uncalled capital. The facts were reported in our issue of the 18th December. At the present hearing the Vice-Chancellor delivered judgment to the following effect:—

The balance due from Mitchell and Aspinall as contributories to the company is found to be £517 13s. 4d. An order is now applied for by the liquidator for the payment of this sum. The application is resisted on the ground that, soon after the order for winding up, and before the call was made, these contributories executed a deed of inspectorship, which was duly registered under the Bankruptcy Act. The order for winding up was made in December, 1866. The deed of inspectorship is dated on the 4th of June, 1867, and registered in the Court of Bankruptcy on the 21st of June, 1867. In July, 1869, the call for £517 13s. 4d. was made, for the payment of which the order is now asked. On the careful perusal of the Bankruptcy Act of 1861, under which this deed of inspectorship has been registered, I can see no reason to doubt that it is for the Court of Bankruptcy to say whether process for the sum of £517 13s. 4d., or any part of it, should issue against these contributories. The amount due from them as contributories has been duly ascertained in this Court. It is for this Court to make an order for the payment of what is found to be due. When the order for payment is made the Act makes it the duty of the liquidator to apply to the Court of Bankruptcy for leave to issue process for the payment. All questions as to the deed of inspectorship are expressly committed to the Court of Bankruptcy. The section says, "No execution, sequestration, or other process against the debtor's property in respect of any debt, and no process against his person in respect of any debt, &c., shall be available to any creditor or claimant without the leave of the Court"—that is, the Court of Bankruptcy. Can there be any doubt that the order now asked is an order for payment of a debt? Can there be any doubt that the process of this Court, by which the order for payment is to be enforced, is "process against the person in respect of a debt?" In the present case it has been argued that the liquidators should have proved in bankruptcy for the estimated amount of the call; but, according to the Act, it does not seem that they were bound to do this. The enactment is permissive, and having a discretion they had a right to exercise it in the way which seemed to them most for the benefit of the company. According to the words of the section it is for the Court of Bankruptcy to determine all questions arising under the deed according to the law and practice of bankruptcy, so far as they may be applicable, and the section prohibits any execution against the property or person of the bankrupt without the leave of the Court of Bankruptcy. This leaves the question of protection and the extent to which the protection is to be given exclusively to the Court of Bankruptcy in which the deed is registered. If this Court, disregarding the Act of Parliament, were now to entertain the question of protection, and to decide how far the deed is a protection, or whether it is a protection at all, it would create great confusion and interfere, for no useful purpose, with the statutory jurisdiction in bankruptcy. Entertaining, as I do, these opinions as to the construction of the statute, and considering that the authority of the Act of Parliament is the highest authority, the order must now be made for payment of the ascertained balance. The duty of the liquidators will be to apply to the Court of Bankruptcy for leave to issue process according to the course of this Court.

IN RE MACKINTOSH.

The bankrupt, Francis Henry Pottinger Mackintosh, formerly carried on business at Kiu-kiang, China, as a merchant; he was described as of Norris street, Haymarket, out of business. It was stated that in September, 1866, the bankrupt commenced business in China, with a deficiency of £1,041, and the result of his operations had been, that within a period of twelve months a deficiency of £6,049 had arisen. The bankrupt had purchased tea and other produce, and it appeared to have been his practice to deposit the tea with bankers as security for advances; but the assignees admitted that the bankrupt could not be charged with any statutory offence. The debts amounted to £6,049, and there were no available assets. On behalf of the bankrupt it was alleged that he had not proceeded to China as a mere speculator, but as the manager of an established business, and on the failure of his employer he was invited to start upon his own account. Tea was an article subject to great fluctuations in price, and owing to unforeseen losses the bankrupt had been reduced to his present position. The Court granted the order of discharge.

MISCELLANEOUS.

DUTCH RULE IN JAVA.

The following is from the *Pall Mall Gazette*:—The "law's delay" is a favourite topic with our legal reformers, and the administration of justice is not always as expeditious as could be wished. But if it is any consolation to us to know how much better we are off than our brethren in foreign lands, we can turn with relief to the following examples of Dutch colonial justice, which we find in the principal newspaper of the Straits Settlement: In 1864 two men were committed in Java for manslaughter. After nineteen months' incarceration they were tried, found guilty, and sentenced to four and six years' penal servitude respectively, wholly exclusive of their term of previous imprisonment. These men, however, were guilty, and do not, therefore, deserve much sympathy; but that fact cannot be urged in mitigation of the cruelty of another case. In May, 1868, a father and son were committed in the same Dutch colony on the charge of purchasing a gun knowing it to have been stolen. Although the preliminary inquiry which the Dutch system involves was concluded in the following August, the accused did not receive the official notification of the charge on which they would be tried until April, 1869, and the actual trial did not take place till last September. No knowledge that the gun was stolen could be proved against the prisoners, and they were acquitted after an imprisonment of fifteen months—a period probably double that of the sentence they would have received had they been found guilty. Hard as this case is, it is further aggravated by the fact that the verdict of the inferior Court requires confirmation by the Supreme Court of Java, and the two men are in prison at this moment awaiting the pleasure of the latter tribunal. Java is said to be a perfect paradise in climate, soil, and natural beauty; but Dutch rule, if these are fair samples of it, has endowed the paradise with considerable drawbacks.

SILK MANUFACTURE IN CALIFORNIA.—The following is from the *Alta California*:—There is probably no greater curiosity in the way of manufactures to be seen in the city than that of the manufacture of silk, as carried on by Messrs. Neumann, at their factory at the corner of Sansome and Commercial-streets. These gentlemen, after struggling for four years to introduce the manufacture of silk into California, having meanwhile passed through many reverses, have at last succeeded in erecting the necessary machinery and fairly entered upon the work. Their establishment now includes everything necessary for the production of a quality of silk which they claim to be equal to any manufactured in Lyons or elsewhere in Europe. Here the visitor can witness the entire process, from the time the cocoons are received until the silk is woven into a perfect piece. One can hardly realise, when looking at the pile of cocoons, that from such material could be produced the beautiful and brilliant coloured silks which he sees upon the looms. The cocoons, when required for use, are given into the charge of young girls, who, deftly manipulating them, manage to find the ends, and assist in the reeling process, where the fibres assume the form of threads, which are arranged in skeins. In a single thread of fine silk there are often no less than forty fibres from the cocoons. The cocoons having been unwound, the skeins are taken to another department, in which, by the aid of the most delicate machinery, the thread is twisted, cleaned, doubled, wound upon spools, and afterwards reeled off into skeins, when it passes through the dyeing process. It is again rewound upon spools, and prepared for the looms. It is extremely difficult to give a minute description of either the machinery employed, or the different processes through which the silk passes. At present the Messrs. Neumann are engaged in weaving and preparing the silk for two elegant flags, each thirty-six feet fly and twenty-one feet hoist, one of which is intended for the National Capitol and the other for the State Capitol. These, which are being got up in the best style, will be worthy of note as being the first specimens of silk manufacture in the United States made from cocoons raised here and carried through all the processes, from the feeding of the worm to the production of the completely finished silk. California may justly take pride in the effort of the Messrs. Neumann.

SOME time ago the House of Representatives passed a resolution inquiring whether some $600,000 in gold had been paid to the United States as indemnity for aggression upon American commerce, pursuant to a treaty with Japan in October, 1864; whether the money had been received in the Treasury, and, if so, what disposition had been made of it. Secretary Boutwell has replied that the department has no information in relation to the payment or disposition of the money, the books showing that no such amount has been deposited.

A SAMPLE of tea has been forwarded to us, says the *Food Journal*, by a gentleman, who states that he understands it to be of home manufacture, with a request to "see to it." On examination, this tea, which was sold as "gunpowder," was found to be nothing but common "caper" so ingeniously "faced" and manipulated as to be an excellent imitation of fine green "gunpowder" tea.

IT is believed that, should the new scheme of retirement for the navy, to be introduced by Mr. Childers, be carried out, Sir Henry Kellett will be superseded in the command of the China squadron by another officer.

THE Chinese quarter in the town of San Jose, California, was destroyed by fire on the 15th ult., and 1,000 of the inhabitants were rendered homeless.

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THE NEW TREATY WITH CHINA.

(THE STANDARD).

The efforts made by England to open and maintain a trade with China have surpassed all others recorded in the annals of commerce. They have resulted from a wise conviction that an immense market lay ready, could its approaches be mastered, to the enterprise and industry of Europe. Three hundred millions of people, who, with all their ingenuity, are not greatly addicted to manufactures, consume, every day of their lives, exactly the commodity which we, best of all the world, can produce. We have paid the cost of successive wars in order to secure advantages stipulated for under solemn treaties; and it is rather startling to find that not merely have we a difficulty in enforcing our legal claims, but that without any necessity we have abandoned our rights and sacrificed our interests by a gratuitous surrender. It became known early in the present month that Sir Rutherford Alcock, our representative at Peking, had agreed, as between Great Britain and China, to a convention supplementing the Treaty of Tientsin. That treaty, concluded by Lord Elgin in 1858, certainly did confer large advantages upon British trade; but there is something in the spirit of our diplomacy now which, under the name of conciliation, seems bent upon giving up one point after another—to China especially—till at last all we shall have left will be a suicidal compact entirely in our own disfavour. A meeting of merchants, representing the China trade, assembled in Lombard-street the other day to protest against this new policy of capitulation, and resolutions were passed of unmistakable significance. It was unanimously thought that Sir Rutherford Alcock had submitted to terms very injurious in every sense to his country. Since 1858 our Chinese commerce had rapidly extended; it was still hampered by restrictions, and any revision consented to should aim at their removal; but instead of that we have acquiesced in arrangements aggravating them. Our present Minister at Peking himself, when at Shanghai in the spring of last year, declared nothing would be more impolitic than to vary the stipulations of Tientsin, unless with a view of modification in our own behalf. Time, he added, was wanted in order to re-examine the whole subject of our treaty relations with China; in his opinion, the fresh settlement contemplated should be postponed, since the condition of the empire, with the temper of the official mind, was unsatisfactory; and he for one announced that he would be no party to any hurried diplomacy. Notwithstanding this declaration, we find him, within nine months of that date signing an additional act which is flagrantly offensive to British interests. By whose or by what instructions he was guided we pretend not to know; but whether he carried *carte blanche* with him, or had received categorical orders, certain it is that he has entered into an agreement against which the commercial sense of this country is most strongly roused. It is indeed true that two new ports under the revised convention are open: of this concession the Lombard-street memorial says little except that the trade likely to be established in them will more probably fall into the hands of Chinese than of British merchants. It does not deny that there is a chance of advantage in the bargain, or that some other details of the supplementary treaty are propitious. But, weighed altogether, they are as nothing in comparison with what we concede. One article stipulates that British texile fabrics shall not only pay import duty to the amount of five per cent., and transit dues equivalent to at least half that rate, but both of these charges are to be collected simultaneously on importation. The goods will then be liable to no further burthern in the Treaty Ports, but elsewhere they are subject to the mercies of an inland revenue system utterly capricious, and with respect to the transit dues they are a clear imposition upon our trade, because in many parts of China they are so insignificant that we shall be paying actually differential taxes. We may trust the Chinese always to cheat us in every respect as consummately as possible. Throughout their diplomacy they invariably exhibited a peculiar zest for reserves, afterthoughts, and artifices; their genius is one, no doubt, which overreaches itself; but why should we go out of the way to indulge them by wronging ourselves?

It would have been a more solid mission for Sir Rutherford Alcock to undertake had he sought to compel the observance of existing stipulations with respect to the inland duties, instead of rendering them still more oppressive and arbitrary. It is notorious that although the treaty of Tientsin engaged the Imperial Government to protect our traders by an uniform and settled fiscal system, the Imperial Government has had nothing whatever to do with it, but has left it altogether in the hands of the provincial authorities, whose exactions have been ruinously unscrupulous. Not only have British traders been pillaged on the transit inland, but Chinese traders besides, and these latter being the distributors of our commerce over that vast and hungry interior are in themselves representatives of our interests. Under pretence of mitigating this evil the new convention substitutes, for the hitherto existing optional commutations, commutations compulsory, but no guarantee is afforded that after their settlement at the treaty ports fresh demands would not be made by the local officials. If the treaty needed revision in any particular, it was in this very one which has been revised precisely in the wrong way. We paid five per cent., with a chance of paying half as much again; and for the future we shall have to pay unconditionally seven and a half per cent. without any security against additional and illegal charges. Plainly stated, the result is that Sir Rutherford Alcock has laid a heavy tax upon British trade in China. But this is not all. We depend principally for our silk manufacture and exchange upon the produce of that unique empire; and until now have purchased it subject to a duty of sixpence a pound on an equality with our rivals. But henceforth this duty will be doubled, with the addition of the transit dues already mentioned, so that our last act of conciliation will cost the consumer of China silk ninepence a pound extra. It is not merely upon our own market that this fact has a bearing, it is upon the Chinese market itself. We have hitherto been enabled to hold our ground against the native manufacturers, and they have long been endeavouring to curtail our supply. They have now succeeded. The courtesy of Sir Rutherford Alcock has erected a barricade of protection between them and us, and we shall have to buy raw silk at a premium, "particularly," as the Lombard-street circular explains, "of Taysaams, which enter largely into native consumption, and the diminished supplies of which have already caused our manufacturers much inconvenience." Now, it has been abundantly proved, that with our machinery, we can buy raw silk in China, bring it home, work it up, carry it back, and sell it there again at a profit, exactly as we might do with cotton in a realm wherein not far from one-third of the human race pulls on a pair of blue cotton drawers every morning. This illustration alone should persuade us of the importance attaching to such a change as that against which the China merchants have entered their emphatic protest. The vista of our possible prosperity in that land of millions is boundless; but, as if Chinese obstructiveness were not enough, we are erecting gates to keep ourselves out. If upon silk an additional duty is justified, upon tea we should have insisted to have an equivalent reduction. The Chinese get an enormous revenue out of that article, and we have yielded everything to them without a solitary compensation to ourselves. Happily, the treaty which makes so handsome a present to China is not yet ratified, and will become a topic of discussion in Parliament; and there is yet time to remedy the mischief which a minister, acting too implicitly upon his confidence in the unnational sentiments of the Government, has, without an apparent purpose or reason, wrought to the discredit and injury of British commerce. This supplementary convention, in effect, lays an addition of fifty per cent. over existing duties upon the import of textile goods into China, enforces an important aggravation upon those duties in the process of levying them, affords no security for the cessation or diminution of illegal exactions in the interior, and increases by one hundred per cent. the duties upon the most valuable exports. And this is an improvement upon a treaty!

(THE TIMES.)

The Convention recently negotiated by Sir Rutherford Alcock, by which the Treaty of Tientsin is revised, is not favourably regarded by the principal China merchants in this country. In our comments on the Convention a short time ago we recognised its material deficiencies in several points, in which further concessions were not only needed, but had been expected. On the other hand, it appeared to us that material advantages were granted in the new stipulations, that our trade would be really facilitated, and that if the advance gained was but a small one, it was still a decided advance. We, therefore, expressed an opinion that, on the whole, it would be wise to content ourselves with such peaceable concessions, and to prosecute them to the utmost. The new relations inevitably promoted could not fail in time to render further freedom of trade necessary alike for the Chinese and for ourselves; and it would be better to advance thus gradually and securely than violently to extort a greater degree of legal freedom at the cost of provoking increased moral hostility. It is satisfactory to learn through the English Press of China that our views are in agreement with those of the mercantile community in that country. "The general feeling," says a Shanghai letter, "among those most interested is one of satisfaction. The advantages gained are substantial, and not the less acceptable because equally beneficial to Chinese as to foreigners, and because acceded to with a good grace by the Chinese authorities, instead of being reluctantly yielded under foreign pressure." Another local journal "does not hesitate to say that everything has been provided for as well as it possibly could have been under the circumstances." It is admitted that the foreign community may at first sight be unfavourably disposed to Sir Rutherford Alcock's solution of the transit dues question; but it is believed that the "more the measure is understood the more it will seem well-considered and satisfactory." That this is an accurate representation of the opinion of merchants on the spot is proved by a series of resolutions passed by the Shanghai Chamber of Commerce at its annual meeting. These resolutions welcome with "satisfaction" and "approval" the more important parts of the Convention, subject only to the reasonable provision that it be strictly enforced. They protest, as is but natural, against the increase in the export duties on silk and in the import duties on opium; but their approval decidedly outweighs their objections. If we are peaceably to negotiate a Convention with China, it is almost a necessary consequence that to some degree our concessions must be mutual. We cannot expect to gain all and give nothing. The practical question is, therefore, whether the advantages secured by this Convention are of more value than those which are sacrificed. The local merchants appear decidedly of opinion that the balance of advantage is in favour of the proposed revision. The China merchants in London take precisely the opposite view. They consider "that the other clauses of the Convention contain nothing of countervailing advantages as against the injurious character of the increase on silk and opium," and they consequently make a formal request that the revision should not be ratified. The Government will, no doubt, feel it necessary to give careful consideration to what seems the unanimous opinion of the London representatives of the trade; but the local opinion is at least equally deserving of respect. A too easy acquiescence in the proposals of the Chinese Government has never yet been the fault of the foreign community in China, and a Convention which, on the whole, commends itself to them would seem at least worthy of trial.

The main point at issue may be readily explained. It need hardly be said that nothing is more essential to the development of our trade than full liberty to convey our goods into the interior of China and to retail them there. The Chinese fiscal system, as it is usually applied, offers very great obstacles to such freedom of trade. Barriers are maintained along the great lines of internal communication, at which transit dues are exacted, and the extortions of Chinese officials might thus most injuriously enhance the prices of our imports. Hitherto, in order to escape this danger, a "transit pass" has been granted upon payment of a fixed charge in commutation of all barrier dues. The import duty on textile fabrics is 5 per cent, *ad valorem*. A payment of 2½ per cent. in addition entitled a foreign owner to a transit pass. In practice, however, the officials contrived materially

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to neutralise this concession. The most frequent device was to deny foreign ownership, and when such a point was once raised it was, of course, a matter of considerable trouble and time to furnish the necessary proof. It was not difficult, in short, to treat the transit pass as fraudulent, and to demand barrier dues notwithstanding. Now, according to the proposed revision, the additional 2½ per cent. just mentioned will be rendered compulsory on foreign goods, and will practically be added to the import duty. But in return for this payment the Chinese, in the first place, abandon all restrictions depending on ownership. They further abolish absolutely the transit pass for all the nine coast provinces in which we have Treaty Ports. Consequently, according to a local critic, "in these nine provinces all foreign goods are to pass freely, from the mere fact of their being such; so that the intention is that foreign manufactures should here circulate as unrestrictedly as they would do in Great Britain or the United States." It appears to us difficult to exaggerate the value of such a concession, and that, to quote again from a local authority, "such a benefit is cheaply bought at 2½ per cent." The 2½ per cent., however, is not an additional tax on goods sold in the interior. It is an additional charge only on goods passing into local consumption. In the inland provinces a transit pass will still be requisite, but it is to be granted without any further charge; and if any attempt is made to levy taxes at the barriers, the "Commissioner of Customs is to send a competent foreign inspector to investigate the case on the spot, and any money illegally levied is to be immediately refunded." The Chamber of Commerce at Shanghai is said to have always held that "the most essential questions to be considered were those relating to the *bona fide* introduction into China of English manufactures." It would seem indisputable that this great object is fully provided for in these Regulations. That foreign made goods, by virtue merely of their foreign make, should be allowed to circulate freely in nine out of the eighteen provinces of China is a concession of absolute freedom of trade in the more important half of the Empire. The Chamber of Commerce at Shanghai fully recognises its importance, and it is to this they give that decided approval we have quoted. The question raised by the London merchants is whether this concession is worth the augmentation of the duties on silk and opium. It is not easy to see how any doubt can be entertained on the point. Particular duties are liable to future revision, but absolute freedom of trade in nine provinces of China cannot fail to lead to further progress, and, once granted, can never be recalled.

The Shanghai Chamber of Commerce, indeed, expresses its fear, "based on facts elicited, that the compulsory payment of transit dues will only add a further tax on trade, unless the foreign Governments adopt measures more efficient than hitherto in inducing the Chinese to keep their engagements." Apprehensions that this vigilance will not be exerted seem to have mainly influenced the London merchants in their distrust of the new provisions. It, indeed, appears obvious that the system proposed will afford the Chinese officials far fewer opportunities of obstruction. But there is another observation which has an important bearing on the question. The English Government will be in a much better position for exacting such a performance of engagements from the Chinese if it stands on the footing of a new Convention voluntarily accepted by the Chinese authorities themselves. In the instructive correspondence we published the other day between Mr. Burlingame and Count Bismark, the Chinese Envoy expressly observed that, in the eyes of the Chinese, the existing treaties are in some degree discredited by their origin, and he implied that mutual agreements, in pursuance of their general objects, would stand a much better chance of being duly observed. Such feelings are at all events perfectly natural, and a recognition of them should render us very unwilling to repudiate a Convention which our Representative has obtained from the Court of Peking by friendly negotiation. If, as appears to be the case, the balance of mercantile authority be divided, this consideration might perhaps carry the day. The Shanghai Chamber, indeed, suggest a simple means of protecting ourselves. They propose that "the compulsory payment, which is the consideration for the guarantee against internal dues, should be made terminable by the Convention within a specified date, unless the guarantee should be found effective." Such a provision would, perhaps, have the advantage of testing the good faith of the Chinese, and at the same time afford us the means of vindicating our rights without an appeal to force. But, for our part, we are satisfied that the impulse which would necessarily be given to trade by the formal concession of absolute freedom would soon create interests among the Chinese themselves too powerful for their Government to disregard. Let it once be publicly proclaimed that the interior of China is as free to British manufactures as the United Kingdom itself, and we are confident that all remaining restrictions must gradually disappear.

MR. MATHESON ON THE NEW TREATY.

TO THE EDITOR OF "THE TIMES."

SIR,—As one of the London merchants to whom you refer in your article to-day on the new Convention with China, may I be permitted a few words of explanation? I am not unaware that we appear to act an ungracious part, when everyone is talking of concessions made by the Chinese Government, to throw doubts upon their value and importance, and to draw marked attention to other points that have been yielded by Her Majesty's representative which, as we conceive, will inflict a direct injury on British trade. We refer particularly to the compulsory payment of transit dues on the importation of textile fabrics and to the increased export duty on silk. In taking this course, our action is contrasted with that of the Shanghai Chamber of Commerce, from whose resolutions you quote; and while you admit that Government may feel it necessary carefully to consider our representations, you justly remark that the local opinion is at least equally deserving of credit.

In order to enable your readers to judge how far the contrast is warranted, I take leave to enclose a copy of both sets of resolutions, which I request the favour of your printing. I venture to quote but one sentence from those adopted at Shanghai, in which, after expressing approval of certain parts of the Convention, the Chamber goes on to say:—

"But considering that similar obligations undertaken in the treaties of Nanking and Tientsin, have hitherto been disregarded by the Chinese, and not enforced by the Treaty Powers, the Chamber cannot refrain from declaring its opinion that unless the Chinese Government should be more faithful in the future than it has been in the past, and that the British Government should be more strict in exacting the performance of such engagements than it has hitherto been, the effect of the stipulation will be to increase the burdens upon foreign trade, already too heavy."

We are preparing a full statement of our views upon the Convention, to be submitted to Her Majesty's Government. That the subject is one of great importance will be universally admitted when it is considered that it affects our commercial relations with a people who number one-third of the whole human race. When asking, therefore, that it may receive a calm and full consideration, I feel that I am not asking too much. Let me only further say that I regret you have made us complain of "the injurious character of the increase of duty on silk and opium." No reference whatever was made to the duty on opium at the meeting of the London merchants at which I had the honour to preside. It was felt to be a question in which the merchants of London have no direct interest. And for my own part, and without committing others, I do not hesitate to add that I should welcome any measure, from whatever quarter, with reference to the trade in opium which would compel the Government of India to develop the resources of our great Eastern Empire in a less objectionable direction, and to seek its chief revenue from sources that are not liable to the abuses or productive of the moral evils which inevitably attend the cultivation and the consumption of this article.—I am, Sir, your obedient servant,

3, Lombard-street, Feb. 2. H. M. MATHESON.

(PALL MALL GAZETTE, FEB. 5.)

Considering the great and growing importance of the China trade to the producing interests of this country, it would be improper to give a final opinion on the new Treaty with the Chinese Government until the English mercantile community trading with China have completed the memorial on the subject which they are understood to be preparing. But, so far as they have expressed themselves up to this point, we must say that the merchants in China who, with certain exceptions, approve the Treaty, show to much advantage beside the merchants in London, who, also with certain exceptions, disapprove it. We must be pardoned for the remark that the London meeting, and Mr. Matheson in his letter to *The Times*, deals far too much with mere phrases. Thus, of the two great concessions proposed to be made to the Chinese Government, the increase of the duty on silk is called "retrograde," while the augmentation of the duty on opium is commended, and coupled with an invitation to the Indian Government to "develop the resources of India" in some other manner. The first phrase is intolerable English, as the last is intolerable Indian, cant. The local community, on the other hand, clearly understand that the treaty, with certain amendments, will probably work. And this is what before all things is wanted—a working treaty. It would be difficult to express in exaggerated language the dangerousness of a conventional engagement, with such a Power as China which cannot really be acted upon, and which, with the vague claims it suggests, and the indefinite grievances it creates, is as sure to end in compromising the English Government as in disorganising the Government of China. It is not too much to say that any day, before we know where we are, we may find all the problems of our early connection with India cast before us for solution in the most hopeless form.

The first great point is to substitute treaty engagements which can for treaty engagements which cannot be carried out; but, even when that has been gained, we are as far as possible from having seen the end of our difficulties. Some power on the spot is urgently required which is strong enough to prevent transgression of the treaty by Englishmen, either in the letter or in the spirit, and thus to nip in the bud a new crop of questions which otherwise will certainly arise. The opinions of Sir Charles Dilke are, we are aware, gall and wormwood to gentlemen whose interests lie to the east of India; but, though so rapid a traveller is doubtless occasionally mistaken, he has the merit of having seen that the relations of trading Englishmen to the Chinese authorities and their subjects require a study by themselves. We rejoice to perceive that a gentleman who speaks with the highest authority on the government of distant dependencies has contributed a practical suggestion to the solution of these menacing problems. Mr. Merivale, in the new number of the *Fortnightly Review*, argues that all Chinese, Japanese, and Indo-Chinese affairs should be placed under one central management. The present arrangements, in point of fact, mean that everything has been left to pure accident. The simple rule of thumb which governs the practice of the English Government in these matters is that where the Crown claims territorial sovereignty, the Colonial-office manages; where it does not, the Foreign-office controls. But inasmuch as in all these countries the Crown has a personal jurisdiction over its subjects by treaty or usage, a distinction which turns on a claim to territorial sovereignty is meaningless, and furnishes no ground for the distribution of authority. There is just as much reason why the Colonial-office should exercise jurisdiction over the Englishmen in China amenable to the Court at Hong Kong, as there is for its having authority over Englishmen in Ceylon amenable to the Court at Colombo. The one feature which all these assemblages of Englishmen have in common,

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and one which casts into the shade all differences between them, is their contact with certain Oriental races—races with characteristics strongly marked, but almost as distinct from Hindoos as they are from Englishmen. The Foreign-office, with its whole heart in diplomacy, and the Colonial-office, with its chief interest in communities of self-governing Englishmen, have not the experience which fits them for dealing with problems to which even the India office would probably be unequal; since, though better suited for the work than the other departments, it has already quite enough to do, and the superintendence of the relations between Englishman and natives is not its chief or proper function. Mr. Merivale proposes that there shall be some great local functionary, Minister or Governor-General, placed, not at Peking, but at some more central and accessible spot, who shall be responsible directly to the Crown, and who, with the authority of the Crown at his back, shall be able to prescribe and enforce rules for the conduct of every Englishman from Ceylon to Japan. What shall be the controlling department in England is a point which Mr. Merivale leaves open. We venture upon the suggestion that the machinery could best be provided by an addition to the Board of Trade, which the opportunity might be taken to convert into a Secretaryship of State.

We hold to the opinion, which we have already expressed, that, great as are the advantages of a working Treaty, it would be ignoble to buy them at the cost of fresh burdens on the natives of India. We are very far from asserting that the Chinese Government might not be allowed to obtain some new advantage from opium if time were given to the Indian Government to adjust its cultivation to the new state of the market which an augmentation of the duty would inevitably produce. But it is necessary to renew our protest against hastily conceding the enhancement of the tariff, because the London merchants plainly trust to popular prejudice to secure them from an augmented export duty on silk, which would be a real concession from England to China, by forcing the Government to consent to an augmented import duty on opium, which would be no concession at all. Mr. Matheson tells *The Times* that he should "welcome any measure which would compel the Government of India to develop the resources of our great Eastern Empire in a less objectionable direction, and to seek its chief revenue from sources that are not liable to the abuses or productive of the moral evils which inevitably attend the cultivation and the consumption of this article." It is worth while observing that the two branches of the proposition nullify one another. When the Government of India is told to "develop the resources" of the country in some other direction, the practical meaning is that it is to abandon its monopoly of opium, and fill up the void in its revenues by some new tax on its subjects. But the Indian Government, if it gives up its monopoly, must give up the accessories also, and consequently must relax the prohibition against cultivating the poppy except under licence from itself. The inevitable result would be an enormous extension of one of the most popular of crops under a climate which of all others in the world is the most favourable to it. The "moral evil," therefore, which Mr. Matheson attributes to opium would have its area immensely increased in China, and not only in China, but probably in India itself, and in all the vast countries surrounding it. It is, of course, possible to reply that the cultivation of the poppy should in that case be forbidden to the natives of India. But with all our belief in the fancy which Englishmen have for giving effect to moral platitudes when it is not sobered by their appetite for gain, we cannot persuade ourselves that even English public opinion could be roused to demand such a measure. The Chinese and the Hindoos, though much under British influence, are for moral purposes foreign nations, and to say that one shall not sell a particular drug to the other would be the extremest step on which English Puritanism has ventured. It would be taken, too, when our own morality on this class of questions is not settled—for we have not yet adopted the principles of teetotalism—and when the physiological point which underlies the whole controversy has been barely approached, since it is only just beginning to dawn upon medical men in the East that it is at least doubtful whether a population which is perpetually consuming a nervous stimulant can do without a corresponding sedative. Such considerations, joined to our ignorance of the past and present history of the local growth of the poppy, confirm the opinion that there should be no hasty or ill-considered interference with the Indian monopoly.

TRANSIT DUES.

The following letter appeared in the *Standard* of the 4th instant:—

Sir,—The fourth clause of the first supplementary rule of the new Treaty with China provides that British manufactures which are to be conveyed to a non treaty port province shall, on their being accompanied by a transit certificate, be exempted from all illegal exactions *en route*. But it further provides:—"On the arrival of such duly certificated commodities at the place set forth in the certificate, the certificate will become invalid, and the commodities having arrived at their place of destination *will be liable to whatever inland charges dues, or duties, the locality they are found in collects*, and will henceforth be treated like native produce in the localities concerned."

Now this clause, it seems to me, is the most damaging to British interests of any in the Treaty, and it must have the effect of doing vast injury to British trade in China if approved of by Her Majesty's Government in its present form. Lord Elgin's Treaty of 1858 provides that 2½ per cent. *ad valorem* should be considered a commutation for all inland dues and taxes whatever, after foreign goods have first paid five per cent. duty at the port of entry. The payment of 7½ per cent. thus frees them from all further exactions, and, practically speaking, this was really the most valuable concession obtained by the Treaty of Tientsin. All our efforts in China have tended to one end—that our goods should be allowed free ingress to the country, and unimpeded transit through the interior in consideration of having paid this fixed stipulated tariff of 7½ per cent. The mercantile community in the East has always looked upon this as the turning point of Lord Elgin's Treaty—the one concession of the highest value and most practical benefit to foreign commercial relations.

The present treaty of Sir R. Alcock, however, opens a loophole for any amount of exactions and arbitrary imposts in the non-treaty port provinces. As soon as it becomes known to the local mandarins that they cannot tax British merchandise *in transitu*, but that directly the goods have reached their place of destination they become subject to "whatever inland charges, dues, or duties the locality they are found in collects," then the levy of black mail by the way will cease, but in its stead a new crop of exactions will spring up far more damaging to our interests and far more ruinous to our trade than any that have hitherto existed. That such will be the inevitable result no one who is familiar with the ways of Chinese provincial officials can for a moment doubt. The consumers and native merchants who deal in foreign goods will be mulcted according to the wants or pleasure of the local authorities. Prohibitive duties will be imposed *legally* on British textile fabrics, and Her Majesty's Minister at Peking will *not even* have the power to protest against such arbitrary imposts. We thus virtually abandon our treaty rights in nine non-treaty port provinces, and these probably the most populous and prosperous in the empire.

I have had considerable personal intercourse with the Chinese people and their officials, and I have no hesitation in saying that if the above clause is ratified by Her Majesty's Government in its present form it will do permanent injury to British trade with China. It will virtually hamper our intercourse with the provinces of Szechuen, Hoonan, Quei-chow, Shan-se, Shen-se, and Ho nan, and will be the source of endless difficulties and international misunderstandings between the two Governments. How Sir Rutherford Alcock could have admitted such a clause into his treaty is more than I can imagine, and I feel assured that when the matter is properly discussed he will be the first to admit that the clause in question is antagonistic to our interests. It should certainly be expunged from the ratified treaty. J. M. C.

London, Feb. 4.

THE BRADFORD CHAMBER AND THE CHINA CONVENTION.

A special meeting of the Bradford Chamber of Commerce was held on the 4th instant, to consider the Peking Supplementary Convention

Mr. Jacob Behrens, the president, occupied the chair, and, in opening the meeting, gave a history of the Convention. He expressed the belief that many of the British residents had become anxious to obtain an extension of privileges and a guarantee for those already secured. The points most objected to in the previous Convention were the smallness of the imposts on textiles and the transit dues, the increase on the export duty of silk, and a higher tax on Indian opium. He observed that the export duty on silk would not be more than 5 per cent. originally bargained for, and the market price would probably not be raised in Europe; but the Chinese grower would have to take so much less at home. He thought if the new regulations were carried out, it would do away with all the formalities of certificates and other papers in the treaty provinces, for it provided that British textiles might circulate freely in the treaty provinces. That was the advantage upon which Sir Rutherford Alcock had strongly insisted, and it might be presumed that it would be fully carried out. The knowledge which the people of China would thus possess would take it out of the power of the mandarins to continue their "squeezing" practices. In some respects there had been a going back to their former policy, for by the new Convention the importer would have to pay 7½ per cent. instead of 5 per cent. That would add 2½ per cent. to goods consumed at the Treaty Ports themselves, and thus far it imposed a fresh burden upon woollen and other textiles. But the extra 2½ per cent. might be obviated by the establishment of bonding warehouses in the Treaty Ports, as provided in Rule 6, for they might suppose that, the goods being lodged in the warehouses, the duty would be paid by the buyers of the goods—the Chinese themselves. According to his view of the new Convention, he believed the advantages would more than compensate for those portions which seemed to take them back to the old system. He was sorry to find that the first clause had hitherto been overlooked, because it was more important than any other. Sir Rutherford Alcock was of opinion that the wording was preferable to the old one, but he (the president) thought it was a dangerous clause, and fatal to the whole. The British Government ought to hesitate before they accepted a treaty which would not come into operation before it was adopted by any other nation.

The character of the Convention formed the subject of much discussion, and there was much diversity of opinion upon it. Several gentlemen, including Mr. Homan and Mr. Dunlop, urged the objectionable effect of imposing higher duties, and contended that the levying of these duties at the Treaty Ports would not prevent subsequent "squeezing" by the mandarins in the interior, because there was no guarantee, in consequence of the weakness of the Chinese Executive, that additional imports would not be levied. Others, like Mr. Alfred Illingworth, were of opinion that the principle of levying the duties at the Treaty Ports commended itself for its simplicity and soundness, and that if it were faithfully adhered to, without entailing disadvantages in other directions, the result would be beneficial to our trade with China.

Ultimately, Mr. H. W. Ripley moved a resolution to the following effect:—"That a deputation be appointed to communicate with the Manchester and other Chambers of Commerce and the London merchants as to what action we ought to adopt in this matter, and that they be requested to report to an early meeting of this Chamber." Mr. C. Semon seconded the motion, which was adopted unanimously. It was suggested that the proposed "communication" might be obtained with the representatives of the various bodies referred to in London during the forthcoming meeting of the associated Chambers of Commerce.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, FEB. 7, 1870.

SIR R. ALCOCK AND HIS NEW TREATY.

THE Shanghai merchants are thankful for small mercies. The string of resolutions passed at the recent meeting of the Shanghai Chamber of Commerce with reference to the New Convention, starts with an expression of thanks to Sir RUTHERFORD ALCOCK that seems to us quite uncalled for. The Shanghai community, among others, took no little pains to convey to the Minister a clear exposition of their views regarding the revision of the Treaty; and in replying to their memorial, his Excellency acknowledged its value, fully concurred in their opinion that no important alterations in the tariff were needed—freely admitted the necessity for "the *bonâ fide* admission into the country of English manufactures"—and assured them that with regard to the "better "execution of the provisions regulating the conditions of "foreign trade, an effective revision was already in progress, "with every disposition on the part of the Chinese Govern-"ment to give it effect and to sanction such modifications as "experience may have shown to be desirable in the interests "of trade." These statements on the part of the British minister clearly encouraged the merchants to entertain hopes that were not destined to be realised. After agreeing that the tariff needed no alteration, he submitted to a double duty on one of the two chief exports; the *bona fide* admission of English goods into the interior is as far off as ever, while the tax payable on their merely being landed at the ports is raised fifty per cent.; and the disposition on the part of the Chinese Government to give effect to a satisfactory revision of the Treaty clearly never existed, except in so far as they were determined on a revision which could be satisfactory to themselves alone. These things being considered, we submit that the Shanghai merchants have good reason to believe that they were in some degree misled, and in fact lulled into a feeling of false security by Sir RUTHERFORD'S despatch above quoted, so their expression of thanks to him was decidedly gratuitous. On the other hand, however, he cannot be held deserving of any great amount of censure, for he was in fact tied hand and foot—so bound down by instructions from home that (as the Chinese Government well knew) he dared not even hint at anything like pressure. Sir RUTHERFORD will not be sorry to get quit of the anomalous position of a "Minister Plenipotentiary" without any powers.

As might be expected, the supporters of Lord CLARENDON'S policy have not been slow to find out the weak points in the Shanghai resolutions, and turn them to account. *The Times* has a long leading article comparing these resolutions (which it assumes to represent the feeling of the merchants throughout China) with the views of the China merchants here, as expressed at the recent meeting in Lombard-street; the inference deduced being, that the opinion of the Shanghai Chamber is on the whole favourable to the new convention, and that, being formed on the spot, it is more worthy of credence and support than the opinion of the London meeting. It is greatly to be regretted that the resolutions of the Shanghai Chamber were framed in such a manner as to leave them open to misconstruction. The superfluous expressions of gratitude to Sir R. ALCOCK, and the unnecessary use of the words "satisfaction" and "approval" are quite enough to give *The Times* a hold, and we accordingly find it boldly asserted that the local merchants are "decidedly of opinion that the balance of advantage is in favour of the proposed revision." This is of course very wide of the truth; but then the said local merchants expressed their opinion in such an exceedingly mild, hesitating way, that they can hardly wonder at their meaning being misinterpreted. "The China merchants in London," *The Times* goes on to say, "take precisely the opposite view"—which is another bold assertion, considering that it rests on no foundation whatever. The interests of the merchants on both sides are necessarily identical, and their views and wishes substantially the same; the only difference is that in Shanghai they have been put forth with many qualifications and apologies, while here they are uttered in a distinct downright way, without any beating about the bush. Still, it is unfortunate that even this apparent dissimilarity should exist, as it gives *The Times* an opportunity of arguing that the Shanghai merchants hold views "precisely opposite" to those expressed here, and that as the Shanghai community is generally opposed to all proposals of the Chinese Government, a treaty that they don't find fault with must be a very satisfactory one indeed. The article in *The Times*, however, did not long remain unanswered. In a brief but forcibly written letter of the 2nd instant, addressed to the editor, Mr. HUGH MATHESON points out the fallacy of his arguments, and shows that the contrast on which they are based is entirely unwarranted. We commend this letter to our readers; it will be found, together with the article from *The Times*, one from the *Standard*, and another from the *Pall Mall Gazette*, in another part of our paper.

GOVERNOR ORD'S YACHT.

THE communication recently addressed by the Straits Settlements Association to Earl GRANVILLE on the subject of the steam-yacht required by Sir HARRY ORD, has met with a reply to the effect that the decision of the Colonial-office is still pending, and indicating that it will depend to some extent on the result of an inquiry into the actual state of the finances of the colony. In answering thus, the Secretary of State for the Colonies evades the point at issue. The question is, not what additional burdens the resources of the colony can be made to bear for the gratification of Governor ORD, but whether the proposed steam-yacht is needed at all. If it could be demonstrated that the possession of such a vessel was necessary to the well-being of the colony, or would enhance its prosperity in any way, we cannot doubt that the colonists would gladly acquire one, even at the cost of an increased scale of taxation. But unless this can be proved—and at present there is not one particle of evidence in support of the supposition,—it would be a piece of culpable extravagance to expend one hundred thousand dollars in such a manner, whether the finances of the colony could bear it or not. Even supposing the Governor's assumption that there will be a surplus to be verified, still, that surplus should be devoted to the remission of taxation, not to the purchase of a costly toy. The notion of thus uselessly expending a surplus, simply because you have it to spend, is one strangely at variance with the principles of economy so loudly professed by the present Government.

These, and some other considerations, are very forcibly brought to Lord GRANVILLE'S notice in a letter addressed to him by the honorary secretary of the association on the 21st inst. "Expressions of dissent from this misapplication of public money," his lordship is informed, "continue to reach the Association from the colony." This is putting it mildly; misappropriation would have been the more correct term, for if permitted, it will simply be a confiscation of so much money by the Governor for his own especial use and enjoyment. The letter then goes on to comment on the reasons adduced for the maintenance of a colonial steam fleet. Firstly, it is said to be needed for the conveyance of the Governor and other public officers between the different ports of the colony. Now we have known persons of even more exalted rank and greater importance in every way (except *self*-importance, for in that he could hardly be surpassed) than Governor ORD, who deemed it not inconsistent with their nobility to travel unostentatiously in a P. and O. steamer, and that even when engaged on important missions. Now the mail and other trading steamers passing through Singapore

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afford communication with either Penang or Malacca (both ways) twice or three times a week, and some of them could always be chartered, at very moderate cost, for any urgent occasion. Would it be altogether subversive of the gubernatorial dignity if Sir HARRY were occasionally to put his aristocratic foot on a deck that had been contaminated with bales of merchandise? The second and third requirements are the effective administration of the lighthouse service, and the keeping up of communication with the various rivers on the east and west coasts, for the purpose of suppressing the broils frequently arising (to the detriment of British interests) among petty native chieftains. Both these services, it seems to us, can be effectively performed by the two steamers the colony already possesses. Indeed, as regards the latter, we are disposed to agree with the Association, who suggest (in the letter now before us) that Sir HARRY ORD'S *penchant* for armed intervention in the internal squabbles among native States should rather be checked than encouraged; for in any real emergency the services of a man-of-war could always be procured. The fourth (and last) purpose for which the steam fleet is said to be required is "the preservation of the prestige of the colony, and the suppression of piracy." As regards piracy, its suppression is a duty that concerns the Imperial Government. The colony of Hong Kong, though somewhat hardly treated in the matter of the military contribution, is not required to keep up a steam fleet for the suppression of piracy on the adjacent coast; that work is very properly performed by the gun-boats of the squadron on that station. Why should Straits piracy be dealt with in a different manner? And finally, as to the "prestige of the colony," it appears to us that the only thing that endangers it at the present moment is—Governor ORD. The best preservative measure will at once suggest itself to our readers. It is plainer than ever that the Straitsonians don't like "King Stork," but they will probably have to bear with him as best they can, for some time yet.

IN another column we insert a somewhat long but very instructive letter from Singapore, on the subject of Governor ORD'S beneficent rule. The writer gives many interesting details, not only regarding the manœuvres practised in the matter of the new yacht and the building of the Governor's palace, but also about the manner in which the visit of the Duke of EDINBURGH was made a means of heaping contumely on the residents—rather a delicate subject to handle. We strongly commend it to the attention of the Colonial-office.

"OUR OWN CORRESPONDENT."

THE ignorance of most home newspapers regarding China and Japan affairs has come to be proverbial, but at least those journals that boast of "Own Correspondents" in the Far East ought to be better informed. The *United Service Gazette*, a paper of high standing among its class and one generally believed to be reliable, has lately published some letters from China and Japan, with the heading, "From our "own Correspondent," so full of gross misstatements that we can hardly credit the writer's assertion that his "facts" are based on the experience of many years' residence. Two of these letters now before us—one which appeared in the issue of the 1st instant, and one a short time previously—are of great length, and each of them is from beginning to end a tissue of misrepresentations, false accusations, and slander. The members of the English Legations and of the Consular service come in for the largest share of abuse, and the junior members especially are scoffingly called "addle-pated youngsters," and their usefulness altogether denied. Now although "kissing goes by favour" in the Consular as in other services, we are able to bear testimony to the fact that in almost every case where young men have been placed in prominent positions in China or Japan they have displayed such marked ability as fully justified their advancement. As an instance of the "lavish and wanton expenditure" whereby they are enabled "to flourish in idleness and luxury," this veracious correspondent tells, with much indignation, how a new consulate at Yokohama has been built "at a cost of $225,000, or in English pounds, £45,000 of hard cash," and describes it as "a tall jim-crack structure with three plastered towers, costing £7,000 a-piece." Now every word of this is false. The entire cost of the consulate will not exceed $28,000 dollars, or about £6,300; and Major CROSSMAN, R.E., who designed the building, has taken the trouble (it was hardly worth while) to write to the *United Service Gazette* and explain this. The assertions of the writer throughout are evidently dictated as much by malice as by ignorance, and the *animus* pervading the letters is so bitter and so transparent, that we wonder any respectable journal could be found to print them.

MR. BRIGHT will perhaps be surprised to learn that he is likely to receive material aid from China towards the realisation of his pet idea of "a cheap breakfast table." We respectfully commend to the hon. gentleman's notice the following extract from a letter just received from Shanghai:—"The rubbish going forward in the shape of re-dried "tea-leaves will astonish you; it is called here 'Ma-"loo mixture,' Ma-loo being the name of the street leading "to the race-course. Along its sides may be seen heaps of "this trash being dried in the sun, dogs and pigs walking "through and over it; so beware of tasting any. This novel "luxury is said to cost ten taels per picul, duty paid, and "several thousand packages have been shipped to foreign "countries." We believe the idea of making tea-leaves do double duty is not altogether novel, but have not before heard of it as a commercial speculation on a large scale. At any rate, here is curious evidence of the frugality and industry of the Celestials, and of the aid afforded them even by the lower animals, in providing us with a cheap tea that will doubtless be found to possess those desirable characteristics, "point" and "pungency." Cannot Mr. LOWE be persuaded to arrange for the admission of this cheap delicacy at a reduced rate of duty?

THE P. and O. Company have issued a summary of the collections made on board their steamers in aid of the Merchant Seamen's Orphan Asylum. The statement shows that since April, 1867, these collections (the contents of boxes placed to receive contributions from passengers, &c.) have amounted to nearly £1,400, of which £583 was collected in the year 1869 On board some of the vessels the donations have reached from £50 to £100, while, by a curious contrast, the boxes in the company's offices at Hong Kong and Shanghai have realised 10s. 6d. and £1 11s. 6d. respectively. Perhaps the sea air and the increased gastronomic powers imparted thereby tend to develop the charitable impulses of the passengers. The money is applied to good purpose, for it has already enabled the secretary of the company to get into the asylum nine orphans connected with the service, who would otherwise have been almost, if not quite, destitute. We may conscientiously recommend these collecting-boxes as desirable receptacles for an occasional spare dollar or rupee.

THE new Convention with China formed the principal subject of discussion at the meeting of the Manchester Chamber of Commerce on the 26th January. A resolution was passed expressing a hope that the Convention will not be ratified until sufficient time has been allowed for its consideration, or until Sir RUTHERFORD ALCOCK reaches England, and has had an opportunity of explaining the clauses which seem open to objection. The Bradford Chamber held a special meeting on the 4th to consider the Convention, at which, after a long discussion, it was resolved to appoint a deputation to consult with the other Chambers of Commerce and the Committee of London Merchants. A report of the latter meeting will be found in another column.

THE last two mails have brought undefined rumours that Mr. BURLINGAME'S American Convention had been ratified, and the news just received by way of San Francisco tends to confirm them. Mr. MCLEAVY BROWN, Chief Secretary of the Chinese Mission, was among the passengers who reached San Francisco on the 23rd of January by the Pacific mail, and is stated to be the bearer of the ratified Convention. It is also said that Mr. BURLINGAME'S mission to Europe is extended for two years.

AMONG the passengers to China by the present mail is Mr. P. R. SMITH, who goes to Shanghai to join the editorial staff of the *North China Herald*. Mr. SMITH has been engaged on the press in Scotland, and on leaving Nairn was entertained by his friends and the principal residents, who, in wishing him "God-speed," spoke highly of his abilities.

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IN connection with Mr. ANNERSTEDT'S late mission to the Far East, his Majesty the King of SWEDEN and NORWAY has conferred the Grand Star of the Order of WASA on Mr. FRANK FORBES, Consul General for Sweden and Norway at Shanghai The following gentlemen have been made knights of the same Order :—Mr. HART, Inspector General of Chinese Customs; Mr. G. HELLAND, Consul for Sweden and Norway at Hong Kong; Mr. W. VAN DER TAK, of Yokohama; and M. P. LE MESURIER, of Bombay. Gold medals have also been presented to Dr. J. IVOR MURRAY, of Hong Kong, and Mr. S. WELLS WILLIAMS, of the U.S. Legation at Peking.

THE King of PRUSSIA, as President of the Confederation, has recognised the principle and expediency of the Federal ships of war taking part in the naval operations of the other maritime Powers for putting down piracy in the Far East. On the requisition of the Federal Chancellor (Count BISMARK), orders have therefore been given to Captain Kohler, of the *Hertha* (of whose difficulties in getting through the Suez Canal our Hamburg correspondent lately gave some account), to join any such expedition undertaken by any other maritime state. These orders are not confined to special instructions, but great latitude is given to him to act in each case at his own discretion.

WE lately noticed the appointment of Mr. HENRY JEFFARD TARRANT to the post of Acting Chief Justice at Maulmain (Recorder would have been the more correct designation), and by the last mail we hear that Mr. CORYTON, who holds the appointment, had returned from his visit to China and Japan, and Mr. TARRANT leaves for Allahabad to practice there as a barrister. The community of Maulmain appear to have been well satisfied with Mr. TARRANT'S administration of affairs, and the *Maulmain Advertiser* suggests that he should be made Recorder at Akyab.

THE postal authorities continue to mark their disapproval of the practice of sending letters or papers insufficiently addressed, by delaying the delivery of them. A *Hong Kong Government Gazette*, addressed to "The Editor of *The London and China Express*, London," was delivered two entire days after the arrival of the last Marseilles mail, and was stamped with the words "Not fully addressed." We need hardly apologise for bringing this once more to the notice of our correspondents, and of residents in the Far East generally.

IN a paper published in a recent number of the *Journal of the Society of Arts*, Mr. Alexander Wallace expresses his conviction that the cultivation of the silkworm may be successfully and profitably carried out in England. He advocates the adoption of the oak-feeding silkworm of Japan (*Bombyx Yama-mai*), and thinks that the experience of a few more seasons will show the limits of temperature and locality wherein it may be acclimatised.

THE Pacific Mail Company have issued a Handbook, containing full details of the company's regulations, time-tables, fares, freights, &c., from New York to San Francisco, Japan, and China, with the various connections made with steamers for other ports not on their lines. The London agents for the company are Messrs. H. STARR and Co., Moorgate-street.

CROWN COLONIES.

THE best mode of governing a Crown Colony is a fruitful theme, and one on which volumes might be written without exhausting it. But in a pamphlet just published by Mr. STANFORD (Charing-cross) the subject is very ably dealt with, in a manner that exposes all the injustice of the present system * Of one hundred pages, only about thirty are devoted especially to the case of the Crown Colonies, the remainder being occupied with the consideration of our whole Colonial Empire, but the former portion is that which most nearly concerns our readers. The grievances of which our Eastern Colonies seek redress have been too often detailed in these columns to need recapitulation, but some fresh evidence adduced by the writer of the work before us is well worthy of note. The chief of the grievances that are shared alike by Ceylon, the Straits, and Hong Kong, is the tyranny of a packed Legislative Council. Here is a description of such a Council, given by Sir CHARLES ADDERLEY, an ex-Under-Secretary for the Colonies, and therefore a fully competent witness :—

"Considering that the official members of these legislatures (those of Crown Colonies) are required to support the Crown, subject to dismissal; that many of those who are nominated are salaried and could not retain their salaries with any general opposition to the Government; that some of the elected members are similarly beholden, and would have, probably, in critical circumstances, to resign emoluments for independent votes—it is clear that the supremacy of the Crown does not even depend on its casting vote, as the opposition could rarely reach its utmost power against the Government influence. The Queen sends out a representative in whom she trusts, and with whom she should interfere as little as possible; he is furnished with an executive agency, and presides *in a council which is really only consultative*."

That this is a true definition of the manner in which Crown Colonies are governed there can be no doubt; and that the Colonial Office has perseveringly upheld the system is proved by the following extract from a Colonial Office despatch :—

"I expect that any member of the Council who is in receipt of a salary from Government will, under all circumstances, support Government with his vote, and I trust that in case he finds it impossible to reconcile such a line of conduct with his conscience or his honour, he will not hesitate in resigning his situation. Moreover, I shou'd not be displeased to learn that in the event of any official member acting contrary to these instructions, the Governor had suspended him forthwith from the exercise of his official functions, pending further instructions from home."

Now for one more extract, which our author places in quite a different part of his pamphlet, but which, to have its full effect, ought to have appeared in close juxtaposition with the above. It may be supposed that the actions of Earl GRANVILLE at the present time represent the general policy of the Government now in power, and that Lord CLARENDON adopts that policy; but in former times Lord CLARENDON held very different opinions on the subject of Colonial Government, for, when presenting a petition from the Cape, he once said :—

"He thought the House of Lords would not wonder that a large, intelligent, and thriving community should be discontented with their present form of government, which consisted of a Legislative Council composed of a majority of official persons, and a minority of unofficial persons chosen by the Governor, who very naturally selects those who he thinks most likely to be subservient to his wishes."

Here is a distinct condemnation uttered by Lord CLARENDON, in his place in Parliament, of a colonial policy now being carried out by an Administration of which he is a member. So much for consistency!

Consistency, however, as our author shows a little further on, has little to do with colonial government. Inequalities are manifested in all directions. If there is any fixed principle at all, it would seem to be this: that the more important, the more wealthy and self-supporting a colony becomes, the more tightly the reins of government—or misgovernment—should be drawn. The little island of St. Vincent, hardly as big as the Isle of Wight, with a population of 30,000 and a revenue of £20,000, has a council composed half of elected members, while Ceylon, with a population of 2½ millions and a revenue of a million is not allowed an equality of official and non-official members, even though both alike are nominated by the Governor. The request was treated as presumptuous, although at the same time it was owned that the Colony "had relieved the British taxpayer of "all charges of every description connected with the troops "stationed in it."

The writer treats the case of the Straits Settlements also very fully, and touches on that of Hong Kong, but the same arguments apply to all. So close is the analogy that we long ago suggested that some understanding for joint action should be arrived at among these three Crown Colonies; and we hear with satisfaction that the Straits Settlements Association have received a communication from Ceylon favourable to some such plan, and a similar adhesion may be looked for from Hong Kong. We hope, therefore, to see a combined petition presented to the House of Commons during the coming Session. Appeals to both Conservative and Liberal Governments having alike proved futile, no time should be lost in securing a Parliamentary investigation into the whole system of Colonial Government.]

* The pamphlet may also be had of Mann, Cornhill; and Sotheran, Great Tower-street.

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HOW TO SUPPORT COLONIAL DIGNITY AND PRESTIGE!

SINGAPORE, Dec. 13, 1869.

I sent you a hurried line about three weeks ago, telling you about the Budget debate, which has been the subject of a good deal of talk. There is some curiosity to see the speeches, but somehow or other the shorthand report has not yet made its appearance. Perhaps Sir HARRY ORD is desirous of having his own views served up to the Colonial-office long before it gets an insight into those of the Colony. Or possibly, the Duke of EDINBURGH'S visit may have something to do with the delay; and yet there was only one day's holiday given in the public offices. However, the case of the Colony is too strong to suffer by delay, intentional or accidental, and I have taken some trouble to make enquiries and to look into things a little, so as to let you see how we are getting on in financial matters. About our surplus or deficit, increased revenue or increased expenditure, it is not necessary to say much just now; what I wish to show is the way in which money is got and spent under our present Government.

The Governor is said to have declared to the Council that in all the outlay in which he had engaged the Colony he had never thought of his own personal gratification, but only of his official dignity (with which of course the happiness of the colony must always be identified). Now let us see how he has set about supporting that official dignity. Two great essentials, he discovered, were needed when he came—a Government-house and a Government yacht. He got for the former $100,000 in 1867, before he had been four months in the colony, to pay for site, buildings, laying out the grounds, and furniture. In 1869 this large sum was declared insufficient by $40,000, and he and the Colonial Engineer declared their mistake arose partly from their having made no detailed estimate before getting the money and beginning the work, and partly because the expected visit of the Duke of EDINBURGH had brought upon them an additional outlay for such unexpected adjuncts to a Government-house as stables, kitchens, servants' quarters, gas fittings, and bell hangings. I am not now "crying over spilled milk," but only showing how colonial officials keep up their "dignity;" so it is enough to say that the $40,000 were voted, spent, and that, thanks to the Straits Association, no fresh vote has been demanded, beyond $3,000 for a guard-house, which, curiously enough, was overlooked. But is the house really finished, and has the colony heard the last of it as a drain on its treasury? We shall see. In the first place, when it is said that the house was finished for $140,000, it is necessary to mention that the bricks were charged to it at $16 per 10,000, though they cost nearly $25. In the next, the grounds, even now, are not half laid out; the road or avenue leading to the house, the gas pipes and other fittings are unprovided for. And this leads me to notice how these difficulties are got over, and how the colony will be made to pay for the Government-house sums upon sums which will never appear charged in the account against it. Some months ago the *Straits Observer* (August 20) mentioned that the *chicks* or sunblinds, which are hung all around the house, were charged, not against the house, but under the head of "jail manufactures," and mentioned one or two other similar things. I have reason to believe that this piece of smartness has been repeated, and is being now repeated, daily. I have found some specimens, and here are two or three. A bill for supplying Government-house with gaspipes ($300) is brought to ——— ———; he draws his pen through "Government-house," and substitutes "Repairs of Civil Buildings," in order, of course, that it may be charged to the latter vote. The contractor for the avenue leading up to the house asks for $350 advance; he heads his bill, "Government-house," but it is altered to "Roads, Streets, and Bridges." A bill for 200 carts for carting material for building the house ($40), is cooked in the same way, and the cartage is charged to "repairs of civil buildings." At an official dinner, given on the occasion of the "housewarming," Sir H. ORD talked with some of the non-official members of Council about the necessity of lighting the avenue with gas—a trifle of some $700 or $800. They did not take the hint, and no vote has been passed for it, that I have heard of; nevertheless, the pipes have been laid, and the posts set up, and they blaze away like any street lamps. To what account will this be charged? You may exercise your ingenuity in guessing. These things show how the colonial system works, and they are worth your attention and the attention of the Colonial-office. The auditor is appointed to prevent them, but *he is a subordinate*, remember! Besides, those heads which fall under the Colonial Engineer's department *are not audited*, and so you may judge what a field they afford for supplementing the expenditure deemed necessary to maintain the Governor's dignity.

Now let us pass to the steamer. The Legislative Council in its early and unsuspicious days voted a *carte blanche* to Governor ORD to build himself a paddle-wheel steamer, a steam launch, and a steam cutter, and further to buy himself another steamer for immediate use, while this flotilla was being built. At that time the Colony had already two steamers, an old worn-out one and another recently bought to supply its place; the latter was waiting for new boilers, it is true, but in other respects was a sufficiently serviceable vessel. What the non-official members could have been about when they assented to such a vote it is difficult to imagine; but they were then in the "age of faith," and seem to have implicitly believed the conjuror who told them to shut their eyes and open their purses—or rather *our* purse; not that that mattered much, for had they objected they would certainly have been outvoted. One steamer always sufficed when steamers were scarce here; but now we have 340 arrivals of steamers a year, and one either comes from or goes to Penang every third day. Last year $117,000 was voted for the new steamer which had been ordered, and early in the present year £23,000 sterling was remitted to the Crown Agents, to pay for it. You are aware that Lord GRANVILLE stopped or suspended that contract; but when the supplies for the ensuing year came to be voted the other day, as it was necessary to carry the unexpended £23,000 to the credit of the Colony, it became equally necessary to ask for a fresh vote for the steamer, if the steamer was to be had. This was accordingly asked for, and the vote was carried by six to five, the Governor voting with the majority—the minority consisting of every independent voice in the Council, that is, the four non-officials and the Chief Justice. Sir HARRY ORD declared that the grounds on which he demanded the vote were set forth in a paper he had laid before the Council in June, 1867, and he now again read this paper to the Council. The document was signed by the Master Attendant, Mr. BURN; and when the Governor had resumed his seat, the Chief Justice is said to have made some caustic remarks on the nature of some of the statements, and the strangeness of finding them put forth by such an official. This elicited from Sir H. ORD the admission that the document was his own handiwork, and not that of Mr. BURN—that is, that he had made the Master Attendant father views which were not his own, and then palmed them off on the Council as the subordinate's! On such a question the old experienced Indian officer would naturally be listened to with more attention than the new West Indian, hardly two months in the Colony Another way of maintaining the official dignity of a Governor! But this is a trifle; let us see what this paper said, for really it is not surprising that its contents excited the Chief Justice's surprise. It began by admitting that officials might find passages by the mail and other steamers, and that the lighthouses might be periodically visited by a hired vessel; but there were three other objects which could not be so attained, and which rendered the maintenance of a special steamer indispensable. First, it was "necessary to provide the means of communicating, speedily and at uncertain times, with the various rivers on the east and west coast, the petty chiefs and rajahs in which, it was alleged, were constantly at warfare with each other, to the detriment of British property and interests. The extent of the appeals," continued the writer, "which the Government receives for protection under these circumstances is probably unknown to e public" (and, it might have added, to the worthy Master Attendant, in whose voice all this was declaimed); "and even with the aid of the two vessels now belonging to the Government it is able to interpose far less often *than is desirable*"—an observation somewhat neutralised, however, in the recent debate by the sorrowful admission that the Home authorities, Liberal and Conservative, had alike systematically discouraged, and even prohibited, all interference with native rajahs. As to these incessant wars which "jeopardise, if they do not injure," British interests and call for frequent intervention, Sir H. ORD prudently refrained from citing examples. He would have had to go back some six or seven years to find one, and then he would

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have met with nothing more creditable than the bombardment and burning of the wretched little collection of Malay huts where the Rajah of TRINGANU lived, with the loss to the Malays of some fifty lives—an inglorious exploit, which obtained for the late Governor anything but applause, either from his superiors or from the public, and which besides was performed, not by the colonial steamer, but by a vessel of the Royal Navy, for a colonial steamer never went to protect British interests without being itself well protected But let us get on with the paper. For those who were disposed to remark that British interests when really endangered had a more legitimate and effectual resource in the navy than in colonial steamers Sir H. ORD had many answers ready :—

"An idea seems to prevail," the Master Attendant is made to say, "that Her Majesty's ships may be made available for services of this nature, but most of the cases that arise *are not of a kind to justify the Government in requesting the assistance of men of war*, nor would the naval officers feel authorised to comply with such requisitions if made."

It may be presumed that the Governor gave himself more latitude when speaking under the mask of the Master Attendant than he would have ventured to take without that disguise, or he would not have been bold enough to assert that the Colonial-office and the Admiralty professed different principles on the right of interfering with foreign states and the duty of protecting British interests. However, we must remember that Sir HARRY's notions of his powers are of the most unlimited kind. Did he not fancy himself a Minister Plenipotentiary one day, and conclude a treaty with the Rajah of QUEDAH, which (alas for his dignity !) the Foreign-office unhesitatingly rejected, with some very unkind observations ? Well, if this answer was not satisfactory, here was another :—"The vessels of war employed on this station," he said, strong in the mature experience of two months and some days, "are in the main too large to be able to perform such services efficiently." But as this statement had but a very rickety foundation, there was still the following "clencher" in reserve :—

"Even if gunboats were sent here, and it were found that the Local Government, with a view to save itself expense, was in the habit of *endeavouring* to obtain their services gratuitously, instructions would soon be sent out to charge the costs of all *such expeditions* to the Settlements. *Her Majesty's Government have laid down a distinct rule* that ships and troops are available as against external aggressions in a colony, but that for anything *partaking of the nature or duty of a police*, and preserving the peace *within* or *around* it, the means must be provided at its own cost."

Notice how carefully the protection of British interests up rivers in the Malay peninsula becomes by a gentle transition a matter of police ! But his Excellency is too clever here, and persuades himself faster than he persuades others ; and people here continue to believe that police duties are confined to colonial territory and colonial waters, that the Singapore police have no more to do with neighbouring rajahs and territories than the London police have with the Baltic and Hanse Towns, and that if British interests are jeopardised by Malay rajahs, they are to be protected, *as they always have been hitherto*, by the national, not the colonial force. In such emergencies as are here contemplated, it would be the duty of the Governor not to proclaim and wage war in his own name, or in the Queen's, but to report to his superiors, and leave the matter in the hands of the Ministers of the Crown. The third object which made the possession of a steamer necessary has still to be examined :—

"Nothing (you hear the speaking-trumpet) has been said of the political aspect of the question. Every one acquainted with the country is aware that the loss of influence and prestige among the natives on both our coasts would be very great, and the direct injury to British interests very serious were it known to them that the Government had no longer an armed ship with which to visit them in their own rivers when necessary; and although the suppression of piracy does not actually form any part of the duty of a colony, *it can hardly be denied* but that the comparative freedom from this scourge which our craft enjoy is in a large measure due to the knowledge that the Government have the means and the will to interfere for their protection, and that the surrender of this power on its part would be hailed with joy by a good many persons, who are now, from fear of consequences, compelled to engage in *peaceful* seafaring pursuits."

Fancy, that we have all these years past been saved from pirates, not by the grim corvettes and gunboats stationed in our ports, but by the poor old asthmatic *Pluto* and *Hoogly*, which ploughed the deep at the maximum rate of five miles an hour when the tide favoured ! Sir H. ORD unfortunately omitted to inquire into the former exploits of that colonial navy which was so essential to free us from the scourge of piracy. If he had he would have learned that the only conflict within Singaporean memory between a colonial steamer and pirates in these seas was the celebrated one in Governor BLUNDELL's time, more than ten years ago, when the Chinamen, on seeing the steamer approach, stood at bay, and made such excellent ball practice that the English vessel backed out of range of the Celestial fire with a celerity which won her engineer the warmest commendation in the commander's despatch. Well, the appeal for a steamer wound up with a statement that the two colonial steamers had earned in the preceding year, in freight and passage-money, $2,700, and with the assertion that "with an average efficient and safe steamer a second steamer might be dispensed with." This last clause is quite true, but in the meanwhile the Governor has done his best to prevent the earning of freight by demanding a rate just 100 per cent. above the current rates. I *know* that tin has been repeatedly refused carriage from Malacca in the colonial steamers for less than $10 per 100 slabs, the current rate being $5.

Now you can form some idea of the lengths a colonial governor may go to when bent on supporting his dignity. Not satisfied with the *Peiho*, which he purchased at 40 to 50 per cent. above her value, to replace the old *Pluto*, he must have a bran-new steamer, and he has the assurance to put his reasons for wanting it into his subordinate's mouth—and such reasons ! 1st. To protect British interests abroad, which is really the duty of the navy. 2nd. To do police duties, which require the aid of no steamers. 3rd. To put down piracy and keep up prestige, which is also the business of the navy. But the truth is, he had a fourth object—and this, being the real one, was carefully concealed. He required the steamer to keep up his dignity. He has not said so, but listen to what the steamer ordered itself says on the subject, and then doubt if you can. Its tale is as plain and intelligible as possible. It is intended to have a speed of eleven knots with one boiler, and fourteen with two ; and in order to draw a minimum of water while giving a maximum of accommodation, Mr. REED, the Constructor of the Navy (who was paid £500 for designing her), found it necessary to have her built on the diagonal system of Messrs. WHITE, of Cowes, the most expensive, and the most unsuited for this part of the world, as our shipwrights could not repair her hull. Sir H. ORD declares that he is not responsible for this, but it was the only way of meeting his demands for accommodation and light draught. It is said that she was to be of 450 tons burden, built after the model of the QUEEN's yacht. The design left little or no place for cargo, but gave up almost all the room for the accommodation of the happy passengers. There were to be twelve berths ; some of the cabins were to be 12 feet square ; a bath room was to be of the same size ; and (to fit the vessel, no doubt, for the harassing exigencies of ruthless warfare with turbulent rajahs and ferocious pirates) there was to be a luxurious boudoir of spacious dimensions at the stern. But even this would not have sufficed. A scheme for spending some $800 more in building a house on deck for his Excellency's "sanctum" is already cut and dry ! This model of naval architecture and economy would not burn more than twenty tons of coal a-day (say £50 sterling), and besides her price of £23,000 would cost the Colony something like £2,000 to £3,000 to bring her out. Now you may be able to judge whether British interests or Governor ORD's interests, British prestige or Governor ORD's prestige is what this vessel was really intended to maintain. And you can judge whether a Colony may not be afflicted with almost as great a scourge as piracy when saddled with a Governor devoted to the cultivation of his own dignity.

I have gone into all these matters at some length, for it is not possible to understand such financing and finessing operations without looking closely into them. As regards the steamer it is enough to say that the vote has been carried, and that it remains with Lord GRANVILLE to determine what value he thinks Sir H. ORD's reasons for demanding it should have. If the steamer is sanctioned, the Colony will have paid upwards of $300,000 in less than four years for steamers, and this against the unanimous voice of the colonists. Now, the question is one of purely local interest, and it is to be hoped that Lord GRANVILLE will not think it right arbitrarily to impose Sir H. ORD's views on us, or even his own. At all events, before he does so, he may be fairly asked to call for a return (a public return, I mean, to be laid on the table of the Council, and to be open to public criticism, and not a secret one shielded from that wholesome check), showing what services have actually been performed by the steamers since the 1st of April,

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1867. The list of killed, wounded, and captured pirates, of conquered or subdued rajahs, and instances of relief to endangered British interests, would need neither pen, ink, nor paper.

What is passing at this moment will be found more characteristic of the services of our colonial fleet. The Duke of EDINBURGH has just left us for Malacca and Penang. He proceeded, of course, in his own ship, the *Galatea*. The Governor, who is to accompany him through the Straits, went in the *Peiho*, escorted by the steam launch (which may be found useful for landing, though the *Galatea* has one), and Mr. PLOW, the private secretary, has the other steamer, to carry, I suppose, the carriage and horses, and to push forward to Penang in order to muster the officials in whatever cocked hats and gold lace he can find, and to see that the beds are aired. Three steamers to take his Excellency to Penang, at the cost of the Colony! I do not think I mentioned the steam launch before. She was built here, and fitted up with a fresh water, not marine, boiler—a wise thing for a vessel intended for salt water! She cost £1,200, and might have been got in England for £250, I believe; and the poor Tumongong of JOHORE was told that he had agreed to pay half the cost (which he denies), because she would be useful for police purposes in the strait which separates the island of Singapore from Johore. He has paid his share, but whether he has ever seen the boat or been on board of her I do not know. I suspect she is rarely seen in that strait just spoken of. If she is, it is probably more to catch the opium smugglers, who come from his territory to ours, to the damage of *our* revenue, than to repress other disorders.

As regards the Government-house, another enquiry is needed, a commission to examine closely all the bills and accounts connected with that work, and all those connected with the Colonial Engineer's department and the convicts. I have not the slightest doubt that the auditors' or treasurer's books and files would furnish forth many cases like those I have mentioned, for it is not likely that the few that have got abroad are the only ones. The Colonial-office has the credit of keeping a sharp look out on all financial eccentricities, and it is time a searching investigation was held into those going on here. The stories may be untrue (and an outsider cannot walk into the auditor's office and ascertain whether they are true or false), but at all events they are current, and they call for explanation or disproof. It is bad enough that the governor of a little colony like this should, in addition to a salary equal to that of the President of the United States, have got $140,000 for a house and $300,000 for steamers within four years; it becomes a shame and an iniquity when more, and yet more, money is got by such means as I have mentioned. But even they do not exhaust the Governor's resources, a regiment of convicts is taken from the public services into his personal service—some forty, I have been told. How much more that source of Colonial revenue and wealth (I suppose we have 1,200 men here) is drawn or will be drawn upon it is impossible to tell. How many men have worked at the Government-house who appear in the convict books as working elsewhere? These questions are worth looking into. I have heard that when the vote of $40,000 was rapidly diminishing, and there was at the same time the greatest pressure to push on the Government-house works, the number of convicts charged to that vote was marvellously small!

The Duke of Edinburgh's visit has been made the occasion of fresh strife and ill-blood between the Governor and the governed.

Sir H. ORD began his career here in 1867 with a false start. The son of a Woolwich professor, he could not but look down on as inferiors the vulgar merchants, bankers, seafaring men, lawyers, and others, birds of equally base plumage, constituting this community; and so he gave offence to many. On the first anniversary of the Queen's birth-day (1867) he gave no public entertainment, as had been usual on that day, and the Tanglin Club supplied the want by giving a ball. To this the Governor was invited by a deputation; he accepted, but he did not go, and not a word of apology reached the club. This was naturally considered discourteous. The other day, on the eve of the Prince's arrival, one of our merchants was asked by him to sound the members of the two English clubs, the Singapore and the Tanglin, to place their establishments at *his* disposal in order that he might place them at the disposal of the Prince. Meetings were held, and at both clubs the proposal was rejected by overwhelming majorities; it was not palatable, and there was no precedent for it. But resolutions were at the same time passed that on the arrival of the *Galatea* the clubs should be placed at the disposal of the Prince, and that all his officers should be made honorary members. The *Galatea* had hardly anchored when deputations from the clubs carried the invitations on board. The Prince was engaged, and did not see them, but the invitations were left with his aide-de-camp or secretary. Time passed; the Prince made his public landing at Johnston's pier, where a spacious shed had been erected to accommodate the *élite* of the official and un-official world, and its beauty too; but alas! the benches were empty, for the Governor had, as usual, managed to tread on the toes of the vulgar outer world. The Duke, however, received all the homage that cheers and waving handkerchiefs could display along the line of procession. In the evening there was a solemn dinner-party at Government-house, purely official. Next night an "At Home," to which all the Singapore world went to make their bow to the Royal Prince. But beyond a formal presentation nothing was done to bring his Royal Highness in contact with the residents. Governor ORD, on the contrary, mounted guard over him in such a manner as to prevent anything but the most distant exchange of civilities. Not an officer of the *Galatea* was present, except one young middy, a lad of fourteen, who appeared to be attached to the Duke's suite. All this time he had neither gone to the Clubs nor answered the invitations. The officers of the *Galatea* had expressed their acknowledgments for the civility, but not one of them either had appeared. This looked odd; for Princes are usually careful to comply with the ordinary usages of society. But the mystery was soon explained. Mr. PLOW, Governor ORD'S private secretary and factotum, told one of the members of the Tanglin Club, that the Prince was greatly incensed at the refusal to place the clubs at the Governor's disposal, and had determined neither to enter them himself nor to allow any officer of his ship to do so, unless the Governor was made an honorary member. Something was said in the course of the conversation (which appears to have been rather animated) about "bringing people to their marrowbones," but the result was that the Clubs declined to comply with the conditions dictated to them, and Sir HARRY ORD had the satisfaction of seeing his enemies snubbed, mortified, and disappointed. Not only did the DUKE keep away from the English clubs, and post a notification in the ward room of the *Galatea* that he did not visit them, but the Governor took him to the German Club, to which he had, when baffled in his applications to Tanglin and Singapore, sent an urgent appeal, which was so far conceded, I hear, that the walls were placed at his disposal, but there was neither any attendance of members to do the honours, nor any hospitality of a substantial kind offered.

Now in all this, as in everything else, Sir HARRY ORD has shown himself very clever in that species of cleverness which we vulgar people in familiar converse call *dodge*. [He is full, brimfull, of dodge. But this is not the highest order of talent, or the best qualification for a Governor. The steamer history shows a remarkable display of it, and yet his cleverness deceived no one. The Government-house history shows it carried to an extent which would be fatal to him if the Colonial-office were jealous of the character of its rule. At any rate we shall soon learn whether a Governor may with impunity enlist a Royal Prince in his private feud with the Colony, and expose the QUEEN'S son to the reproach of having been wanting in the royal virtue of politeness, for the gratification of the small feelings of enmity which rankle in his own breast. Certain it is that the feeling of irritation prevalent here is excessive. The *Straits Times*, a very moderate paper, as you know, has not hesitated to declare that the visit of the PRINCE was to Sir HARRY ORD, not to Singapore, or if to Singapore, that it has been a disappointment; and its rival, the *Straits Observer*, echoes the same opinion. The whole of our little world had been in a state of pleasurable expectation for months about this Royal visit, and all has been turned to bitterness and annoyance. It is quite clear that the PRINCE had no cause of quarrel with Singapore, neither could he have had a motive for hurting the feelings of any man in the place; it is equally plain that his treatment of the Clubs did give their members great pain, and that it was a course which nothing but very strong reasons could have induced him to take. What were those reasons? *They were none of his own.* They must have been based on representations made to him in quarters calculated to command his attention. What was the nature of these representations—or *mis*representations? The Singapore public would like to know; they have little doubt as to who made them.

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CHINESE MEDICINES.

(To the Editor of the *London and China Telegraph.*)

SIR,—In reference to an assertion made by a Californian examiner of drugs, and copied into your paper, to the effect that the Chinese pharmacopœia is nothing but a farrago of horrible compounds, I beg to say that such is not the fact.

That many nasty substances are found in the *Pen T'sau*, or Chinese Encyclopœdia of Natural History and Medicine, I am very well aware. The Pharmacopœias of the European Colleges of Physicians of the 17th and 19th centuries contained "*stercus bovinum, humanum, pavonis,*" &c., which were prescribed and partaken of according to law and rule. Some hundreds of years ago Chinese physicians prescribed pepsine in the form of *Chun-p'i*, or the dried membrane of the stomach of the common fowl, in disorders of the stomach, bowels, and kidneys. *Quis-quales Chinensis* for worms in children, and *Justicia paniculata* as a tonic and antifebrile remedy, are common remedies of a domestic character, which are produced in unlimited quantities in China, and could scarcely be matched from the pharmacopœias of any other country.

A work on Chinese Materia Medica, in English and Chinese, the result of some study, observation, and experiment, directed to this subject, will soon appear in Shanghai, under the patronage of Mr. Robert Hart, Inspector-general of the Chinese Customs. Messrs. Trübner and Co., of 60, Paternoster-row, are the London publishers, who will receive names of subscribers. I remain yours, &c., F. PORTER SMITH, M.B. Lond., M.R.C.S. &c.,
Medical Missionary.

Wesleyan Mission Hospital, Hankow,
China, Nov. 29, 1869.

THE ALBERT LIFE ASSURANCE COMPANY.

The scheme for resuscitating the Albert Life Assurance Company has now assumed something like a tangible form, and if the projectors are fairly supported by the policy-holders and shareholders, there appears to be no reason why it should not be re-established on a sound basis. The prospectus before us starts with the avowed object of paying all claims in full; and though this may seem at first sight almost too good to be true, the plan, when carefully examined, promises well for its fulfilment. The projectors, in a careful estimate of the position of the estate, show the original deficiency to have been £560,000, to which they add £60,000 for charges incident to the future carrying on of the existing business, and £20,000 for the expenses of the winding up, as far as it has gone. This makes a rather alarming total of £640,000; against which there are the assets of the Albert office, considered good (after paying outstanding liabilities) for £196,000, and the unpaid capital, which must in any case be called up, and which, though nominally nearly £322,000, the projectors estimate to yield only £150,000. We now have a net deficiency of £294,000, and it is proposed that the shareholders of the Albert and of the various associated companies should make up this amount by contributions in certain proportions, according to their estimated liability. There will be a fair chance of these sums being repaid out of future profits, but in any case it is almost certain that, even if not repaid, they would represent a much smaller loss to the shareholders of the respective companies than a series of calls to pay claims, costs of complicated litigation, and the enormous expense of continued liquidation in Chancery. Moreover, in consideration of such payment, the Court of Chancery will be asked to grant to every shareholder who may have contributed a full and final discharge from all liability, and the obtaining this release is to be an essential condition of the plan. The next feature is, that in order to provide for a possible disturbance of calculation, a marginal guarantee fund should be created by the policy-holders and annuitants agreeing to a deduction, for the present, of 12½ per cent. on non-profit and of 10 per cent. on profit policies, such deferred payments to be represented by certificates to be issued by the reconstructed company, which can be discharged by degrees, as actuarial calculation may show that a provision is not required. The last feature of the scheme is the raising of fresh capital to the amount of £250,000, in 50,000 shares of £5 each, with the view of developing new business—such capital to be free of all existing liabilities.

An important consideration to policy-holders in the East is, that by this plan the home and Indian business will be kept distinct, and the premiums received on current policies in both countries, to an amount requisite to represent the outstanding risks from time to time, according to annual actuarial report, which shall be published for the information of policy-holders and shareholders, are to be separately invested in England and in India, and each fund made primarily available for the claims respectively arising in the two countries. It is also important to note that the scheme of the committee includes permission to those who have allowed their policies to lapse since the suspension of the Albert, to revive their policies by payment of arrears of premium, the object being to secure to all the benefits of the proposed arrangements. It is also contemplated that the reconstructed company will be in a position, at an early date, to meet the convenience of policy-holders generally, by paying those who may desire it the surrender value of the policies they hold, based upon an equitable and fair calculation.

The surplus profits on the new business, after paying a dividend of 10 per cent., to be devoted one-half to reserve, and the other half in payment of the amount to be contributed towards the before-mentioned deficiency of £294,000. The chairman of the committee is Mr. James Thompson, chairman of the Agra Bank, and among the members are Sir John Bowring, Mr. Philip Cazenove, Lord Claud Hamilton, Dr. Farr, Mr. Thomas Webster, Q.C., Major-Generals Burn, Haunyngton and Cunningham, Messrs. Charles Frere, J. D. Bell, G. H. Drew, Jervis J. Jervis, Horatio Lloyd, and others.

Monetary and Commercial.

A prospectus has been issued of the Calcutta and Singapore Telegraph Company (Limited), with a capital of £600,000, in shares of £10, to lay a cable of 1,825 miles from Calcutta to Singapore, for which a contract has been made with Messrs. Siemens Bros. There are already land lines from Calcutta to Ceylon, which will be connected with Singapore by the cable of the Indian Extension Company, and there are also land lines between Calcutta and Bombay, whence the cable now being submerged by the *Great Eastern* will establish communication with London. The proposed new cable, therefore, will not supply any telegraphic link actually wanting, but the view of its promoters is that owing to the greater efficiency and economy of cable routes in comparison with land routes, their line will, so far as it extends, absorb a large proportion of the enormous telegraphic business between the East and the West that must centre at Singapore. The cable is to be laid within twelve months.

A paragraph lately appeared in *The Times*, taken from the *Malta Times*, in which it was stated that the P. and O. Company intended running a line of freight steamers, *via* the Suez Canal, from Liverpool to India. It is only necessary to state that the directors have no such intention. The rates of freight by the company's steamers have been reduced, and now stand at £10 to Aden and Bombay; £15 to Galle, Madras, and Calcutta; £30 to the Straits and Hong Kong; and £33 to Batavia, Shanghai, and Yokohama. These rates are for fine goods, and are subject to considerable reduction for coarse goods.

Some of the tea shipped from Shanghai, and recently landed in London as "common tea," has turned out to be such rubbish, and in such bad condition, as to be immediately condemned as unfit for consumption. When the account-sales of these shipments reach Shanghai they will, we hope, act as a wholesome check on the practice that has lately sprung up of shipping quantities of any trash procurable as "common tea," on the supposition that if laid down under 1s. a pound it must pay a profit.

The liquidation of the Commercial Bank of India under Mr Holyland has not yet been brought to a termination, so far as the shareholders are concerned. The creditors, as already announced, have been paid 17s. in the pound in full, but in order to effect this a loan was obtained, repayable on the realisation of the assets and unpaid calls. These assets—chiefly in landed property in China—are slow to realise, and it may be necessary for the liquidator to make another call on the shareholders in order to repay the loan. Mr. Cameron, in Shanghai, still acts as agent for the liquidator in collecting and realising the assets.

The fifth dividend of 1s. is now in course of payment by the liquidators of the Asiatic Bank Corporation. This, with former dividends, makes a total of 8s. 6d. paid to the creditors. It is probable that a further 6d. or 1s. will be paid. The realisation of the assets has fallen much under the estimate, although the shareholders had paid up the full amount of the share, and £20 per share in addition, as stipulated by the charter.

As we announced some time since, the shareholders of the Oriental Bank are about to take steps for inviting Mr. H. G. Gordon to rejoin the Board of that institution, of which from its origin he was the leading representative. Mr. Gordon, pending the Overend Gurney trial, considered it right to send in his resignation, but the emphatic decision in that case has rendered him free to resume his old station with undiminished honour.

Mr. J. L. B. Templer, who recently appeared in the Bankruptcy Court, attributed his bankruptcy to the failure of the firm of Benyon and Harding, of which he stated he was a member. Messrs. Benyon and Harding (through their solicitors) contradict these statements. They say that Mr. Templer brought no capital whatever into their firm, and that they have, without assistance from him or his friends, settled all the firm's debts; so that his connection with them cannot have made it necessary for him to go through the Court.

The resolution passed at the first meeting of creditors of Mr H.

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H. Severs, to wind up the estate out of Court, has been submitted to a second meeting for confirmation. The result was that the resolution was negatived, and the bankruptcy will therefore proceed in the usual way. The examination sitting was fixed for the 25th February.

The Albert Life Assurance Company is likely to be resuscitated after all. The plan for reconstructing the office which has just been issued is based on sound principles, and being under the management of Mr. Thompson, who has so successfully revived the business of the Agra Bank, it is not likely to fail through want of energy or skilful management.

The Indo-European Telegraph Company announce that their lines (in connection with those of the Indian Government) are now at work, and that messages may be transmitted from any office of the Electric and International Company. The tariff and other particulars will be found in our advertising columns.

The rates of freight by Holt's line to China, &c., have been reduced from £6 to £4 10s., and in future these steamers will pass through the Suez Canal, commencing with the *Diomed*, leaving on the 22nd inst., to be followed by the *Priam*, a new steamer. Six others are building, making a total of fourteen steamers for this line. The agents in London are Messrs. John Swire and Sons.

Messrs. Mosses and Mitchell, the transit agents for London of the Suez Canal Company, have received the following telegram from M. Ferdinand de Lesseps:—"The transit dues on steamers passing through the Canal will in future be levied on the nett registered tonnage (*i.e.* exclusive of engine-room)."

The directors of the Hong Kong and China Gas Company (Limited) notify that warrants in payment of an interim dividend at the rate of 7 per cent. per annum, free of income tax, for the six months ending the 30th Sept., 1869, have been issued.

A further dividend of 2s. 6d. in the pound, making 19s. paid, is now payable to the creditors of the China Steam Ship and Labuan Coal Company (Limited).

The Comptoir d'Escompte have declared a dividend for the first half of the year 1869-70 at 21 francs.

The Messageries Imperiales have paid f.3.75 per share as interest on the provisional shares, on which f.250 has been paid.

The tenders for 38,75,000 Rs. in bills on India were received on the 2nd inst. at the Bank of England. The amounts allotted were, to Calcutta, 35,81,000 Rs.; and to Madras, 2,94,000 Rs. The minimum price was fixed, as before, at 1s. 11d. on Calcutta and Madras. Tenders on those Presidencies at 1s. 11½d. will receive about 18 per cent.; above that price in full. It appears from these results that the demand for remittance has diminished somewhat during the last fortnight.

The Crown Agents for the Colonies have accepted tenders for £50,000 on the Government of Ceylon, at 1s. 11 9-16d. per rupee.

The Council of India will receive tenders on the 16th inst. for bills on Calcutta and Madras, to the amount of £387,500.

The steamer *Ripon* took on the 5th £159,564 in specie for the East. Annexed are the particulars:—Galle, gold, £480; Bombay, gold, £500; Madras, gold, £1,121; Penang, silver, £8,990; Singapore, silver, £56,323; Shanghai, silver, £82,150; and Alexandria, gold, £10,000.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's monthly and annual tables, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Jan., 1870, and during the twelve months ended 31st Dec., 1869, compared with the corresponding periods of the two preceding years:—

MONTHLY TABLES.

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1870, 5,658,478 yards; for the twelve months 44,813,208 yards; for the twelve months, 1869, 51,692,919 yards; for the twelve months 1868, 55,608,259 yards. Decrease for 1870 against 1869, 7,379,711 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1870, 404,731 yards; for the twelve months, 1,953,623 yards; for the twelve months, 1869, 1,171,971 yards; for the twelve months, 1868, 2,560,034 yards. Increase for 1870 against 1869, 781,652 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1870, 132,570 yards; for the twelve months, 1,097,157 yards; for the twelve months 1869, 2,063,168 yards; for the twelve months, 1868, 752,747 yards. Decrease for 1870 against 1869, 966,001 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1870, 878,580 lbs.; for the twelve months, 5,149,740 lbs.; for the twelve months 1869, 6,260,200 lbs.; for the twelve months 1868, 7,449,364 lbs. Decrease for 1870 against 1869, 1,110,460 lbs.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1870, 25,267,389 yards; for the twelve months, 225,018,493 yards; for the twelve months 1869, 247,573,924 yards; for the twelve months 1868, 144,244,205 yards. Decrease for 1870 against 1869, 22,554,431 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1870, 1,684,476 yards; for the twelve months, 14,569,066 yards; for the twelve months 1869, 6,450,114 yards; for the twelve months 1868, 9,538,721 yards. Increase for 1870 against 1869, 8,118,952 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1870, 436,255 yards; for the twelve months, 5,144,323 yards; for the twelve months 1869, 3,539,161 yards; for the twelve months 1868, 5,471,584 yards. Increase for 1870 against 1869, 1,605,162 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1870, 12,000 lbs.; for the twelve months, 442,863 lbs.; for the twelve months 1869, 317,700 lbs.; for the twelve months 1868, 368,100 lbs. Increase for 1870 against 1869, 25,163 lbs.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1870, 2,634,435 yards; for the twelve months, 16,647,786 yards; for the twelve months 1869, 18,263,015 yards; for the twelve months 1868, 26,565,706 yards. Decrease for 1870 against 1869, 1,615,229 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1870, 197,220 yards; for the twelve months, 1,823,433 yards; for the twelve months 1869, 1,219,131 yards; for the twelve months 1868, 3,586,666 yards. Increase for 1870 against 1869, 604,302 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1870, 160,328 yards; for the twelve months, 1,004,176 yards; for the twelve months 1869, 426,577 yards; for the twelve months 1868, 776,728 yards. Increase for 1870 against 1869, 577,599 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1870, 2,299,580 lbs.; for the twelve months, 5,933,850 lbs.; for the twelve months 1869, 4,458,129 lbs.; for the twelve months 1868, 4,293,619 lbs. Increase for 1870 against 1869, 1,475,721 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1870, 6,417,641 yards; for the twelve months, 51,637,953 yards; for the twelve months 1869, 45,729,468 yards; for the twelve months 1868, 66,370,144 yards. Increase for 1870 against 1869, 5,908,484 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1870, 1,124,133 yards; for the twelve months, 5,998,684 yards; for the twelve months 1869, 4,458,484 yards; for the twelve months 1868, 8,499,558 yards. Increase for 1870 against 1869, 1,540,200 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1870, 894,133 yards; for the twelve months, 4,871,190 yards; for the twelve months 1869, 2,341,585 yards; for the twelve months 1868, 4,138,246 yards. Increase for 1870 against 1869, 2,529,605 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1870, 547,726 lbs.; for the twelve months, 2,020,668 lbs.; for the twelve months 1869, 1,513,243 lbs.; for the twelve months 1868, 3,070,114 lbs. Increase for 1870 against 1869, 507,425 lbs.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1870, 2,176,115 yards; for the twelve months, 9,566,151 yards; for the twelve months 1869, 18,106,190 yards; for the twelve months 1868, 18,586,515 yards. Decrease for 1870 against 1869, 8,540,039 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1870, 1,952,811 yards; for the twelve months, 8,881,047 yards; for the twelve months 1869, 7,026,414 yards; for the twelve months 1868, 12,573,199 yards. Increase for 1870 against 1869, 1,854,633 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1870, 1,067,028 yards; for the twelve months, 5,370,760 yards; for the twelve months 1869, 4,884,042 yards; for the twelve months 1868, 13,345,782 yards. Increase for 1870 against 1869, 486,718 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1870, 59,690 lbs.; for the twelve months, 363,850 lbs.; for the twelve months 1869, 533,465 lbs.; for the twelve months 1868, 712,800 lbs. Increase for 1870 against 1869, 169,615 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1870, 1,810,839 yards; for the twelve months, 14,623,511 yards; for the twelve months 1869, 19,276,130 yards; for the twelve months 1868, 17,418,148 yards. Decrease for 1870 against 1869, 4,652,619 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1870, 629,203 yards; for the twelve months, 10,989,606 yards; for the twelve months 1869, 14,896,211 yards; for the twelve months 1868, 15,339,022 yards. Decrease for 1870 against 1869, 3,906,605 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1870, 36,215 yards; for the twelve months, 1,125,186 yards; for the twelve months 1869, 1,244,587 yards; for the twelve months 1868, 972,228 yards. Decrease for 1870 against 1869, 119,401 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1870, 4,616 lbs.; for the twelve months, 175,113 lbs.; for the twelve months 1869, 326,032 lbs.; for the twelve months 1868, 245,047 lbs. Decrease for 1870 against 1869, 150,919 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1870. 1,736,636 yards; for the twelve months, 22,137,080 yards; for the twelve months 1869, 23,253,828 yards; for the twelve months 1868, 16,537,466 yards. Decrease for 1870 against 1869, 1,116,748 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1870, 121,742 yards; for the twelve months, 1,247,656 yards; for the twelve months 1869, 805,041 yards; for the twelve months 1868, 977,950 yards. Increase for 1870 against 1869, 442,615 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1870, 97,340 yards; for the twelve months, 3,327,131 yards; for the twelve months 1869, 2,589,370 yds.; for the twelve months 1868, 1,442,830 yards. Increase for 1870 against 1869, 787,761 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1870, 4,000

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lbs.; for the twelve months, 447,372 lbs.; for the twelve months 1869, 418,687 lbs.; for the twelve months 1868, 366,685 lbs. Increase for 1870 against 1869, 28,685 lbs.

ANNUAL TABLES.

HONG KONG.—Plain Cottons: Monthly average, 1869, 3,612,390 yards; total export, 1869, 43,348,688 yards; 1868, 53,176,219 yards; 1867, 56,160,509 yards; 1866, 41,394,471 yards: 1865, 36,907,736 yards. Cotton Yarn: Monthly average, 1869, 411,503 lbs.; total export, 1869, 4,938,040 lbs.; 1868, 6,370,200 lbs.; 1867, 7,513,364 lbs.; 1866, 4,630,230 lbs.; 1865, 1,140,830 lbs.

SHANGHAI.—Plain Cottons: Monthly average, 1869, 18,571,741 yards; total export, 1869, 222,860,894 yards; 1868, 243,349,435 yards; 1867, 151,355,146 yards; 1866, 125,309,693 yards; 1865, 79,422,708 yards. Cotton Yarn: Monthly average, 1869, 36,905 lbs.; total export, 1869, 442,863 lbs.; 1868, 317,700 lbs.; 1867, 380,832 lbs.; 1866, 126,200 lbs.; 1865, 81,000 lbs.

JAPAN.—Plain Cottons: Monthly average, 1869, 1,371,446 yards; total export, 1869, 16,457,361 yards; 1868, 18,682,700 yards; 1867, 25,378,061 yards; 1866, 22,027,868 yards; 1865, 17,891,196 yards. Cotton Yarn: Monthly average, 1869, 479,508 lbs.; total export, 1869, 5,754,100 lbs.; 1868, 4,534,319 lbs.; 1867, 4,268,039 lbs.; 1866, 1,141,928 lbs.; 1865, 816,432 lbs.

SINGAPORE.—Plain Cottons: Monthly average, 1869, 4,160,292 yards; total export, 1869, 49,923,511 yards; 1868, 48,128,042 yards; 1867, 62,050,610 yards; 1866, 50,941,826 yards; 1865, 32,340,731 yards. Cotton Yarn: Monthly average, 1869, 146,170 lbs.; total export, 1869, 1,754,051 lbs.; 1868, 1,566,156 lbs.; 1867, 3,019,174 lbs.; 1866, 1,851,207 lbs.; 1865, 1,132,785 lbs.

BATAVIA.—Plain Cottons: Monthly average, 1869, 615,769 yards; total export, 1869, 7,389,236 yards; 1868, 1,810,835 yards; 1867, 18,944,716 yards; 1866, 36,483,880 yards; 1865, 14,698,875 yards. Cotton Yarn: Monthly average, 1869, 25,346 lbs.; total export, 1869, 304,160 lbs.; 1868, 533,465 lbs.; 1867, 732,800 lbs.; 1866, 733,831 lbs.; 1865, 452,910 lbs

MANILA.—Plain Cottons: Monthly average, 1869, 1,251,844 yards; total export, 1869, 15,022,132 yards; 1868, 18,879,201 yards; 1867, 18,165,788 yards; 1866, 12,113,822 yards; 1865, 13,326,775 yards. Cotton Yarn: Monthly average, 1869, 15,729 lbs.; total export, 1869, 188,741 lbs.; 1868, 317,163 lbs.; 1867, 267,946 lbs.; 1866, 89,248 lbs.; 1865, 104,502 lbs.

CEYLON.—Plain Cottons: Monthly average, 1869, 1,742,877 yards; total export, 1869, 20,914,524 yards; 1868, 22,746,975 yards; 1867, 17,834,182 yards; 1866, 20,278,509 yards; 1865, 13,630,888 yards. Cotton Yarn: Monthly average, 1869, 37,281 lbs.; total export, 1869, 447,372 lbs.; 1868, 403,687 lbs.; 1867, 366,435 lbs.; 1866, 796,243 lbs.; 1865, 814,977 lbs.

ARTICLES OF IMPORT.

TEA.

Prices of all descriptions are steadily maintained, but the demand is not active, and sales are only of moderate extent. Public sales of 15,010 packages China were held on the 2nd and 3rd inst., of which 14,000 packages sold, all "without reserve." Common to fair red-leaf Congou sold rather irregularly, but generally at current rates. Two breaks of common black-leaf Congou brought 1s. 0¼d. to 1s. 0½d., being rather in favour of buyers. Some parcels of fair black-leaf Congou, in half-chests, with all faults, selling at 1s. 2¼d. to 1s. 3d. per lb., show full prices. A chop of very common Shanghai packed realised 7¼d. per lb.

The following is from the Circular of Messrs. Kinnear, Hawes, and Hertz:—In Black-leafs we report a firm market, at gradually improving rates. The business done has confined itself chiefly to the medium sorts of Black-leaf, and has up to the middle of last week been of considerable extent. Within the last few days the market assumed a quieter but otherwise unchanged aspect. The demand for common Black-leaf has been very insignificant; the quotations for this sort have not changed, but, to keep them up, we decidedly need a good inquiry to come in very shortly. Common leafy Hohow kinds, of which great quantities are on offer, have been slowly moving off at from 7¼d. to 8¼d. per lb. The demand for this sort is very limited, and comes chiefly from shipping quarters. Common and other Red-leafs show no alteration of importance. Flowery Pekoes: A sale of about 300 chests (import 1860 61) of fine quality has been effected at 4s. per lb. Oolongs: Better inquiry at slightly improved rates for all desirable kinds. Scented Teas: Canton Capers of fine quality in request; common and medium kinds dull of sale. Really fine Foochow Pekoes are inquired for at full rates; good mediums are rather firmer.

The following is from the Circular of Messrs. Lloyd and Cheshire:—The demand for Siftings has slightly improved, and there is nothing in sound offering under 7d.; good ordinary continues in request at 1s. 0¼d.; a slight inquiry exists for common at 1s. 0½d. to 1s. 0¾d.; good common to even leaf is readily saleable at 1s. 1d. to 1s. 2d.; medium to good medium sells freely at 1s. 4d. to 1s. 6d.; for parcels of fine on offer very full prices are asked. Souchong: Medium to fine has found buyers at 1s. 6d. to 1s. 7d. and fine at 2s.; the quality is still most unsatisfactory. Black Leaf: Little has been done in Siftings, and prices are unchanged; Shanghai is worth 1s. 0½d.; common has been in fair demand at 1s. 1d.; all kinds of medium up to 1s. 6d. continue to attract notice, and prices paid show in most cases a further slight improvement; good to fine is rather scarce, the few sales made have been at an advance of ½d. per lb.; there is no finest offering; new makes, in boxes, have been sold at 1s. 0½d. to 1s. 0¾d. Oolong: The market is almost bare of common Ankoi kinds, a fair amount of business has been transacted in medium at 1s. 3d. to 1s. 4d., and there is now very little offering at this price; fine is taken in small quantities at about former quotations. Scented Tea: We have nothing to report in low spurious kinds; common Canton Scented Caper up to 1s. 1d. is rather easier; medium show no change; there are very few fine offering; S. O. Pekoe remains without alteration; fine Foochows are rather wanted but the market is barely supplied. Green: The demand has been chiefly supplied by offerings in public sale; Moyunes have ruled a shade easier, except for a few finest; Pingsueys command about previous rates; Shanghai packed and mixed Japan kinds, in the absence of shipping demand, are entirely neglected; Canton Gunpowder and Young Hysons have been sold to a small extent at about former quotations for the better kinds.

SILK.

The following is from Messrs. Jacomb, Hogg, and Co.'s monthly Circular, dated 1st inst.:—After the very extensive business of the past two months, and the great advance that has taken place in prices, some relaxation of demand might naturally be expected, but it is only within the last week or ten days that any symptoms of this have been apparent, and the comparative quietude that now exists is doubtless due more to the scarcity of suitable qualities of silk and the extreme pretentions of importers than to any change that has taken place in the position of the article. In China silk for the first three weeks of the month business was very active, and prices continued their upward course; best classic No. 3 Tsatlee having advanced to 31s., and Red Peacock to 21s.; from these prices there has been no reaction, though an inferior parcel of Red Peacocks has since been sold at 25s. 6d. Key Ings and all descriptions of Taysaam are now inconveniently scarce and dear. In Japan Silk the market during the greater part of the month has been very animated, but latterly there has been some cessation of demand, and medium and ordinary Mibash could perhaps be now bought at a slight reduction in price. The deliveries of China, 3,992 bales, are very satisfactory, but the figure for Japan, 603 bales, is still small, and shows that no material improvement in the consumption of this class of Silk has as yet taken place. The imports during January were of China 2,737 bales against 2,281 bales in the corresponding period last year; of Japan 679 bales against 1,448 bales; the deliveries were, China 3,992 bales, against 3,300 bales; Japan 603 bales, against 431 bales; the stock on the 31st January was, China, 18,243 bales, against 25,299 bales; Japan, 6,368 bales, against 5,571 bales.

LONDON QUOTATIONS, FEBRUARY 1.

CHINA.	
Tsatlee, No. 1	32s 6d. to 33s. 0d.
,, ,, 2	31s. 6d. to 32s. 0d.
,, ,, 3	28s. 0d. to 31s. 0d.
Red Peacock	25s. 6d. to 26s. 0d.
Yuenfaa, Nos. 1, 2, and 3	22s. 0d. to 27s. 6d.
Taysaam Keying, Nos. 1, 2, and 3	22s. 0d to 27s. 0d.
Long Reel	20s. 6d to 22s. 0d.
Canton	15s. 0d. to 22s. 6d.
Chinese Thrown	23s. 0d. to 26s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	26s. 0d. to 36s. 0d.
Idah, Nos. 1 and 2	None.
Sodai, Nos. 1 and 2	27s. 0d. to 31s. 0d.
Oshiu, Nos. 1, 2, and 3	27s. 0d. to 36s. 0d.
Koshiu, Nos. 1 and 2	23s. 0d. to 29s. 0d.
Eichizen	None.
Mashta	,,
Hatchoji	,,

COFFEE.

The supplies of Ceylon at the public sales have been small; but for all the parcels offered there has been a brisk competition, and the whole quantity has found buyers at a slight advance upon the rates given in our last report, both for Plantation and Native. At the close the market is very firm with a good enquiry but a limited supply, and prices show a tendency towards a further advance, which will no doubt be established, unless the supplies offered during the next few days should exceed the requirements of holders. This anticipation is confirmed by the statistical position of the import, the quantity of Ceylon afloat being considerably less than at the same time last year. In East India Coffee other than Ceylon the transactions have been only to a limited extent, and have consisted exclusively of Singapore; Manila is neglected, and no offers of Java have been made. Of 1,911 bags Singapore offered 517 bags Bonthyne sort were bought in at 58s. to 66s.; the remainder sold, good bold Campar sort, at 48s. to 51s.; fine greenish Pari Pari at 59s. to 59s. 6d.; good, at 54s. 6d.; mixed, at 46s. to 49s.; and greenish Java kind at 54s. 6d. Of Manila 108 bags damaged have been sold at 49s. 6d.

The quantity of Ceylon Coffee afloat for Great Britain on the 24th Jan. was as follows:—Plantation, 110,887 cwt., against 148,246 cwt. at the corresponding date of 1869; Native, 11,461 cwt., against 42,572 cwt. The quantity afloat for Europe was—*nil*, in both years. The quantity of Coffee landed in the three weeks ended Jan. 22, 1870, was of Ceylon, 2,024 tons, against 1,314 tons during the corresponding period of 1868; of all descriptions, 2,458 tons, against 2,467 tons. The quantity entered for home consumption was, of Ceylon, 560 tons, against 709 tons; of all descriptions, 1,027 tons, against 1,231 tons. The quantity exported was, of Ceylon, 1,397 tons, against 924 tons; of all descriptions, 2,476 tons, against 1,844 tons. The stock on Jan. 22, was, of Ceylon, 13,966 tons, against 10,676 tons; of all descriptions, 23,027 tons, against 18,612 tons.

SUGAR.

Following our last report, a further decline was experienced, the prices at one time showing a reduction of 6d. to 1s. from the rates current at the beginning of the year. There has since been a slight improvement in the demand, but in the absence of any marked activity the market exhibits a depressed tone, and prices are without improvement. Java, Siam, and China: No business.

The quantity of Sugar landed in the three weeks ended Jan. 22, 1870, was, of Penang, 42 tons, against 674 tons in the corresponding period of 1869; of Manila, Java, and China, 2,305 tons, against 2,595 tons; the quantity entered for home consumption was, of Penang, 244 tons, against 65 tons; of Manila, Java, and China, 1,465 tons, against 557 tons. The quantity exported was, of Penang, 7 tons, against 2 tons; of Manila, Java, and China, — tons, against — tons. The stock on Jan. 22 was, of

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Penang, 2,121 tons, against 936 tons; of Manila, Java, and China, 36,630 tons, against 32,990 tons.

COCOA-NUT OIL.—The upward tendency of the market for Ceylon continues, and we note an advance of 15s. to 20s. upon our last quoted rates. Sales of Ceylon on the spot are reported at £42 to £42 10s., and 100 tons have been sold for arrival at £42. The quantity of Ceylon afloat for Great Britain on Jan. 24 was 30,597 cwt., against 50,632 cwt. at the corresponding date last year, and 35,398 cwt. in 1868.

CAMPHOR.—The market was firm until within the past few days, when advices received of large shipments being on the way caused some weakness to be displayed. There have been no sales of Japan. Of China about 1,500 cases, on the spot and afloat, have realised the previous price, viz., 82s. 6d. per cwt. The stock on the 1st inst., of China and Japan, was 6,521 packages against 3,321 at the corresponding date last year.

CUTCH.—The market is dull, and prices are lower, 1,100 packages at auction having been sold at 26s. to 26s. 6d. for fair Pegu.

GAMBIER.—At public sale 6,000 mats were bought in at 20s. to 21s., and 1,000 bales block were retired; but there have been large sales afloat and on the spot at 16s. 10½d. to 17s. 6d., and private business is reported at 18s. 6d. to 20s. 6d.

GUMS.—Benjamin: Siam dearer; 40 cases sold in auction—bold and small Almond in block, £20; siftings and tear, £6 2s. 6d. to £9 7s. 6d. Sumatra: 440 cases offered; 2nds steady, £8 to £9 12s. 6d. being realised for common to good White, 3rds lower; TT and Co. Penang, 92s. 6d. to 95s.; Palembang in large supply, and bought in at 57s. 6d. to 85s. Copal: In demand; 250 cases all sold—fine bold clear hard Manila, 47s. to 50s. 6d.; mixed and drossy Singapore, 40s. to 45s. Damar: Lower, and difficult to sell; 800 cases, only a few sold—very fine clear Singapore, 83s.; mixed, 75s. to 77s.; fine Batavia, 90s. to 88s. Gamboge, 98 boxes, mostly sold at £14 5s. to £16 5s. for good and fine pipe (last price £15).

GALLS.—There is a fair demand and but a limited supply; prices may be quoted 2s. higher. At auction 100 cases China have realised 50s., and 157 cases Japan 49s. for fair, and 43s. 6d. for inferior qualities; privately a large business has been done at corresponding rates.

HIDES AND SKINS.—The following is from Messrs. Dyster, Nalder, and Co.'s report for the month of January:—The sale of East India Hides during the month have been large, and reach 395,546 Hides in the hair and tanned. The demand has been good, particularly for export, and nearly the whole of the large quantity brought to auction has been cleared. The best descriptions have been comparatively scarce, and have improved in value ¼d. to ½d. per lb.; ordinary and common qualities, of which the bulk of those sold consisted, barely maintained former prices. Singapore and Penang.—Ox and Cow Hides: 7,964 Hides have been sold at fully former average rates; Dry, Best Light, 9¾d.; Seconds 8¾d. to 9¼d.; Heavy 7¾d. to 8¼d.; Extra Heavy 7¼d. to 8¼d.; Thirds 6¾d. to 7d.; Fourths 5¼d.; Small and Calf 8½d. to 9¼d.; Brined 8d. to 8¼d. per lb. Singapore and Penang.—Buffalo Hides: The quantity offering has been large, and has consisted chiefly of ordinary and low qualities. Good Hides have realised about former rates, whilst stale parcels have been difficult to sell, and may be quoted ¼d. to ½d. per lb. lower. 5,426 Hides have been sold, Prime, Best Heavy 46¼ lb. 7d.; Seconds 6⅝d.; Fair to Good, Best Heavy 5½d. to 5¾d.; Seconds 4⅝d. to 5d.; Light 5½d. to 6¾d.; Thirds 4d. to 4½d.; Ordinary and Inferior, Best Heavy 4½d. to 5½d. Seconds and Light 3¾d. to 4½d. per lb.

INDIA-RUBBER.—In demand, and all sorts 1d. to 2d. per lb. higher, privately all the Singapore and Java bought up at 1s. 9d. to 1s. 10d.; Penang, 1s. 7d. to 1s. 9d.; Assam, sold largely, 1s. to 1s. 3½d.; Borneo, dull, 1s. 1½d. to 1s. 2d., and of 97 baskets in sale, only a few sold at 1s. 1¾d.

JAPAN WAX.—There is but little demand, and prices have receded 3s. to 5s. per cwt.; of 876 cases offered about one half sold at 68s. to 73s. for medium and good saucers.

MANILA HEMP.—The enquiry has been limited, and the sales since our last report have amounted to 150 bales only, which realised previous rates, viz., fair roping, £58; fine, £61; superior Sorsagon, £63 per ton.

MUSK.—Has sold at 2s. advance; 33 caddies all sold, fine flat pods, thin, 30s. to 32s. 6d. per oz.; rough bally and medium, 18s. to 26s.; very inferior, 7s. 6d. 10 tins grain mostly sold 43s. to 49s.; fair and fine quality, 11 caddies Cabardine, part sold 16s. for fair.

OILS.—Aniseed very flat, 8s. 10d. to 9s. per lb., and limited sales. Cassia: 3d. to 6d. lower, and 29 cases in auction retired at 5s. 3d., with sellers to arrive at rather less. Nutmeg: 5 cases white sold readily at 9d. Cinnamon much wanted. Citronelle: 173 cases mostly sold at 2¼d. to 2⅝d., being rather cheaper. Lemon Grass: 40 cases withdrawn at 3⅞d. to 4d.; stocks large.

PEPPER.—Black has been in active demand, and sales of Singapore black on spot 4⅝d. to 5d.; and some 8,000 bags Penang 4¼d. to 4⅝d., with few sellers at latter figure; afloat not much offering. White: A speculative demand raised prices to 6¾d., but the market is quieter again, and there are sales at 6¼d.

PLUMBAGO.—Ceylon is in better demand, especially the good qualities, which continue scarce; lump, 24s. to 27s.; fair mixed, 18s. to 22s.; inferior, 11s. to 15s.; chips, 10s. to 15s.; dust clean, 9s. to 12s.; inferior and middling, 6s. to 7s. 6d.

RHUBARB.—The opening sales of the year comprised 260 cases China, mostly new parcels, which met an active competition, and nearly all sold—28 cases well-trimmed fair, even fracture, 3s. 7d. to 3s. 11d.; 70 cases wormy and duller, dark coat, 2s. 3d. to 2s. 4d., being fully 6d. advance; common rough, dark fracture, at 6d. to 1s. 1d., also showing a slight advance.

RICE.—The market continues to exhibit a quiet tone, but prices are well maintained. The transactions since our last report, which have been limited in extent, have included the following:—Of 12,079 bags good Rangoon, the sound portion sold at 9s. 3d., and the damaged (7,000 bags), first class at 8d. 7¼d. to 9s., second at 8s. to 8s. 9d., third and repacked at 7s. 9d. to 8s. 3d.; 400 bags Ballam sold at 9s. 3d.; 11,531 bags ordinary Necransie Arracan were offered and bought in at 8s. 6d., and 3,518 bags cleaned Java at 17s. to 18s. 6d.

SAGO.—The market is firm; 1,490 boxes and 1,620 bags partly sold at 17s. to 18s. 6d. per cwt., for fair to fine small Pearl, and 21s. 6d. to 24s. for middling to fine large. Flour continues dull; 2,400 bags all retired.

SAPANWOOD quiet. At auction 29 tons Bimas sold at £8 12s. 6d. to £8 15s. per ton, and 8 tons Siam at £7 10s. to £9 15s.

SHELLS are higher; no Macassar offered, but 60 cases (part of 100 cases) good Manilla sold at £9.

SOY.—Of 50 casks China offered half sold at 3s. 1d. per gallon.

STICKLAC.—Lower; 2,247 cases at auction partly sold at 51s. to 52s. per cwt. for good free Siam.

TAPIOCA.—The market is quiet. 1,400 bags Singapore, and 1,650 bags Penang have been offered, but only a very small portion has been sold, realising 2d. to 2¼d. per lb. for good quality.

TIN.—The upward course of the market for Straits, reported in our last, has continued; business has been done at £110, and the current quotations are Straits, £110; Banca and Billiton, £110 to £111 per ton. These prices are firmly maintained.

ARTICLES OF EXPORT.

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WOOLLEN GOODS.

The following is Messrs. Hayter and Hayter's monthly statement of the estimated exports of Woollens shipped to China and Japan from London and Liverpool:—

—	Pieces Long Ells.	Pieces Camlets.	Pieces Spanish Stripes, Broad Cloths, &c.	Pieces Stuffs.	Pieces Inferior Woollens.
Shipped to this date dur. present year	10,300	5,600	6,719	38,320	2,190
Do. do. 1869	6,120	6,650	4,572	29,345	11,501
Total shipped in 1869	186,120	85,860	99,879	473,669	207,222
Do. do. 1868	146,540	80,190	70,554	423,960	86,047
Had arrived in China when the last accounts left of last year's shipments	125,300	56,360	66,767	309,089	160,317

QUOTATIONS.

	s.	d.		
HH Long Ells	30	9	per piece	Scarlet
HH Spa: Stripes	2	10	„ yard	„
HH SS } Camlets	61	0	„ piece	„
SS Do.	60	6	„ „	„
HH Lastings (6 reed)	56	6	„ „	Gentian
„ „ (5 reed)	49	6	„ „	„
HH Crape Lastings	45	0	„ „	„
LL Do. do.	41	0	„ „	„
HH China Figures	21	0	„ „	Scarlet
HH Crape Lustres	19	6	„ „	Black
China Blankets	1	8½	„ lb.	Scarlet

(These prices include tilleting and packing, and are subject to a discount of 1½ per cent for cash.)

NEW YORK MARKET REPORT.

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TEA.

The following is from Messrs. Beebe's Circular, dated the 14th Jan.:—We last reported under date Dec. 31st, since when a liberal business has been done in most descriptions of Tea, at very full prices for all classes of goods, except old Crop Greens and Japans. Sales reported during the fortnight total up about 11,000 half-chests Green (part to arrive), 7,000 half-chests Japan (chiefly old crop), 16,500 half-chests Oolong (including 5,800 to arrive), and 1,800 half-chests Souchong. The market closes firm for new Crop Japans, with an improving tendency in prices for old. New Crop Greens are less sought for at extreme quotations, and old are for the moment neglected. Oolongs are in fair demand at our quotations for new, and some improvement on late figures for old. For Souchongs the inquiry is very moderate, and prices are maintained with difficulty, in view of large supplies now close at hand. The Insulaire from Amoy, Argonaut from Shanghai, and Ada from Foochow, have arrived since our last.

The following are the current quotations:—Greens (Moyune, Twankai, and Fychow), old crop, Gunpowder, 70c. to 95c.; Imperial, 57c. to 80c.; Young Hyson, 50c. to 80c.; Hyson, 54c. to 75c.; Hyson Skin, 45c. to 50c. New crop: Gunpowder, 95c. to 125c.; Imperial, 70c. to 110c.; Young Hyson, 54c. to 115c.; Hyson, 60c. to 100c.; Hyson Skin, 47c. to 55c.; Oolongs, new crop: Foochow, common to good cargo, 56c. to 58c.; superior to fine, 62c. to 75c.; finest, 80c. to 110c.; Amoy, common to good cargo, nominal; superior to fine, 60c. to 70c.; finest, 75c. to 80c.; Souchong and Congou, new crop, common to good cargo, 45c. to 53c.; superior to fine, 56c. to 65c.; finest, 70c. to 85c.; Japans, new crop, common, nominal; medium to good, 64c. to 70c.; fine and finest, 72c. to 78c.; choice, 80c. to 85c.

The total receipts of Tea from China and Japan at the port of New York from Jan 1. to Jan. 12, 1870, were as follows:—Greens, 655,126 lbs.; Japans, 33,548 lbs.; Souchongs, 145,322 lbs.; Oolongs, 358,849 lbs.; other sorts, *nil*; total, 1,192,845 lbs. The stock on Jan. 1, 1870, was 9,866,167 lbs.; which, added to the above total, gives a result of 11,059,012 lbs. Subtracting from this total the exports from Jan 1 to Jan 12, 15,502 lbs., and the withdrawals for home consumption during that period, 894,268 lbs., there remains a total of 10,149,242 lbs., representing the stock on the last-named date. The total receipts of Tea from China and Japan at the port of New York for the year 1869 were as follows:—Greens, 20,609,168 lbs.; Japans, 10,413,335 lbs.; Souchongs, 2,102,847 lbs.; Oolongs, 10,461,739 lbs.; other sorts, 419,333 lbs.; total, 44,006,422 lbs. The stock on Jan. 1, 1869, was 9,577,014 lbs., which, added to the above total, gives a result of 53,583,436 lbs. Subtracting from this total the exports 5,022,767 lbs., and the withdrawals for home consumption, 38,694,502 lbs., there remains a total of 9,866,167 lbs., representing the stock on the 1st

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January, 1870. The total receipts were in 1869, 44,006,422 lbs.; in 1868, 37,370,851 lbs.; in 1867, 35,889,995 lbs.; the exports were in 1869, 5,022,767 lbs.; in 1868, 1,913,924 lbs.; in 1867, 3,149,874 lbs.; the withdrawls for home consumption were in 1869, 38,694,502 lbs.: in 1868, 34,305,898 lbs.; in 1867, 33,949,711 lbs.; the stock on the 1st January was in 1869, 9,577,014 lbs.; in 1868, 8,425,985 lbs.; in 1867, 9,635,575 lbs.

COFFEE.—In sympathy with the improved tone of the market for Brazil, a more active inquiry prevails for East India descriptions, and a moderate business in these has been done at previous rates. Sales are likewise reported of 250 bags Ceylon and 15,000 mats Java (ex Fearless) on private terms. The current quotations are as before: Java (mats), 22c. to 22½c.; do. (Government bags), 21½c. to 22c.; Manila, 16c. to 18c.; Singapore, 19c. to 20c.; Native Ceylon, 17½c. to 19½c. gold (duty paid). The stock of Manila on the 1st Jan. was estimated at 2,627 bags, against 5,955 bags on Jan. 1, 1869; of Java (Government) at 1,315 bags, against 2,931 bags; of Java (mats) 26,857 mats, against 13,000 bags; of Ceylon 4,151 bags, against 8,500 bags; of Singapore *nil*.

CHINA MATTING.—The market is quiet at the following prices:—4-4 white, 32½c.; 5-4 white, 37½c.; 6-4 white, 42½c.; 4-4 red checked, 37½c.; 5-4 red checked, 45½c.; 6-4 red checked, 45c. to 50c.

CAMPHOR.—China is quoted 18c. gold (in bond).

GAMBIER.—The current quotation is 3⅞c. to 4c. gold (duty paid); stock, small.

ESSENTIAL OILS.—Aniseed is quoted $2.12½; Cassia, $1.25 gold (in bond).

HEMP.—There is still an entire absence of business in Manila. The nominal quotation is 14½c. gold. The stock of Manila on the 1st Jan. was estimated at 12,757 bales, against 17,951 bales at the corresponding date of 1869, and 21,863 bales in 1868.

INDIGO.—The market for Manila, although still quiet, has exhibited slightly more firmness, and the recent decline has been recovered, sales being reported of 12 cases at $1 to $1.45 currency, and 5 cases at $1 to $1.10 gold. The stock of Manila on the 1st January (which was all in second hands) was estimated at 1,025 cases, against 750 cases at the corresponding date last year, and 900 cases in 1868.

PRESERVED GINGER.—China is quoted $10 to $10.50 currency (duty paid).

RHUBARB.—The quotation for China is $1.50 to $2.50 currency (duty paid).

RICE.—The market continues extremely dull; the only sales to report are of 50 bags Rangoon at $6.25 currency (duty paid), and 270 bags at $3.25 gold (in bond), showing no change from the price previously ruling. The stock of East India on the 1st Jan. was 7,829 bags, against 10,316 bags at the corresponding date last year, and 2,652 bags in 1868.

SAPANWOOD.—Quotation, $30 currency; stock, 300 tons.

SUGAR.—The market continues very dull; the quantities on offer are moderate, and are not pressed, though many holders of new crop would make some trifling concessions in preference to storing cargo. The refiners will purchase from hand to mouth only, and the trade lays in just stock enough to last for a few days. There is still an entire absence of business in East India kinds, prices for which must be taken as nominal. The current quotations rule as follows:—Java, Nos. 10 and 12, 10½c. to 10⅝c.; Manila, current clayed, and superior, 9⅝c. to 10⅛c. per lb. gold. The stock on the 1st Jan. was of Java 810 baskets, against 310 baskets at the corresponding date last year; of Manila 940,560 bags, against 17,404 bags; of China 1,911 bags, against 1,000 bags.

SPICES.—There is a good demand at steady prices. We quote Cassia at 42½c. to 43½c., gold; Ginger, 11½c., do.; Mace, $1.25, do.; Pepper, 25½c., do.; Nutmegs, 95c. to $1.05, do.; Pimento, 18c. to 18½c., do.; Cloves, 26c., do.

TIN.—A slight improvement has taken place in the demand for Straits, and we note the sale of 300 slabs at 32½c. gold, showing a slight advance'; Banca has declined, small sales having been effected at 32½c. to 32½c. gold. The stock on the 1st January was, of Straits, 5,500 slabs, against 7,400 slabs at the corresponding date last year, and 5,000 slabs on the 1st January, 1868; of Banca 1,500 slabs, against 2,000 slabs in 1869, and 1,200 slabs in 1868.

BOSTON MARKET REPORT.

COFFEE.—The market is firm, but the transactions have been very light. Small sales of Java in bags and pockets at 22½c. to 23½c. gold., and 14,000 mats Java have been sold on private terms.

HEMP.—There have been sales of Manila to the extent of 1,000 bales at 14½c. and 300 bales at 14½c. gold.

SPICES.—The market is firm; we note sales of 1,650 bales Cassia on private terms.

TEA.—There has been a good business doing in Oolongs and Japans, both being firmly held in anticipation of a short supply. Oolongs: Sales, 1,600 half chests old crop at from 65c. for common to $1 for fine. In low grades a decided advance is noticed. No clean leaf good flavoured teas now offering under 65c. In new there have been considerable sales at about 67c to 70c. gold for invoices. Invoices of old crop fair assortment bring 55c. to 56c. gold. Japans continue scarce, although several vessels being about due, we may shortly expect a better supply. Purchasers are buying only for present wants, but the limited stock enables holders to obtain extreme figures. Large sales have been made to arrive, including several invoices by the Cedric and Rifleman bound for Boston. In other kinds but little doing.

SAN FRANCISCO MARKET REPORT.

COFFEE.—Imports from Jan. 1st to Dec. 31st: Java, 1,331,938 lbs.; Manila, 574,213 lbs.; Ceylon, 505,874 lbs. The market is quite stagnant, and prices altogether nominal; stocks are large, with few sales. Holders, however, exhibit continued firmness, and are not disposed to press sales.

CHINA MATTING.—Imports from Jan. 1st to Dec. 31st: 169 bales; 8,807 rolls. We note recent sales of Chinese cargo, various sizes, at prices within our range, viz., 4-4 cargo, $4.50 to $5; 5 4 cargo, $5.50 to $6; 6-4 cargo, $6.50 to $7; 4-4 contract, $8 to $12; 5-4 contract, $9 to $14; 6-4 contract, $11 to $16.

RICE.—Imports from Jan. 1st to Dec. 31st: China, 25,796,661 lbs.; Siam, 3,637,783 lbs.; Batavia, 214,047 lbs. The market remains unmoved, with considerable stocks in the hands of importers; the demand is light, and prices nominal for all descriptions.

SUGAR.—Imports from Jan. 1st to Dec. 31st: Manila, 17,709,408 lbs.; China, 2,091,976 lbs.; Batavia, 2,186,917 lbs.; Siam, 750,054 lbs. There is still an almost entire absence of business.

TEA.—Imports from Jan. 1st to Dec. 31st: China, 962,137 lbs.; Japan, 1,190,887 lbs. The supply exceeds the demand. Trade is always slack during the month of January, and the present forms no exception to the rule. We quote fine Japans, in bulk, 70c. to 72½c.; in papers, 80c. to 82½c. Basket is dull, at less than cost. Cheap Canton Greens rule from 45c. to 55c.; this latter trade is largely confined to the Chinese houses. Sales include 100 cases Japans, each 8 5 lb. boxes, private.

SHIPPING.

ARRIVALS.—Dec. 29, at San Francisco, from Hong Kong, Galveston; from Hong Kong and Yokohama, Nightingale; from Yokohama, Malacca; Jan. 5, at Boston, from Padang, Borneo; from Singapore, Joshua Loring; 8, at New York, from Shanghai, Argonaut; 12, at San Francisco, from Hong Kong, North Star; 13, at New York, from Foochow, Ada; 17, from Hong Kong, Catharina Jurgensen; from Foochow, Samuel Russell; from Singapore, Chataranga; 18, from Shanghai, Stanley Castle; 19, from Hong Kong, Chattanooga; 21, from Macao, Apenrade; 22, at Boston, from Foochow, Mary Eddy; 23, at San Francisco, from Hong Kong, America (s.); 24, at New York, from Manila, Formosa.

DEPARTURES.—Jan. 1, from San Francisco, for Hong Kong and Yokohama, China (s.); 8, for Hong Kong, Charger.

LOADING.—At San Francisco, for Yokohama, Catalina, Galveston; at New York, for Shanghai and Hong Kong, Gamecock, Samuel Russell; for Hong Kong, Endeavour.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Jan.18	Cathaya	—	Macao	Off Scilly
— 23	3t. Andrew's Castle	—	Foochow	Off Plymouth
— 23	Tamerlane	—	Shanghai	Do.
— 24	Mary Moore	Mines	Do.	Off Prawle Point
— 18	Invincible	—	Macao	Off Scilly
— 24	Queen of the Ocean	Corkery	Foochow	Portland Roads
— 24	Magellanes	Larrinaga	Ilo Ilo	Liverpool
— 25	Pegasus	—	Shanghai	Off Falmouth
— 26	Creswell	—	Foochow	Off the Lizard
— 27	Otago	—	Maulmain	Queenstown
— 24	William Poolman	Kettler	Sourabaya, for Rotdm	Scilly
— 25	Nell Gwyn	Smith	Do, for Amsterdam	Do
—	Jeannie Alice	Moutier	Saigon	Belle Isle
— 31	Wylo	Browne	Shanghai	London
— 31	Mary Falconer	Reddie	Penang	Do.
— 27	Bothwell Castle	Fraser	Singapre., via Liverpl.	Clyde
— 31	Joseph Sprott	Dixon	Shanghai	London
— 31	Conqueror	Davidson	Do.	Do.
— 31	Northampton	Barclay	Do.	Do.
— 31	Windermere	Johnson	Foochow	Do.
— 31	Empress of India	Turner	Singapore	Do.
— 31	Glenavon	Henderson	Foochow	Deal
— 31	Lord Macaulay	Care	Do.	Do.
— 29	Benares	Anderson	Bangkok	Falmouth
— 28	Toronto	—	Singapore	Liverpool
— 28	Ottawa	—	Do.	Do.
— 25	Madura	Whitwell	Do.	Trieste
Feb. 1	Prudhoe'	Watson	Shanghai	Deal
— 1	Alfred	Gronow	Singapore, for Bremen	Falmouth
— 1	Jeanne Alice	Moutier	Saigon	Havre
— 1	Eudora	Geach	Samarang, for Rotdm	Plymouth
—	Richmond	—	Rangoon	Queenstown
Jan.31	Atlas	Larsen	Batavia	Texel
— 31	Johan	Berlin	Pasaroeang	Do.
Dec 29	Parejero	—	Hong Kong	Buenos Ayres
Feb. 4	Indian Empire	—	Batavia, for Rotrdm.	Deal
— 1	Joyce Phillips		Ylollo	Scilly
Jan 31	Baron v. Paelandt v Rosendaal	Mumford / Dietz	Batavia	Flushing

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan.20	Marie Louise	Henrichsen	Shanghai	Cardiff
— 20	Andreas	Ebert	Singapore	Do.
— 21	Guurtje Maria	—	Do.	Do.
— 22	Kinfauns Castle	Holmes	Do.	Glasgow
—	Volunteer	Black	Do.	Portland
— 21	Nyverheid	Schaap	Do.	Cardiff
— 23	Estrella	Otazabal	Manila	Liverpool
— 23	Julia	Faukenberg	Singapore	Sunderland
— 20	Crested Wave	Renouf	Shanghai	Cardiff
— 23	Neuhof	Wendt	Singapore	Do.
— 23	Kanagawa	Carst	Do.	Do.
— 24	Ste. Anne	Redenac	Do.	Do.
— 18	Charlie	Drummond	Do.	Do.
— 22	La Plata	Abbot	Buenos Ayres & Peng.	Glasgow
— 27	Maiden Queen	Ray	Hong Kong	London
— 25	Doune Castle	Erskine	Shanghai	Liverpool
— 28	River Indus	Shearer	Colombo	London
— 28	Hopewell	Parson	Hong Kong	Do.
—	Jonge Jan	Itz	Batavia	Flushing
Dec.30	Diamant	Bischoff	Do.	Rio de Janeiro
Jan.29	Wellesley	Stadde	Cardiff and Galle	London
— 29	Perseverance	Garcia	Do.	Do.

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DEPARTURES—*Continued.*

Date.	Ship.	Captain.	For.	From.
—	Adriana Petronella...	—	Singapore	Rotterdam
Jan.27	Johanna Antonia.....	—	Do.	Shields
—	Nestor	—	Batavia	Rotterdam
— 29	Agamemnon (str.) ...	Middleton	Penang,Sing.,&Shan.	Liverpool
— 29	Cestrian.....	Portman	Singapore	Sunderland
Feb. 1	Thyatira	McKay	Shanghai	London
Jan.30	Oscar	Alm	Nicolajefsk	Cuxhaven
Feb. 3	John R. Worcester ..	Cawse.....	Shanghai	London
—	Medea.....	Antringa	Batavia	Rotterdam
— 4	Sree Singapura	McKenzie	Singapore	London

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: John Milton, Lota, Espiegle. For Yokohama and Hiogo: Harbottle, Pegasus. For Shanghai: Juanpore, Geraint, Clara, Melbrek, Cutty Sark, Hindostan, Glenavon. For Foochow: Wylo. For Hong Kong: Scawfell, Fiery Cross, William Fruing, Invincible, Sir Harry Parkes. For Hong Kong, Amoy, and Foochow: Devana. For Singapore: Kingdom of Belgium. For Singapore, Hong Kong, Shanghai, and Yokohama (*via* Suez Canal): Erl King (str.). For Penang: Eleanor. For Colombo: Shooting Star, A.O.A. For Colombo (*via* Suez Canal): Otterburn (str.).

At LIVERPOOL.—For Yokohama: Singapore, Floris. For Shanghai: W. G. Russell. For Hong Kong: Veronica. For Manila: Aurora, Hong Kong. For Singapore: Ellen Lamb, Knight Templar. For Batavia and Sourabaya: Konigin Augusta. For Penang, Singapore, Hong Kong and Shanghai (*via* Suez Canal): Diomed (str.).

At GLASGOW.—For Singapore: Bothwell Castle. For Batavia and Sourabaya: County of Lancaster.

SPOKEN.

MAKASSER, Amsterdam to Macassar, Oct. 26, 41 S., 21 E.
VERITAS (ship), Queenstown to Hongkong, Nov. 21, 4 S., 31 W.
TAITSING, London to Hongkong, Dec. 16, 3 N., 24 W.
JOHANNE MARIE (Dan. barq.), London to Hiogo, Oct. 27, 3 S., 126 E.
A SHIP, Cardiff to Galle, Dec. 16, 5 S. (?), 26 W.
ADRIANA, Rotterdam to Batavia, 40 days out, 8 S., 25 W.
ERNESTO ZUCCANI, Shanghai to London, 52 days out, off Mossel Bay.
SOMERSET, Batavia to Amsterdam, Dec. 9, 27 S., 6 E.
ANN, Cardiff to Singapore, Jan. 10, 49 N., 8 W.
BLAIR ATHOL, Shields to Singapore, Dec. 23, 1 N., 23 W.
EVE (French brig), Bordeaux to Saigon, 30 days out, 4 N., 20 W.
ROLLO, Shanghai to London, Dec. 15, 34 S., 23 E.
LUCKNOW (barque), Swansea to Galle, Dec. 9, 4 S., 32 W.
INDRE (Swedish ship), Cardiff to Ceylon, Dec. 16, 14 S., 37 W.
MARY WHITRIDGE, Foochow to Boston, Nov. 6.
ARCHER, from Manila, Nov. 8.
ELLEN JONES, Java to Amsterdam, Jan. 26, 50 N., 12 W.
GLENDEVON (ship), Batavia to Rotterdam, Dec. 31, 5 N., 27 W.
SOOLOO, Boston to Batavia, Dec. 14, 37 N., 42 W.
BOYNE, London to Colombo, Dec. 20, 6 N., 27 W.
LOCHLEVEN CASTLE, Glasgow to Singapore, Dec. 20, 6 N., 27 W.
BLACK WATCH, London to Japan, Dec. 27, 6 S., 33 W.
LIMENA, Colombo to England Jan. 3, 4 N., 32 W.
TEVIOT (barq.), London to Colombo, Dec. 12, 21 S., 27 W.
CATHARINA (Hamb. barq.). for Hong Kong, Jan. 1, 4 N., 25 W.
CHILI (?), (Spanish ship), Cardiff to Manila, Oct. 18, 35 S., 11 W.
No. 1,925 (iron ship), 4th d.p., Batavia to Rotterdam, Jan. 27, 50 N., 10 W.
HINDOSTAN, Shields to Galle, Jan. 18, 5 N., 15 W.
SHARSPEBURG, Batavia to Boston, Jan. 18, 32 N., 72 W.
FIDELIO, Hamburg to Nagasaki, Dec. 19, 30 W.
BENZOEKIE, Rotterdam to Batavia, Dec. 21, 6 N., 26 W.
NIEUWE WATERWEG, Amsterdam to Batavia, Dec. 18, 4 N., 26 W.
EUPHROSYNE, Penang to Amsterdam, Jan. 28, 47 N., 10 W.
DOUNE CASTLE, Liverpool to Shanghai, Jan. 28, 50 N., 12 W.
FLYING SPUR, London to Shanghai, Jan. 26, 42 N., 13 W.
RACEHORSE, Sunderland to Singapore, Dec. 23, 7 N., 25 W.
MEDWAY, Singapore to London, Nov. 20, 30 S., 42 E.
ALFRED, Singapore to Falmouth, Dec. 7, 21 S., 1 W.
V. N. J. W. (English ship), Bangkok to Falmouth, Dec. 29, 20 N., 31 W.
NICOLETTE, Rotterdam to Batavia, Dec. 21, 5 N., 21 W.

FREIGHTS AND CHARTERS.

Berth freights to the East seem, instead of showing a favourable reaction, to become duller; business in coal freights from the Northern outports is also very slack and inactive, many of the rates quoted being almost nominal.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight, 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. mea t. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £40. For Hong Kong: £30. For Singapore: £24. For Galle: £24. From Newport, Cardiff, or Swansea per ton. For Yokohama: £1 18s. For Shanghai: £2 2s. For Hong Kong: £1 12s. 6d. For Saigon: £1 5s. For Singapore: £1 6s. For Galle: £1 5s. 6d.

The Admiralty have invited tenders for the conveyance of 204 tons stores to Hong Kong.

CASUALTIES.

Advices from Rotterdam, dated Jan. 19, state that the Anna Margaretha, bound to Samarang, whilst going to sea Jan. 18, got aground, and had been towed back to Zierikzee roads.

The Argonant, Sanderson, which arrived at New York, Jan. 8, from Shanghai, reported having encountered a gale from S.W. to N.W., Jan. 3 and 4, 31 N., 72 W., during which she lost sails and shipped great quantities of water.

The William Clowes, Tetleck, from Shields to Hong Kong, put into Plymouth, Jan. 21, having touched on the Kentish Knock whilst in charge of a pilot.

A telegram received, Jan. 25, from New York, per Atlantic cable, states as follows:—Hercules, for Yokohama, foundered.

The Mondelli, Denis, from Singapore, arrived at Bordeaux, reported having experienced bad weather, and sustained damage; since anchoring in the Gironde she had been obliged to pump every two hours to prevent the water getting above the damage.

The Willem Poolman (Dut. ship), Kettler, from Sourabaya to Rotterdam, struck on rocky ground, near Scilly, Jan. 27, and unshipped her rudder; she was got off (with assistance of boatmen and steamer) leaky; it was supposed her anchor was foul.

The Agamemnon (str.), Middleton, from Liverpool to Singapore, China, &c., whilst lying at anchor in the Sloyne, was fouled, Jan. 29, by a Dutch schooner, but proceeded after picking up her anchor, which she slipped to get clear.

The Wellesley, Stadder, which sailed from London Jan. 29, for Cardiff, and Galle in ballast, put back to the West India Docks Feb. 3, having been ashore on the Long Sand.

The Milton, Smith, from Cardiff to Singapore, with coals, which put back to the former port, Jan. 4, was leaky; and she had boats stove, houses started, bulwarks and sails carried away, having experienced a very severe gale Dec. 30; the cargo would have to be discharged.

The Bengal, Burgess, from Cardiff to Singapore, which put back to Penarth Dock Jan. 3, was leaky; she had mainmast sprung and other damage, having experienced the gale of Dec. 30.

Advices from Rotterdam, dated Jan. 26, state that the Anna Margaretha, V. Munchen, bound to Samarang, which grounded Jan. 18, and was towed back to Zierikzee roads, was leaky; she would discharge at Dordt for repairs.

MISCELLANEOUS.

At SUEZ.—Jan. 24, Woodham (str.), Hill, from Newcastle for Ceylon (having passed through the Canal).

At ST. HELENA.—Dec. 17, Lord Macaulay, Care, from Foochow, and sailed for London; 27, Chetah, Reid, from Macao.

Off ST. HELENA.—Dec. 16, Elizabeth Cushing, from Philippine Islands for London.

Off MOSSEL BAY.—Nov. 25, Parejero, King, from Singapore, and sailed or Buenos Ayres; Peru, from Java, and sailed for Amsterdam.

Advices from Cape Town, dated Dec. 18, state that on the 6th a large screw steamer passed Cape Point, steering W. and when abreast of the lighthouse she signalled Burgomeester Smit, from Shanghai to London, 21 days out, *via* Table Bay.

At GIBRALTAR.—Jan. 28, Chu Kiang (str.), Warden, from London, and cleared for Penang and China.

At MALTA.—Jan. 14, Arrow (str.), Laing, from the Clyde, and left for Galle, *viâ* Suez Canal, on the 20th.

At SUEZ.—Jan. 19, William Miller (str.), Wyberg, from London, for Singapore and Hong Kong; Arrow (str.), Laing, from the Clyde, for Galle; Afrique (str.), Rolland, from the Clyde, for Colombo, &c., all having passed through the Canal.

On the 28th Jan. the following goods were recovered from the Spindrift, from London to Shanghai, wrecked off Dungenness:—60 bales, 18 cases, 29 bottles quicksilver, 343 loose pieces cotton goods, 1 gipsy-winch, 1 iron stanchion, belonging to the ship. Owing to the heavy weather of late further operations have been suspended.

At ST. HELENA.—Dec. 10, Pepita, from Manila, for Cadiz.

Off ST. HELENA.—Dec. 13, County of Ayr, from Padang, for Rotterdam.

The Chaturanga, Hardy, from Singapore to New York, which put into Bermuda, Sept. 24, dismosted and leaky, completed her repairs Jan. 8, and sailed for her destination on the 10th, where she arrived on the 17th Jan.

LAUNCHES.

The first of a fleet of steamships building in this country for the Compania de Navigacion a Vapor Italo Platense was recently launched from the building yard of Messrs. J. and W. Dudgeon, shipbuilders and engineers, at Cubitt-town. The vessel was named the Italo Platense, previous to being launched from the slipway, by Madame de Murietta. The Italo Platense is a remarkably handsome vessel of 1,600 tons, of large carrying power combined with fine lines for speed. She is 270 ft. long by 34 ft. in breadth, and is fitted with independently working twin screw engines, designed and manufactured by the Messrs. Dudgeon, of 370-horse power nominal. Two other vessels for the same company are building by the Messrs. Dudgeon, and a fourth is about to be laid down by them. The vessels of the Compania de Navigacion a Vapor Italo Platense are intended to run between Genoa and other Italian ports in the Mediterranean and the River Plate, and develop what is believed to be a very large and important commerce.

On the 29th ult. there was launched from the building yard of the Messrs. Hall, at Footdee, Aberdeen, a fine clipper ship, of 700 tons register, named the Lufra. She is of composite construction, and of the following dimensions:—Length, 180 ft.; breadth, 31 ft.; depth, 18 ft.; classed at Lloyd's, A 1 for thirteen years. She has been built to the order of Messrs. Anderson and Co., owners of Macduff, and is intended for the China tea trade. On leaving the ways the christening ceremony was gracefully performed by Mrs. Hodge, and from the model of the Lufra, and her very graceful appearance on the water, there is no doubt but that she will maintain the reputation of her builders. The vessel will be commanded by Captain Hodge, who has had many years' experience in the China trade.

There has been launched from the shipbuilding yard of Messrs.

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Maudslay, Sons, and Field, East Greenwich, a sailing ship named the Blackadder, built for Messrs. John Willis and Sons, and intended for the China tea trade. The launch was most successfully managed, the ceremony of christening the vessel being performed by Miss Willis. The principal dimensions of the Blackadder are—200 feet between perpendiculars, 35 feet beam, and 21 feet depth of hold, her registered tonnage being about 940.

On the 31st ult. there was launched from the West Shipbuilding-yard of Messrs. Charles Connell and Co., at Overnewton, Glasgow, a finelly-modelled composite sailing ship of 1,174 tons, named the County of Lancaster, and built to class sixteen years A 1 at Lloyd's. She is owned by Messrs. R. and J. Craig, shipowners, Glasgow, and is intended for their Java line of packets. This is the eleventh vessel built by Messrs. Connell and Co. for the above firm.

NOTICES TO MARINERS.

CHINA SEA.—The French Government has given notice of the existence of two shoals in the Carimata Strait, one lying between Billiton Island and the Montaran Islands, and the other in the fairway of the Strait, to the N.E. of the Discovery East Bank. [All bearings are magnetic. Variation 1 deg. 15 min. Easterly in 1870.] The shoal of the Monprang (Montaran) Islands, discovered by the steamship Maas en Waal, has 18 feet water over it, From the shoal Pulo Sambilan is in line with the south peak of Pulo Nangka, bearing E. ¼ N. distant about six miles. The position of this shoal is lat. 2 deg. 32 min. 30 sec. S. lon. 108 deg. 27 min. E. The shoal in the fairway of the Strait discovered by the steamship Den Briel, on which the rocks could be seen, extends about one mile E. and W.; the position given is in lat. 3 deg. 23 min. S. lon. 109 deg. 27 min. 30 sec. E., which would place the reef 17 miles N.E. ½ E. of the Discovery East Bank.

INDIAN OCEAN.—Information has been received at the Admiralty from Captain Croudace, of the Corona, of the existence of shoal water in a part of the Indian Ocean about 57 leagues to the south-west of Sandal-wood Island, over which the ship passed on her passage from Foochow to London on October 1st, 1869. A series of good astronomical observations, taken immediately after the ship had passed over the shoal, places it in lat. 12 deg 26 min S. lon. 118 deg. 40 min. 30 sec. E.; the shoal was observed to be circular, and not more that an eighth of a mile in diameter; the bottom, with several fish, was distinctly seen. No soundings were obtained, but it is considered that a probable depth of 10 fathoms existed in the ship's tack,

MACASSAR STRAIT.—The French Government has given notice of the existence of two shoals near the east coast of Borneo, at the northern part of the Macassar Strait. [All bearings are magnetic. Variation 1 deg. Easterly in 1870.] A shoal with less than 18 feet water was observed by the steamship Onrust. The ship when anchored. with Tanjong bearing W., and Goenong Paddie W.N.W., considered the shoal to lie to the S E., about eight miles distant. The position thus assigned to the shoal is in lat. 1 deg. 40 min. N., lon. 118 deg. 28 min. E. The Dutch barque Johanna Anthonia, in passing through the Macassar Strait, touched on a shoal with depths varying from 10 fathoms to 18 feet, to the southward of Cape Kaniongan. This shoal lies six miles E.S.E. from Bira Birahan Island (Pulo Bira), and is in lat. 0 deg. 42 min. N. lon. 118 deg. 35 min. E.

THE "SPINDRIFT."—A correspondence between Mr. J. H. Patteson, the magistrate at Greenwich Police-court, and Mr. Farrer, secretary to the Board of Trade, as to the observations which the Board made upon the inquiry before the magistrate into the loss of the Spindrift, is published. Mr. Patteson complains that copies of the letter to him were published in the newspapers as soon as he received it, and charges Mr. Farrer with having departed from the rules usually observed in conducting correspondence. He adds that he can scarcely believe that the president and committee of the board would have sanctioned the publication of an "official" letter, censuring the judgment of the Court of Inquiry without any previous communication with the members of that Court, and without giving them the slightest opportunity of replying to the criticism. One of Mr. Patteson's letters enters into much detail respecting the matters in difference between him and the Board of Trade, and he entirely denies the authority of the Board of Trade to question his decision on matters of law. At the same time he informs the Board of the legal principles and cases on which he founded his decision, and says he still adheres to the view he took. He had no statutable jurisdiction over the pilot, who was the sole cause of the loss of the vessel.

TRIAL TRIP OF THE TSZRU.—We recently noticed the launch of the screw steamer Tszru, for the China and Japan trade. This steamer went on trial on Thursday, the 27th ult., to test speed and consumption of fuel. The vessel being fully loaded, and ready to proceed to sea after adjusting compasses, tested her speed by running from Glasgow to Garelochhead, which was accomplished in three hours, notwithstanding the necessary slowings in passing down the river, realising a speed of 10¼ knots per hour, being one knot above the guaranteed speed, the vessel at the same time being loaded 21 inches deeper than the specified draft on which the contract speed was to be tested. The consumption of coal, which was guaranteed at 4¼ cwt. per hour at full speed, was found by weighing out the coals (Scotch) to be 3 cwt. and 10 lb. per hour, or nearly 33 per cent. below contract. The engines worked in the most satisfactory manner during the whole day, and the vessel after trial proceeded to London on her way to Japan. We may remark that the Tszru is fitted with compound engines of 70-horse power nominal, which have been constructed by Messrs. James Howden and Co.

NEW STEAMERS FOR CHINA.—The screw steamer *Shantung*, built by Messrs. A. and J. Inglis, Glasgow, for the Shanghai Steam Navigation Company (as already reported), has had a trial trip. Her speed at the measured mile was equal to eleven knots, on a consumption of 2¼ lb. per indicated horse-power. After the trial the vessel proceeded on to the Suez Canal, *en route* for China, touching at Waterford, which place she reached in twenty-four hours, the distance being about 270 nautical miles. The paddle-steamer building for the same company for the Yangtsze was launched from the same yard on the 3rd inst., and is of the following dimensions:—Length over all, 285 feet; breadth do., 69 feet; tonnage, about 2,800 tons gross. She is built in the American style, with iron hull, including main deck, and two tiers of deck-houses above the main deck, the lower tier being fitted for cargo, and the upper for passengers, Chinese and European. The engine is of the genuine North River type, with walking beam at the height of 45 feet above the vessel's bottom. One important difference exists between this vessel and the paddle-wheel steamers built in America, the engine framing being constructed of iron instead of wood, an innovation which it is considered will be a great improvement in point of rigidi ty and durability.

THE LOSS OF THE "KING LEAR."—From a statement made by the chief officer for the Board of Trade, it appears that this vessel (which is owned by the Merchant Shipping Company) was well found, and in all respects seaworthy, on leaving Cardiff for Hong Kong with 2,380 tons of coal. The weather encountered in the Channel was very severe, and she sprung a leak, which could not be kept under, and while clearing away the boats she gave a sudden plunge and sunk—the chief officer and four men being the only survivors.

MESSRS SASSOONS, of London, have despatched a fine screw steamer from Glasgow, *via* Suez Canal, for Bombay. She is named the Snipe, and is about 800 tons with full power.

WITH a view of testing the Suez Canal, the directors of the P. and O. Company have ordered home the *Bengal* and *Salsette* by that route.

THE BEST ROOFING MATERIAL.

BRABY & CO. ALSO MANUFACTURE SHEET AND PERFORATED ZINC, ROOFING FELT, GALVANIZED BUCKETS AND ALL OTHER ZINC AND GALVANIZED IRON GOODS, ILLUSTRATED LISTS OF WHICH WILL BE SENT FREE ON APPLICATION.

F. BRABY & Co.

(LIMITED),

BRABY'S GALVANIZED IRON HOUSES.

FITZROY WORKS, EUSTON ROAD, LONDON · AND AT IDA WHARF, DEPTFORD, S.E.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vesse's of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following dimensions, viz., Length, 300 feet, breadth at bottom, 40, is capable of receiving vessels drawing 13 to 16 feet, as the state of the tides will allow. The Dock runs dry to the blocks, and is pumped out by steam.

The above premises comprise a large Machine Shop containing a

WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large stock of Woods, Metal, &c., &c., always on hand.

The Dock steam tug *Woosung* is available at all times to tow vessels to or from sea.

JOHN C. SKEY, Superintendent.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMON and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, June, 1868.

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THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

REPORT of the COMMITTEE to the FOURTH ORDINARY MEETING of SHAREHOLDERS, held at the Office of the GENERAL AGENTS, at HONG KONG, on December 15th, 1869.

The Committee have now the pleasure of waiting upon the Shareholders with a Report of the working of the Company during the past twelve months.

The amount of Premia collected in Hong Kong and China, between the 1st of November, 1868, and 31st of October, 1869, and the amount collected at the Foreign Agencies within that period, of which the General Agents have received advice, after deducting all sums paid as bonus and commissions, and adding interest, amount to $300,017.51. The annexed accounts have been audited by Mr. M. P. Jukes and Mr. E. J. Sage, the latter named gentleman having been appointed by the Committee to take the vacancy caused by the retirement of Mr. Delbanco. In accordance with the Articles of Association, the meeting will have to elect Auditors for the coming year; Mr. M. P. Jukes offers himself for re-election, and Mr. E. J. Sage is proposed in place of Mr. Delbanco.

It will be seen from these Accounts, that after carrying forward to next year $20,000 for Premia received in respect of risks taken before October 31st, but not yet terminated, placing $31,163.85 to Suspense Account to meet unsettled claims, and writing off $1,856.04 from Preliminary Expenses (extinguishing this account), there remains a balance to the credit of Profit and Loss Account from transactions already closed of $160,000, and the Committee recommend that this sum be declared available for distribution as profits of the Company for the year.

The apportionment of this sum, if so appropriated, will, under the 132nd clause of the Articles of Association, be as follows :—The sum of $40,000 will be carried to the Reserve Fund and invested by the Committee, the sum of $40,000 be divided *pro rata* among contributing Shareholders, and the sum of $80,000, or $400 per share, be paid to Shareholders as general dividend.

In accordance with the 86th clause of the Articles of Association, two members of the present Committee (Mr. Helland and Mr. Hitchcock) retire from office at this meeting, but being eligible, offer themselves for re-election.

Hong Kong, December 15th, 1869. GEORGE J. HELLAND, Chairman.

STATEMENT FOR THE YEAR ENDING OCTOBER 31, 1869.

ASSETS.

Dr.		
Cash in hands of General Agents		$339,140.75
Remittance of £10,000 to London Agents, now in their hands		43,478.89
Premia in hands of London Agents		28,544.71
Reserve Funds deposited in Bank		92,000.00
		$503,163.85

LIABILITIES.

Cr.		
Capital	$1,000,000	
Amount paid up on 200 shares		$200,000.00
Amount of Reserve Fund		92,000.00
Balance of Profit and Loss Account for the year ending 31st October, 1869		211,163.85
		$503,163.85

PROFIT AND LOSS ACCOUNT.

Dr.		
To losses paid		$136,040.78
To preliminary expenses written off		1,856.04
To charges account		6,638.98
To survey fees		4,527.60
To losses in exchange on remittances		256.90
To carried to suspense account, to meet expected claims	$31,163.85	
To premia on unexpired risks carried forward to new account	20,000.00	
To available for distribution	160,000.00	
		211,163.85
		$360,484.15

Cr.		
By amount brought forward from last year's accounts	$59,689.53	
By unclaimed dividends	777.11	
		$60,466.64
By amount of premia collected at Head Office and Agencies	$825,664.64	
By less return premia	$32,480.95	
and commissions	18,346.46	
	50,827.41	
		274,837.23
By amount of interest on Reserve Fund ...	$4,600.00	
By amount of interest from General Agents...	20,580.28	
		25,180.28
		$360,484.15

RESERVE FUND.

Dr.		
To amount at interest with the Chartered Bank of India, Australia, and China		$27,500.00
To amount at interest with the Hong Kong and Shanghai Banking Corporation		29,500.00
To amount at interest with the Chartered Mercantile Bank of India, London, and China		35,000.00
		$92,000.00

Cr.	
By amount at credit	$92,000.00
	$92,000.00

E.E.
Audited and found correct.

(Signed) M. P. JUKES, EDWARD J. SAGE, } Auditors.

Hong Kong, 31st October, 1869.

AUGUSTINE HEARD AND CO., General Agents.

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THE CHINA AND JAPAN MARINE INSURANCE COMPANY.

CAPITAL,

1,500,000 Taels Shanghai Syeee, in 3,000 Shares of 500 Taels each.

PAID-UP CAPITAL,

Tls. 300,000, or Tls. 100 per Share.

COURT OF DIRECTORS.

F. A. Groom, Esq., of Messrs. Glover, Dow, and Co.
W. Jackson, Esq., of the Chartered Mercantile Bank of India, London, and China.
R. W. Little, Esq., of Messrs. Little, and Co.
T. Probst, Esq., of Messrs. William Pustau and Co.
J. B. Robertson, Esq., of Messrs. Bull, Purdon, and Co.
J. F. H. Trautmann, Esq., of Messrs. Trautmann & Co.

HEAD OFFICE.—SHANGHAI.

The Company will commence business in January, or as soon after as the Directors shall have been enabled to allot the Shares.

The Company will be a permanent one.

The Net Profits will be divided every year as follows:—30 per cent. will be returned as bonus to all contributors of business, rateably in proportion to the amount of net premia contributed. Interest at the rate of 12 per cent per annum on the paid-up Capital will be paid to the Shareholders, and the balance of the Net Profits carried to the Reserve Fund.

When the Reserve Fund shall have reached Tls 300,000, the Net Profit will be divided as follows:—80 per cent. to all contributors of business, 20 per cent. to the Reserve Fund, and 50 per cent to the Shareholder

When the Reserve Fund shall have reached Tls. 500,000, the Net Profits will then be divided as follows:—30 per cent. to all contributors of business, and 70 per cent. to the Shareholders.

ROBERT BENSON AND CO.,
LONDON AGENTS,
10. King's-arms-yard, Moorgate-street

Jan. 24, 1870.

COMPTOIR D'ESCOMPTE DE PARIS.

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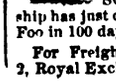

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AN

ATTEMPT OF THE PASSAGE BETWEEN SCYLLA AND CHARYBDIS; WITH SOME REMARKS ON PILOTS.

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FRENCH MAIL EDITION.

The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS. A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XII.—No. 342.] LONDON, MONDAY, FEB. 14, 1870. [Price 9d., with Sup., 1s. 3d.—Snb. 30s. per ann., postage included. Sup. 12s. extra.

Latest Advices.

PORTS.	OUTWARD. From London	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	—	—	Dec. 26
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking			
Tien-tsin	—	—	Dec. 20
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	Nov. 5	Dec. 24	Dec. 29
Ningpo			
Foochow	—	—	Dec. 28
Formosa			
Amoy			
Swatow			
Hong Kong	Nov. 19	—	Jan. 4
Canton			
Macao			
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon	Nov. 25	—	Jan. 10
SIAM — Bangkok			
BORNEO—Labuan	—	—	Jan. 6
Sarawak			
JAVA — Batavia	—	—	Jan. 7
Samarang	—	—	Jan. 6
Sourabaya	—	—	Jan. 4
MALACCA STRAITS—			
Singapore	Dec. 3	Jan. 7	Jan. 12
Penang	Dec. 3	Jan. 5	
CEYLON—Galle	Dec. 23	Jan. 17	Jan. 20
Colombo	Dec. 23	Jan. 18	Jan. 20

THE MAILS, &c.

The Southampton portion of the last mail arrived on the 11th inst.

The next inward mail is that with Hong Kong dates to Jan. 11, due here on the 21st inst. Telegrams in advance of the mail of Jan. 25, from Hong Kong, were received on the 11th, *via* Galle, 16 days *en route*. This, we are glad to observe, shows that the lines are working better since the opening of the Indo-European line.

List of Passengers.

PASSENGERS INWARD.

Per French mail, arrived at Marseilles Feb. 11.—List not to hand.

PASSENGERS OUTWARD.

Per P. and O. steamer *Ripon*, from Southampton, Feb. 5.—To Shanghai: Mr. J. Hind. To Hong Kong: Mr. G. F. Johnson. Mr. and Mrs F. W. White, Mr. Middleship, Mr. P. R. Smith, Mr. Dupont, and two second-class passengers. To Ceylon: Miss Allen, Mr. and Mrs. H. J. Brownrigg, two children, and servant, Miss King, and one second-class passenger.

Per P. and O. steamer *Nyanza*, from Marseilles, Feb. 13.—To Shanghai: Mr. and Mrs. J. Crawford, Mr. Gubbins. To Hong Kong: Mr. J. Lachlan, Rev. Dr. Legge, Dr. Wang, Mr. Patterson, Mr. Porter. To Singapore: Rev. Mr. Copland. To Penang: Mr. D. C. Presgrave. To Batavia: Mr. S. Higginson. To Ceylon: Mr. G. Goodeve, Mr. A. Wiggin.

Per P. and O. steamer *Bangalore*, from Southampton, Feb. 19.—To Hong Kong: Mr. and Mrs. A. E. Pirkis. To Singapore: The Bishop of Labuan, Rev. Mr. and Mrs. J. Kemp, Mrs. Chambers, Miss Woolley. To Ceylon: Mr. Jeffery, Capt. Sharpe, Mr. F. Murray.

Per P. and O. steamer *Tanjore*, from Marseilles, Feb. 27.—To Shanghai: Mr. and Mrs. F. H. Parker. To Hong Kong: Mr. T. H. Ballance, Mr. R. A. Houston, Mr. H. de Sombreuil, Miss Findlay, Mr. A. W. G. Rusden. To Singapore: Mr. and Mrs. Brooke. To Penang: Mr. F. Straatman.

Per French mail, Feb. 19.—For Saigon: Mr. and Mrs. Caswell.

Summary of News from the Far East.

JAPAN.

We have no later news by the present mail than 31st Dec., received *via* San Francisco, and published in our last.

CHINA.

PEKING AND TIENTSIN.

(FROM OUR OWN CORRESPONDENT.)

Mr. Wade made good his journey to Peking before the ice set in, and is now settled down as our representative.

The Peking University is defunct; but in its place has arisen the "Tung Mun Quan"—a school, or college, of which Dr. W. A. P. Martin has been instituted president. Affairs in connection with this have not gone on smoothly, and are not yet settled. The new members have been appointed to the Tseng ti Yam—believed to be foreigners. One is Shen Kwei Fen. He was a Cabinet Minister, and lately Governor of Shansi. Another is Mau-chang-Hu, a superintendent of one of the boards. The third is Chung-lin, formerly a subordinate in the Tsung-li-Yamen. Weansing still remains poorly, and, it is said, wishes to resign office.

Sir Rutherford Alcock, although he has got for us little or nothing by his new Convention—rather less than nothing in my opinion—yet deserves well of his country and of his countrymen. When left to himself he has acted nobly on several occasions both as Consul and Minister in Japan and in China, and I feel assured, would yet do so if left to himself; but the Foreign-office having bound his hands they are to blame for his present failure. Many of his countrymen would have thought more of him if he had refused to be a party to any such Convention or Treaty, and rather have resigned than be compelled to accept it. I trust, should he not come back, he will be entitled to a full retiring allowance.

We lately had a visit from a transport built for the Chinese by M. Giquel at Foochow; she is evidently about 600 tons, a good model of French shape, barely finished inside, with very bare pine decks. Her two brass guns are too light in the breech, and always recoil as far as they can when being fired; two iron guns are good. Her engines, also of French make, are too small for her, being only about 90-horse power; they should at least have been 150-horse power. Some part of the engines has given way on several occasions, and a casting is now being made for her here. *All on board are Chinese*, captains and engineers. There are two captains, first and second, and several mates. Neither of the captains or officers understand navigation, but they have some boys on board who were taught at Foochow. One of the captains, No. 2, came up and introduced himself to me as an old coolie of mine, and said that No. 1 captain was also an old coolie of mine, but afterwards turned pilot, and is now a small mandarin, and gets Tls. 200 a month. The vessel is said to have cost about Tls. 5,250,000, and Giquel's establishment at Foochow has cost in all about three million taels. The Chinese are buying their information at a dear rate, and it will only be poor at the best. If the Chinese are really anxious to improve, they must send home to Europe or America intelligent young men, after they have received a preliminary education at the college here; then let them get a thorough school education in the West, and afterwards be *apprenticed* out to the different professions there, such as engineering in all its branches, shipbuilding, mining, &c., &c. This is what China requires, and without which she will do little good for herself

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SHANGHAI.

Dates by this mail are to Dec. 29. The outward mail of Nov. 5, arrived on Dec. 24, with telegrams to Nov. 25.

The following summary of news is from the *North China Herald:*

We hear that the visit of the French Chargé d'Affaires to Nanking has been in every respect satisfactory; that he was most courteously received, and that all his demands connected with the late missionary troubles were readily acceded to. Count Rochechouart intended shortly to continue his journey up the river, with the naval expedition which accompanies him.

Steps are being taken by the Governor-General to relieve the distress apprehended among the farmers whose fields were laid waste by the overflow of the Yangtsze, and a proclamation has already been issued notifying the people that provision will be made for their draught cattle during the winter, and a small advance of money be given to each tenant who lodges his buffalo in the official stalls; such cattle to be redeemed on the opening of the spring by the repayment of the amount advanced thereon at the time they entered the stalls.

The result of the election of general officers for the Shanghai Fire Department during 1870 is as follows:—C. P. Blethen, Chief Engineer; John Thorne, Engineer for district No. 1; F. E. Gwyn, do do., No. 2; and M. Teillot, do. do., No. 3.

We mentioned some time ago that a list of transit charges was again prepared by order of the Inspector-General. We have now to acknowledge the receipt of a book of sixty-three pages, containing very full "returns of the native charges, as far as they can be ascertained, levied on the principal imports and exports, at and near the different Treaty Ports in China." A computation is also given of the quantities of goods on which such charges are levied, as compared with the quantities paying the transit dues specified by treaty. We have not yet had time to analyse the information given, but shall take an early opportunity of doing so.

We hear that the school for the instruction of Chinese in English, which has been lately carried on under official auspices in the city, is shortly to be removed to the Arsenal, where premises are being built for its accommoda ion.

At the auction sale of the copyright and plant of the *Shanghai Recorder* and of the *Supreme Court and Consular Gazette*, the first was bought in at Tls. 1,000 and the latter at Tls. 400.

Dr MacGowan delivered the first Temperance Society Lecture for the year at the Masonic Hall, on "the Correlation and Conservation of Forces." It was well attended, and seemed to be much appreciated.

The following letter has appeared with reference to the new Coal Tariff:—

"In the export tariff, according to the new treaty, I notice the following:—

		m. c.
Coals, Native—at Southern Ports per 100 catties	...	0. 5
do at Northern Ports per 100 catties	...	4. 0

"The ton equals about 16.8 piculs; I think the above figures would therefore represent 84c. and Tls. 6 72 respectively per ton. The former just equals the price of coal at the pit's mouth in England; the latter is altogether prohibitive; that it should be so is a great pity, as from specimens forwarded me some time ago from the neighbourhood of Tientsin for analysis, I find the coal of that district is very superior, varying from moderately bituminous to anthracite. This latter variety (whose specific gravity is no less than 1.603) would be of great value for use in propelling steamboats, where space is so valuable.

"On the other hand, Keelung coal is a light, highly bituminous quick-burning coal,—qualities that greatly reduce its value for steamboat use. Loping coal, as geographically so geologically, stands between that of Keelung and Tientsin. It would seem thus, that by the new treaty, the best coal will be shut out of the market.

"Although this matter is not perhaps one of general interest, I hope I may be excused taking up your valuable space, as the matter affects foreign affairs in China more than would appear at first sight; for cheap coal means cheap freights, and cheap freights mean increased imports and exports, which mean, though not quite so logically, I fear, increased profits."

Messrs. Rainbow, Lewis, and Co., Nagasaki, have been adjudicated bankrupts on their own petition.

An order has been made by the Court, on behalf of Messrs. Russell and Co., against the British barque *Miseltoe*, at Foochow, under arrest.

The present mail bring over 300 bales of silk from Shanghai. The French Admiral Luciniere was conveyed to Saigon by this mail to assume the Government, as announced in our issue of Jan. 17.

The following items are from the *Courier* of Dec. 29:—

Since the English mail left, on the morning of the 22nd, there have been few occurrences interesting to readers at a distance. The prevalence of small pox in the settlement has led to some discussion on the advisability of preventing the Chinese from practising innoculation which it is their custom to perform extensively at this time of the year.

The Chamber of Commerce will hold a meeting on Friday, the 31st, for the purpose of considering a draft of a memorial to the British Foreign-office on the Revised Treaty.

The Inspector-General of Customs has published a set of Tables, giving the Inland charges on produce, so far as these have been ascertained by the various Commissioners at the Ports. The pamphlet shows many heavy taxes, and includes some notes of the "squeezes" levied at the Ports themselves, in addition to the stipulated duties. A writer in the *Supreme Court and Consular Gazette* points out many omissions and inaccuracies in the statements.

UNION STEAM NAVIGATION COMPANY.

The half-yearly meeting of this company was held at the offices of Messrs. Glover, Dow and Co., on the 22nd Dec.; F. A Groom, Esq, in the chair. The report will be found in our advertising columns in full.

After the minutes of the last meeting had been read and passed, the Chairman said that the object of the meeting was to lay before the shareholders the half-yearly report which had been prepared. As the report was already in the hands of the members, and spoke for itself, he would make very few remarks in addition. It was merely a half-yearly report, and it was not usual to write off anything for depreciation except once a year. The report was merely to show the earnings of the company, and what the steamers had been doing, and it would be seen that, notwithstanding the depression in freights, the result compared favourably with the corresponding half of last year. The most important matter which the directors had in consideration was the sale of the *Rona*. They had used every endeavour to dispose of it without sacrifice, but had been unable to do so. It could be sold in Japan only at a loss, owing to the depreciation of the currency, which amounted to a discount of 25 per cent. As would be seen by the report, it was proposed to pay an interim dividend of 6 per cent., and a return of 5 per cent. to the contributing shareholders. He would be glad to answer any questions.

Mr. R. S. Gundry noticed that sundry debtors were put down for Tls. 10,000, freights outstanding Tls 20.000, and cash in hands of agents Tls. 35,000, and should like some explanation of the cause of these large amounts being outstanding.

The Chairman explained that a large amount had been earned from freight during September, the *Tunsin* having taken up Tls. 4,000 and brought down Tls. 5,000 worth, which was not collected when the accounts were made up, but was got in immediately afterwards. It was not considered necessary to publish a detailed statement, but one had been prepared, which any shareholder could see. As to the amount from sundry debtors, there were several shares which had been transferred, not paid up, and it was considered unwise to push for payment, as it might place the individuals in an awkward position, and lose freight to the company. Some of them had since been paid up. In regard to the sum in the hands of the agents, there is Tls. 20,000 in the hands of the agents at Kiukiang, a large sum being required for the half duties. He considered the amount was not excessive.

Tong King Sing asked if interest was received on the shares not paid up, to which the Chairman replied that 12 per cent. had been received.

Mr. Robertson asked if an offer of any kind had been made for the *Rona*. The Chairman stated that no offer whatever had been received. They had put it in the hands of their own agents, and another firm in Japan as well, and if there was any chance she would be sold. In answer to an inquiry by Mr Gundry as to the result of the working of the steamer *Rona*, he pointed out that although she was apparently losing, she brings up through freight to the company which they would not otherwise obtain, so that at the time she was making a loss she was assisting the company very considerably.

Mr. Robertson still thought that there was a limit at which it was advisable to run the *Rona*, as by doing so they were coming into contact with Messrs. Heard and Co, and others who might support them, and were thereby driving them off. The Chairman said that the directors had considered that, but as it would likely be necessary to lay up one of the steamers before the new season, the *Rona* would be required to take her place, and it was better to keep her running in the meantime, so that she would not require to get new officers and crew or to be refitted.

It was then proposed by Mr. Gundry, seconded by Mr. Robertson, and carried:—

That the report and accounts as presented to the meeting be passed.

Mr. Ashton said that there was an important question which he wished to bring forward the matter of the agency. The three years for which Messrs. Glover, Dow, and Co. were appointed would terminate on June 19th, and he would propose that they be reappointed for another three years from that date, dependent on a satisfactory arrangement being made as to godown accommodation.

The Chairman stated that the godown room was provided by Glover, Dow, and Co., to whom they belonged. They had no idea at first that so much would be required. They have to reserve a large amount of room, as a steamer might come in late with 2,000 tons of the tea, and require at once to be reloaded. The S.S.N. Company make no charge for the storage of cargo going up, an arrangement which his firm were not aware of when they took the agency; and as seaweed and sugar took up a great deal of room, they actually made a loss on such freight. As might be generally known, they own nearly all the godown accommodation on the French bund, but were willing to transfer a portion to the company. They would like to see the company possess godowns of their own.

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Messrs. Glover, Dow, and Co. had it in contemplation to establish bonded warehouses and to erect screw-pile wharves, although the scheme was not sufficiently worked out to lay it before the meeting, but they hoped to do so at the next meeting.

Mr. A. Robinson considered that sufficient notice had not been given for those who wished to discuss the question of the agency. It ought to be considered at the annual meeting. The Chairman said that notice had been given at the last annual meeting. Mr. Robinson believed that nothing had been then said about the godown accommodation. By the clause of the Deed of Settlement the appointment of agents had to be made at an Extraordinary General Meeting held after the 19th of June. Mr. Ashton said that he did not bring the question forward so much as a resolution as to have the matter discussed. Mr. Robinson said that with regard to the renewal of the agency and the question of godowns Messrs. Glover. Dow and Co., could put themselves into communication with the leading shareholders before the time that their appointment terminated.

The Chairman remarked would that it be very inconvenient for the agents not to know before the busy season. The position of the company would be greatly improved if an alteration were made. Theirs had been the first deed that had been drawn up for a steamer company in Shanghai, and there were consequently several of its provisions which it was found could not be carried out; for instance, they could not return exactly one third of the profits to contributing shareholders. There were other clauses which had been found to prevent their working with the S. S. N. and N. C. S. Companies. They could not make arrangements for a transfer of the agency in one day.

It was ultimately decided that a meeting be called in a month hence, to take the question into consideration, and that before the meeting the directors lay before the shareholders the alterations which they propose.

The Chairman, in answer to a shareholder's enquiry as to whether arrangements were being made for the purchase of a new steamer, said that the directors had not considered themselves justfied in buying one until the *Rona* is disposed of. They had carefully considered the matter, and thought it would be unwise to do so. They had an example of how easy it is to reduce the income. At the next annual meeting a proposal might be brought forward to increase the capital, but in the meantime it was considered inexpedient to do either. With a vote of thanks to the chairman the meeting terminated.

HONG KONG.

Sir Rutherford Alcock, with Lady Alcock, are passengers by this mail (French) to Calcutta, from whence they will proceed to Bombay overland and thence to London.

While in Hong Kong Sir Rutherford was waited upon by two deputations, one from the Chamber of Commerce, and the other from a public meeting, to express the dissatisfaction felt with the terms of the new treaty. The *Hong Kong Daily Press* gives the following account of the interview:—

A deputation, consisting of a large number of members of the Hong Kong Chamber of Commerce, and of the committee appointed at the public meeting, waited by appointment upon his Excellency Sir Rutherford Alcock, K.C.B, Her Majesty's Minister Plenipotentiary to China. to respectfully address him with reference to the convention as to the revision of the Treaty of Tientsin, agreed to on the 23rd of October, 1869.

After the deputations had been introduced, his Excellency said that he thought the best mode of procedure was for him to commence by explaining as far as he was able the circumstances under which the negotiations had been concluded, and then hear the views which the deputations wished to express, and answer such questions as they desired to address to him. He pointed out in the course of the proceedings that it was not to be forgotten that he was the agent of Her Majesty's Government, and that he was bound to carry out its views, which were strictly for negotiating with China as with a nation on an equality, and for abstaining from forcing from her any concessions that might either be dangerous to the power of the Government in China, or might tend to bring about political complications. The Chinese took the ground that they were not unwilling to place foreigners upon the same trading footing as natives, but could not place them on a better.

With respect to inland navigation, they were willing to remove the restriction as to the class of boats that foreigners could use, whenever the natives themselves were willing to employ steamers, in which case foreigners would equally be at liberty to do so. The Tug on the Poyang Lake had on this account an importance. it being the commencement of a system that might be developed in the course of time. With respect to residence, the home Government was of opinion that present concessions were all that were required, and generally were against demands for any new privileges.

Upon the question of the security for the carrying out the terms as to non-imposition of duties on foreign goods, H.E. said that there was as good security as could be obtained in the fact that the Chinese Customs were bound to at once despatch an officer to investigate any case of squeezing, and that the Customs officials were responsible to their central authorities. He called attention to the important fact that the present revision is not for another period of ten years, but leaves the Treaty open to further revision at any time. With respect to the non-application of the transit dues clause to native produce shipped from Hong Kong to a Treaty port, he held that injustice would be done to China if that stipulation were not made, and in regard to the colony, he was of opinion that this could not be refused if we proposed to recognise in China the same right and independence that was recognised in dealing with other nations.

Respecting the extra duty upon opium, H. E. considered that it was a very small amount in comparison with the whole duty levied by the Chinese on the article, and that it would have been unwise to refuse it, when doing so might have jeopardised the whole of the Indian Revenue of £9,000,000. The Hon. J. B. Taylor addressed the questions to H E., on behalf of the Chamber of Commerce, and Mr. Pollard, Q.C., did so on behalf of the committee appointed at the public meeting.

COCHIN CHINA.

SAIGON.

The following is the report of Messrs. W G. Hale and Co.:—

RICE.—The demand for China and Japan has ruled comparatively quiet during the month, and as supplies for some time continued to reach us freely, prices, as anticipated in our last, went further in favour of purchasers, and contracts were made of 75,000 piculs round grain at from $1.42 to $1.36 per picul. Arrivals of grain then suddenly decreased, and for the last two weeks supplies have been coming forward very scantily; the market, consequently, rallied, and recent contracts are to be noted of 25,000 piculs, at $1.40 to $1.42 per picul. To-day $1.45 (=5s. 11½d. per cwt. f.o.b.) is asked, which we give as our closing quotation; however, although our market this moment still seems to tend for a further advance, we hardly doubt that shortly a considerable reaction will take place, as stocks which are now heavily accumulating up-country will soon need an outlet to this market. The quality of the new round grain now shows pretty fair already; old rice has entirely disappeared. The new long grain has come to market very early this season, and is in full supply; some 20,000 piculs were taken for Mauritius at prices receding from $1 35 to $1.26, and we would still be able to-day to buy at only a slight advance upon this figure, say $1.28 per picul.

Exports from this have been as follows:—For month, 169,853 piculs. Total exports since January 1, 1869, 2 638.235 piculs.

FREIGHTS.—Tonnage has been in good demand for Singapore, Hong Kong, and especially for Japan, and rates show an advance upon those quoted in our last. During the last few days, however, the supply of disengaged Tonnage has been rather heavy, and a decline may be looked for. Home-charters are not offering, the high value of our article still precluding for the present almost every chance of business with Europe.

EXCHANGE rules much as last quoted and money continues dear; we quote: London, 6 months, with documents, 4s. 7½d.; Paris, 6 months, do. f5; Mauritius, 60 days, do f6.02½; Hong Kong, 30 days, do. 3½ per cent. discount; Singapore, 3 days, do. par.

Messrs Hale and Co. have also issued an annual statement of Exports, Shipping, &c., showing a large increase in the trade at Saigon.

SIAM.

BANGKOK.

The *Siam Weekly Advertiser* of Dec. 23 gives the following items of the burning of the body of the late Minister:—

The remains of the Chow Praya P'olat'ape were burned on the afternoon of the 16th. Their Majesties the First and Second Kings of Siam visited the scene. The First King reached the spot about five P.M. and H.M. the Second King soon after. About 300 soldiers dressed in European style were present in honour of H.M. Most of the noblemen were in attendance upon his Majesty as well as in deference to the respected dead. His Highness the Chief Minister, by many Europeans styled the Regent, was present also.

No formal invitation was sent to Europeans to be present, but many were there to witness the ceremony. H.B.M.'s Consul General was there in uniform. H.I.M.'s Consul, Mons. Dillon, was present, and being a new comer, was specially noticed by H.M. the Supreme King. Chinese and Siamese plays were being performed for the entertainment of the assembled masses of the people. The mourners were dressed in white and had their heads shaved. The usual distribution of money, by scattering limes among the crowd took place after the arrival of H.M. the King.

After H.M. had been on the ground about a quarter of an hour H.M. applied the fire. fastened to the end of a long stick, to the fuse, the moment it ignited, flash and a stream of fire ran to the coffin filled with combustibles which ignited and burned. The friends and others then each added candles and combustibles to the already ignited pile, and soon all that remained of the Minister of Agriculture were ashes and a few charred bones to be preserved by the bereft and admiring relatives of the deceased.

Dr. Hoogenstraaten, the Netherlands East Indian Government Surgeon, performed operations on the eyes of his Lordship Chow

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Phya Tipa Karawongsa Mahakosa Dhipati, the vice president of the great Siamese council, usually known as the Senabawdee. The confidential priests of his Lordship having fixed upon the propitious day and hour, the operations were performed on Dec. 9, five P.M. The first tests as to the prospective nature of the results of the operations were made on the 19th inst. at seven A.M, and we learn are very satisfactory. We hope that for the good of his Lordship and the satisfaction of the celebrated surgeon, the desired result will be fully realised, and be as complete a success as was the operation performed by the same surgeon upon his Royal Highness Prince Kroma Mum Pomin in 1867.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

The London mail of Dec. 3 arrived out on the 7th Jan. Dates are now down to the 12th. The following items are from the *Straits Times*:—

It is whispered about in official quarters that Mr. C. J. Irving, the Auditor-General, is to go to Malacca as Acting Lieutenant-Governor, in place of Captain Shaw, and that Mr. Irving's place will be filled by his brother, the newly-appointed Assistant Colonial Secretary expected here by the steamer *Achilles*. Mr. Plow will continue Acting Assistant Colonial Secretary.

The British steamer *Bangkok*, Captain Haffenden, from Glasgow, 4th Oct., has arrived here. The *Bangkok* is the property of Messrs. C. P. Lalla and Co., of this place, and is intended to ply regularly between this and Bangkok. She was expected here on the 15th Dec., but the length of her passage is attributable to a foul bottom.

The *Peiho* towed the light vessel *Torch* from the North Sands, Malacca Straits, to Singapore for repairs, and she was taken to dock at once, meantime the steamer *Rainbow* does duty as a light-ship The *Rainbow* will relieve the *Torch* on the 10th inst., and the *Torch* will be towed to Singapore by the *Peiho*, and will arrive here about the 14th inst.

The following steamers have arrived:—The P. M. S. S. Co.'s steamer *Ariel*, Capt. Timmermann, from New York 14th Oct., St. Vincent 2nd Nov., Table Bay 1st Dec., and Mauritius 18th Dec.; arrived on 5th Jan.

The M. I. steamer *Thabor*, Captain de Rivals, from Marseilles 6th Nov., and Suez 6th Dec., via Aden and Galle, having passed through the Suez Canal, arrived on 6th Jan.

The British steamer *Appin*, Captain Russell, from Glasgow, 30th Sept., St. Vincent 20th Oct., and Mauritius 11th Dec. arrived here on the 5th.

The British steamer *Sin Nanzing*, Captain Drage, from Glasgow, 11th Nov., *via* the Suez Canal and Bombay, arrived here also on the 5th.

Thomas Dunman, Esq., Commissioner of Police, has been granted twelve months' leave.

The circulation of the Banks is given at — Oriental Bank, $239,500, Chartered Bank, $183,100.

The municipal rate for 1870 is fixed at 10 per cent. on houses, and 5 per cent. on land.

Commercial Report.

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(*For dates see First Page.*)

IMPORTS.

SHANGHAI.—Piece Goods: Business was still on a small scale. Grey Shirtings: Since the departure of the English mail, the demand for these goods had as usual at the time of the year been limited. About 40,000 pieces had been sold at rather lower rates, principally by speculators. The advices from Hankow being better the market closed rather firmer. 7 lbs., Tls. 1.95 to Tls. 1.98; 8¼lbs., Tls. 2.16 to Tls. 2 19. T-Cloths: Cheap goods only enquired for, and there was very little change in rates. 6 lbs. Tls. 1.45 to Tls. 1.61; 7lbs., Tls. 1.65 to Tls. 1.75: 8 lbs., Tls. 1.90 to Tls. 2.14. White Shirtings; About 2,000 pieces only had been sold at former rates. Drills, Jeans, and Sheetings continued very dull; no change in quotations. Metals: Lead was quiet, importers being firm holders at 5.25 to 5.30 mace for L B; news from Hankow of considerable improvement on that market had still further strengthened orders at this port. Coals: No arrivals; no sales of any importance to note; market weak for most descriptions, and prices quite nominal. The current quotations were as follow:—White Shirtings, per piece, Tls. 2.1.0 to Tls. 2.8.5; American Drills, 40 yards, Tls. 3.7.5 to Tls. 3.8.0; American Jeans, 30 yards, Tls. 2.9.5; American Sheetings, 40 yards, Tls. 3.5.0; English Drills, 40 yards, Tls. 3.4.5 to Tls. 3.6.5; Dutch Drills, 40 yards, Tls. 3.4.5 to Tls. 3.5.8; Handkerchiefs, Blue, per dozen, Tls. 0.6.0.; Brown, Tls. 0.5.0.; White Figured Shirtings, per piece, Tls. 2.1.0. to Tls. 2.1.5; Dyed, Tls. 2.7.0. to Tls. 2.7.5.; Brocades: White, 40 yards, Tls. 2.2.0. to Tls. 2.2.5.; dyed, Tls. 3.1.5 to Tls. 3.2.5.; Damasks, dyed, 40 yards, Tls. 4.2.5 to Tls. 4.5.0; Gentian Shirtings, Tls. 2.9.0. to Tls. 3; Chintz, Tls. 1 6.0 to Tls. 1.7.5; Turkey Reds, 24 yards, Tls. 2.2.0 to Tls. 2.3 5; Velvets, per yard, Tls. 0.1.8 Tls. 0.1.9; Velveteens, Tls. 0.1.5. to Tls. 0.2.3.; Camlets, English, SS, per piece, Tls. 11.5.0 to Tls. 12; Spanish Stripes, per yard, Tls. 0.5.0. to Tls. 0.8.0.; Medium Broad and Habit Cloth, Tls. 0.9.5 to Tls. 1.6.0; Long Ells, per piece, Tls. 6 to Tls. 6.2.0; Iron: Nail Rod, per picul, Tls. 1.9.0. to Tls. 2; Hoop, Tls. 1.6.0. to Tls. 1.7.0.; Flat and Round, Tls. 2.1.0 to Tls. 2.2.0.; Lead, Tls. to 5.2.5. to Tls. 5.3.0.; Tin Plates, per box, Tls. 5 to Tls. 5.2.0.; Steel, per tub, Tls. 3 to Tls. 3.1.5.

SAIGON.—The market had been very quiet, and as holders were pressing sales rates were weaker. A better feeling was looked for as soon as supplies of rice came in more freely. The quotations were:—Grey Shirtings, 8¾ lbs. $2.95; 7 lbs. $2.50; Grey T-Cloth, 6 lbs. $1.75; 5½ lbs. $1.65; 5 lbs. $1.60; 4½ lbs. $1.55; White Irishes, $2.20.

EXPORTS.

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TEA.

SHANGHAI.—Black: There had been but little business during the interval, and there was nothing to report worthy of notice; the stock of 11,000 chests consisted almost entirely of Teas of the lowest grades. Supplies were almost at an end, so far as country Teas were concerned, but spurious kinds could still be produced, should a demand arise; this, however, was not probable. Green Teas had been taken to the extent of 12,500 half-chests, at Tls. 25 for Fychows, Tls. 31½ to 40 for Moyunes and Teenkais, and Tls. 30 to 36 for Pingsueys. Prices for good medium and lower kinds were in favour of buyers, and if statistics were more encouraging these Teas would present a favourable appearance. Some of the recent settlements showed good value for America. Stocks: Fychow, Moyune, and Teenkai, 50,000 half-chests; Pingsuey, 8,400 half-chests; Shanghai-packed, 3,000 half-chests. Total, 56,400 half-chests.

SILK.

SHANGHAI.—Nearly two hundred bales were settled on the day the English mail left; since then there had been a fair demand, and an advance of Tls. 10 to 15 had been paid on last mail rates; this advance, and the intervening holidays, had restricted business at the close, and settlements (including the above named quantity settled but not shipped by last mail) only reached 400 to 500 bales. Stock, 1 500 to 2,000 bales.

SAIGON PRODUCE.

The following is from Messrs. Kaltenbach, Engler, and Co.'s report, dated Jan. 8:—

RICE.—Stocks of old grain have become very insignificant of late, and enjoying no further attention by European exporters, the supplies which came still to the market were directed for Chinese account to Singapore or Hong Kong, and prices were therefore nominal. New Rice: According to the expectation expressed in our last issue prices declined as far as $1.35 for round, and $1.26 for long grain, and would no doubt have experienced a still more important reduction if, owing to more or less founded reports by which our native population has been alarmed, supplies from the interior had not almost entirely ceased. In consequence thereof, our market followed again an upward tendency, and some small contracts passed for round rice at $1.40½ to 1.42, for delivery within twenty days, were followed yesterday by another one at $1.48, deliverable within thirty-five days. We therefore may quote to-day round rice $1.48 and long grain $1.30 to 1.32 Paddy: We have heard of no new contracts, and quote nominally 85 cents per picul.

COTTON.—Owing to small arrivals very little business has been done and last prices have been almost maintained. We quote $6.15 for uncleaned, $20 for cleaned No. 1, and $18 for cleaned No. 2. The monthly exports amount to 1,070 piculs.

HIDES.—Buffalo have been in less enquiry for Singapore, and consequently prices have given way to $8 to 8.25 per picul. Cow are offered in very small lots only, and prices are unchanged, $11 per picul.

HORNS.—Buffalo enjoy a good demand, and $8¾ per picul for heavy and middle sized horns are willingly allowed.

BLACK PEPPER.—The season has not yet commenced, but there are offers in the market to buy at $9 per picul delivery within three months.

COCOA-NUT OIL.—Our market being without supplies we have to report a new advance in value. We quote $10 per picul.

GAMBOGE.—No stocks. Prices nominal; $59 per picul.

SHANGHAI LIST OF SILK SHIPPERS TO SOUTHAMPTON AND MARSEILLES.

From June 1st to Dec. 11th, 1869.

	Bales.		Bales.
Adamson, Bell, and Co. ...	70	Helbling and Co.	820
Ashton and Co.	—	Hogg Brothers	615
Barnet and Co.	2,094	Holliday, Wise, and Co. ...	10
Birley, Worthington, & Co.	983	Jardine, Matheson, and Co.	502
Birt, W.	104	Jarvie, John, and Co. ...	732
Bland, J.	190	Meynard and Co.	20
Borneo Company	109	Milsom and Tod	853
Borntraeger and Co. ...	400	Nachtrieb, A., and Co. ...	750
Bourjau, Hubener, and Co.	224	Parsees	87
Bovet, Brothers and Co. ...	593	Pustau, Wm., and Co. ...	92
Bower, Hanbury and Co....	1,504	Reid and Co.	54
Brand, Monro, and Co. ...	2,507	Reiss and Co.	154
Bradwell, Bloor, and Co. ...	75	Russell and Co.	1,588
Bull, Purdon, and Co. ...	8	Remé, Wm., and Co. ...	740
Carter and Co.	1,529	Sassoon, D., Sons, and Co.	366
Chapman, King, and Co. ...	401	Sassoon and Co., E.D. ...	45
Chinese	64	Scheibler, Matthai, and Co.	270
Coutts and Co.	65	Shaw Brothers and Co. ...	622
Cumine and Co.	378	Siemssen and Co.	511
Dickinson and Co. ...	213	Skeggs and Co.	1,011
Fogg and Co.	50	Smith, Archer, and Co. ...	231
Framjee, Hormusjee and Co.	25	Textor and Co.	803
Gamwell, F. R.	1,193	Thorne Brothers and Co....	231
Gibb, Livingston, and Co...	983	Trautmann and Co. ...	229
Gilman and Co.	716	Westall, Brand, and Co. ...	125
Glover, Dow, and Co. ...	204	Sundries	2,392
Gutschow and Co.... ...	210		
Heard, Augustine, and Co.	596	Total bales... ...	29,865

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TEA SHIPS EXPECTED.

FROM SHANGHAI.

Date Sailed.	Ship's Name.	lbs.
Oct. 2 ...	Rollo	676,060
„ 18 ...	Ornate	682,800
„ 22 ...	Lorton	886,300
„ 26 ...	Dollerah	1,367,500
„ 28 ...	Lizzie Iredale	942,100
„ 30 ...	Tavistock	640,200
Nov. 4 ...	Taunton...	954,800
„ 20 ...	John Lidgett	1,044,000
„ — ...	Annesley	1,171,000
„ — ...	Fluellin	678,500
„ 24 ...	Corea	717,100
„ 27 ...	Dundonald	756,200
„ 30 ...	Araby Maid	1,067,000
Dec. 2 ...	Dora	526,700
„ 4 ..	Barbadian	942,500
„ 6 ...	Nyassa	987,000
„ 7 ...	Aracan	935,200

FROM FOOCHOW.

Aug. 16 ...	Chusan	1,122,800
Sept. 13 ...	Empress	599,900
„ 29 ...	E. P. Bouverie...	1,321,800
Oct. 22 ...	George Shotten	808,200
„ 26 ...	Osprey	789,000
Nov. 4 ...	Polar Star	323,800
„ 5 ...	England's Glory	1,094,200
„ 8 ...	Albert Victor	1,189,700
„ 12 ...	Carmarthenshire	1,062,500
„ 16 ...	Ceylon	760,000
„ 30 ...	Tyburnia	1,237,600
Dec. 8 ...	Beemah	1,134,000
„ 11 ...	Valkyrien	707,900
„ — ...	Glamorganshire	605,300
„ 15 ...	Earl Dalhousie	1,391,500

FROM CANTON.

Oct. 1 ...	Chetah	921,000
„ 22 ...	Gauntlet	768,700
Nov. 13 ...	Pakwan...	676,500
Dec. 8 ...	Petchelee	862,900
„ 22 ...	James Shepherd	1,138,900

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bill's.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5½d.	4s. 6d.	4s. 6¼d.
Shanghai „ „ ...	6s. 0¼d.	6s. 0¾d.	6s. 1d.
Canton „ „	4s. 5¾d.	4s. 6d.	4s. 6¼d.
Hong Kong „ „			
Macao „ „			
Singapore „ „ ...	4s. 5¼d.	4s. 6d.	4s. 6¼d.
Manila „ „ ...	4s. 5d.	4s 5¼d.	4s 5½d.
Colombo „ „ ...	par	1 to 2 dis.	1 to 2 dis.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	300	222½ to 223
„ Hong Kong	25¼ to 26 dis.	—
Bar silver	111.6.0	9 prem.
Mexican dollars	74.8.0	¼ prem.

Bons, at Yokohama, 338 to 346 per 100 dols.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Dec. 21, Lonidoun Castle, Bainan (reported by telegram).

At HONG KONG and CANTON.—From London, Everest, Fairleader; from Clyde, Grace Piele; from Liverpool, Nestor (str.), (reported by telegram.)

At SINGAPORE.—From London, Jan. 11, Hopeful; from Shields, 8, Edith; from Cardiff, 5, George Green; from Glasgow, Jan. 4, Bangkok (steamer); 5, Appin (steamer), Sin Nanzing (steamer; from London, Belle of Southesk, Achilles (steamer); from England, Sairs Belle, Loch Ken (reported by telegram).

At BANGKOK.—From Bordeaux, Diane.

At SAIGON.—From Bordeaux, Dec. 28, Eve; from Havre, 30, Lucie.

At HONG KONG.—From London, Dec. 27, Geologist; Jan. 1, Borealis.

DEPARTURES.

From SHANGHAI.—For London (cleared), Dec. 29, Figaro.

From SINGAPORE.—For London, Jan. 12, Coldingham, for Liverpool; 6, Mount Vernon, for Marseilles; 5, Georges and Mathilde.

From BANGKOK.—To Europe, Dec. 29, Ocean Bride.

From HONG KONG.—For Falmouth, Dec. 31, Esmeralda.

From SHANGHAI—For London, Omba, Fontenayer (by telegram).

From HONG KONG.—Neville (reported by telegram).

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Feb. 11, at Motherbank, from Samarang, for Rotterdam, Krusebjorn, blown back from within five miles of her destination by a strong gale.

DEPARTURES.—Feb. 10, from London, for Yokohama and Hiogo, Harbottle; for Cardiff and Singapore, John Worcester; —, from Rotterdam, for Batavia, Medea; Jan. 29, from Penarth Dock, for Hong Kong, Frederick Tudor; Feb. 11, from London, for Foochow, Wylo; for Singapore, Hong Kong, Shanghai, and Yokohama (*via* Suez Canal), Erl King (str.); 10, from Yarmouth, for Singapore, St. Antonie; 12, from London, for Shanghai, Cutty Sark; 10, from Falmouth, for Singapore, Lizzy, after repairing.

LAID-ON.—At Liverpool, for Singapore, via Cardiff, Midnight; at Glasgow, for Hong Kong, Kildonan.

SPOKEN.—Pak Wan (ship), Canton to London, forty-six days out; Norge, Cardiff to Galle, Nov. 14, 3 N., 26 W.; Nuevo Lantaro, Cardiz to Manila, Nov. 30, 47 days out, 39 S., 9 E; Alma, Cardiff to Singapore, Dec. 13, 73 days out, 37 S., 35 E.; Janet Fergusson, Yokohama to New York, Dec. 23, 43 days out, 20 S., 73 E.

CASUALTIES.—The following telegram has been received:—"Elleray, Liverpool to Yokohama, wrecked in China Sea, crew at Hong Hong." The Glendura, from Java to Rotterdam, went ashore, 13th inst., between Walmer and Kingsdown.

MISCELLANEOUS.—At Mauritius, Dec. 15, Gironde (bq.), Ducan, from Bangkok, for Belle Isle; 13, Vera Cruzana (bq.), Despleis, from Bangkok, for Marseilles; 31, Hilja (ship), Blomberg, from Batavia, for Amsterdam, for repairs.

LATEST TELEGRAMS.

(RECEIVED JAN. 11, 1870.)

CHINA.

HONG KONG, JAN. 25.—A memorial signed by numerous English merchants, is sent home by the present mail, urging the British Government not to ratify the Commercial Treaty recently concluded at Peking by Sir Rutherford Alcock.

Grey Shirtings, 6½ catties, 8¼ lb., $2.80. Water-twist, 16-24, $1 45. Cotton, Bengal, fair medium, $19. Tea quiet. Total export (China and Japan), 180,000,000 lbs. Exchange on London, Bank bills, six months, 4s. 5¼d.

SHANGHAI, JAN. 19.—Grey Shirtings, 6½ catties, 8¼ lb., $2.22. Cotton: Shanghai, $9. Tea,quiet. Silk, fair inquiry, unchanged; No. 3 Tsatlee, 550 taels. Settlements since departure of last mail, 2,900 bales. Export to date (China and Japan), from commencement of season, 46,000 bales. Exchange on London, Bank bills, six months, 6s. 0¼d. Freights: Tea, £2.

(PRIVATE TYLEGRAM.)

HONG KONG, JAN. 25.—Tea: Nothing doing for want of stock. Export for one month, 3,000,000 lb.; total export, 130,000,000 lb.

SHANGHAI, JAN. 19.—Hankow and Shanghai tea supplies exhausted.

SINGAPORE, FEB. 2.—Grey Shirtings, 8¼lb., $2.95.; White Cambrics, $32. Exchange, 4s. 5¾d.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS

BRYAN—On the 9th Jan., at Colombo, the wife of William Bryan, Esq., Public Works Department, of a daughter.

FRASER—On the 26th Dec., at Cattaratenne Estate, Ceylon, Mrs. John Fraser, of a daughter.

GILFILLAN—On the 18th Dec., at Shanghai, Mrs. J. Gilfillan, of a son.

HOARE—On the 10th Jan., at Kandy, the wife of Arthur Calvert Hoare, Esq, of a daughter.

MONGAN—On the 10th Dec., at Tientsin, the wife of J. Mongan, Esq, H.B.M. Consul, of a son, stillborn.

PAUL - On the 25th Dec., at Cotanchina, Colombo, the wife of Mr. William Paul, of a daughter.

MARRIAGES.

ALLEN—DARE.—On the 8th Jan., at St. Andrew's Church, Singapore, by the Rev. J Alleyne Beckles, Colonial Chaplain. Whitworth Allen, Esq., son of the late J. E. Allen, Esq., of Leytonstone, Essex, to Anne Maria, fourth daughter of the late George Julius Dare, Esq., of Singapore. No cards.

BIRD—MYBURGH.—On the 1st Feb., at St. Peter's, Kensington, by the Rev. J. Lamb, M.A., Fellow of Caius College, Cambridge, Robert Wilberforce Merttins Bird, of the Middle Temple, barrister-at-law, eldest son of Major R. W. Bird, of Barton House, Warwickshire, to Katharine Sophia, eldest daughter of the late Francis Myburgh, Esq, of the Civil Service, Cape of Good Hope.

DE LEVERA - MORGAN.—On the 27th Dec., at Trinity Church, Colombo, by the Rev. A. P. Lovekin, Gerald Fredrick de Levera, Esq., Deputy Queen's Advocate of Kornegalle, eldest son of the late F. de Levera, Esq., C.C.S., to Harriet Josceline, fourth daughter of the late C. A. Morgan, Esq.

DIAS—JAYETILEKE.—On the 28th Dec., at Christ Church, Kornegalle, Ceylon, by the Rev. W. Ellis, William Dias, Esq., M.D., to Eugenia Elizabeth, eldest daughter of Samuel Jayetileke, Modliar of the Governor's Gate and J.P., Kornegalle.

GARDNER—ROWNSON.—On the 10th Feb., at St. Mary's Church, Henley-on-Thames, by the Rev. A. Field, brother-in law of the bride, assisted by the Rev. J. G. Gardner, brother of the bridegroom, Christopher Gardner, Esq. F.R.G.S., F.E.S., of H.M.'s Consular Service, China, fourth son of John Gardner, Esq., M.D., to Sophia Mary, daughter of J. Rownson, Esq., Henley-on-Thames.

DEATHS.

ELPHINSTONE—On the 28th Jan., at Logie-Elphinstone Aberdeenshire, suddenly, in the 88th year of her age, Græme, widow of the late Sir Robert Dalrymple Horn Elphinstone, Bart., of Horn and Logie-Elphinstone, and daughter of the late Col David Hepburn, of Keith-Marischal, East Lothian

GILFILLAN—On the 26th Dec., at Shanghai, Agnes, the beloved wife of James Gilfillan, aged 25.

HELBLING—On the 24th Dec., at Shanghai, Mr James Charles Helbling.

JAMIESON—On the 21st Dec., at Hankow, Colin Francis, the infant son of Robert and Kate Jamieson, aged fifteen months.

JONES—On the 23rd Dec., at Shanghai, Walter Ahmuty Treasure, second son of Charles Treasure and Selina Fanny Jones, aged two years.

MORRISON—On the 10th Dec., at Peking, the Rev. William T. Morrison, of the American Presbyterian Mission.

PASLEY—On the 29th Jan., at Mylnbeck, Windermere, Thomas Malcolm Sabine Pasley, Esq., Captain R.N., aged 40, eldest son of Admiral Sir Thomas Sabine Pasley, Bart., R.N.

TOWSE—On the 1st Feb., at Fishmongers' Hall, Walter Bruce, aged two years and five months, eldest and dearly-loved son of William Beckwith and Rosetta Towse.

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BURMAH AND WESTERN CHINA.

(LEEDS MERCURY.)

It is with almost breathless interest that tidings from Dr. Livingstone in Africa are read in this country. A certain romance attaches to the great explorer, and the country in which he pursues his researches has been invested by the Geographical Society with an interest which, as long as the "fit is on," it seems vain to hope that we can attract to other parts of the earth's surface, though to our countymen the field of enterprise is, as well in a philanthropic as in a geographical and commercial sense, vastly more important; and, moreover, scientifically, quite as instructive as any discoveries which may be made in the interior of Africa, even when the true source of the Nile shall be at length discovered. Except the southern skirt of that continent, the Cape and Natal colonies, Africa has small interest for Englishmen. But with Asia some of our deepest interests are bound up. Fields of commercial enterprise are there open to us—countries waiting to be explored which lie in our path—at our doors, in fact, with population, products, and surroundings to which nothing in Africa can pretend, and yet we neglect exploration; nay, as a Government, we positively decry the efforts of those persons who, in their private capacity, are eager to inquire and explore. In this point of view we know of no more urgent demand at the present moment than the solution of a practical trade route between Great Britain and Western China across British Burmah, from Rangoon. Surely it is possible to arrive at some satisfactory resolve upon this subject. A great deal of very interesting information has recently been published at Shanghai in respect to the rich country lying, south and north, at the head of the Upper Yangtze. The explorers to whose reports we refer, were Mr. Consul Swinhoe, and Messrs. Michie and Francis, deputed by the Shanghai Chamber of Commerce to accompany Mr. Swinhoe. Their testimony as to the fertility and value of the rich provinces of Szechuen and Yunan, however it may be calculated to excite the commercial envy of the Shanghai merchants, is but confirmatory of our previous knowledge of this part of China. But Shanghai is not the natural outlet for the provinces of Szechuen and Yunan. The course of the great river renders it impossible that it should ever be so. The shipping which is destined to supply the wants and carry away the produce of those regions must now pass to and fro across the Bay of Bengal from the Suez Canal, and we will hope that it cannot be long before we see the port of Rangoon thus become almost a second Shanghai. But this rests with our Government. We say our Government, because, though the steps should be taken by the Government of India, the latter is now so deeply absorbed with its financial deficiency that we fear nothing short of an "Imperial" reminder will prove an incentive to action; though here again we are from indulging over much hope. The most doughty champion of the project of opening an overland commercial way between Rangoon and China—Captain Sprye—appears each session, map in hand. Leading representatives of the manufacturing districts who support him challenge the Treasury Bench upon the subject. Survey, Survey, Survey, they cry, and the subject is "mentioned;" but the season is, just then, hardly opportune for its discussion. A disturbance is expected in Cork; the Premier is anxiously preparing a reply to a deputation from a monster meeting held the previous Sunday in Hyde Park; or perhaps, failing these grounds of Ministerial excitement, the venerable fathers of "the Council of India" have shaken *their* heads, have assured their Ducal President that India has trade enough and to spare, and that no more trading facilities are wanted—on the contrary, that there are too many means of commercial communication already, that railways are the curse of the land, and telegraps the invention of Belial himself! We can easily fancy that a Secretary of State so peaceably disposed as the Duke of Argyll may be loth to provoke the ire of these Indian leviathans of his Council Chamber; and rather than disturb them in their grim state, or overrule their "Indian Service" minds, would neglect the wealth of rich Szechuen and Yunan, which, like bunches of ripe and juicy grapes, temptingly hang within reach, ready to be plucked; but which, through circumstances connected either with Ireland, with Hyde Park, or the Council Chamber of the India Office, are kept, year after year, beyond the grasp of our unemployed manufacturers.

THE CHINESE COOLIE TRADE.—*The Times* announces that the Department of State at Washington has received from the United States Consul at Amoy a copy of an important order from the Foreign Board of Peking, which order had not been generally promulgated, but communicated to the Commissioners of Customs of the Treaty Ports The Consul expresses the opinion that under this order the lawful emigration of Chinese to our Pacific coast will be confined to Hong Kong, and it will be unprofitable from other ports on the following account:—"1. Non-Treaty Power merchants are not permitted to open emigration agencies. 2. Non-Treaty Power ships are not permitted to carry coolie emigrants. 3. Coolie emigrants are not permitted to proceed under contract to Non-Treaty Power countries. 4. Only Treaty Power merchants can open emigration agencies; only Treaty Power ships can carry such emigrants, and it is only to Treaty Power countries such contract emigrants can proceed. 5. The coolie traffic is prohibited at Macao."

A telegram from St. Petersburg announces the arrival of the Chinese Embassy in that city.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite The *Civil Service Gazette* remarks.—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition and by a careful application of the fine properties of well-selected cocoa Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

OPIUM *VERSUS* CHRISTIANITY.

(FROM A CORRESPONDENT.)

Of late we have had in the *Chinese Recorder*, from the pens of the missionaries, several articles on Opium. The first is headed "Opium Smoking in China," and after referring to an excellent and most thorough review of this subject published in the *North China Herald* of April 1, 1868, in the shape of a reply to the memorial of Messrs. Jardine, Matheson, and Co., it calls attention to the testimony of D. B. McCarter, M.D., for twenty-five years a medical missionary of the American Presbyterian Church at Ningpo. In a letter to the editor of the *Recorder* he says:—

It would be difficult to estimate accurately the extent to which opium smoking prevails in and about Ningpo; I should judge that it has increased threefold since I came to Ningpo, twenty-five years ago. The number of low dens for smoking opium has fearfully increased since the legalisation of the sale of opium was forced upon the Chinese. As to the effects of opium on the smokers—1st. Physically, it enervates them, gradually undermines their constitution, and very frequently, either from their inability to procure the drug, or from its losing its effects upon them, or (as in several instances that have come under my observation), owing to a resolute endeavour to break off the habit, an incurable opium diarrhœa sets in, and carries off the victim in a short time. 2. Morally it not only undermines the physical constitution, it also blinds the moral senses, and in aggravated or over-confirmed cases there is no depth of meanness or depravity to which the poor wretches will not stoop to stop the insupportable craving for the drug. Two instances have come under my own personal observation where young men who had contracted the habit of opium smoking were constantly involving their friends and relations in disgrace and trouble by their petty thefts and other scandalous expedients to obtain the means of procuring opium, that their own parents with the consent of the — — (here follow two Chinese characters without explanation), caused them to be sewed up in mats, carried down the river, and while the relatives sat down on the banks to witness the deed, had the poor shrieking wretches, begging for life at the hands of their own parents, deliberately placed under water, and, after the lapse of half-an-hour or less, caused the corpse to be taken out and carried off to be buried.

Let us hope that Dr. McCarter, for the sake of humanity, took some steps to prevent the double murder of which he was witness. We must give the testimony of the Rev. Robert Grover, M.D., of the American Southern Baptist Board in Canton; he writes:—

In your note of Sept. 21 you ask my views on the following points:—(1) To what extent opium smoking prevails in the region under my observation? and (2) what is the effect of opium upon those who use it? For the last seven or eight years I have travelled on an average over 1,000 miles a-year by native boats. Never but once have I been on a passage boat on which no opium was smoked. In that boat there were but eight passengers, and two of these confessed that when not travelling they smoked opium twice daily. We may feel safe in saying that at least 30 per cent. of the mercantile class indulge in opium. These men form the bulk of the passengers on the native boats, of which traveller class, though connected with the Yamen, we may say that opium smoking is almost universal among them. I do not think that 90 per cent. would be too high a figure for this class of men. As to soldiers, I should think the opium smokers among them amount to 40 or 50 per cent. The farmers smoke less than any other part of the population; but I am informed that in many places where native opium is cultivated its use is almost universal among the labouring classes. The native drug is said to be much weaker and less injurious in its effects than the imported article. On the whole, I think we should be below rather than above the mark in saying that one-fourth of the adult male inhabitants of China are addicted to the use of opium.

The effects of opium smoking are (1). Physiologically: excitement, caused by nervous restlessnes and talkativeness, sleep, and as one becomes more and more addicted to the habit, loss of appetite, emaciation, a dull leaden hue, stiff movements and gait, obstinate constipation, and occasionally skin diseases. (2) Socially: late rising and *loss of time*, resulting from the time required for smoking and the subsequent sleep, *expense*, gradually exhausting a man's means, and driving him to the greatest shifts to satisfy his craving, such as the neglect of his family, pawning all the furniture and clothes, and selling the children, the *gradual sapping of the strength and vigour*, rendering a man more and more unfit for the duties of life. (3) Morally: testiness and manifestation of anger under provocation, like that noticed in several nervous persons, and I may add that the Chinese say, and not, I am persuaded, without reason, that as the use of alcoholic stimulants tends to make men hot-tempered and violent, so that of opium makes them given to lying, duplicity, and trickery. The habit of opium smoking is more dangerous than that of taking alcohol, on account of the insidiousness of its approach, and the difficulty of escaping from its clutches. This vampire seems to suck all the moral courage out of a man. As to deeds of violence opium must yield the palm to alcohol.

The next article, on the Extent of, and some of the Evils of Opium Smoking, is by J. Dudgeon, M.D., Peking, who writes:—

Ever since the introduction of opium into China, its consumption has been steadily increasing. Previous to 1767 the quantity imported from India did not exceed 200 chests, of 100 cutties each, but in that year it rose to 1,000 chests; in 1800 the importation had reached 2,000 chests; it was in this year that the determined opposition of the China Government commenced. In 1836 the number of chests was 36,000, in 1866, we learn from your journal, it reached over 81,000 chests. These figures tell their own sad tale.

The name Antipien, which is supposed to be of foreign origin, occurs in the Pen Tsuo, and is traceable to the reign of Wan-lich (1596), at which time it is mentioned by one writer under this name. It is thus seen that the drug was well-known in China before the Portuguese and the East India Company tea traffic, the Chinese had long ago discovered its general properties, and had found it of benefit in chest complaints, dysentery and diarrhœa. My own ex-

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perience is limited to a few years' residence in the capital, where the most stringent regulations exist, and where it is occasionally punished, as *e.g.*, when a great crime or calamity occurs, an atrocious murder or a great conflagration takes place, or when new officials succeed to office. Out of the 18,510 patients, of all classes and both sexes, seen at the hospital of the English Mission, Peking, during five years, 634 were opium smokers, with one or two exceptions, *all* men who applied *solely* to be cured of the constant habit. Upon careful enquiry and comparison of statements I find the following may be taken as approximinately true. Among small officials forty per cent are opium smokers, merchants twenty per cent., their courage is not great—apprentices, for the most part from the neighbouring provinces, living with their employers, and who dare not be found neglecting business ; seventy to eighty per cent. of the followers, attendants, and male servants of mandarins. By far the largest number who have applied for relief belong to this class ; the vice stood in the way of their promotion, or their continuance in office ; thirty to forty per cent. of the female attendants of officials ; twenty to thirty per cent. of the fighting soldiery, and the same per centage among the literary class ; fifty per cent. of the eunuchs in the palace, and one of that class who applied for relief told me there were over 3,000, and that they had an opium shop *in the palace*, at the *foot of the throne*. They lately set fire in this way to the Imperial Repository, which is just now being rebuilt ; thirty to forty per cent. of the Reserve Military Force or bannersmen ; four or five per cent. of agriculturists and field labourers ; from forty to sixty per cent. in places where it is grown, as in Shansi. The maximum quantity is two taels, or ounces, in twenty-four hours, and the minimum five candareens to begin with. One mace costs here 600 cash, or nine cents ; in 100 smokers the per centage is about the following : thirty smoke from three to four mace or drams, twenty smoke from two mace, twenty smoke from one mace, twenty smoke from five to twenty or thirty grains, ten smoke one tael or more and upwards.

In this article we have a great many extracts, all of the strangest description possible. I annex a few : Sir. R. Inglis quoted the following in the British Parliament, April 4, 1843. in the opium debate, from the *Batavia Gazette*, being an account by an individual who has visited one of the opium houses. He describes what he saw in what he calls "this anti-chamber of Hell." He saw Malays, Chinese, men and women, old and young, in one house, in mass, in one common horde, wallowing in their filth, beastly, sensual, devilish, and that under the eye of a Christian Government. All speak of its immoral and demoralising effects. They steal, sell property, children, wife, and finally commit murder to obtain it. There is one point of difference, as one observes, between the intoxication of ardent spirits and that of opium. and that is the tenfold force with which any argument against the former applies to the latter. There is no slavery on earth to compare with the bondage into which opium casts its victims. An extract from the letter of an opium smoker says, "The evils of opium are great. Those who love it lose their property, waste their time, destroy their morals, and injure their reputation ; those who have abilities become dull and stupid, their strength and vigour change into weakness and frailty, they fall into a low stage, and sink into the rank of demons. All the bamboos growing on the Southern Mountains would be insufficient to describe all the evils of opium. It would take all the water of the North Sea to wash away the stains of opium from the heart."

A literary man from Nanking, in 1836, said, "Sleeping smokers are like corpses, lean and haggard as demons. It throws whole families into ruin, dissipates every kind of property, and destroys man himself. The youth who smoke shorten their days ; those in middle life hasten the termination of their years. It wastes the flesh and blood until their skin hangs down like bags, and their bones are as naked as billets of wood. When he has pawned everything in his possession, he will pawn his wife and sell his daughters." What did the distinguished Lin write to Queen Victoria ? "In the ways of Heaven no partiality exists, and no sanction is allowed to the injury of others for the advantage of one's self ; and in man's natural desires there is no diversity—all seek life. . . . To seek one's own advantage by other men's injury is abhorrent to the notion of man, and utterly opposed to the ways of Heaven." Hundreds of quotations of this sort might be adduced. Tan-Kwang, the present Emperor's grandfather, said, "It is true I cannot prevent the introduction of the floury poison ; gain-seeking and corrupt men will, for profit and sensuality, defeat my wishes, but nothing will induce me to derive a revenue from the vice and misery of my people." What a noble declaration, when he was urged, in 1844, to legalise the traffic, &c., &c.

If these arguments have no weight with our merchants, I am afraid the pecuniary, social, political, moral and religious interests of millions of inhabitants of China and the Eastern Archipelago will have none.

Further "Notes on Opium ;" by G. J. Dudgeon, M.D.—The following is the substance of a Memorial which appeared in the *Peking Gazette*, 13th and 14th February, 1869, from a censor, in which he prays that the production of the drug may be done away with, as destroying the means of subsistence, and hence the lives of the people. "It is the duty of the State," he says, "to provide for the wants of the people, and this opium is destroying the very foundation on which the State rests. Food is like heaven to the people ; planting opium is like nourishing disease. It entered the country first at Kanliang, and then it spread to Shensi, where it now grows everywhere in abundance. There are in each *hsein* more than 10,000 mow of land, and in the provinces more than one million mow, under cultivation ; and, allowing three mow of land for one man for a year, which is the calculation, there is therefore in each province a deficiency of food sufficient to support some 10,000 men. The root must be removed, if opium smoking is to be abolished ; and in this way only can the people have plenty and life be nourished.

"In Kansah and Shensi, where it was first planted, the people made money, and the mandarins also made much gain from the duty licence ; and this plan they adopted to increase the revenues of a poor appointment. It would be easy to forbid its cultivation if the yamen did not make so much by it. If the great officers of the Government took the matter up in earnest, their action would resemble the sea ; darkness flies away at his rising ; so would it be with opium ;" &c., &c. The Emperor has received this memorial.

Some relate that opium smoking was first practised in the year 1666, but it is only since the commencement of the present century that it has become so widely known and used, and a knowledge of the regular cultivation of the plant and inspissation of the juice has obtained. It has been known as a drug for three hundred years. Its medicinal properties and qualities, botany, and preparation, are described quite minutely by the early writers. Opium is now the staple production of Souchow, the so called garden of China. Formerly the adjoining province of Yunan supplied itself and the neighbouring districts with this drug. In Souchow the poppy has found a genial and well-watered soil ; and by reason of the great internal trade and means of communication a ready market also. The opium produced in this province now supplies all the Western Provinces ; corroborative proof of this may be found in the fact that, compared with other articles imported into the great emporium of Hankow, which is the limit (so to speak) of the foreign drug, it is said that there is a comparatively small import of opium. The native drug is finding its way down the great rivers travelling eastward.

From the observation of several Europeans who have travelled in Manchuria it would appear that the drug is even there, in that remote region, extensively grown. There, as in Szechun, the whole country for miles looks white with the poppy flowers. Since the opening of the Yangtsze to foreign trade it appears that the native drug in the interior has become one-half cheaper, and the number of smokers has been trebled. An acre, at one place, is said to yield 200 taels weight of the drug, and is 20 per cent. cheaper than Indian opium. At another place, also in Manchuria, which is sown on a larger scale, an acre yields only 100 taels weight. At Kirin the cultivation of the poppy is still vaster. About 300 piculs are yearly brought to the market, and some of it is said to be offered for sale in Newchwang ; the native drug is milder, and more highly flavoured than Indian.

The whole of this large native trade is the growth of the last five years. The corruption, indifference, and weakness of the officials and Government permit this ; and, with a soil and climate well adapted for its growth, it threatens to overrun the land. Its cultivation has been unsuccessfully tried in some of the seaboard provinces, owing to the resistance of some of the officials, who found that sufficient land would not be left to produce food for the people. With depopulation rapidly increasing, from famine, poverty, disease, misrule, and the drug itself, the culture of the plant is likely to increase in other parts of China, and strengthen its hold where it now exists. The great increase in its cultivation and consumption is the natural result of its legalisation. Now, opium smokers are free from all risk of decapitation, punishment, or banishment. It is now so much cheaper that the very poorest smoke. Formerly it was confined to the "upper ten."

We wish, for the sake of Christianity and China, merchants and missions, humanity and British honour, philanthropy and population, commerce and capital, that we might see the end of this nefarious traffic. Foreign merchants must look more and more to their manufactures. The opium trade will some day soon pass out of their hands if the Chinese Government take no active measures to put down native cultivation. They will then have cause to regret ever having forcibly introduced an article which has depopulated and impoverished the country, and ruined their own market, the largest in the world, for cotton goods.

The next article is named "A Parable," by some one who is, apparently with reason, ashamed to give his name. He commences, Reader, did you ever hear of the Thugs of India, the ferocious worshippers of the goddess Kali ? Since A.D. 1810, British power has been rigorously exerted to exterminate them. . . . I used to think that I had never seen a Thug, but a dream I had the other day has occasioned horrible suspicions in my mind that these sanguinary devotees are not confined to India, and taught me lessons which I shall leave you to find out for yourself, as I did. In my dream, then, I found myself living in a land where Thuggism prevailed, and was rapidly extending. The tenets and practices of the sect, though of course multiplied by circumstances, were essentially the same as those just described. But poison was substituted for the rope, and with a squeamishness singular enough in men who set so small a value on human life, any other method of violently taking it was regarded as criminal.

(To be continued.)

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THE NEW CONVENTION.—MEMORIAL TO LORD CLARENDON.

THE Memorial of the Committee appointed at the meeting of China merchants, held on the 13th ult., with reference to the revision of the Treaty, has been forwarded to Lord CLARENDON, with a request for an appointment for a deputation to wait upon his lordship as early as possible after the arrival of Sir RUTHERFORD ALCOCK. The Memorial commences with an allusion to the fact that, in anticipation of the revision of the tariff and commercial articles of the Treaty, a variety of information was supplied to Her MAJESTY'S Ministers by the British merchants in China, which it was expected would form the basis of any alterations effected in the Convention; and much disappointment was experienced when it was found that the suggestions made to the Minister were not in any way embodied in the new Treaty. It would have been preferable, the Memorial continues, to have left matters *in statu quo*, as the alterations now proposed constitute no improvement upon the original Treaty. Although in some minor matters concessions have been granted by the Chinese, these are only an equivalent to concessions of much greater importance on the other side. The Memorial next proceeds to consider the results accruing from the opening of new ports, where, it observes, merchants, warned by past experience of land purchases, are hardly likely to settle; and it goes on to say:—

Tea and Silk can hardly be expected to desert their accustomed channels for these new outlets. British manufactures will in all probability be taken to an even less extent than at the adjoining ports, Kiukiang in the one case, and Ningpo in the other; while such traffic as may exist will fall far short of those extensive and regular transactions which alone can repay the cost of foreign establishments. So long as access to China can be procured only by resorting to specific ports, every new one that is opened must be reckoned as something gained, even though the commercial results should prove insignificant. But your memorialists entertain a decided opinion that the object to be aimed at by British diplomacy is less to multiply the number of these fixed resorts than to obtain a general right of travel and settlement for the peaceful trader. How little this desideratum is accomplished by the Convention is sufficiently shown in the somewhat humiliating provisions of Supplementary Rule 7. It must be remembered that besides the expensive Consular and foreign Custom House establishments called for by the opening of a Treaty Port, foreigners commencing business there are practically obliged to purchase land, and build houses and warehouses at a heavy outlay, since they are restricted to a special concession of ground on which such conveniences rarely exist, or where from the absence of competition to sell or let the native owners soon learn to exact excessive prices. This property it becomes difficult or ruinous to abandon, should the trade prove unsuccessful, as has already been the case at several Treaty Ports. Whereas, if British subjects were permitted to trade with their goods from point to point as openings offered, they might avail themselves of native buildings, establish inexpensive agencies, and enjoy facilities for fostering the small beginnings of trade in promising localities. Consular establishments and Foreign Inspectorates at the leading centres of business could then be made to suffice; and if the desire to extend peaceful intercourse really existed on the part of the Chinese Government, it ought not to be difficult to settle the regulations required to work it successfully.

Allusion is next made to the remaining concessions so called, which in many cases the memorialists regard more in the light of restrictions. If the bonded warehouses now permitted to be established are to be owned by the Chinese Government, few would think of leaving their merchandise in the custody of native officials, leaving out the question of a difficulty in obtaining insurance against fire. The remaining stipulations are summed up in the following brief remarks:—

British subjects are already permitted to visit "all parts of the interior under passports," and may "build or open houses, warehouses, churches, &c." Article XIV. of the old Treaty authorises them to hire boats and coolies without restriction of place. On the other hand, the present Convention prohibits steam vessels (perhaps the most effectual agency in opening up China), as well as the use of any private or national flag in the interior, and restricts residence to renting for short periods inns or private houses, on which merchants are not even at liberty to display their business, name, or designation. Shipbuilding materials of foreign origin have hitherto been admitted free of duty, under the heading of "ship's stores," specified in the Treaty of Tientsin, though now to be restricted to such as are used for repairs only—a restriction likely to lead to much difficulty and dispute. The reduced duties on such small matters as watches, tin plates, pepper and timber may perhaps relieve foreign trade to the extent of £3,500 per annum; while the remission of all duty on foreign coal and guano may involve an amount of £3,200 per annum. The provisions designed to develop the production of Chinese coal may gradually become of service, although hitherto the coal has been found of very inferior quality. Foreign grain (*i.e.*, rice) is already admitted duty free under the Treaty of Tientsin, and its re-exportation without paying export duty rectifies a practical injustice, which could only have brought in an inappreciable sum to the Custom-house. Such, on a careful examination of the Convention, are all the articles which your memorialists can discover as professing to confer benefits upon British trade.

The Memorial then enters upon a new branch of the subject, and proceeds to the consideration of the additional restrictions upon British trade which are imposed by the supplementary convention. Passing by the Opium Duty question, the increased export and transit duty on Silk and the new provisions with regard to the payment of duties upon Cotton and Woollen manufactures are alluded to; and from the observations upon these heads we extract the following:—

Your Memorialists cannot but regard it as an economic mistake to have assented to the artificial raising in price of this important raw material, at a time when exceptional causes have for some years past lessened the supply and enhanced its cost. From these unforeseen causes manufacturers in this country and on the continent have been conducting their business at a disadvantage, which would be increased by any further addition to the cost of raw silk. It has been alleged that the duty is raised because it had fallen materially short of the 5 per cent. *ad valorem*, which is the basis of the tariff. It can hardly be considered equitable, however, that the present exceptionally high prices should govern a readjustment of the duty. In former years silk ruled at a price which made the 10 taels duty a much nearer approach to 5 per cent. *ad valorem*, and should the disease now prevailing among the silkworms in Europe disappear, prices may revert to their old standard. It may fairly be demanded too that if the silk duty is to be revised because it is proportionally too low, the tea duty ought to be revised because it is proportionally too high, being at present something like 12½ per cent. upon its cost. The addition to the Imperial revenue from the extra 10 taels duty on silk may be estimated at £140,000 per annum. Assuming that the inland charges have hitherto amounted to only half the export duty, the extra five taels to be levied under the name of transit duty would amount to £70,000, making a total benefit of £210,000 per annum conceded to China by this one article of the Convention. In the preceding remarks a comparison has alone been made between the duties strictly leviable under the existing treaty, and the increased charge proposed by the new Convention. But it is well known that silk is already burdened with a much higher scale of taxation than the recognised tariff; and the illusory character of the remedy promised by the Convention for such exactions—namely, a return of the amount upon sufficient proof—may be estimated by the following particulars. Mr. Fitzroy, formerly Commissioner of Customs at Shanghai, in his official report, dated March 15, 1867, says that silk coming from the interior to Shanghai pays more than 30 taels per bale (equal to 37·50 taels per picul) as transit dues. Foreigners, to escape this excessive levy, took out transit passes at 5 taels per picul. It now appears that the Chinese have met this move by taxing the native dealers in silk instead of their produce; and licences to trade are issued to them at the rate of 26 dollars on every bale of raw silk, and 86 dollars on every bale of thrown silk passing through their hands, or equal to about 18·6 taels and 26·8 taels respectively per picul.

Of even greater interest to this country, and especially to our manufacturing districts, is the provision which enacts that cotton, linen, and woollen goods and cotton mixtures are henceforward to pay import duty and transit duty together to the Custom-house at the time of importation, instead of the former system, by which import duty alone was paid by the importer, and the transit duties adjusted as the goods passed on to the marts of the interior. If it could be shown, as the even probable operation of this change, that foreign manufacturers, from the simple fact of their being foreign, could pass freely and untaxed throughout the eighteen provinces of China, freed by the one extra payment at the port of entry, the new system would be a real boon to trade, and would be most cordially welcomed by your Memorialists. But a twofold objection here presents itself: first, that the Convention does not profess to do so much as this; and, secondly, that there is no guarantee offered, nor even provision suggested, for the effective fulfilment of what it does profess to accomplish. The Convention simply provides that the goods are to circulate freely in Treaty Port Provinces without certificates; but it appears that whenever they leave such province, and reach their declared destination, they become subject to any imposts that the local authorities may think proper to levy. The Treaty Port Provinces are only eight (or with the new port of Wuhu, nine) in number, and the effect of the regulation will be to discourage the use of British manufactures in one-half of China. Instead of being a step in advance, this stipulation is a distinct forfeiture of a former treaty privilege, for the Treaty of Tientsin provided that British subjects desiring to convey goods to an inland market might exercise the option of paying a transit duty of 2½ per cent. "on payment whereof a certificate shall

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be issued which shall exempt the goods from all further inland charges whatsoever." It is true that the bad faith of the Chinese has made this article generally inoperative; but it will not be denied that the object of British policy should be rather to ensure a better observance of existing privileges than voluntarily to abandon them when once acquired. The second objection above referred to is that a compulsory payment of transit duty by the importer will fail to protect the goods so charged from further exactions, even in the Treaty port provinces. The chief markets of the interior are found in the regions watered by the two great rivers, the Hoang-ho and the Yang-tsze with their tributaries, amid which exists the most extensive system of waterways in the world. These serve to irrigate an area of five hundred thousand square miles, and afford the principal means of communication to a population exceeding one hundred millions. British manufacturers have hitherto done little more than reach the outskirts of this vast territory. To the people beyond, their heavy cost becomes nearly prohibitory, owing partly to charges of transmission, but mainly to multiplied local transit dues levied at successive barriers on the way from the port to the interior, and to other internal taxation. This system of taxation is deeply rooted in the usages of the country; and its main evils consist in the excessive amount of duties repeatedly paid in the course of a lengthened journey, and in the mode of levy, which is often capricious, arbitrary and uncertain, not regulated by the central authority at Peking, but by the edicts of provincial governors, or even of subordinate local authorities. The convention in stipulating for the additional compulsory payment of 2½ per cent. at the port of entry makes no practical arrangement whatever for the abatement of these evils, and offers no system of redress in the certain event of their continuance. Merchants are invited to rely upon an engagement of the same Government which has so signally failed in keeping previous promises; and they may be pardoned for showing some suspicion that the new article will not be better observed than the old. Indeed, it has always been feared by your memorialists that even if the Central Government really desired to abolish all internal dues in the Treaty port provinces, they would have difficulty in doing so. The provincial authorities have to provide their own revenues without subsidies from Peking, and it will not be found an easy matter to make them forego a convenient and accustomed method of raising funds by taxing foreign commodities. If your Lordship were able to assure the mercantile community that Government possessed or were prepared to exact effectual guarantees for the fulfilment of this stipulation, the case would be altered; but the mere written engagement of the Chinese Government can scarcely be considered of more value now than in 1858, or than in all the years that have intervened up to the present time.

For the foregoing reasons your Memorialists look upon the compulsory payment at the port of entry of the 2½ per cent. transit duty as likely to prove an additional impost on British manufactures in the nine Treaty provinces, while the right of exemption which we now possess from further exactions in excess of the transit duty throughout the rest of China is relinquished. On reviewing the whole of the foregoing fiscal alterations, it will be seen that while the concessions yielded by the Chinese amount to only £6,700 per annum, those granted to them amount to £790,000 per annum, or, omitting the tax on Indian opium, to £380,000 per annum, the great bulk of which will have to be borne by the trade of this country.

After a brief allusion to the provisions of the new Convention referring to tonnage dues, joint courts in Custom-house cases, and the cashing of drawback duty certificates, the memorial proceeds to show the disadvantages which would accrue from the proposed establishment of Chinese Consulates. It is maintained that a recognised Chinese consul resident either in Hong Kong or any other British colony would more probably take advantage of his position to "squeeze" and annoy rather than to protect his fellow-subjects, and in this he would be aided by the circumstance that their families and connections in China would be entirely under the control of Chinese officials. Thus the effect of the stipulation would be to give the Chinese Government undue control over the native merchants of Hong Kong. The memorial then proceeds to notice the probable operations of the alteration in the "most favoured nation clause," with reference to which it observes:—

> For the first time, it is proposed to give back to China a portion of its former concessions, as the price of new privileges; and in this policy the concurrence of other nations has to be sought. But the negotiators have overlooked the consideration that while on this occasion it is Great Britain that fixes the terms of the new arrangement, on the next revision of a Treaty it may be some other Power, and that Power possibly unfriendly or at least indifferent to our interests. Yet by its own act Great Britain would not be free to claim the privileges obtained by its neighbour, unless it took them with all the accompanying disabilities and restrictions. The case will be made more intelligible by an illustration or two. Let the instance be taken of a Treaty Power largely interested in the silk trade with China, but with a very trifling interest in tea. Its Government might think it advantageous to arrange with the Chinese that there should be no export duty on silk, allowing them as a compensation to double the duty on tea. The subjects of this power would then get their silk free of duty, but when British subjects claimed the same privilege, Article I. of this Convention would be quoted by the Chinese to show that if they wished to enjoy it, the accompanying condition must be that they pay double duty on tea. And as this condition could not possibly be assented to, the entire silk trade must pass into the hands of other countries, with whose merchants British buyers would be unable to compete. Or take the case of another Treaty Power which has no trade with China, but is mainly anxious for a political standing and influence in that country. Supposing such a power were to negotiate the right of audience from the Chinese Emperor, abandoning in return the right of access to the Yangtsze and the whole of the interior, which is of no practical importance to its subjects. Great Britain with its vast trading interests could not assent to such a sacrifice, and yet without it could not enjoy the privilege conceded to its neighbour, which would thenceforward possess an undoubted pre-eminence at Peking, and in the estimation of native politicians occupy the first place among other nations. It might even suit the policy of Chinese statesmen to take up some of the smaller Powers and grant them exclusive privileges in return for their abandoning Treaty rights of great moment to others, though of none to themselves. In short, in this article may be discovered the germs of much present embarrassment and of eventual disagreement of the most serious nature, both with China and with those Western Powers whose friendly and united action has hitherto been a guarantee for peace and security to residents in China, and has become essential to the permanence and development of their trade.

In conclusion, the Committee's views upon the Convention are summarised in the following remarks which, it will be noticed, fully bear out our own observations made at the time when the provisions of the revised treaty were first published:—

> Your memorialists desire respectfully to state that in their opinion the benefits proposed to be conferred upon British trade by this Convention are wholly inadequate to counterbalance the disadvantages involved in the withdrawal of rights and privileges secured by former treaties, and the imposition of the additional duties to which we have taken exception. We have shown that the concessions to China are either in the form of a money payment, or they are the relinquishment by this country of valuable commercial or political privileges; while the equivalents offered, with the trifling exception of the duty on some minor articles, are either nominal, or they are plainly of equal advantage to the subjects of both nations. The Convention forms the first distinct evidence of a retrograde policy in China, than which nothing can be more unwise, looking to the pains and sacrifices with which our present commercial position has been attained. In this labour of a generation Great Britain has ever taken the foremost place; and as she has sought no special privileges for herself, all Foreign nations have reaped the benefits of her enterprise. To abandon any of the advantages thus acquired seems to your memorialists most suicidal; to hold them at the pleasure or subject to the intrigues of possibly unfriendly neighbours, not less so. In these considerations your memorialists find additional and cogent reasons for urging a reconsideration of much that has a place in the Convention. They will be glad to have the opportunity of explaining in personal conference any point on which it may be possible to give fuller or more distinct expression to their views. They must repeat, however, that if alteration is found impossible, they are convinced it would prove more advantageous to the interests of this country to fall back upon the Treaty of Tientsin, while requiring a better observance of its provisions.

THE "SPINDRIFT" AGAIN.

MORE correspondence about what *The Times* calls "The shameful wreck of the *Spindrift*." The term is a strong one, but not too strong; the loss of this fine vessel was as shameful to those responsible for her safety as the subsequent proceedings have been disgraceful to the tribunals on whom devolved the duty of investigating into and punishing the neglect it arose from. When the result of the inquiry became known, we expressed a hope that English shipowners and underwriters would not allow this mockery of judicial inquiry to pass unchallenged; nor have they. The Committee of LLOYD'S have addressed a letter to the Board of Trade, asking for an explanation of the grounds on which the captain and pilot had been so leniently dealt with, inasmuch as all the inquiries that had taken place had failed to elicit one reasonable excuse for the loss of the ship. This letter was forwarded to the Elder Brethren to be answered, and their reply is a model of self-sufficient imbecility. "Elder Brethren," indeed! far advanced, we should say, in their second childhood. They presume, in the first place, to lecture the Committee of LLOYD'S for interfering at all, on the ground that "parties interested in a question ought not to constitute themselves its judges," and go on to insinuate that the Committee are actuated by revengeful feelings in consequence of the magnitude of the loss sustained. Then, relapsing from impertinence into puerility, the Elder Brethren state that they have ascertained that the night was not so fine as it had been represented, but, on the contrary, was "a very deceiving one;" and that although it was a starlight night, and clear to seaward, there was some haze or mist about the Dungeness light. The Committee of LLOYD'S naturally decline to receive these as satisfactory reasons for acquitting the captain and pilot of a serious charge, but we suppose they are powerless to do more than express their dissent. Our own impression is, that the sooner these Elder Brethren are superannuated, and their duties entrusted to more competent hands, the better.

WE understand that the owners of Hong Kong property intend to memorialise Earl GRANVILLE specially on the subject of the second article of the new Convention, which provides that "China may appoint Consuls to reside at all British ports." In the case of Hong Kong it is deemed to be a most

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injurious step, and would tend to subvert the authority of the English Government in that island, and also be injurious to the trade of the port generally. It will be remembered that Mr. WALKINSHAW was very urgent in deprecating this measure at the meeting of China merchants on the 13th ult., and we think that the force of his remarks was not sufficiently appreciated at the time.

Monetary and Commercial.

The prospectus of the Colombo Gas and Water Company has been issued with the following influential list of directors:—Sir Samuel Canning, C.E., F.R.G.S., Arthur Pratt Barlow, Esq., Director of the Great Western Hotel Company; Thomas Glen, Esq., Director of the Hong Kong and China Gas Company; Lieut.-Col. Alfred Pearson, Junior United Service Club; Major W. S Suart, R.E., Director of the Hong Kong and China Gas Company, and the Bombay Gas Company. Committee in Colombo: Alfred Wise, Esq. (Messrs. Geo. Stewart and Co.), G. S. Duff, Esq., Oriental Bank, Colombo; John Thomas White, Esq. (Messrs. J. M. Robertson and Co), Robert Dawson, Esq. (Messrs R. Dawson and Co.). The capital is fixed at £75,000, in shares of £10 each, of which £10,000 has been subscribed in Ceylon, being a good guarantee of the success of the company. The attention of the directors will be first directed to gas, a grant having been obtained from Government of exclusive rights. Other advantages have also been secured from the Municipal Council of Colombo. Contracts for laying down the works have been made with Messrs. Laidlaw and Son, Glasgow, within eighteen months. The scheme has been well and carefully considered, and the estimate of customers is moderate, considering that the levelling of the old Fort walls at Colombo will largely increase the number of houses requiring gas. The local committee in Colombo, comprising members of first-class firms, is a security to the shareholders in looking after the interests of the company on the spot.

The Marseilles, Algiers, and Malta Telegraph Company (Limited) has been announced in connection with the Anglo-Mediterranean and the system of submarine telegraphs in alliance with that company's route. The capital is £200,000 in 20,000 shares of £10 each, of which 18,000 shares are for subscription. The object of the company is to establish and work a direct line of telegraph from Marseilles, Algeria, and Malta, in accordance with a concession granted by the French Government under Imperial decree, and which has been assigned to the company. The company's lines, it is stated, will afford to the traffic between France, Egypt, India, the French colony of Cochin China. China, and Australia (which would otherwise have to traverse 1,300 miles of land through Italy), the same reliable communication with those places as Great Britain will possess by means of the Falmouth, Gibraltar, and Malta Telegraph. With termini at Falmouth and at Marseilles, and with the duplicate lines of the Anglo-Mediterranean Company already existing between Malta and Egypt, it is believed that the system of direct submarine telegraphs between England and France and the East will be placed in a position to completely satisfy the wants of the public. The subscription list has been closed, and the applications are said to have been to a satisfactory extent.

It is stated that the Board of the British Indian Extension Telegraph Company have under consideration the question of altering the Indian terminus of their cable to Singapore, and that the line will probably be laid from Madras to Singapore, instead of from Ceylon to Singapore, with the object of availing themselves of the superior telegraph communication existing between Madras and the other Presidencies.

The question of division of Brokers' Commission in the tea trade has not yet been brought to a settlement. A few more dealers have joined the compact for *not* paying the half commission, which now includes the following firms:—Messrs. Peek, Winch and Co., Travers, Staines, Moffatt, Harrisons, Mears, Rowley, Wilson, Edwards. A meeting has been called for to-day to endeavour to settle this *vexata quæstio*.

The amount of bullion by the P. and O. Company's steamer *Ripon*, from Southampton on the 5th inst., was, in gold, to Galle, £425; to Bombay, £500; to Madras, £1,121; to Alexandria, £10,000; in silver, to Penang, £8,990; to Singapore, £56,323; to Shanghai, £179,150; total in gold, £12,046; in silver, £244,463.

In consequence of the sudden death of Mr. Thornton the following circular has been issued by Mr. Homan, his partner in the firm of Thornton. Homan, and Co., Bradford:—

"It is my painful duty to announce the death of my esteemed friend and partner Mr. Charles Hermon Thornton, which occurred on Sunday, the 23rd inst. It is due to the memory of one who was justly esteemed as a prudent, upright, and honourable merchant, to say that during my recent visit to America and subsequently, nothing whatever transpired either in the business of the firm or in Mr. Thornton's private affairs to cause the deep despondency he laboured under, and the aberration of mind that ultimately led to his sudden death. The business will be continued as heretofore. Mr. Emile Weile, who has for several years held a confidential position in our house, is authorised to sign the name of the firm by procuration."

The joint liabilities of Messrs. William Clare and Sons, cotton brokers, of Liverpool, who were made bankrupts on the 28th Dec., are stated to be £89,490; those of Mr. W. L. Clare £34,175; and of Mr. J. L. Clare £37,907. A resolution has been passed to suspend further proceedings in bankruptcy, but needs confirmation.

The failure is announced of Messrs. Scott and Gilmour, coal masters, of Glasgow. The liabilities are said to be about £150,000. The assets are not yet known.

Messrs. Leveson, Lewis, and Co. have issued an elaborate series of tables, showing the exports from Singapore and Penang for the past ten years.

The Crown Agents for the Colonies have accepted tenders for £25,000 in bills on the Government of Ceylon, at 1s. 11 9-16d. per rupee, showing no alteration from the last tenders.

Telegrams from Hong Kong announce that the Hong Kong and Shanghai Banking Corporation will distribute a dividend of 6 per cent. for the half year, $100,000 added to the reserve fund and $40,000 carried forward.

With reference to the China Submarine Telegraph Company (Limited), it is announced that the transfer books will be closed from the 14th until the 17th inst., for the issue of the further capital of £300,000, authorised by the general meeting, held on the 7th ult., for the construction of the Hong Kong and Shanghai section of the line.

The Ceylon Company (Limited) invite applications for £150,000 of Five per Cent. Debentures, being the issue for this year. They will be granted in sums of £100, and be made payable to bearer or order. The uncalled capital of the undertaking actually subscribed amounts to £421,580, to which sum the Debentures to be issued are restricted.

The following circular has been issued by the directors of the Oriental Hotels Company (Limited), who expect to reconstitute the Company and carry on the hotels at Galle, &c.:—

"The directors regret to inform you that they have, after serious consideration, and under legal advice, found it necessary to apply to the Court of Chancery for an order to wind up the Company. In the last annual report it was stated that, owing to 'increased expenditure and diminished receipts, the board have been unable fully to meet the instalments due to the contractor at their due dates.' Having, however, made large reductions in the London expenditure, Mr. Perry, the contractor, having continued to act with the forbearance and good feeling which has all along characterised his conduct, and looking forward to considerable profit during the coming season in Egypt, they had hoped to have been able to meet current liabilities as they occurred, and to see their way to pay a portion, at any rate, of their principal debt. These hopes have, however, proved fallacious; the Egyptian season, although not yet concluded, and not profitless, has failed to yield the amount anticipated; and finding themselves unable to meet the interest due on the 1st instant to debenture-holders, together with various other charges, they have reluctantly come to the conclusion that in the interest of all concerned they have no other resource but to wind up. In announcing this conclusion, the board desire me to state that they trust, with the consent of the various parties interested, it may yet be so arranged that no loss may fall on the debenture-holders and creditors, and that possibly some portion of the original share capital may be saved."

ARTICLES OF IMPORT.

TEA.

Messrs. A. Capel and Co. report as follows:—

The market has been much quieter during the fortnight. The arrivals have been very large, and the trade have held aloof from buying, waiting to see whether importers would give way in price, but the Teas generally have been very firmly held, especially the grades above good common, as it is evident that the exports from China have been raised to the present point by the shipment of a large quantity of low Teas, some portion of which will, we think, be found to be too low for use for home consumption. Prices have on the whole been steady, the only reduction being a fractional decline in the prices of low and common congous, of which there have been large quantities in the recent arrivals. The official returns of duty-paid and exports published by the Customs authorities for the year 1869 give a total of 146,459,178 lbs., 111,852,396 lbs. being duty-paid, and 34,606,782 lbs. being export. The stock in the United Kingdom on the 31st ultimo was estimated at 89,800,000 lbs. against 101,366,000 lbs.; the quantity afloat at 47,440,000 lbs. against 29,898,000 lbs.

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The following is from Messrs. Shepard Harrison, and Rehden's Circular:—The heavy arrivals within the past fortnight have offered a poor selection, the bulk consisting of low to good common Congou; this has caused increased attention to the better grades, and a further advance of 1d. per lb. has taken place in fine Congou; medium to good medium is also firmer, many importers having withdrawn their teas. Latest advices from China report supplies at the shipping ports to consist of unusually low quality. For export to the Continent there has been little or no buying; to Canada orders have come in slowly. Deliveries for the month are most satisfactory, as follows:—

	1870.	1869.
Home consumption for London from 1st to 31st Jan.	6,523,000	6,838 000
Export do. do.	1,520,000	2,085 000
Sent coastwise do.	4,180,000	2,703,000
Total,	12.223 000	11,626,000

BLACK.—Of the grades below common the quantity offered has been very large, chiefly of black leaf. Siftings, of red leaf, with all faults, have sold at 5½d. to 6d., leafy kinds at 9d. to 10d. per lb.; siftings of Tayshan leaf at 6d., and leafy to ordinary common at 9d. to 10½d. per lb.; leafy kinds black leaf, low quality (re-dried Shanghai packed), 7d. to 9d. per lb. Inferior to good flavory red leaf kinds, as well as brisk Saynne and Kaisow kinds rule at 1s. 0½d. to 1s. 1d. per lb., and it would appear little regard is paid to relative value, demand continuing "for price;" medium to fine Kaisow has been more inquired for, and a few parcels of early import have sold at 3d. to 4d. per lb. more than was obtainable during December. Finest Kaisow commands extreme rates, 2s 4d. being refused for the well known Kum Chune chop. Tayshan-leaf: The bulk of supplies to hand has been below the grade of common. Black leaf: Good common, in public sale, sold at 1s. 0½d. to 1s. 0½d per lb., which is the ruling quotation; for preferable to medium there has been a better selection at 1s. 0¾d. to 1s. 3d. per lb.; good medium, with Pekoe flavour, at Ooanfa kinds, at 1s. 5d. to 1s. 7d., still show good value, and fine and finest have further improved, as the supply is now very moderate. Souchong has sold at a further decline; good common to fair at 1s. 1d. to 1s. 2d; medium kinds, 1s. 3d. to 1s. 4d.; good medium to fine, 1s 5d. to 1s. 7d.; fineat, 1s. 8d. to 1s. 10d. per lb. Oolong: Demand has been limited for export. Scented Teas: Canton Orange Pekoe has been heavy of sale. Caper: Transactions have been on a more extended scale, at further reduced prices, and clean quality is now obtainable at 10d., fair to good at 11d. to 1s. per lb.; of good medium to finest the market is barely supplied. Foochow Orange Pekoe: Fine and finest have been in request at full prices.

GREEN.—There have been further heavy arrivals, including the Teen Mok, and other well-known Chops of Moyune. The limited business has been at 3s. to 3s. 4d. per lb. for No. 1 Gunpowder, 2s. 2d. to 2s. 4d. for No. 1 Imperials, 2s. 6d. to 2s. 10d. for No. 1 Young Hysons, 2s to 4s. for No. 1 Hysons, other grades in proportion. For Shanghai packed, mostly Japan and Fychow leaf, the invoices offered at public sale on 1st inst. sold at lower prices. Ping Sueys have been in smaller supply, and the few invoices free from woody smell have maintained the late rates.

Messrs. Kinnear, Hawes, and Hertz report as follows:—The very heavy imports we have had within the last fortnight induced dealers to try to establish a lower market, but nearly all bids under former quotations for teas of quality have been refused by holders, who seem disposed to wait out such temporary disorganisation—a very natural consequence of these large arrivals. Common Black-leafs and other common Shanghai kinds command very little confidence in the face of large quantities already at hand, and in anticipation of further reported heavy shipments of these sorts from China; they slowly decline in price. In Red-leafs the commonest grades are more difficult of sale, and about ¼d. per lb. easier.

SILK.

The following is from Messrs. Kilburn, Kershaw, and Co.'s Circular:—The market has become rather quiet, and the trade appear disposed to pause awhile after their large purchases of the preceding two months; at the same time, prices which stiffened during January under the daily activity and excitement of the market, have in no way shown weakness, and so far as China Silk is concerned, are certainly as high, and desirable qualities as much sought after, as at any period during the rise. There is now an advance from the lowest moment in October of 3s. to 4s. on China Silk, 4s. to 5s. on Japans, and 1s. to 1s. 6d. on Cantons. The demand for Chinas has been and still is more general than for any other class, and Taysaams especially, which have been exceedingly scarce all through the season, still commanded extreme rates. The quotations are:—Tsatlees, 30s. 6d. to 31s 0d. for best chops 3's.; 27s. 0d. to 28s. 0d. for best chop 4's; 26s. 6s. for Red Peacock; 23s. 6d. to 26s. 0d for common 5 to good 4. Taysaams, 24s. 6d. to 26s. 6d. for good to best No. 1 Kahings; 23s. 0d. to 25s. 0d for 9, 12 Moss and Taikai. Hainin, 27s., 26s., 25s., for No. 1, 2, and 3 Fatmows. Japan Silk is the only Silk showing easier rates, speculators who supported Mybash to the high rates of last month having now neglected it again, sales are only possible at 1s. to 1s. 6d. decline; but holders are very disinclined to make any concession at all. In Canton Silk there has been less doing during the last two or three weeks, and the article is just now decidedly quiet, but prices are fully maintained. Deliveries of all Silks were very satisfactory in January, being 3,351 bales China, 643 bales Canton, 603 bales Japan, 493 bales Bengal; total, 5,090 bales. And from 1st to 8th inst., 965 China, 127 Canton, 189 Japan, and 161 Bengal; together, 1,442 bales.

COFFEE.

The supplies of Plantation Ceylon at the public sales have been somewhat more extensive than of late, but still have not exceeded the requirements of buyers; the market has therefore exhibited throughout a moderate degree of activity, and prices have shown but little variation from those current for last mail. The quantity afloat is 38,355 cwt. less than at the same time last year, and 16,880 cwt. less than in 1868. The latest prices paid at the auctions were: Triage, 47s. to 54s.; ordinary, 57s. to 58s.; fine ordinary gray 64s. to 65s. 6d.; small. 64s. to 67s.; low middling dull, 71s. to 72s.; bold gray, 73s. to 74s. 6d.; middling bright colourv, 76s 6d. to 79s.; bold ditto. 80s. to 85s.; Peaberry, 79s. 6d. to 84s. By private contract 150 casks are reported sold at full prices. For native Ceylon there was a very active enquiry for some days following the date of our last report, but it has since subsided and there is now little doing; holders are, however, firm, and previous rates are well maintained; the prices realised have been garblings, 15s. 6d. to 25s.; ordinary and small, 48s. to 53s. 6d.; barely good to good ordinary, 54s. to 57s.; fine ordinary, 59s.; good bold, 60s. to 60s. 6d.; fine ordinary bright yellowish, 60s.; fine bold ditto, 83s. 6d. to 65s.; pea-berry 58s. to 61s. By private contract we note sales of about 2,500 bags, good and fine ordinary at 56s. to 58s., and 25 casks bold at 60s. For arrival 1,000 cwt. have been sold at 59s., and 500 bags at 58s. The quantity afloat is 43,374 cwt. less than at the same time last year, and 32,416 cwt. less than in 1868. The market for East India descriptions, other than Ceylon, has been quiet, and the only sales reported consist of 245 bags mixed Singapore out of 387 bags offered at 40s., and 520 bags by private contract on private terms. Of Manila, 988 bags greenish were offered and bought in at 57s. to 58s.

The quantity of Ceylon Coffee afloat for Great Britain on the 7th Feb. was as follows:—Plantation, 150,570 cwt., against 188 905 cwt. at the corresponding date of 1869; Native, 13 699 cwt., against 57,073 cwt. The quantity afloat for the Continent was—*nil*, in both years. The quantity of Coffee landed in the five weeks ended Feb. 5, 1870, was of Ceylon, 2,713 tons, against 1.855 tons during the corresponding period of 1869; of all descriptions, 3.198 tons, against 3,591 tons. The quantity entered for home consumption was, of Ceylon, 974 tons, against 1,088 tons; of all descriptions, 1,751 tons, against 1,853 tons. The quantity exported was, of Ceylon, 2.339 tons, against 1,633 tons; of all descriptions, 4,103 tons, against 3 306 tons. The stock on Feb. 5, was, of Ceylon, 13,199 tons, against 10,129 tons; of all descriptions, 21,316 tons, against 17,652 tons.

SUGAR.

Following our last report, a better inquiry was experienced, and the trade being short of stock, a more general demand was looked for; this has not, however, been the case, and the market is now extremely dull at prices rather in favour of the buyer, especially for grainy sorts, of which the supply has much increased. The transactions comprise 2,000 bags Penang, strong brown 34s. to 34s. 6d., soft greyish yellow 36s. to 36s. 6d.; and 74,000 bags Manila Muscovado 25s. to 26s. 6d., clayed 28s. 6d. to 30s. per cwt.

The quantity of Sugar landed in the five weeks ended Feb. 5. 1870, was, of Penang, 67 tons, against 674 tons in the corresponding period of 1869; of Manila, Java, and China, 3,469 tons, against 3 838 tons; the quantity entered for home consumption was of Penang, 407 tons, against 138 tons; of Manila, Java, and China, 3 474 tons, against 987 tons. The quantity exported was, of Penang. 19 tons, against 9 tons; of Manila, Java, and China, 175 tons, against 10 tons. The stock on Feb. 5 was, of Penang, 1,971 tons, against 856 tons; of Manila, Java, and China, 35,610 tons, against 33,801 tons.

CINNAMON.—Owing to the approach of the periodical sales, which are announced for the 28th inst., there is not much disposition to buy. Only 50 bales in auction were all disposed of, fourth sort at 2s. 1d. to 2s. 2d.; third; 1s. 2d. to 2s. 6d.; second, 1s. 5d. to 3s. 2d.; first, 3s. 4d., superior 3s. 6d. per lb. Of Chips, 721 bags sold, bark 2¾d. to 3¼d., ordinary mixed chips and pieces 3½d., good pale thin 6¼d. to 6¼d. per lb.

COCOA-NUT OIL.—There has been a moderate business in Ceylon during the interval at unchanged rates, the quotation being still £42 to £42 10s. The quantity of Ceylon afloat for Great Britain on Feb. 5 was 38 801 cwt., against 53,957 cwt. at the corresponding date last year, and 33 320 cwt. in 1868.

CUTCH.—The dulness in the market for this import continues; the only business during the interval has been some small private sales at 26s. 6d. per cwt., 164 boxes having been offered at public sale, and bought in at 27s.

CAMPHOR.—About 100 cases China have been sold at 82s. 6d. to 85s., showing no alteration from our last quoted rates. In Japan there has been no business on the spot, but transactions afloat are reported at 87s. 6d.

COIR GOODS.—The last sales were moderate and went off with better competition at firmer prices. 131 tons Ceylon Yarn in dholls nearly all sold, very common to common £22 to £26, good common to medium £27 to £29 5s., good medium to good £30 5s. to £35 5s, 14 bales sold, good £35 5s., fine £42 10s. 20 tons Ceylon Fibre sold. good £27 5s., medium £20 10s., common £15, chiefly damaged at £8 15s to £9, fourth class £4 to £5 10s., 350 bundles brush and bristle sold at £25 to £26 5s., 12 bales Singapore sold at £28 5s.

ESSENTIAL OILS.—Of 18 cases Cassia, 6 cases sold at 5s. 1d. to 5s. 2d.; the remainder bought in at 5s. 3d. to 5s. 6d. Of 8 cases fine pale Nutmeg, 2 cases sold at 9d.; 10 cases Star Aniseed chiefly bought in at 9s., and 2 cases common Cinnamon at 1s. 2d. Of 57 cases Citronella, 31 cases sold at 2¾d. to 2¼d.

GAMBIER.—The improved demand noted in our last has been maintained, and prices have again stiffened. On the spot 1,000 bales common block have sold at 17s. 3d. to 17s. 6d., and 250 bales 800 baskets 3,500 bags Cubes at 18s. 6d. to 20s. 6d. per cwt. For arrival 500 tons are reported without guarantee of quality at 17s. 1½d. to 17s. 6d. ex ship, and 17s. 6d. landed.

GUMS.—Benjamin: Of 19 cases good Sumatra seconds rather streaky 11 cases sold at £9 10s. to £9 15s.; of 150 cases brown thirds 100 cases fair, stained with sea water, sold on account of underwriters at £4 5s. to £4 10s. Copal: 23 cases soft Manila sold at 35s. 6d. Damar: 17 cases and barrels 27 Ceylon withdrawn.

HEMP.—The absence of any important business in Manila again forms the feature of the market; small sales of fair roping, amounting in all to about 500 bales, have been effected privately, while at auction 100 bales fair roping were bought in at £59, and of 344 bales damaged,

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200 bales sold—first class, fair to good quality, at £57 10s. to £59 5s.; ordinary, £50 5s.; second class, £49 to £57 10s.; third, £45 5s. to £55.

HIDES.—Ox and Cow: 1,537 Penang sold, light 6⅜ lb. at 9d., heavy 9⅛ lb. at 8¼d., extra 15¼ lb. 8d., thirds 5¼d. to 6¼d. Buffalo: 2,773 Singapore and Penang were nearly all bought in, best heavy 31⅛ to 40⅛ lb. at 5¼d. to 5¾d., seconds 24¾ to 33½ lb. at 4⅝d. to 5d., only 430 being sold, first heavy 35¾ lb. at 5¾d., light 13¾ lb. at 6½d.

INDIA-RUBBER.—There has been no business since we last reported; 70 baskets Borneo were offered at public sale, and bought in at 1s. 3d. per lb.

JAPAN WAX.—At auction, 7 cases fine quality in cakes were bought in at 78s., and 443 cases saucers at 70s. to 80s.; 13 bales ordinary from Shanghai sold at 57s.

MUSK.—Of 25 caddies Tonquin 18 caddies sold, good first pile 33s. to 33s. 6d., bally and skinny with some fair shaped pods 20s. to 21s. Of 8 tins Grain 4 tins sold at 46s., good 50s. 6d.

PLUMBAGO.—Of 658 barrels Ceylon offered, 385 barrels sold—good bright lump at 24s.; good fair flake, 22s.; fine small, chiefly chips, 18s.; chips, fine, 16s. 6d.; good, 15s. 9d.; fair small, 12s. 9d.; ordinary, 8s. 6d.; dust, fine, 15s. 6d.; fair, 8s. 9d.; good middling, 8s. 3d. to 8s. 6d.; ordinary and low middling, 6s. to 7s.

PEPPER.—Black: The demand has been large, and holders have been enabled to make a decided advance. Singapore especially is scarce, and has realised 5d.; Penang, though more plentiful, has realised 4¼d. for good West Coast, and 4⅜d. for Acheen; privately, some 8,000 bags have been sold; and in auction, 7,787 bags, mostly salvage Penang, ex Dharwar, which brought 3⅜d. to 4⅜d. White has continued firm at 6¼d., at which some 1,500 bags have been disposed of. 200 bags Penang, and 144 bags Singapore offered at auction, and the former only sold at 6¼d. per lb.

RICE.—Extreme dulness has characterised the market since the date of our last report, there having been no sales except for actual requirements; prices exhibit a slight decline. On the spot only 10,000 bags soft grain have been sold, low Necransie at 6s. 6d. ex quay, and Rangoon at 8s. 6d., and 5,000 bags Bengal, cargo, 7s. to 9s. per cwt. For arrival, further sales of fine white Bengal, January shipments, have been made at 13s. 3d. to 13s. 6d. per cwt.

RATTANS.—The sales have been 19,000 bundles Penang at 2s. 9d. to 3s. 11d. per hundred.

RHUBARB.—The last auctions of China comprised 152 cases, mostly of parcels offered before, and nearly all common and mixed quality, for which demand was languid, and only about half was disposed of; a few lots bright fracture at 3s 10d. to 4s., mixed pale and wormy at 1s. 2d. to 1s. 8d., very dark and rough at 9d. to 11d.

SPICES.—Mace: 7 cases Penang realised 3s. 1d. to 3s. 2d. per lb. for middling to fair red, rather palish. Nutmegs: 20 cases sold, 119 to the lb., at 1s. 9d. per lb. Cloves have advanced ¼d. to ⅜d. per lb., about 2,500 packages Zanzibar selling at 3¼d. to 3⅜d.

SAGO.—The market shows 3d. to 6d. improvement, with private sales to a fair extent; 713 bags in auction, all sold at 17s. 6d. to 18s., and there are buyers thereat; 1,033 boxes retired. Flour: Dull, but well held.

SHELLS.—Mother-o'-Pearl: Both Singapore and Manila are scarce and high; 62 cases good fresh Macassar sold at £12 10s.; 74 cases Manila were withdrawn at £9 10s.; private sales at former value of £9. Tortoise: Quiet and plentiful; Hoof and Yellow-belly in diminished demand, and cheaper; 19 cases Singapore offered, only part sold; good fair at 14s. to 16s., inferior at 10s. to 13s. 6d.

STICKLAC.—The market is steady at previous rates.

STAR ANISEED.—The market is firmer, and 50 cases have realised £6.

TAPIOCA.—The market continues quiet, 150 bags Singapore sold, good white at 2⅞d., superior bright at 3⅜d. per lb.; 40 bags damaged Penang at 2¼d.; and 263 bags salvage from fire, ex Dharwar, at 4s. 6d. to 9s. 6d. per cwt.—Pearl Tapioca: 20 bags sold; large, 25s.; very large, 28s. Flour: 515 bags damaged Penang, ex Dharwar, bought in at 1¼d. to 2d.

TIN.—A few days after our last report Straits gradually rose until sales were effected at £116; there has since been a reaction, and business can now be done at £113 to £114 per ton.

NEW YORK MARKET REPORT.

—o—

TEA.

There is a fairly active inquiry at firm prices; the private business reported from first hands includes 1,000 half-chests Oolong, to arrive by the Jeanie; 1,000 half-chests Oolong, 926 do. green, per steamer; 300 do., in English order; 400 half-chests Oolong; 5,200 do., to arrive; 2,700 do., to arrive by Resolute, 2,000 do., ex Ada; 1,400 half-chests green, ex Argonaut; 3,800 do. Oolong, ex Apenrade; 800 do., to arrive by Queen of the Seas; 3,400 do. green, to arrive per N. B. Palmer; 1,800 do., Souchong, ex Samuel Russell. For these parcels the prices realised were about on a par with those given in our last report. The result of a sale by auction was unsatisfactory. About 1,200 half-chests green were sold, the prices obtained being 5 cents lower than offered on same goods in regular way a few days previously. Of the Oolongs 2,300 half chests were catalogued with 800 half-chests sold. We give the range of the figures obtained: Hyson, 61c. to $1.24c.; young Hyson, 59c. to $1.6c.; gunpowder, 84½c. to $1. 49c.; Imperial, 61c. to $1.25c.; Twankay, 50c. to 55c.; Oolong, 60c. to 65c.; and 100 half-chests Souchong at 69c. to 85½c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to Jan. 12, 1870, were as follows:—Greens, 655.126 lbs.; Japans, 33.548 lbs.; Souchongs, 145,322 lbs.; Oolongs, 358 849 lbs.; other sorts, *nil*; total, 1,192 845 lbs. The stock on Jan. 1, 1870, was 9,866,167 lbs.; which, added to the above total, gives a result of 11,059,012 lbs. Subtracting from this total the exports from Jan 1 to Jan 12, 15.502 lbs., and the withdrawals for home consumption during that period, 894,268 lbs., there remains a total of 10,149,242 lbs., representing the stock on the last-named date. The total receipts of Tea from China and Japan at the port of New York for the year 1869 were as follows:—Greens, 20,609,168 lbs.; Japans, 10,413,335 lbs.; Souchongs, 2,102,847 lbs.; Oolongs, 10,461,739 lbs.; other sorts, 419,333 lbs.; total, 44,006.422 lbs. The stock on Jan. 1, 1869, was 9,577,014 lbs., which, added to the above total, gives a result of 53,583,436 lbs. Subtracting from this total the exports 5,022,767 lbs., and the withdrawals for home consumption, 38,694.502 lbs., there remains a total of 9,866,167 lbs., representing the stock on the 1st January, 1870. The total receipts were in 1869, 44,006,422 lbs.; in 1868, 37,370,851 lbs.; in 1867, 35,889.995 lbs.; the exports were in 1869, 5,022,767 lbs.; in 1868, 1,913.924 lbs.; in 1867, 3.149,874 lbs.; the withdrawls for home consumption were in 1869, 38,694,502 lbs.: in 1868, 34,305,898 lbs.; in 1867, 33,949,711 lbs.; the stock on the 1st January was in 1869, 9,577,014 lbs.; in 1868, 8,425,985 lbs.; in 1867, 9,635,575 lbs.

COFFEE.—There is not quite so active a demand for East India as at the date of our last report, but there is a fair business doing at steady prices. The current quotations rule as before: Java (mats), 22c. to 22½c.; do. (Government bags), 21½c. to 22c.; Manila, 16c. to 18c.; Singapore, 19c. to 20c.; Native Ceylon, 17½c. to 19½c. gold (duty paid). The stock of Manila on the 1st Jan. was estimated at 2,627 bags, against 5,955 bags on Jan. 1, 1869; of Java (Government) at 1,315 bags, against 2,931 bags; of Java (mats) 26,857 mats, against 13,000 bags; of Ceylon 4,151 bags, against 8,500 bags; of Singapore *nil*. We note sales of 9,145 mats Java, and 1,344 bags Native Ceylon at the current rates.

CHINA MATTING.—The market is quiet at the following prices:—4-4 white, 32½c.; 5-4 white, 37½c.; 6-4 white, 42½c.; 4-4 red checked, 37½c.; 5-4 red checked, 45½c.; 6-4 red checked, 45c. to 50c.

CAMPHOR.—China is quoted 18c. gold (in bond).

GAMBIER.—The current quotation is 3½c. to 4c. gold (duty paid) stock, small.

ESSENTIAL OILS.—Aniseed is quoted $2.12½; Cassia, $1.25 gold (in bond).

HEMP.—The stock has been increased by the arrival of 6,870 bales, of which 570 bales had been previously disposed of; out of the remaining portion 1,200 bales have been taken at 14½c. gold, and in addition 1,000 bales have been sold to arrive on private terms. The stock of Manila on the 1st Jan. was estimated at 12,757 bales, against 17,951 bales at the corresponding date of 1869, and 21,863 bales in 1868.

INDIGO.—There is no change to report.

PRESERVED GINGER.—China is quoted $10 to $10.50 currency (duty paid).

RHUBARB.—The quotation for China is $1.50 to $2.50 currency (duty paid).

RICE.—Prices for East India are without change, but a slight improvement has taken place in the enquiry for Rangoon, resulting in he sale of 1,170 bags in bond, at $3 to $3.25 and 70 bags, duty paid, at $6 gold. The stock of East India on the 1st Jan. was 7,829 bags, against 10,316 bags at the corresponding date last year, and 2,652 bags in 1868.

SAPANWOOD.—Quotation, $30 currency; stock, 300 tons.

SUGAR.—The market continues very dull, without change in prices. The stock on the 1st Jan. was of Java 810 baskets, against 310 baskets at the corresponding date last year; of Manila 940,560 bags, against 17,404 bags; of China 1.911 bags, against 1,000 bags.

SILK.—There has been a good business doing both in Canton and China at firm prices. Import since the 1st. Jan., 288 packages. Total Raw Silk entered per Custom-house, from Jan. 1 to Dec. 31, 1869, 5,862 packages, valued at $2,873,749; same time, 1868, 5 316 packages, valued at $2,803,812. Quotations (duty free):—Tsatlee, Nos. 1 and 2, per lb., $10 to 10.25; Tsatlee, No. 3, $9.25 to 9 50; Tsatlee, Nos. 4 and 5, $8.75 to 9; Tsatlee, re-reeled, Nos. 1, 2, and 3, $9 to 10; Taysaam, Nos. 1 and 2, $8.50 to 9; Taysaam, Nos. 3, 4, and 5, $6.50 to 7.50; Taysaam, re-reeled, Nos. 1, 2, and 3, $8 50 to 9; Haineen, Nos. 1, 2, and 3, $9.25 to 10.25; Canton, re-reeled, extra fine, $8 to 8 50; Canton, re-reeled, good, No. 1, $7 to $7.25; Canton, re-reeled, fair to medium, No. 2, $6.75; Japan, Mybash, Nos. 1, 2, 3, and 4, $10 to 10.50; Japan, Ida, Nos. 1, 2, 3, and 4, $7.25 to 9; Japan, Sodai, Nos. 1, 2, and 3, $8 to 9; Japan Oshio, re-reeled, Nos. 1, 2, and 3, $10; Japan, Koshu, No. 1, 2, and 3, $8.50 to 9.

SPICES.—There has been considerable business at full prices, with an upward tendency on Pepper, Nutmegs, and Cloves. The sales are 2,500 packages Nutmegs, on the spot and to arrive, 3.500 bales Cloves, including an invoice afloat, on private terms; 3,000 bags Pepper, in lots, 25½c.; and 50 to 60 packages Mace, $1.25 to $1.27½ for cases, and $1.20 to $1.22½ for casks, all gold.

TIN.—The improvement in Straits has not been maintained, sales being effected with difficulty at 31c., gold, showing a decline of 1½c. on our last quotation. Banca is without change, being still quoted 32½c. to 32½c., but no business is reported. The stock on the 1st January was, of Straits, 5,500 slabs, against 7.400 slabs at the corresponding date last year, and 5,000 slabs on the 1st January, 1868; of Banca 1,500 slabs, against 2,000 slabs in 1869, and 1,200 slabs in 1868.

BOSTON MARKET REPORT.

COFFEE.—There is no change in the market, the transactions having again consisted exclusively of Java, sales being reported to the extent of 5,000 pockets at 21½c. to 22c. gold.

HEMP.—The market for Manila is quiet, and no business is reported, the nominal quotation is 14½c to 14½c. gold.

SPICES.—Small sales of nutmegs at $1 gold.

TEA.—Japans still continue scarce, and prices of lower grades are gradually hardening. We quote ordinary at 62c. to 72c.; common to fair 78c. to 85c.; good 92c. to $1; fine $1.10 to $1.25. Oolongs are in good request, and prices without change. We quote common to fair at 65c. to 75c.; good to superior, 80c to 95c.; fine, $1 to $1.25; finest, $1.35 to $1.45. Souchongs: Sales, 1,000 half-chests common in bond. We quote common to fair at 60c. to 70c.; good to superior, 75c. to 90c.; fine, $1 to $1.20. In Greens but little doing, prices of low grades receding, while fine grades bring full prices. We quote Young Hyson

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common to fair at 65c. to 80c.; good to superior, 95c. to $1.15; fine, $1.35 to $1.50.

SHIPPING.

ARRIVALS.—Jan. 27, at Fortress Monroe, from Batavia, Gustav Adolph; at Boston, from Batavia, Sharpsburg.

DEPARTURES.—Jan. 12, from San Francisco, for Yokohama, Galveston; 13, for Hong Kong, North Star.

LOADING.—At San Francisco, for Yokohama, Catalina; at New York, for Shanghai and Hong Kong, Gamecock, Samuel Russell; for Hong Kong, Endeavour.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Feb. 4	Nordsflag	—	Batavia, for Amstdm.	Motherbank
— 4	Barham	—	Rangoon	Waterford
— 3	Strathblane	Poe	Batavia	Brouwershaven
— 7	Rosendael	Faucompre	Saigon	Gironde
— 8	Wimmera	Cooper	Shanghai	London
— 7	Glanduror	Warland	Java, for Rotterdam	Deal
— 3	Euphrosyne	Christio	Padang	Texel
— 4	Finella	Murray	Pasaroeang	Do.
— 5	Johannes	Kramer	Do	Do.
— 5	Celeste Clark	Foster	Batavia	Brouwershaven
— 5	Vier Gezusters	Otto	Bata', for Middelburg	Flushing
— 6	Peri	Irving	Batavia	Texel
— 3	Pepita	Lizarza	Manila	Cadiz
— 9	Medway	McFadzean	Singapore	Deal
— 8	Veronica	Greener	Batavia, for Hambrg.	Off Falmouth

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb. 5	Otterburn (str.)	Stevenson	Colbo, via Suez Canal	London
— 2	Casti	Collineau	Yokohama	Marseilles
— 2	Johanna Antonio	—	Singapore	Shields
— 5	Fiery Cross	Middleton	Hong Kong	London
— 7	Scawfell	Thomson	Do.	Do.
— 5	Robert Rickmers	Rothfoss	Shanghai	Plymouth*
— 8	Melbrck	Taggart	Do.	London
— 5	Golden Age	Thomas	Hong Kong	Cardiff
— 7	Tuisko	Thulen	Do.	Do.
— 3	St. James	Hatfield	Yokohama	Liverpool*
— 9	Vesta	Bakker	Batavia & Sourabaya	London
— 8	Endymion	Bannister	Yokohama	Cardiff

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama (*via* Suez Canal): Tszrw (str.). For Yokohama: John Milton, Lota, Espiegle. For Yokohama and Hiogo: Harbottle, Pegasus. For Shanghai: Juanpore, Geraint, Clara, Cutty Sark, Hindostan, Glenavon. For Foochow: Wylo. For Hong Kong: William Fruing, Invincible, Sir Harry Parkes, Joseph Sprott, Silver Stream. For Hong Kong, Amoy, and Foochow: Devana. For Singapore: Kingdom of Belgium, Windermere. For Singapore, Hong Kong, Shanghai, and Yokohama (*via* Suez Canal): Erl King (str.). For Penang: Eleanor. For Colombo: Shooting Star, A.O.A.

At LIVERPOOL.—For Yokohama: Singapore, Floris. For Shanghai: W. G. Russell. For Hong Kong: Veronica. For Manila: Aurora, Hong Kong. For Singapore: Ellen Lamb, Knight Templar. For Batavia and Sourabaya: Konigin Augusta. For Penang, Singapore, Hong Kong and Shanghai (*via* Suez Canal): Diomed (str.).

At GLASGOW.—For Manila and Ilo Ilo: Aureliana. For Singapore: Bothwell Castle. For Batavia and Sourabaya: County of Lancaster.

SPOKEN.

PIETER ADOLPH, Amsterdam to Batavia, Nov. 15, 8 S., 32 W.
GERARD PIETER SERVATIUS, Amsd. to Batavia, Dec. 29, off Pernambuco.
FIDELIA, Hamburg to Nagasaki, Dec. 26, 20 S., 31 W.
NANTIB, Amoy to New York, Nov. 24, 19 S. 83 E., with loss of sails.
CARDIGANSHIRE, Canton to Monte Video, Jan. 23, off Algoa Bay.
GAUNTLET, Macao to London, Jan. 26, 34 N., 50 (?) W.
PRECEPTOR, Ilo Ilo to New York, Nov. 11, off Anjer.
PEERLESS (of Liverpool), Batavia to Falmouth, Dec. 2, 22 S., 26 E.
OXAMOVER, Bangkok to Falmouth, Dec. 7, 25 S., 56 E.
TAUNTON, Shanghai to London, Jan. 7, 23 S., 2 E.
JACOBA and CHRISTINA, Batavia to Amsterdam, Jan. 5, 24 S., 1 E.
PRECIOSA, Bangkok to Falmouth, Dec. 26, off Algoa Bay.
ELFIN (barq.), Ceylon to London, Dec. 29, 35 S., 23 E.
ORION, Philippine Islands to Liverpool, Nov. 23, 20 S., 85 E.
ANGELA, Manila to Plymouth, Dec. 18, 30 S., 35 E.
ANNA, Batavia to Rotterdam, Dec. 30, 34 S., 26 E.
PASSOVER, Ceylon to London, Dec. 28, 35 S., 23 E.
TAVISTOCK, Sarawak to London, Nov. 16, in the Straits of Sunda.
ELIZABETH, Java to Amsterdam, Dec. 17, 27 S., 48 E.
TOWNLEY, Penang to London, Dec. 27, 33 S., 28 E.
WILDERMAN, Padang to Boston, Dec. 25, 33 S., 35 E.
MARY LEE (of Maryport), Japan to New York, Dec. 29, 32 S., 13 E.
NIEUWLAND (Dutch barq.), Rotterdam to Singapore, Dec. 22, 6 N., 25 W.
AINIO, Batavia to Amsterdam, Dec. 14, 35 S., 23 E.
BRITIUS, Java to Amsterdam, Dec. 20, 35 S, 23 E.
WILLY RICKMERS, Shanghai to New York, Dec. 22, 35 S., 23 E.
NORVA, Batavia to Falmouth, Dec. 23, 35 S., 22 E.
ALLAHABAD, Samarang to Amsterdam, Jan. 1, 28 S., 9 E.
COUNTY OF LANARK, Sourabaya to Rotterdam, Jan. 3, 24 S., 4 E,
AQUILA, Colombo to London, Jan. 14, 13 S., 8 W.
ROYAL MINSTREL (barque), London to Japan, Dec. 14, 16 S., 33 W.
E. P. BOUVERIE, Foochow to London, Dec. 18, 35 S., 20 E.
ARCHER, Manila to Boston, Dec. 15, 34 S., 21 E.
SOLIDE, Bangkok to Falmouth, Dec. 5, 30 S, 36 E.
MARYEN HILLEGONDA, Batavia to Rotterdam, Dec. 12, 34 S., 26 E.
DHOLLERAH (ship), Shanghai to London, Dec. 13, 35 S., 22 E.
P.K.S.D. (Dutch bq.), Lombock to Amsterdam, Nov. 24, 25 S., 54 E.
HOLLANDSTROUW, Batavia to Amsterdam, Nov. 29, 29 S., 46 E.
SYDNEY, Batavia to Amsterdam, Dec. 14, 36 S., 24 E.
INGLEWOOD, from Batavia, Nov. 30, 34 days out, 29 S., 46 E.
MARIA CHARLOTTA, Japan to New York, Dec. 30, 32 S., 14 E.
CHALLENGE, Batavia to Rotterdam, Jan. 2, 27 S., 6 E.
QUEEN OF THE SEAS, from China, Dec. 24, off the Cape of Good Hope.
PRINCE ARTHUR, Batavia to Liverpool, Dec. 2, 35 S., 25 E.
ÆGIDIUS, Formosa to Gibraltar, Jan. 9, 16 S., 5 E.
FRENCH SHIP, 014, 1st d. p., bearing the Havre flag, Cochin China.
SHIP, 0257, 1st d. p., Foochow to London, 67 days out, Nov. 10, 27 S., 40 E., to Belle Isle, 96 days out, Dec. 31, 20 N., 32 W.
BARQUE, 093, 2nd d. p., Foochow to Boston, Nov. 25, 36 S., 16 E.
EMMA (brig) of Dunkirk, Singapore to Marseilles, Nov. 29.
APOME, Manila to Boston, Dec. 6, 29 S., 41 E.
DRAINE (for. ship), Bordeaux to Bangkok, Oct. 27, 31 S., 91 E.
DOUNE CASTLE, Liverpool to Shanghai, Feb. 2, 48 N., 8 W.
SOURABAYA PACKET, Bali to Amsterdam, Dec. 20, 35 S., 21 E.
RAINBOW, Penang to Boston, Dec. 12, 34 S., 28 E.
TWEE CORNELISSEN, Java to Rotterdam, 35 S., 24 E.
REME, Hong Kong to New York, Dec. 18, 36 S., 23 E.
NORMA, Batavia to Falmouth, Dec. 24, 35 S, 22 E.
CATHARINA, Hamburg to Hong Kong, 4 S., 30 W.
WESTWARD HO! Cardiff to Singapore, Nov. 29, 17 S., 30 W.
BENGALEE, Bordeaux to Singapore, Dec. 26, 7 N., 26 W.
FREDERICK TUDOR, Cardiff to Hong Kong, Feb. 1, 51 N., 9 W.
No. 1,225 4th d.p. (ship), Batavia to Rotterdam, Jan. 27, 50 N., 10 W.

FREIGHTS AND CHARTERS.

Freights to the Eastern ports still continue dull and rates do not improve; in coal freights for the Northern outports there is but little doing.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight, 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £38. For Shanghai: £41. For Hong Kong: £30. For Singapore: £26. For Galle: £27. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £1 15s. For Shanghai: £2 2s. For Hong Kong: £1 12s. 6d. For Saigon: £1 5s. For Galle: £1 7s.

CASUALTIES.

The Ravensworth (barq.), Spence, from Bangkok to Falmouth, with rice and sugar, sprang a leak Nov. 18, and was abandoned in a sinking state, 21; mate and one seaman drowned; the remainder of the crew were picked up, 24, and landed at St. Helena by the Mikado.

The Dos Hermanos, Monasterio, from Macao to Havana, put into St. Helena Jan. 13, with loss of mizen mast, boats, sails, &c., which had been carried away during a hurricane, Nov. 19 and 20, 19 S., 84 E.

MISCELLANEOUS.

Port Said, Feb. 4, Shun-Tung (str.), Wells, from the Clyde, for China, left for Suez; 8, Chu Kiang (str.), Warden, from London, for Penang, Singapore, &c. (drawing 16 feet) left for Suez; Suez, Feb. 3, Afrique (str.), Rolland, from the Clyde, left for Colombo, &c., having passed through the Canal.

At ASCENSION.—Dec. 26, Vinergee, (?), from Macao, for Liverpool.

Off ASCENSION.—Jan. 6, George Shotton, from Foochow, for London: 12, Rome, from Hong Kong, for New York; 4th d.p., 1468 (Eng. bq.), from Shanghai, for London.

At ST. HELENA.—Dec. 29, Empress, Cooper, from Foochow, and sailed, 30, for London; 30, Cedric, Stapleton, from Yokohama, and sailed, 31, for New York; Jan. 1, Enrique, Orcult, from Canton, and sailed, 3, for New York; 2, Prinses Amalia, Van Bentveld, from Batavia, and sailed, 3, for Rotterdam; 5, Insulinde, Jollie, from Batavia, and sailed for Amsterdam; 7, Rollo, Taylor, from Shanghai, and sailed for London; Noach II., Hoefman, from Batavia, and sailed, 8, for Rotterdam; Lizzie Iredale, Wilding, from Shanghai, and sailed for London; 9, Christian Rankin, Higgins, from Bangkok, and sailed, 10, for Marseilles; Mina, Van Bruggen, from Batavia, and sailed, 10, for Rotterdam; Mikado, Ilberry, from Shanghai, and sailed for New York; 10, Schelde, Hoffman, from Batavia, and sailed for Middelburg; 11, Helen Finlayson, Seaton, from Ceylon, and left for London; 12, Taffarette, Racher, from Hong Kong, and sailed for Havre.

Off ST. HELENA.—Jan. 4, Kvik, Lorange, from Amoy, and sailed for London; 6, Waalstroom, from Padang, and sailed for New York; 10, Imperatrice, Forbes, from Shanghai; 11, Adrian, from Shanghai, and sailed for London; Inglewood, from Batavia, and sailed for New York.

At TABLE BAY.—Dec. 19, Menam, Wilson, from Sunderland, for Galle; Jan. 1, Oriana, Lund, from Manila; 3, Wildeman, Driest, from Padang; Dec. 18, Achilles (steamer), Russell, left for Singapore, China, &c.

At SIMON'S BAY.—Dec. 26, Vampyr, Noelcke, from Nagasaki to London, with damage to rudder.

At ALGOA BAY.—Dec. 23, Lizzie Otten, from Hong Kong.

SUEZ.—The Chukiang (str.), Warden, from London to Penang, Singapore, &c., has arrived at Suez through the Canal.

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COLOMBO GAS AND WATER COMPANY

(LIMITED).

Incorporated under the Companies Acts of 1862 *and* 1867, *with Limited Liability.*

CAPITAL, £75,000, IN 7,500 SHARES OF £10 EACH.

OF WHICH £10,000 HAS BEEN ALREADY SUBSCRIBED IN CEYLON, WITH POWER TO INCREASE THE CAPITAL TO £200,000.

Deposit on application £1 per share, and £2 on allotment, the subsequent calls not to exceed £2 per share, and at intervals of not less than three months. Unless the necessary capital is subscribed, no allotment will be made, and the deposits will be returned in full.

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THOMAS GLEN, Esq., Director of the Hong Kong and China Gas Company.
Lieut.-Col. ALFRED PEARSON, Junior United Service Club.
Major W. S. STUART, R.E., Director of the Hong Kong and China Gas Company, and the Bombay Gas Company.

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Secretary—C. E. WALDUCK, Esq.

Registered Office—11, OLD JEWRY-CHAMBERS, E.C.

The immediate object for which the Company is established is to supply the town of Colombo, in Ceylon, with gas. Power is also taken in the Articles of Association for water supply and drainage, and hereafter to extend the Company's operations to other towns and places in Ceylon; but these works are not to be undertaken without the sanction of the shareholders in general meeting.

The population of the town of Colombo is now about 55 000 persons, and is rapidly increasing, while the commerce and civilisation of which it is the centre are largely extending.

A contract has been entered into with the Municipal Council for lighting the town with gas, of which the following are the principal provisions, viz :—

1. The grant to the company of the exclusive right of supplying gas within the town of Colombo for three successive periods, amounting together to a period of twenty-one years from the date of the contract.

2. The Company to enjoy the privilege of importing the materials for the works duty free

3 An immediate order of 600 public lamps, to be supplied with gas, and paid for by the Council at the rate of 13s. 3d. per 1 000 cubic feet, in addition to 9 per cent. per annum on the outlay involved in the erection of the lamps.

4. Power to the Company to supply gas to the general public at prices varying from 17s. 3d. per 1,000 feet to small consumers to 15s. 3d per 1,000 feet to large consumers.

The Municipal Council have assisted the Company to secure a very desirable site for the works, containing nearly three acres of land, at a moderate cost, in the centre of the town, on low ground and with easy water communication for the delivery of coals.

A contract has been entered into with the eminent firm of Messrs. Laidlaw and Son, of Glasgow, to supply all the materials for the construction of the Gas Works at Colombo, at prices which have been fixed by Mr. Woods, C.E., the company's engineer, and to complete and open the works within eighteen months from the date of signing the contract.

The Company will thus be in a position to earn dividends from the sale of gas secured to them as soon as the works can be opened, and the profits will be increased by the sale of coke, tar, ammoniacal liquor, and other products, for which there is likely to be a large demand.

It has been ascertained, by careful estimates, that £60 000 will be quite sufficient to establish the Gas Works, and leave a working capital of £9,000 or £10,000.

Assuming that the amount of gas supplied to private consumers equals only that supplied to the public lamps, the Directors have satisfied themselves that the profit earned by the Company will be sufficient to provide a dividend of upwards of 12 per cent. on the outlay.

With a view to test the feeling of the colony, and in accordance with the wishes of the Municipal Council, one-third of the capital has been offered for subscription in Ceylon. At the date of the last advices shares to the amount of £10 000 had been already taken, with an assurance of further subscription.

No outlay for concession nor promotion money will be made, and the preliminary expenses are, in the directors' opinion, of reasonable amount. The directors confidently hope that their experience in similar undertakings may be regarded as a guarantee that the works will be economically and efficiently constructed, and that the management of the company will be conducted in such a manner as to satisfy all parties.

A copy of the Memorandum and Articles of Association, and of the several contracts after mentioned, can be seen at the Offices of the Company's Solicitors, from whom, as also from the Engineer or Secretary of the Company, further information may be obtained.

The following is a list of all the contracts entered into by the Company, as the promoters, directors, or trustees thereof, before the issue of this prospectus:—

Date.	Parties
21st January, 1869	The Municipal Council of Colombo of the one part, and the Company of the other part.
24th April, 1869	David Laidlaw and Robert Laidlaw of the one part, and the Company of the other part.
28th April, 1869	The Company of the one part, and Edward Woods of the other part.

Prospectuses and forms of application for shares may be obtained at the Offices of the Company, 11, Old Jewry-chambers, and through any respectable broker.

THE BEST ROOFING MATERIAL.

BRABY & CO. ALSO MANUFACTURE SHEET AND PERFORATED ZINC, ROOFING FELT, GALVANIZED BUCKETS AND ALL OTHER ZINC AND GALVANIZED IRON GOODS, ILLUSTRATED LISTS OF WHICH WILL BE SENT FREE ON APPLICATION.

F. BRABY & Co.

(LIMITED),

BRABY'S GALVANIZED IRON **HOUSES.**

FITZROY WORKS, EUSTON ROAD, LONDON · AND AT IDA WHARF, DEPTFORD, S.E.

TRADE MARK ON CAPSULES & CASES

PARTICIPATION CHARENTAISE

LA GRANDE MARQUE COGNAC

LONDON OFFICES (for the trade only)—22 and 23, Great Tower-street.

Mr. V. JOUANNET, Managing Director, Cognac. | Mr. E. VIGNIER, Manager for the U.K., London.

The largest holders of Vintage 1865, and old Brandies of the first growths; which can be obtained from all Wine and Spirit Merchants, or can be procured by them, as large consignments have been lately shipped to all the principal ports of China, Japan, Java, Singapore, and Ceylon.

Blue Label, 6 years; Yellow Label, 11 years; Red Label, 14 years; White Label, from 18 to 40 years.

Samples forwarded free, by Overland Route, to Merchants giving satisfactory references in London.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts two of which has been gained in this country, may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
No. 63, BLUFF, YOKOHAMA.

Liebig Company's Extract of Meat.

AMSTERDAM EXHIBITION, 1869, FIRST PRIZE, being above the Gold Medal. Supplied to the British, French, Prussian Russian, Italian, Dutch and other Governments. One pint of fine flavoured Beef-tea at 2½d. Most convenient and economic "stock."

CAUTION. Only sort warranted genuine by the Inventor, Baron Liebig, whose signature is on every genuine Jar.

Ask for LIEBIG COMPANY'S EXTRACT, and NOT for Liebig's Extract of Meat.

CHINA SUBMARINE TELEGRAPH COMPANY (Limited).

NOTICE IS HEREBY GIVEN, that the TRANSFER BOOKS of this Company will be CLOSED from MONDAY, the 14th, until THURSDAY, the 17th Feb. instant, both days inclusive, for the Issue of the Further Capital of £300,000, authorised by the General Meeting of the Company, held 7th January 1870, for the construction of the Hong Kong and Shanghae section of the Line.

Dated 11th February, 1870.

By order. THOMAS PULLER, Secretary.

95, Palmerston-buildings, Bishopsgate-street.

COWASJEE DINSHAW

Close to the Landing Place, Depot of

EUROPEAN CHINA AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

HOLLOWAY'S PILLS. — In variable temperature, cold, wet weather, and damp, foggy atmospheres, what is to be done to keep the human body healthy, to protect the weak, to renovate the diseased? The reply is—Supplant the suppressed action of the skin through an alterative like these Pills, by a free action on the bowels, liver, and kidneys This will preserve the delicate internal structures from congestion, irritation and inflammation, and carry off those noxious matters, ordinarily transmitted through the integument. A course so natural must commend itself, and must elicit the unqualified approbation of all who think and understand how nature invariably aids a defective organ by accomplishing its unperformed functions by means of increased activity elsewhere.

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UNION STEAM NAVIGATION COMPANY, SHANGHAI.

ESTABLISHED 1867.

CAPITAL—Tls. 204,000.
RESERVE FUND—Tls. 31,000.

DIRECTORS.

John Ashton, Esq. (Messrs Ashton and Co.).
R. Francis, Esq. (Messrs. R. Francis and Co.).
Francis A. Groom, Esq (Messrs. Glover, Dow, and Co.).
W. Jackson, Esq. (Chartered Mercantile Bank of India, London, and China)
T. Probst, Esq. (Messrs. W. Pustau and Co.).
Hip Mow Kong.
Amook.

GENERAL AGENTS—Messrs. Glover, Dow, and Co.
MANAGER—L. H. Stoddard, Esq.
AGENTS IN HANKOW—Messrs. Drysdale, Ringer, and Co.
AGENTS IN KIUKIANG—Messrs. R. Francis and Co.
AGENT IN CHINKIANG—W. Bean, Esq.
COUNSEL TO THE COMPANY—R. W. M. Bird, Esq., Barrister-at-law.

HALF-YEARLY REPORT for presentation to the SHAREHOLDERS of the COMPANY, at a meeting held at the Offices of Messrs. GLOVER, DOW, and Co., Shanghai, on THURSDAY, 23rd December, 1869.

The Directors have much pleasure in laying before the shareholders a satisfactory report of the working of the Company for the half-year ended 30th Sept., 1869.

Notwithstanding the depression in the river trade, caused by the heavy floods, the accounts show a profit of Tls. 38,692.12, as compared with Tls. 37,563.55 realised during the half-year ended the 30th Sept., 1868.

The Directors beg to recommend that an interim dividend of 6 per cent. on the paid up capital be declared, and that a return of 5 per cent on freight contributions be made, both payable on 15th Jan. next.

The steamer Glengyle has proved in every way a satisfactory purchase, her consumption of coal being far less than was at first expected.

The first instalment of her purchase money, Tls. 25,000, has been paid

The steamers Tunsin, Rona, and Glengyle have been working well, and are in a thoroughly efficient state, and are fully insured against all risks.

The Directors have not lost sight of the desirability of selling the Rona, but up to the present time have found it impossible to obtain an offer for her which they could accept; meantime she is paying her expenses, and is of considerable assistance to the other steamers in the way of through freight.

Mr. R. B. Baker having left for England, and Mr. James Hogg having resigned his position on the board, the Directors have appointed Mr. W. Jackson, of the Chartered Mercantile Bank, and Mr R. Francis, of Messrs. R. Francis and Co as Directors ad interim, and would suggest that these appointments be confirmed by the shareholders.

Shanghai, 14th Dec., 1869.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... f 20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13. Leadenhall-stre t, E.C.
MANAGER.—G. Pietsch.
SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent India, China, &c., upon erms to be ascertained at the Office.

UNION INSURANCE SOCIETY OF CANTON.

DIRECTORS IN HONG KONG.
W. NISSEN, Esq.,
J. P. DUNCANSON, Esq.,
P. RYRIE, Esq.,
W. KESWICK, Esq.,
A. A. D SASSOON, Esq.,
E. A HITCHCOCK, Esq.,
W. LEMANN, Esq.,
W. H. FOSTER, Jun., Esq.

AGENTS FOR LONDON.
Messrs. DENT, PALMER, and Co.

Marine Risks are accepted by the above Society on goods by first class vessels from the United Kingdom to India, China, Japan, Melbourne, and Sydney, at the current rates of premium.

Claims for Losses and Averages are payable in London, or at the Port of destination, as may be desired.

OFFICES:—
Nos. 9 AND 11, KING'S ARMS YARD, MOORGATE STREET, E.C.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols Paid up, 3,000 00 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane
BANKERS.—London and County Bank.

BRANCHES AND AGENCIES:

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of res ectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address. ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES —Ess Bouquet Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar. Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume
JOHN GOSNELL and Co.'s Princess Alexandra Perfume.
JOHN GOSNELL and Co.'s La Noblesse Perfume.
JOHN GOSNELL and Co's La Noblesse Pomade.
JOHN GOSNELL and Co.'s La Noblesse Soap.
JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

ROBERT COCKS and Co.'s MUSICAL BOX. A Caprice for the Pianoforte. Composed by I. LIEBICH, and performed by him at the Queen's Concert Rooms, Hanover-square, and twice encored. 3s

MEDICINE JACK (Comic Song, Illustrated.) Music and words by A. S. GATTY. "Replete with genuine fun and humour."—Sun. Free by post, 19 stamps

THE SMILES OF THOSE WE LOVE. Song. By W. F. Taylor. "One of the most elegant songs of the day." "The air is simplicity itself, and will be caught up at once, and the pretty and harmless character of the words renders it peculiarly appropriate as a song for the home circle."—Vide Orchestra. 3s.

THE MOST REFINED and AMUSING COMIC SONGS of the DAY. Composed by Mr. A. S. GATTY.

I Really am so Sleepy	I'll Not Try it Again.
Put it Down to Me	Medicine Jack.
Bobbie! Bobbie!	B. R. A. G.
Not so Bad for Me.	A Lady's Song.

These songs may be sung in any drawing-room. 3s. each.

"I REALLY AM SO SLEEPY." By Alfred Scott Gatty.

"Mr. Alfred Scott Gatty is getting quite a reputation for his comic songs, and deservedly so. They possess far more real humour than the popular songs of the music halls, and we need hardly say are far above them in every respect. Mr. Gatty's words are funny without being vulgar, and there is not one of his songs but what has a hearty and legitimate laugh in it. 'I Really am so Sleepy' is a very simple melody, set to clever racy words, and will be sure to be a favourite amongst those who enjoy an honest comic ballad."—Vide Midland Illustrated News, Jan. 8.

London, COCKS and Co., New Burlington-street.

PRICE'S

BENZODYNE AN INTERNAL STYPTIC of great value. In Cholera, Diarrhœa, and Dysentery this medicine far surpasses any other, having a peculiar mechanical power of putting a sudden stop to wasting diseases. Chronic Cough and blood-spitting are immediately relieved by it, as well as pain and debility of every kind. Prepared by Mr. PRICE, Analytical Chemist, 2, Lower Seymour-stree , and 30, Duke-street, Portman square, London; and sold by Chemists all over the world, in bottles at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., and 22s., or in dispensing bottles at 5s., 10s., and 20s. each.

CANADIAN NEWS, every Thursday contains all the latest news from the New Dominion

Price 2d., post free, 3d.
Office: 8, Clement's-lane, Lombard-street, E.C.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figure
OXFORD STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad Street, Birmingham.
Established 1807.

PRICE ONE SHILLING AND SIXPENCE.

OUR RELATIONS WITH THE COLONIES AND CROWN COLONIES,

AN

ATTEMPT OF THE PASSAGE BETWEEN SCYLLA AND CHARYBDIS; WITH SOME REMARKS ON PILOTS.

LONDON:
EDWARD STANFORD, 6 and 7, Charing-cross, S.W.
MANN NEPHEWS, 39, Cornhill.
HENRY SOTHERON and Co., 10, Little Tower-street.

Colombo: MAITLAND AND CO.
Singapore: JOHN LITTLE AND CO.
Hong Kong: MORRIS AND CO.

RE-ENGAGEMENT WANTED, as BOOKKEEPER AND ENGLISH CORRESPONDENT, by a GENTLEMAN having six years' experience in China and Japan. Satisfactory testimonials as to integrity and ability.

Address, YANGTZE, 13, Buckingham-street, Strand.

NOTICE.

MORRIS'S DIRECTORY for CHINA, JAPAN, and the PHILIPPINES, &c., to be published on the 1st Jan., 1870, contains a Revised List of the Foreign Residents at all the open Ports of the China Sea, including Saigon, which has never yet been included in any similar work; together with the Time Tables of the different Steamship Companies, Rates of Postage, Local Ordinances, and such other matter as will be useful to all interested in the China trade. No trouble or expense has been spared to make this the most accurate publication of the kind ever offered to the public.

Price, complete in one volume, 14s.

Orders received by the Publisher of the "London and China Telegraph," 2, Cowper's-court, Cornhill, E.C.

"THE CHINA MAIL,"

No 2, WYNDHAM-STREET, HONG KONG.

NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co," was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*. Is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai Hong Kong, Canton, and Macao, and a complete Commercial Summary.

Subscription, 12 dols per annum, payable to any of the undermentioned agents Postage added. Terms of advertising:—Same as in *Daily China Mail*.

AGENTS.—London: F. Algar, 11, Clement's-lane, Lombard-street, E.C San Francisco: White and Bauer, 518, Clay-street, San Francisco. Swatow: Drown and Co. Amoy: Giles and Co. Foochow: Thompson and Co. Shanghai: H. Fogg and Co. Manila: Karuth, Heinzen, and Co. Australia: Gordon and Gotch, Melbourne and Sydney. Singapore: Locke, Hongghee, and Co. Batavia: H. Van Dorp.

THE SAIGON ADVERTISER & SHIPPING GAZETTE.

A SUMMARY of Commercial and Shipping Reports from SAIGON, and a Record of Progress in COCHIN CHINA.

Subscription, £5 per annum, exclusive of postage.

London Agency: THE LONDON AND CHINA TELEGRAPH Office, 2, Cowper's-court, Cornhill, London, E.C

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vesse's of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds, superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

SINGAPORE Ddocks.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMON and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following dimensions, viz., Length, 300 feet, breadth at bottom, 40, is capable of receiving vessels drawing 13 to 16 feet, as the state of the tides will allow. The Dock runs dry to the blocks, and is pumped out by steam.

The above premises comprise a large Machine Shop containing a

WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE, DRILLING AND SCREWING MACHINES, A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large stock of Woods, Metal, &c., &c., always on hand.

The Dock steam tug *Woosung* is available at all times to tow vessels to or from sea.

JOHN C. SKEY, Superintendent.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Marseilles.
GIBRALTAR ...	Every Saturday, at 2 P.M.	—
MALTA	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
*BOMBAY	,, ,,	,, ,,
GALLE	,, ,,	,, ,,
MADRAS	Saturday, Feb. 5, 2 P.M.	Sunday, Feb. 13, 7 A.M.
CALCUTTA ...	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
PENANG		
SINGAPORE ...		
CHINA		
JAPAN		
AUSTRALIA ...	Saturday, Feb. 19 2 P.M. And every fourth Saturday thereafter.	Sunday, Feb. 27, 7 A.M. And every fourth Sunday thereafter.

And all ports touched at by the British India Steam Navigation Company's steamers.

* The following reduced rates will be charged to Bombay:—

From Southampton... £72 first class; £45 second class.
From Marseilles ... 70 ,, 43 ,,

exclusive of transit through Egypt. A corresponding reduction will be made in the rates from Bombay to Europe.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

22 January
19 February
19 March
16 April
14 May
} For { Alexandria, Aden, Mauritius, Seychelles, Reunion, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Japan.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam

**. Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 5th and 21st, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,

Passengers for California and intermediate points on this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent steamers of the Pacific Mail Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steame from Southampton on 2nd and 17th of each month.
Japan and China... ... 17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London. E C.

CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Shanghai.....	Hindostan ...	AA1.....	W.I.D.	With des.
Hong Kong, Amoy, and Foochowfoo	Devana	A1 13 yr.	W.I.D.	With des.
Yokohama & Hiogo.....	Pegasus	A1 13 yr.	W.I.D.	With des.

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CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Geraint	A1 14 yr.	E.I.D.	Feb. 19
Hong Kong	Wm. Frning	A1 13 yr	W.I.D.	With des.
Do.	Ld. Macaulay	A1 13 yr.	E.I.D.	With des.
Yokohama, Kanagawa.	Lota	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

CHINA AND JAPAN.

THE following high-classed Clipper VESSELS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Yokohama (Kanagawa)	Esplegle	A1 14 yr.	E.I.D.	With des.
Nagasaki & Chefoo ...	Zohrab (new)	A1 9 yr.	E.I.D.	With des.

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Steam via the Suez Canal.

Will be positively despatched o. 26th February, 1870. All Goods must be alongside two days previously, having the greater portion of her cargo engaged.

DIRECT for COLOMBO, with leave to proceed to Beypoor and Calicut, the magnificent new screw steamer SURBITON, ABI, 91 gross, 607 net register tonnage; horse power, 110 nominal, 450 effective; E. MARSHALL, Commander; West India Docks. This splendid vessel, built last year, under special survey, offers the best opportunity to shippers of fine goods.

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To Sail Feb. 17.

FOR SHANGHAI, the well-known clipper CLARA, A1 13 years, 938 tons register; THOMAS POWER, Commander; East India Docks. Has a full poop, with superior accommodation for passengers.

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With Quick Despatch.

FOR SHANGHAI, the splendid new Aberdeen clipper GLENAVON, A a1, 830 tons register; JAMES HENDERSON, Commander; East India Docks. This ship has just completed her first voyage from Foo-Choo-Foo in 100 days.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship—With Despatch.

FOR HONG KONG, the well known favorite clipper INVINCIBLE, A1 13 years, 657 tons register; CHARLES BEECHING, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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(Over the JERUSALEM.)

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The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XII.—No. 343.] LONDON, MONDAY, FEB. 21, 1870. [Price 9d., with Sup.. 1s. 8d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	Nov. 5	Dec. 26	Jan. 2
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking			
Tien-tsin	—	—	Dec. 26
Chefoo			
New-chwang			
Hankow	Oct. 28	Dec. 22	Dec. 28
Kiu-kiang			
Chin-kiang			
Shanghai	Nov. 5	Dec. 24	Jan. 4
Ningpo			
Foochow	Nov. 5	Dec. 25	Jan. 4
Formosa			
Amoy			
Swatow			
Hong Kong	Nov. 25	Jan. 6	Jan. 11
Canton			
Macao			
PHILIPPINES — Manila	Nov. 5	Dec. 23	Jan. 3
COCHIN-CHINA — Saigon			
SIAM — Bangkok			
BORNEO — Labuan			
Sarawak			
JAVA — Batavia	Dec. 3	Jan. 12	Jan. 12
Samarang	—	—	Jan. 9
Sourabaya	—	—	Jan. 7
MALACCA STRAITS — Singapore	Dec. 3	Jan. 7	Jan. 18
Penang	Dec. 3	Jan. 5	Jan. 20
CEYLON — Galle	Dec. 31	Jan. 25	Jan. 26
Colombo	Dec. 31	Jan. 26	Jan. 25

THE MAILS, &c

The next mail, due on March 7, will bring dates from Yokohama, Jan. 16; Shanghai, Jan. 19; Hong Kong, Jan. 25; Singapore, Feb. 1.

The Japan mails of Dec. 31, *via* San Francisco, were received on the 16th inst. Telegrams of the succeeding mail of Jan. 23, by this route, were received on the 17th inst.

Telegrams in advance of the French mail from Hong Kong, of Feb. 1, have been received.

The Brindisi service has been working well lately, and despatches by that route were delivered on Saturday, or two days in advance of the Marseilles route.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer *Tanjore*, arrived Feb. 18.—From Shanghai: Mr. Ridge. From Hong Kong: Mr. W. Sterry, Mr. P. de Aranburn, Mr. von Berger. From Batavia: Mrs. Von Ketrich, child, and servant, Miss W. D. Bosch. From Penang: Sir W. and Lady Huckett, Mr. and Mrs. Watson and child. From Galle: Mr. and Mrs. Mitchell, child, and servant. Mr. Cochrane.

To Southampton, per P. and O. steamer *Delhi*, expected to arrive Feb. 25.—From Hong Kong: Mr Moonley, R.N., Mr. Ramsay, Mr. Stocks, Mr. R. Blackburn. From Singapore: Mr. Ansell, Capt. Brown. From Galle: Mr. Howard. Mr. Seymour.

By last Bombay mail, to Marseilles, per P. and O. steamer *Syria*, arrived Feb. 11.—From Hong Kong: Mr. Walters.

By last mail, to Southampton, per P. and O. steamer *Poonah*, arrived Feb. 11.—From Shanghai: Mr. Wood, Mr. Sikkes. From Hong Kong: Mr. J. Wards, Mr. A. Symes From Singapore: Captain Elmslie. From Galle: Mrs. Ashton and four children

By last (French) mail, to Marseilles, arrived Feb. 11.—From Yokohama: Messrs. Ayomin Orengo. Meilingue Wittenbach, Koozki, Kolsan, Montblanc, Madame Mercier. From Shanghai: Messrs. Peyrable, Huillion, Itre. From Hong Kong: Mr. Borchard, Mrs. Millsch From Saigon: Messrs. de Montabey. Sohier, Marc, Chandiere, Didot. From Batavia: Messrs. Hoogerwaard, Thurman, Spree, Sweeten, Sicano, Schuylinberg. Kroel, Paque, Holman, Dekereto, Horman, Gathare, Hutlen. From Galle: Messrs Armitage, Samson.

Per *Earl King*, Capt. Steele.—For Hong Kong, &c.: Mr. and Mrs. Greig, Mrs. Handley and three children, Mr. F. Hague, Mr. E. Atkin, Mr. W. J. Holmes, Mr. A. Bachem, and Mr. E. Byrne.

PASSENGERS OUTWARD.

Per French mail steamer *Said*, from Marseilles, Feb. 19 (booked from London).—To Saigon: Mr. and Mrs. Caswell.

Per P. and O. steamer *Bangalore*, from Southampton, Feb. 19.—To Hong Kong: Mr. and Mrs. A. E. Pirkis. To Singapore: The Bishop of Labuan, Rev. Mr. and Mrs. J. Kemp, Mrs. Chambers, Miss Woolley, Mr. and Mrs A. Velge and child. To Ceylon: Mr. Jeffery, Capt. Sharpe. Mr. F. Murray, Mr. W. H. Green.

Per P. and O. steamer *Tanjore*, from Marseilles, Feb. 27.—To Shanghai: Mr. and Mrs. F. H. Parker, Mr. L. J. Mullins, Mr. and Mrs. R. W. M. Bird. To Hong Kong: Mr. T. H. Ballance, Mr. H. de Sombreuil, Miss Findlay, Mr. A. W. G. Rusden. Mr. R. Macqueen. To Singapore: Mr. and Mrs. Brooke. To Penang: Mr. F. Straatman. To Batavia: Mr. F. A. T. Dorrepaal. To Ceylon: Mr. and Mrs. Northway, Mr. Stewart.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port we have advices to the 2nd Dec., but a great portion of the news has been anticipated by the Pacific mail, which last week brought files of newspapers to Dec. 30. The outward mails of Oct. 28 and Nov. 5 were received on the 20th and 26th Dec. respectively. The following items of news are from the *Japan Times*:—

We have to announce a most important event, which will do more to revolutionise this country than even the change of government which has destroyed a system 600 years old, but an event that under that system would have been long delayed, and for which those who will profit by it have to thank the enlightened Government of the Mikado. A contract for the construction of a railway has been concluded by Mr. H. N. Lay, C.B., who has been for some months past negotiating it. He repre ents a few capitalists who have entrusted him with large sums of money to be lent to the Japanese Government for the construction of re-productive public works, and of this he advanced one million sterling to the Japanese Government for the construction of a line from Yedo to Kioto, to be built by English engineers of high standing. The railway will be the property of course of the Government, and a lien on its receipts will be the guarantee for the interest of the loan. There was an apparent obstacle in the way, which has however been removed without difficulty. The Government of the Shiogoon it was said had made engagements with an American company; but on examination it appeared that all that had been promised was that, if any foreign company was allowed to build a railway for its own profit and on its own account, this company should have the preference. Under the arrangement just concluded, it is the Government itself which will be the proprietor of the line, and all future lines will necessarily also belong to it. In such a country as Japan the establishment of this principle is evidently essential; we are beginning to recognise the advantages of the system even in England.

The Currency Question, which has remained so long in apparent abeyance, has been advanced a stage, and discussion on it must recommence. The Japanese Government has officially advised the Foreign Ministers of its intention to issue a new coin, the Japan Dollar, with its subsidiaries, models for dies for which we mentioned some months ago had been sent to England. The Ministers are now told that the Government is prepared to commence the issue of the new coin immediately on the arrival of the experts whom it is engaging in England for the service of their Mint. But it will not, at present, make it a legal tender, or recall the coin now in circulation at its nominal, or any fixed value. The new dollar will be put in circulation side by side with the *boo* and in competition with the Mexican. Should the people fancy the new coin, the Government anticipates that the old will gradually disappear, its absorption being assisted by the payment in it of Customs duties, and, we may assume, all other taxes and dues. This communication the Ministers have made known to those interested in it, and it remains to be seen how it will be received. We cannot, ourselves, see in the announcement any solution of the difficult and dangerous question before us.

But public interest, locally, has had other and more disagreeable matter to occupy it during the last fortnight. A murder has

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been committed, evidently by Japanese, the victim being Mr. H. E. Hoey, who had long been a resident of Yokohama, and was living on his means here, pursuing no occupation. The coroner and his jury have had to bring in a verdict of "Wilful murder by Japanese unknown," no one having yet been discovered by which to trace the assassins. The murder was committed, according to the evidence of a native servant, the only person in the house with Mr. Hoey, about two A.M. on the 28th inst.; he was bound hand and foot, and a guard kept over him by one man while another committed the crime. We have also to note the discovery of the bodies of two drowned sailors, a man belonging to H.M.S. *Ocean*, and the other a Dane, belonging to a merchant ship. This is the third case within the month, and though it is very true that men, drunk or sober, may either fall into the ill-fenced creek, or from one of the dangerous little passenger-boats in use here, into the harbour, it is equally true that nothing is easier for Japanese boatmen than to push a man, helpless from drink, into the water after rifling his pockets, that the boatmen, as a class, are by no means incapable of such crime. Without either land or water police, neither life nor property have the least safeguard either ashore or afloat.

We regret also to have to record two outrages, one of them, particularly, a most insolent defiance of law and constituted authority, committed by men who pretend to the title of gentlemen, and who certainly ought to know better. The one is an assault by an Englishman of the name of Ewart on a lawyer of notoriety here and elsewhere in the East, of the name of F. J. Barnard. The other grew out of this: Ewart having been, the morning after the assault, most righteously sentenced to imprisonment, without the option of a fine, some sympathisers with him collected the same night and attacked Barnard's house. We wish we had no more to say on the subject, but we should fail in our duty did we not point out that this second assault on Barnard was evidently suggested by another made upon him a few weeks back, in judging which Sir Edmund Hornby made a most injudicious and improper remark, which we reproved when reporting the case. Ewart evidently thought that he would get off with a fine, to be paid for him by his friends in the Court-room, as did Urquhart (the former offender), and his counsel actually quoted in his defence Sir Edmund's words as an excuse for his client's deed.

Sir Harry Parkes left us on the 21st Dec. in the P.M.S.S. *Oregonian* on a trip of inspection of the Southern ports. From Kobé we hear of his having settled a long standing dispute between the Custom-house and merchants affecting the duty on coals used by coasting steamers. No duty is to be paid in future. We hear with pleasure that Lady Parkes is expected to return to Yokohama immediately.

From the *Japan Gazette* we gather the following items:—A new Masonic Hall, built under the superintendence of Messrs. Whitfield and Dowson, architects and civil engineers, was inaugurated on St. John's-day. The *Fusiyama* brings up from Hong Kong the staff of a Chinese theatrical company, consisting in all of about eighty persons. The American ship *Ellen Hood* has been sold by public auction by the Marshal of the United States Consulate to Messrs. J. D. Carroll and Co. for the sum of $8,100.

The local press at this port exhibits a further marked improvement. We note that the *Japan Herald* has now a morning and evening edition, and the Weekly and Overland issues have greatly improved. The edition for the Pacific mail is also very useful.

(FROM A CORRESPONDENT.)

Dr. Willis, of the Consular Service, who was placed at the disposal of the Japanese by Sir Harry Parkes in the time of war, has we hear left the charge of the hospital at Yedo, and gone to the Satsuma districts. Dr. Willis having been so long absent from his consular duties as Vice-Consul, it would be only right for him to resign, as he stops the way for others rising.

At last the Japanese Government have agreed to carry out an effectual scheme of draining the foreign settlement. The cost it is said will be about $40,000. With this step we hope the residents will also apply a vigorous course in sweeping off the wretched grog shops and other receptacles of vice, filth, and sickness, as recommended by Judge Hornby. The introduction of gas should also be effected while the roads are turned up for drains.

There is no more talk of war, much to the chagrin of some foreigners who trade in arms, powder, steamers, &c.

The Chinese are largely increasing in the settlement, and are now great house builders; the lower part of the settlement will soon become a "Chinese town." They are far too cunning in trade for the Japanese.

In consequence of large importations of rice the price is now lower, but provisions generally are very high.

Sir Harry Parkes is off on a visit to the ports. The "flying squadron" is expected here in February, and Admiral Kellett is expected from Hong Kong daily.

There is a large increase in the shipping at this port. We have to-day eleven merchant steamers and forty-two sailing vessels in harbour.

(FROM ANOTHER CORRESPONDENT.)

The Japanese Government continues to move on in the path of progress; hesitatingly, of course, at first, but still making good strides. The telegraph wire between Yokohama and Yedo is now complete, and arrangements are in progress for a railway, which is naturally our chief subject of talk just now. I am not sure that matters are quite settled with Mr. Lay yet, and there seems to be some difficulty about the capital, but no doubt it will be worked in the end. Many people who had been making overtures to the Government on the subject of railways are disappointed at Mr. Lay's stepping in, but doubtless he has high interest. At any rate, however accomplished, the laying of the first rail will mark a new and important era in Japanese progress.

In the mean while the road between here and Yedo is in fine order, and from fifty to a hundred vehicles ply on it daily with full loads of passengers. The iron bridge is completed, and toll on carriages (to pay its expenses) has come into force—more iron bridges are spoken of. The large works of reclamation at Benten are proceeding rapidly, and the drainage of Yokohama is fairly commenced at last.

The club I hear is likely to pass into the management of Mr. P. S. Smith, who will doubtless retain all his former popularity—he is one of our oldest residents, and knows well the wants of the community, so I think most people will be glad to see him once more in the position he formerly held to the general satisfaction. The residents have subscribed liberally to the Fire Brigade, and in respect to what penny-a-liners term "the devouring element," Yokohama may now be considered very safe, for excellent arrangements are in force for encountering a fire on its first outbreak, and the department is under good management. The Insurance offices ought now to reduce their rates of premium.

I hear that branches of the Oriental and Hong Kong Bank are to be opened at Hiogo.

Niboos are now being shipped in large numbers to Hong Kong, and will pay at $400 to $100 to be melted down (400 is the quotation in boos, the niboo is the gold piece, so 200 of them are equal to $100 50c. each). Foreigners in Yokohama always stated that niboos at 800 would not pay—that they were worth nothing, but John Chinaman is able to squeeze something out.

The Austrian Consulate is established in Yokohama, and a Vice-Consul lives in Yedo. The American Consul for Yedo lives at the Hotel, and hoists his flag-staff in the garden.

The Commercial Department is in full existence, and doing business in Yedo, Yokohama, and Osaka. A branch of this department is for cattle business, and they have opened a butcher's shop, and sell large quantities of meat, milk, and make butter and condensed milk.

FIRE AT YOKOHAMA.

Telegrams *via* San Francisco from Yokohama Jan. 23 report that an outbuilding of the Chartered Mercantile Bank of India had been burnt down. The bank escaped entirely. A fire at Yedo is also announced, and the deportation of 700 native Christians from Nagasaki, which we take to be about as truthful as the statement last year of throwing them into the sea.

CHINA.

—o—

SHANGHAI.

Dates by this mail are to the 4th January, outward London dates were up to 5th Nov., and by telegrams by Kiachta to 30th.

The *North China Herald*, which has incorporated the *Supreme Court Gazette*, has the following:—

We must first say a few words to-day regarding ourselves. As we announce elsewhere, by advertisement, we have acquired the copyright and goodwill of our weekly contemporary, the *Supreme Court and Consular Gazette*, which we have incorporated with the *North China Herald*, and publish this afternoon the first of the new series, under the title *North China Herald and Supreme Court and Consular Gazette*. Subscribers to the *North China Herald* have generally expressed to us satisfaction with its compilation, and have admitted its value, both for purposes of record and as a home newspaper. We can affirm that in no respect shall the new paper derogate from its former standard, and that they will have no cause to regret the change.

The only event of local interest since the date of our last has been a meeting of the Chamber of Commerce, held on the 31st Dec., when a very able letter to Earl Clarendon, which had been prepared by the committee in regard to the new treaty, was agreed to. A suggestion to increase the number of committee-men to ten was carried, as was a resolution raising the rate of subscription from Tls. 25 to Tls. 50. A proposal to admit individual members—other than representatives of firms—at a subscription of Tls. 20, was negatived. A proposal for the collection of statistics of stocks of manufactured goods was agreed to.

A further investigation has been held at the U. S. Consulate, before Dr. Jenkins and the Che-hien, into the death of the pilot Stevens, who, it will be remembered, was reported murdered by pirates while cruising off the Ruggeds. The Chinese who were serving on board his boat at the time were examined separately, but all adhered to their previous story, and the magistrate said he could find no inculpatory evidence against them. He advised, however, that the men should be sent in to the Taoutai, with a request that evidence against the alleged pirates might be sought out. This course was resolved on.

Small-pox has been very prevalent among the natives of late, and several cases have occurred among foreigners. It is worth consideration how far the frequent small pox epidemics which break out in Shanghai are caused by the innoculation of infants,

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which usually takes place about this time of the year. The disease thus originated is, of course, as infectious as an attack contracted in a natural way, and we have heard intelligent natives attribute the extensive prevalence of small-pox at present mainly to this origin.

We are glad to state that the Soochow Bridge has at length been thrown open to foreigners, and only regret that Chinese are not to share the privilege of free passage. The sum of Tls. 1,500 per annum, to be paid in commutation, is rather a dear bargain.

We are sorry to have to record the demise, with the old year, of our morning contemporary the *Shanghai Recorder*. We have always found our contemporary a frank and courteous rival, and regret his disappearance from the field.

The preliminary examination of the charge of murder against Captain Blanch, of the *Newcastle*, was held at the Supreme Court. The case was remanded until Thursday the 20th Dec., to enable the defendant to procure his witnesses from Foochow. In the meantime he is released on his own recognisance of £300, and those of two sureties of £150 each.

The highest prize of the Manila Lottery has again fallen to subscribers in China, two gentlemen of this settlement being the fortunate winners of the $25,000 in the December drawing.

We hear that a party of gentlemen who have just returned from an excursion to the neighbourhood of the Tai-hoo Lake, report that they were fired on by the natives five times. We have been unable to get further particulars, but as we understand a representation of the case is likely to be made to H. B. M.'s Consul the facts will probably become fully known.

The Chamber of Commerce memorial to Lord Clarendon goes by this mail.

Mr. Hart, it is said, considers the new Convention a great improvement on the old; we presume he means in the interest of the Chinese.

FOOCHOW.

THE FOOCHOW ARSENAL.

A correspondent of the *North China Herald*, who has visited the Foochow Arsenal, gives an interesting account of it, from which we extract the following :—

The contract for the building of the Arsenal, the construction of gunboats, the instruction of native workmen, and the preparation of young Chinamen for service in the gunboats, was made between Mr. P. Giquel and the Viceroy Tso in August, 1866 ; but the details of the contract were not arranged until the December following. Mr. D'Aguibelle was originally associated with Mr. Giquel as second director, but has recently taken position as Head of the Naval Training department—Mr. Giquel being left as sole director. On the completion of the contract, Mr. Giquel immediately left for Europe, to engage teachers for the schools, workmen for the shops and other necessary persons ; and the foreign employés of the Arsenal now number fifty-seven in all —including the director, one civil engineer, one surgeon, five professors (or teachers), two secretaries, two accountants, two draughtsmen, thirteen foremen, and twenty-eight artisans. Five of these are English, the remainder French.

The objects of the establishment are not only the constructing and arming of vessels of war, but the instruction of native pupils in shipbuilding, navigation, and engineering. It is expected in five years to build nine engines, which, with seven brought from Europe, will supply sixteen steamers—eleven of which are to be transports, carrying a few guns, and capable of conveying 600 tons of rice ; the other five are to be gunboats. It is also expected that by the end of five years native foremen will be sufficiently instructed to build ships and engines of ordinary descriptions, and that some will be ready to act as coasting masters in the navigation department. Mr. Giquel, however, intends to do more than this, and to have some ready to act as full sea masters, capable of navigating a ship anywhere as well as on the coast.

The schools comprise one school of theoretical navigation with thirty pupils, one school of practical navigation with twelve pupils, and one of engineering, with twelve pupils, the two last to be increased. These schools are all taught in English by English professors, assisted by Chinese monitors. The schools taught in French are a school of naval construction, with forty pupils, two French professors, and two assistant professors, a designing school of thirty pupils, with two French professors, a chronometer school of thirty pupils, with two French professors ; and an apprentices' school of 100 pupils, composed of the apprentices in the various workshops, and taught by French workmen from eight to 9.30 P.M., who get extra pay for this service.

The preparation of the ground was an immense work, and in order to give some immediate result, and allow time to erect large permanent buildings, a temporary arsenal was started at once, in buildings and sheds which were rapidly constructed. It comprises a workshop, in which models are made, with several steam saws, a machine shop, a foundry, a forge with thirty-one fires, and a boiler and copper-ware manufactory. The forge produces every week, on an average, 6,000 pieces of iron work for ships, including bolts, &c. The foundry casts every week from thirteen to fifteen tons of metal. It casts all the brass-ware of the ships built and under construction, and made sixty tons' weight of iron chests for holding moulds. It is now engaged in making columns of three tons weight for the permanent buildings. Besides thes there is a lathe-shop, and a great forge, with two furnaces, and steam hammer of two tons weight There is also a brick factory which can now make 50,000 bricks per month, and when completed will be able to make 100,000. A rolling-mill is soon to be added.

There are four slips for ship-building, residences for the director and foreign teachers, godowns, buildings for the foreign and Chinese labourers, &c. The first transport was launched on the 10th of June last. It is called the *Wannien-tsing*. Its length on the surface of the water is 223 feet. and on deck 234 feet ; depth at the middle beam, 17 2-5ths feet ; average draught, 13 feet. Chung How, the Superintendent of Trade for the three Northern ports, was deputed by the Emperor to examine the vessel. Word has just reached here that Chung How has declared her entirely satisfactory, and that the Emperor has given his sanction to the name she bears, which is that of the ruling dynasty. On the 6th Dec. a gun boat was launched from the Arsenal—the foreign residents of Pagoda Anchorage and a large number of Chinese being in attendance. The dimensions of the vessel are as follows :— Length, 183 feet ; breadth, 22 feet ; draught of water aft, 9 feet ; do. forward, 6½ feet. She will carry one 50-pounder rifled gun, and two smaller ones. Her construction has occupied eight months' working time. At eight A.M. of the same day the keel of the third vessel, with bow and stern posts, was laid upon the blocks. She is to be precisely similar to the gunboat just launched. Further shipbuilding will now be suspended until the permanent buildings are completed.

There are employed in the Arsenal 500 Chinese carpenters, 500 iron smiths, and 500 coolies. When extra assistance is required about the works, 500 soldiers are detailed from the camp near by ; and 120 Chinese sailors are also in service. The Chinese official staff is composed of one Imperial Commissioner (Shen), a Committee of four mandarins of high rank, a number of secretaries, &c. The average expenditure of the Arsenal is Tls. 50,000 per month, which, to insure promptness of payment, is paid originally from the customs revenue ; but is repaid by the provinces of Kwangtung, Chehkiang, and Fookien—Tls. 10,000 from each of the former, and Tls. 30,000 from the latter. When the permanent buildings are all completed, next year, the director expects to furnish three ships and three engines every year. A splendid slip, bought in France, is now being put together, on which ships are to be hauled broadside, and which will be able to take in ships of 3,000 tons.

When I visited the English school, a recitation in grammar was going on, which involved the nice distinctions of the personal pronoun in its different numbers and genders. I looked over the writing books of the boys, and their examples in algebra and geometry ; and was surprised at their rapid advancement. Mr. Chan Laisun, of Shanghai, did most excellent service in the preliminary training of these boys. In this school the best scholar is a professing Christian, and a graduate of the M. E. Mission school. One of the monitors is also a Christian, and a graduate of the school of the American Board Mission. An incident occurred in this school not long since which is worth mentioning. Mr. Carroll requested the boys each to write an English composition, selecting the theme themselves. One wrote about as follows :—" The foreign teachers have come here to instruct us in foreign languages. The object is to enable us to understand naval tactics, and become prepared to command the gunboats. When the gunboats are finished and equipped, and we are able to command them—then we shall be able to dispense with the foreigners !"

In the navigation school of Mr. Swainson I saw some pretty hard problems on the black-board, which had been given to the pupils as their morning work. They were working away at them —some with countenances betokening success, others apparently quite in despair. In the chronometer school, I saw a brass axiometer about to be silver-plated, and some delicately made watch-hands just being finished by some of the Chinese workmen. The blacksmith shop presented a scene of great activity, with its numerous forges in full blast, and its scores of workmen busily employed. One of the most pleasing things connected with my visit was a view of the night school in full session. Here were 140 Chinese apprentices, giving an hour and a half each evening to the study of the French language. It sounded oddly enough to be addressed in French by young Chinese. They seemed to be doing well, and certainly manifested the greatest animation and zeal in their studies. I could not help thinking that, for practical use in years to come, these boys might far better be learning English ; but while in the Arsenal, under French instructors, of course the French language is what they most need.

Mr. Giquel gave me every facility for examining the various departments of the Arsenal, and kindly furnished information in regard to all points upon which I required it. I imagine that he frequently has his hands full in managing the concern, especially when foreigners and Chinese disagree with each other. But from what I saw and heard I conclude that his management is popular and successful. The Imperial Commissioner, Shen, a native of this province, is one of the most earnest in the prosecution of the Arsenal work. He is invested with high powers, and not long ago tried, convicted, and executed a coolie for stealing brass—all within the space of half an hour.

From Messrs. Hedge and Co's. weekly shipping report it appears that the vessels now loading for London are :—*Red Riding Hood*

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Portland, Westburn (reported by telegram lost) *Coutnakyle*; for New York, *Homer, Avon.*

SWATOW.

On the proposed departure of Mr. Consul Alabaster for Shanghai, the English community presented him with a testimonial of plate, and a complimentary address, expressing their appreciation of his ability, skill, and energy. In reply Mr. Alabaster said:—"I trust always to find the missionary and mercantle communities united as theyare on this occasion, convinced as I am that so long as their courses lie side by side, it will be to the mutual advantage of each that, as the mercantile community advance the missionary body will have greater security and freedom of action, and as their teachings s.read and take root, the merchant will have greater facilities for his operations. Ignorance and prejudice are the greatest enemies with which both have to contend, and these each in turn and in different manner attacks and dispels."

The Community have addressed Sir R Alcock on the New Convention, and we extract the following:—

"Were the Customs here less strict, or a trustworthy coastguard organised, no complaint could stand, but constituted as is the one and absent as is the other, nothing but disappointment can result to the simplest commercial calculations."

The treatment of claims against Chinese is also a subject which calls for improvement, if not indeed total reform. Payment of the best-founded claims, acknowledged by the defaulters as such, is subject not to meet their ability, but to their *willingness* to meet them; and reference to the Chinese authorities is of so little avail as to be practically valueless, owing to the venality which pervades all the Yamuns, their professions of bringing pressure to bear on the delinquents being of course at variance with fact. The vexation, the delay, and time uselessly spent in periodically bringing such claims to their notice through the Consul are almost effectual barriers against pressing them at all, and a premium is thus being placed more and more on dishonesty. We submit with deference that where such a condition of things prevails H.M.'s Consul should have it in his power to hold the Chinese authorities responsible for such miscarriage of justice, which so greatly adds to the usual risks of trade.

The disadvantage under which the British flag, as compared with that of other nationalities, labours in the traffic with our own possessions at the Straits can only, we should think, require to be known to our Government, when a remedy would at once be found.

It will be seen by the following extract from the Foreign-Office list that Mr. Alabaster has rendered varied and important services since 1855:—

Was appointed a student interpreter in China, June 14, 1855, and on arrival was employed in the Superintendency of Trade at Hong Kong. Was attached to Admiral Sir M. Seymour during the operations in the Canton River, from October 30, 1857, till the capture of Canton, for which service he received the China medal with Canton clasp. Was appointed to attend Commissioner Yeh, January 5, 1858, whom he accompanied to Calcutta, and remained there till the commissioner's death. Returned to China, and was appointed interpreter at Foo-Chow-Foo, and attached to the Chinese secretary's department of Mr. (now Hon. Sir Frederick) Bruce's mission, May 11, 1859. Was attached as interpreter to the Consulate at Canton, June 9, 1859, at Amoy, April 7, 1860; and at Swatow, May 28, 1860, accompanying, whilst at the latter place, as interpreter, various expeditions against piratical villages. Was appointed interpreter at Shanghai, January 23, 1861. Accompanied, as interpreter, various expeditions against the rebels, and was present at the storming and capture of Nah-ding, and other places, for which services he was favourably mentioned in the despatches of the late Brigadier-General Staveley. Was lent to the Chinese Government, August, 1862, to assist in the reorganisation of the Sung-Kiang force, and was nominated for the first-class of the Order of the Star of China, for that and other services. Was appointed acting Vice-Consul at Shanghai, October 1, 1864. Proceeded on a mission to Nanking to congratulate the Viceroy on the capture of the city; afterwards accompanied the Russian Consul-General to Soochow, to investigate the case of certain Europeans murdered in that city; and has sat as a joint magistrate in the Mixed Court ever since its establishment. Was Acting Consul at Swatow from September 1, 1868, till November 18, 1869, when he was appointed Vice-Consul at Shanghai.

HONG KONG.

The London mail of 25th Nov. arrived out on the 7th Jan. with telegrams to the 6th Dec. Dates are now down to the 11th Jan The following summary is from the *China Mail*:—

Sir R. Alcock arrived here on the 31st Dec., and left by the French mail of the 4th of Jan. A meeting of the Chamber of Commerce and a public meeting took place on the 3rd. H.E. received deputations from both, to whom he explained his own position and the so-called policy of the British Government. The results were in the main unsatisfactory, H.E. refusing to acknowledge the arguments put forth by the spokesmen of both deputations as to matters affecting Hong Kong interests.

Shek Aluk and the three other men, who were sentenced to death for the murder of Sergeant Mahoney at Sowkewan, it has been found, were convicted on the evidence of three or four perjurers Tang Pak Foo, and an ex-policeman named Tsoy Assam, the movers in the attempt, have been found guilty of conspiracy, the former having been convicted of perjury besides. The three other witnesses (Chinese) have been convicted also of perjury The Chief Justice, the prosecutor and the jury joined in a strong censure on the police for the part they had taken in the case. It would appear, therefore, that the real murderers of Mahoney are still at large.

Baron Richthofen left Canton on the 30th Dec., on his overland tour northwards; he has abandoned his intention of entering Yunan, and goes to Peking through Hunan, Hupeh, &c.

The Hong Kong Chamber of Commerce are favourably disposed to an independent project for commercially exploring Western China. The matter is still under discussion.

The Chief Justice of Macao, Sr. Pinto, having been promoted to the post of Presidente da Relagao of Goa, took his departure from Macao in the brig *Concordia*. We hear that about two hundred persons accompanied his Lordship to the wharf, and the clergy sang a Te Deum in the cathedral for his safe arrival at his destination.

We learn that the steam ship *Titana* was sold on Dec. 28, by Mr. J. M. Armstrong, for the sum of $35,000. Captain Sands was the purchaser. The little *Fizz* was not sold.

The river is regaining the old reputation for insecurity. On the 3rd, while the steamer *White Cloud* was on her way from Macao hither, when near Chun-chow, three Chinamen were observed apparently in the water, and waving for assistance. A boat was lowered and sent to them, when it was found that they were on the bottom of a boat, which was capsized. They were brought on board the steamer, and related that their boat belonged to Tamsui. On the previous day, when about four miles from Macao, they were attacked by pirates, who robbed them and their boat of every movable article, cut away the boat's masts, and stove two large holes in her bottom. The three men had been on the boat drifting all night. They were brought to this colony, and handed over to the Registrar-General to be cared for. On the way over a subscription for their benefit was raised among the passengers on the steamer, which amounted to $28.

We notice with pleasure an account of the visit of H.R.H. the Duke of Edinburgh to Hong Kong, illustrated with photographs by Mr. Thomson. The compilation is very neatly done by the Rev. W. R. Beach, Colonial Chaplain, and, we observe, is published in London by Messrs. Smith, Elder, and Co. This publication is calculated to spread general information as to Hong Kong, its Government and society, and is well worthy a perusal.

A new peal of bells, the gift of Mr. Perry, an old Hong Kong resident, have been erected at the Cathedral, and were rung for the first time on New Year's-eve.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates from this port are to the 18th Jan. The London mail of Dec. 3 arrived out on Jan. 7, with telegrams to 28th.

The *Straits Times* has the following:—

The first Criminal Session of this year opened on the 5th and closed on the 11th; there were twenty-four cases on the calendar, but they were mostly for the lighter offences—principally for petty burglary and larceny—and were very easily disposed of. There was one case of counterfeiting, where the prisoner was sentenced to transportation for life; and one for murder, in which the grand jury threw out the bill against two of the prisoners, and the petty jury found the third not guilty.

The fortnight has been bare of political interest. The Governor still remains at Penang, and has been making a tour in Province Wellesley. He will spend some days at Malacca on his return trip, and may not be expected here before the end of the month. Among the passengers by the *Achilles*, from Liverpool, was Mr. C. Irving, the newly appointed Assistant Colonial Secretary; it is rumoured, however, that official changes are contemplated which will give Mr. Irving for a time the appointment of Acting Auditor General—Mr. C. J. Irving, the Auditor General, going to Malacca as Acting Lieutenant Governor, in the room of Capt. Shaw, that office being vacant since Capt. Shaw's acting appointment to the place of the late Col Macpherson.

The Java news during the fortnight has been more than usually interesting. Heavy floods have occurred on the West Coast of Sumatra, doing considerable damage to the rice fields, and destroying the roads and bridges, so that, unless aided by the Government, the poor natives there will suffer great privations.

From Saigon, also, news has been received, which has had a very sensible effect upon the rice market. There appears to be no scarcity of grain, but a panic had seized upon the women—the real labourers—throughout the country, and they would not bring their grain to market—a story having by some means got abroad that Government agents were forcibly seizing and carrying off women either to settle another part of the country or for sale. It is needless to state that the story was untrue, and no doubt in a short time the panic will have subsided. Among the passengers by the French mail steamer was Sir Rutherford Alcock, the British Minister Plenipotentiary to China, who had taken passage for Calcutta *en route* to Europe.

The rainy weather still continues, though at last there are signs of a break-up. During the past three months scarcely a day has passed without rain, and sometimes for days the sun has

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hardly made its appearance. The roads are all but impassable, and the municipal officers have been unable to effect temporary needed repairs, owing to the impossibility of obtaining carts to convey road material.

The performance of the Tom Thumb Troupe at the Town Hall Theatre was one of the most pleasing and unique entertainments that has ever been afforded the public of Singapore. The four little men and women, Tom Thumb and his wife, Commodore Nutt, and Miss Minnie Warren, appeared in character, and the audience were highly amused by their humorous and laughable impersonations. Commodore Nutt was singing an Irish song, pacing up and down the stage, when he caught the eye of a stalwart gentleman in the audience, and immediately threw off his coat and challenged him to combat *a la fisticuff*, squaring off in the most approved style. This "brought down the house." The entertainment throughout was a very pleasant one, and at its close those of the audience who felt so inclined had an opportunity of conversing with the lilliputians, who were found conversant with the leading topics of the day, and take a lively interest in passing events. We are sorry not to have another opportunity of witnessing their amusing and wonderful performance.

PENANG.

Dates are down to the 20th January. The following are from the *Penang Gazette*:—

The state of our relations with the East Coast of Sumatra is at present very unsatisfactory. The Dutch have occupied the greater number of the ports, and, we presume, hold that by right of possession they have power to deal with them as they choose. The English Government has not recognised this proceeding of the Dutch, and declines to hold correspondence with the Dutch officials on any matter of complaint which may arise between traders from Penang and any of the chiefs, and hence for any act of oppression or injustice committed by the latter there is practically no redress to be had. The Dutch Government assert that the States of Delli, Assahan, Langkat, &c., are all dependencies of Siac, and as they have taken that state into their entire management, they say that the dependencies follow as a matter of course. This, however, is denied by our Government, on the ground that all these states have long been virtually independent of Siac, and in proof of this it appeals to the engagements for trade entered into by them with the Penang Government, and which engagements, in fact, were made with the express consent of the Sultan of Siac.

It is reported that his Honour the Judge will proceed to England on a short leave of absence by an early steam r. The Chief Justice will of course hold the February Criminal Session and Civil Sittings.

CEYLON.

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GALLE.

(FROM OUR CORRESPONDENT.)

A few months will inaugurate a new state of affairs. Thanks to England's great ship, the *Great Eastern*, the Bombay and Suez cable will be laid, and then we see no reason to doubt that communication with England will be practicable in a few hours. Add a few months and the thin band that more than half encircles the globe will have received an extension—a most important stride towards its ultimate perfection, and one that will be appreciated all over the East. It will connect Galle and Singapore. Col. Glover has already taken up his quarters in Galle, with the view of making the necessary arrangements.

Busy preparations are being made for commencing the long-talked of Lighthouse on the Great Basses, a most dangerous and deceitful rock to the south-east of Ceylon. Begun years ago, and more money having been expended on the preliminary work than the entire fabric should have cost, the costly stones intended for its construction were allowed to line the edges of the Galle roads, and the plan fell into abeyance. The Trinity-house has now taken the matter up, and has put the affair into the hands of a gentleman of great experience, Mr. Douglas, who is now here personally superintending operations.

Commercial Report.

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(*For dates see First Page.*)

STRAITS, JAVA, CHINA, AND JAPAN IMPORTS.

YOKOHAMA.—The arrival of large supplies had had a depressing effe upon the market. Prices for Shirtings and Yarns were lower, while other Cotton Goods were in but limited inquiry, although prices were nominally unchanged. Woollens were very dull. The following were the current quotations:—Grey Shirtings, 7 lbs., $2.63 to 2.68 per piece; 8¼ to 8½ lbs., $2.95 to 3; 9 lbs., $3 40 to 3.45; White Shirtings, 56 to 60 reed, $2.65 to 2.85; 64 to 72 reed, $2.90 to 3.05; T-Cloths, 6 to 7 lbs., $1.90 to 2.30. Cotton Yarn, 16 to 24, $53 to 53 75 per picul; 28 to 32, $53 to 53.75; 38 to 42, $62 to 64. Woollens and Mixtures: Camlets, BBB, $13.50 to 14.50 per piece; SS, $13 to 13.50; SSS, $9.50 to 10.50; Cloth, medium and broad, 54 in., $0 80 to 1.60 per yard; Spanish Stripes, $0.750to 1; Long Ells, Scarlet and Black, $8 to 8.75 per piece; Blankets, $0.35 to 0.39 per lb. Metals—Iron: bar, $3 to $3.50 per picul; Nail-rod, $2.70 to 3.50; Lead, $6 to $6.25.

HIOGO AND OSAKA.—Grey Shirtings were dull. Only the finer qualities of Cotton Yarn were saleable. Black Velvets and Turkey Reds were in fair inquiry. In Woollens, good assortments of Camlets sold readily, and a fair business had been done in Orleans and Mousselines. Cloth was improving. Blankets were dull of sale. Metals neglected.

SHANGHAI.—The transactions in the chief Grey Staples had been mainly from second hands, and only to a limited extent. Woollens had commanded rather more attention on account of their comparative cheapness, and the dealers seemed to think a further reduction in value unlikely. Grey Shirtings: Sales and re-sales had been made to the extent of about 70 to 75,000 pieces, and the market was steady. There had been very few first-hand sellers, they generally preferring to wait for the re-opening of the Northern trade. Quotations:—7 lbs., Tls. 1.96 to Tls. 2; 8-4 lbs., Tls. 2.18 to Tls. 2.20; and 9-10 to 9-12 lbs., Tls. 2.35 to Tls. 2.85. Stock estimated at 925,000 pieces. T-Cloths: Several sales had been effected from second hands at very low rates, but, as with Grey Shirtings, the prices gave no true idea of importers' demands; 6 lbs., Tls. 1.45 to Tls. 1.65; 7 lbs., Tls. 1.60 to Tls. 1.80; and 8 lbs. to 8¼ lbs., 36-inch, Tls. 1.95 to Tls. 2.15; XX., Tls. 2.40 per piece. White Shirtings: A few small sales quoted at about former values:—56 reed, Tls. 2.05 to Tls. 2.12.5; 60 reed, Tls. 2.15 to Tls. 2.25; 64 reed, Tls. 2.30 to Tls. 2.35; and 66 reed, Tls. 2.40 to Tls. 2.45 per piece. Drills—More inquiry for cheap goods of E glish make, and several parcels had changed hands at low rates for immediate delivery. In other classes there was little alteration. Fancy Goods, small enquiry, but partially met by holders. Values showed a heavy loss on cost, and a large proportion of the stock was held off the market. Woollens: Long Ells exhibited a decline in price, and were not much sought for. There had been some speculative demands for Camlets, and several sales were quoted of good assortments. Badly assorted parcels were still very difficult to place even at reduced figures. Figured Orleans very dull even at lower quotations. Fancy Woollens also dull. Lead was a shade weaker; shipments on a large scale had been made to the river and other ports. For Iron there was very little demand, a few sales of best Nail Rods to speculators had been effected at low rates Quotations are unaltered. Imports for the fortnight—Lead 400 tons, Iron 950 tons. Coals: The market continued very dull, with but few sales. Cardiffs a little weaker. English and American without sales or inquiry. Arrivals of all kinds for December, 1869, 6 459 tons, against the same month 1868, 13.110 tons. Quotations (duty paid):—American Drills, Tls. 3.6.0 to 3.7.0; American Jeans, Tls. 2.9.5 to 3; American Sheetings, Tls. 3.5.0 to 3.5.5; English Drills, Tls. 3.4.2 to 3.6.0; Figured Shirtings, per piece, Tls. 2.1.0. to 2.7.0; Brocades, Tls. 2.1.5 to 3.2.0; Damasks, dyed, Tls. 4.2.5 to 4.5.0; Gentian Shirtings, Tls. 2.8.0 to 2.9.0; Chintz, Tls. 1 5.0 to 1.9.0; Turkey Reds, 24 yards, Tls. 2.1.0 to 2.4.0; Camlets, English, SS, per piece, Tls. 11.5.0 to 12; Spanish Stripes, per yard, Tls. 0.5.0. to 0.8.0.; Medium Broad and Habit Cloth, Tls. 1 to 1.4.5; Long Ells, Scarlet, Tls. 6 to 6.1.0; Assorted, Tls. 6.1.0 to 6 2.0; Lastings, Tls. 11.1.2; Crape Lastings, Tls. 7·5.0 to 8; Iron: Nail Rod, per picul, Tls. 1.9.0 to 2; Hoop, Tls. 1.6.0. to 1.7.0.; Lead, per piece, Tls. 5.2.5.; Steel, per tub, Tls. 3 to 3.1.5.

HANKOW.—The Chamber of Commerce Circular gives the following report:—The demand for Piece Goods has been dull, with the exception of Grey Shirtings and T-Cloths, which have continued in good inquiry. Woollens are without improvement. Grey Shirtings: A fair amount of business has been done during the fortnight at an advance of 2 candareens on last quotations, the Szechuen dealers being the principal operators. During the last few days holders have not been so firm, and prices are now rather lower. Closing quotations are Tls. 1.97 to Tls. 2.01 for 7 lbs., and Tls. 2.16 to Tls. 2.21 for 8¼ lbs. goods. White Shirtings: Low counts have been in some request at previous rates. T-Cloths: There has been a good inquiry, and prices are without change, notwithstanding heavy arrivals during the fortnight. The present high cost of native cloth has a favourable influence on the consumption of these goods. Good 7 lbs. makes are quoted Tls. 1.77 to Tls. 1.80 per piece; 8 to 8½ lbs., Tls. 2.08 to Tls. 2.13 per piece. Drills have been dull of sale, and prices are weak. Fancy Cottons have not been wanted. Woollens and Worsteds—Camlets: A moderate business has been done at previous rates. Lastings: A few retail sales have been effected. Long Ells continue without improvement; and have changed hands to a very small extent. Spanish Stripes have been in little inquiry. In Medium and Broad Cloths nothing has been done. Figured Orleans: Inquiry has fallen off, and prices are weaker. China Crapes have not been asked for. Metals: Lead moves off very slowly at last rates, and there is no general inquiry. Quicksilver has not been asked for; quotation nominally the same. The following are the current quotations:—White Shirtings, 56 to 60 reed, Tls. 2.0.5 to Tls. 2.2.0 per piece; 64 to 66, Tls. 2.2.5 to Tls. 2.3.5 per piece; 68 to 72, Tls. 2.4.0 to Tls. 2.5.0 per piece; Handkerchiefs, Tls. 0.5.3 to Tls. 0.6.2 per dozen; Spotted Shirtings, Tls. 2.2.0 to Tls. 2.7.5 per piece; Brocades, Tls. 2.0.5 to Tls. 3.1.5 per piece; Damasks, Tls. 4.3.5 to Tls. 4.4.8 per piece; Chintz, Tls. 1.6.0 to Tls. 1.7.5 per piece; Spanish Stripes, Tls. 0.5.5 to Tls. 0.5.8 per yard; Cloth, Tls. 0.9.0 to Tls. 1.6.0 per yard; Camlets—English, S., Tls. 12.8 0 to Tls. 13.3.0 per piece; S.S., Tls. 12.0 to Tls. 12.4 0; Common, Tls. 10.5.0 to Tls. 11.0 per piece; Lastings, Tls. 10.1.5 to Tls. 11.3.0; Long Ells, Tls. 6.1.0 to Tls. 6.2.5 per piece; Lead, Tls. 5.4.0 to Tls. 5.6.0 per picul; Quicksilver, Tls. 50.5.0 to Tls. 50.7.5 per picul.

FOOCHOW.—The following are the transactions reported:—1,400 pieces 7 lbs. Grey Shirtings, at $2.72½ per piece; 120 pieces Scarlet Camlets, at $16.50 per piece; 210 piculs Leads, at $7.50 per picul.

HONG KONG.—We extract the following from Messrs. Olyphant and Co.'s report dated 10th January:—Cotton Yarn: Full arrivals of Nos. 16-24 and 28-32 have taken place of late, and, with an increased slackening of the demand, no business has resulted in these numbers of English Yarn, beyond a few bales placed at auction, by which method sales can now only be made. The quotations given show a decline of $2.50 per bale, but even at these figures nothing can be done at private. Piece Goods: The business of the fortnight is comprised in a very small aggregate, and, as prices have been steadily sustained, these small transactions may be accounted for mainly by the disinclination of the native dealers to enter into extended operations at a time so near the turn of their New

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Year, and their expectation of considerable damaged parcels being put up for sale at public auction, from which they could supply their present wants. Grey Shirtings of all weights are unchanged in value, and 7lb. and 8.4lb. are easy of sale at the minimum quotations, but holders are firm for the highest rates. White Shirtings are still readily saleable "to arrive," but importers have displayed such increased firmness that settlements to the extent of only a few hundred pieces have resulted. Drills are still neglected, and there is no outside demand to strengthen in the least the position of holders. 6lb. common T-Cloths are enquired for at unchanged prices; 6lb. Mexican are held for higher figures, but are not wanted; values of 7lb. are unchanged: 8lb. goods are quoted 5 cents dearer, and in moderate request. Brocades exhibit a marked rise in rates, and favourite chops command an advance of from 10 to 40 cents. Spotted Shirting are also much dearer. Turkey Reds are weak, but prices are unchanged. An advance of 5 to 10 cents per piece is noticeable in Chintzes. Woollens: Some demand continues for Scarlet Long Ells at former prices; Assorted are neglected. Scarlet Spanish Stripes are somewhat firmer, whilst Assorted are weak. Blankets are dull, and not wanted. Inquiry keeps up for superior Lastings. Crape Lastings are weak, and difficult to place. Camlets have fallen 25 cents. Metals: Nail Rod Iron, under pressure of heavy supplies, has given way in value 5 to 10 cents. Soft Bar Iron is easy of sale at a slight advance. Hoop is firm, as the supplies offering are almost nil. Steel is firmer. Lead has been actively taken, and an advance of 5 to 10 cents per picul has been established; at the rise the article is still in demand "to arrive," as the late settlements have very much reduced supplies in first hands. Tin has been moderately dealt in at slightly easier rates. Tin Plates are weaker. Fair transactions have resulted in Quicksilver, and the quotations now made are 50 to 75 cents higher; holders of Californian are demanding $65. Coal: Receipts have been 5,620 tons Cardiff, about half of which comes to consumers; 900 tons Sydney, 1,550 tons Anthracite, and 800 tons English to consumers. Sales have been: 440 tons Cardiff, at $8.20, with certain advantages and privileges to purchasers; 900 tons Sydney, at $5.60 per ton, and 320 tons West Hartly at $7 per ton. The following were the current quotations:—Cotton Yarn, per bale, Nos. 16 to 24, $140 to 145; 28 to 32, $142.50 to 150; 38 to 42, $175 to 185; Grey Shirtings, 7 lbs., $2.45 to 2.50 per piece; 8.4 lbs., $2.75 to 2.80; 9 to 10 lbs., $3 to 3.70; White Shirtings, $2.55 to 3.70; finer qualities, $4.05; T-Cloths, 6 lbs., $1.90 to 2; 7 lbs., $2.15 to 2.22½; Mexicans, $2.30 to 2.45; 8 to 8.4 lbs., 36-inch, $2.65 to 2.80; Grey Twills, English, 14 to 15 lbs., $4.65 to 4.75; American, 15 lbs., $5 to 5.10; Dutch, 14.8 lbs., $4.70 to 4.85; Spotted Shirtings, White $2.50 to 2.80; Brocades, $2.60 to 3.50; Damasks, $4.50 to 5; Turkey Red Cambrics, $3.60 to 2.75; Chintzes, $2 to 2.30; Long Ells, Scarlet, $7.50 to 7.70; Assorted, $7.30 to 7.50; Blankets, Assorted, $0.43 to 0.50; Camlets, SSS, Assorted, $13.50 to 14; SS, $15.25 to 16; S, $17.25 to 17.75; Dutch, $24 to 26.50; Iron Nail Rod, $2.30 to 2.50; Lead, $6.40 to 6.45; L.B., $6.50; W.B., $6.65 to 6.75.

BATAVIA.—Grey Shirtings, 39 inch 7 lb., saleable to a moderate extent; stocks very light, value firm. All other descriptions neglected, 8¼ lbs. being unsaleable even at f.8. Supplies of 3 lb. Medapollams exhausted, and for a small quantity f.3¼ might be made. The lighter weights not inquired for. Dutch Drills of prime quality obtainable at f.9; demand very trifling, and reduction must be submitted to in order to effect sales. White Shirlings of all descriptions continue very difficult of sale; no change to note in value. Coarse Madapollams find buyers at f.3½; good imitation Dutch, 5 by 4 width, at f.5 to f.5.05; 6 by 4, at f.5¼. Good 24s Cambrics saleable at f.3½, but all other marks and qualities are out of favour. Dyed Goods in very little request; values lower. Woollens attracted no attention, sales being of quite a retail nature. Copper in no inquiry. Yellow Metal and Zinc also out of demand. Market overstocked with Iron, and sales impracticable. Tin Plates seldom inquired for.

SINGAPORE.—The publication of the quarterly stock lists had caused an increased inquiry to be manifested for a few staples shown to be in small supply; but except upon 8¼ lbs. Shirtings no advance in price had been established, and on these only about 2¼ cents per piece, $2.90 to 2.92½ being the rates at which holders had nearly cleared out. The Chinese were preparing for their new year festivities, and until these were over transactions would be very limited. 7 lbs. and 6 lbs. Shirtings had been placed to a moderate extent at about previous rates. Grey Madapollams in small demand, but prices steady. T-Cloths, transactions very few; prices without alteration. Drills out of request. White Shirtings very dull, easier rates submitted to fair sales of imitation of Irish Linens, but at lower rates. White Cambrics in less inquiry; prices maintained. White Figured Shirtings $2.90 to $3 per piece. Spool and Ball thread slightly lower. No improvement in the demand for Dyed Cottons. The only sale in Shirtings was of Pink Figured. Turkey Red Cambrics altogether out of inquiry; only one or two trifling sales reported. T. R. Mulls placed at previous rates. Prints very dull. Sarongs of the better descriptions moving off, but at low prices; for Handkerchiefs no demand Stocks of Grey Yarn very much reduced, but prices without improvement. No. 40s, $150, at which there had been sales on the spot and to arrive. Turkey Red Yarn in better request; sales of Glasgow Dye reported. Other Coloured Yarns very dull. Metals of all descriptions in over supply and unsaleable. Iron sold as low as $2.10 to 2.20 for Common flat and Square bar, and $2.45 for Govan. Yellow Metal had been bought more freely. Spelter sold at better rates. Gunpowder no improvement. No importations of Coals had been sold ex ship, and sales were only for consumption at low rates.

PENANG.—Owing to the Chinese holidays but little business had been done. Grey Shirtings: Inquiry moderate; 6 lbs. sold at $44 to 43½; 7 lbs. at $51½, 8¼ lbs. to $59 to 60 per corge; no sales of 45 inch. Long Cloths:—Few buyers, and only for 10 lb. goods, which had been disposed of at $67½ per corge. In other weights no transactions. Madapollams: Short stock; sales of 3 lbs. at $22 per corge. T-Cloths of light weights, say 5 lbs., in more request, but with a bare market; 6 lbs. disposed of at $37½ to 38¾; 7 lbs. at $43 to 44½ per corge. White Shirtings remained difficult of disposal; unimportant sale of Medium at $63½, of Fine at $83 to 88 per corge. No sales of 45 inch goods. White Cambrics. Small quantities taken, Low at $22, Nos. 15 to 16 at $32½ per corge. Grey Sheetings, $84 to 88 per corge, according to quality. Drills dull. Dyed Goods weaker, with increase of stocks. Pink Prints sold at $50 to $56, but only in small lots. Turkey Red Cambrics: Few buyers at $45 and 44 per corge. Yarn: The principal demand had been for No. 30 Grey Mule, of which sales had taken place at $141 to $142 per bale; there had also been sales of No. 40 at $150 per bale. Turkey Red not in request; a few sales reported No. 20 at $136, No. 44 at $144 per bale. Small sales of Imperial Red, No. 40, at $79 and $78, and of Green at $82 per bale. Coloured Yarns all very dull. Metals in very limited request; small sales reported of Iron, assorted, at $2.57½ per picul, Lead at $6 for Pig and $7 for Sheet per picul. Yellow Metal at $22½ per picul, and Anchors and Chains at $4 per cwt.

STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—The improved demand noticed in our report of the 7th inst. had continued, and prices consequently had again risen slightly. Settlements amounted to about 5,000 piculs, making the settlements for the month 13,000 piculs, consisting chiefly of medium to fine grades; common teas continued scarce. Arrivals had nearly kept pace with settlements, and stocks were somewhat reduced. The Grenadier for New York had sailed with 613,381 lbs. The Crest of the Wave, 776 tons, the Westbury, 329 tons, and Havelock, 454 tons, were loading for New York; the Southern Belle had been taken off the berth. Quotations: Common, $20 to $21 per picul, nominal; Good Common, $22 to $23 ditto; Medium, $27 to $30 ditto; Good Medium, $31 to $33 ditto; Fine, $34 to $37 ditto; Finest, $38 to $42 ditto; Choice, nominal.

HIOGO AND OSAKA.—About 2,000 piculs had been settled at irregular prices; teamen having shown more disposition to effect sales, it was expected that prices would decline; fine sorts were held for high rates. The stock was estimated at 5,000 piculs.

SHANGHAI.—Black: Next to nothing had been done, a few hundred chests only having been purchased. The stock was insignificant, and was not likely to be added to by arrivals of useful descriptions; the only additions to it to any extent would probably be parcels of very low packed leaf. The season was nearly closed. Settlements for the fortnight, 698 chests; reshipments on owners' account, 531 chests; stock, 43 chops, or 12,530 packages. Quotations (duty paid, exchange at 6s. 1d., freight at £2 sterling):—Oonam, common, Tls. 19; Oopack, common, Tls. 20. Green: Transactions had been on a more moderate scale; the settlements, amounting to 28,000 half-chests, had been made chiefly for the American market. A few chops of fine Moyune and Teenkai had been taken at very full prices; medium grades had brought quite previous prices, in some cases common to fair descriptions had sold at rather easier prices, but no quotable decline was noticed. Supplies continued to come forward freely, and receipts were 12,000 half-chests in excess of last year. Quotations: Moyune and Teenkai, Tls. 31 to Tls. 41½; Fychow, Tls. 26 to Tls. 36; Pingsuey, Tls. 30 to Tls. 31; Shanghai packed, Tls. 25 to Tls. 30. Settlements for the fortnight, 28,669 half-chests; re-shipments on owners' account, 1,717 half-chests; stock, 129 chops, or 63,091 half-chests.

HANKOW.—There had been no settlements during the interval.

KIUKIANG.—There had been no business worth reporting in either Black or Green; quotations were nominal.

FOOCHOW.—Messrs. Odell and Co. report as follows:—Congous have continued in active demand, both on English and Australian accounts, settlements amounting to about 23,400 chests. Stocks being reduced into so small a compass, the teamen have been enabled to obtain an advance in price of about one Tael per picul. Souchongs have also been in good request, and the small stock on offer at the date of our last has been settled at previous quotations. Oolongs: In the absence of supplies there is no business to advise. Scented Teas are in more inquiry, and a few settlements are reported. Settlements during the fortnight have been:—Congou, 23,408 chests, at Tls. 8.8 to Tls. 24.8 per picul ship off; Souchong, 2,960 chests, at Tls. 17.3 to Tls. 20.8 per picul ship off; Scented Teas, 2,304 boxes, at Tls. 20.3 to Tls. 24.8 per picul ship off; Flowery Pekoe, 87 chests, at Tls. 25.8 to Tls. 26.8 per picul ship off.

SILK.

YOKOHAMA.—The pretensions of silkmen were so little abated that business was still curtailed by their extravagant demands. The best Hanks were held from $760 upwards; good Medium from $720 upwards; and it was only on common grades that they had been ready to make any concessions. Oshus were without change, and excepting a few Coshus and Sodais, other sorts were wanting. Settlements about 300 bales. Stock unchanged. The current quotations were—Hanks, Mybash and Sinchu, best, 30s. 6d. to 32s. 9d.; medium, 27s. 6d. to 29s. 8d.; inferior, 23s. 8d. to 26s. 9d.; Oshu, extra, 33s. 11d.; best, 30s. 10d. to 32s. 9d.; medium, 28s. 3d. to 30s. 6d.; inferior, 22s. 6d. to 26s. 8d.; Coshu, best, 26s. 9d. to 28s. 3d.; medium, 24s. 5d. to 26s. 8d.; Sodai, best, 27s. to 28s. 3d.; medium, 24s. 5d. to 26s. 3d.

HIOGO AND OSAKA.—There is no business reported from these settlements.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular:—At the close of last English mail a few hundred bales were settled hurriedly at an advance of about Tls. 10, and this was maintained in transactions for the French steamer, which took away 307 bales, leaving 300 to 400 bales already settled to go forward by the present opportunity. Business since then has gone on very quietly, and as buying has been in the hands of comparatively few operators, combined with the desire of some holders to realise before Chinese New Year, the market is now decidedly weaker, although without quotable alteration in prices. The total settlements for the fortnight are estimated at about 1,200 bales, including the following chops:—"Worm and Leaf" and Yakee, Tls. 545, equal to 28s. 8d.; "Cock and Worm," Tls. 540, equal to 28s. 5d.; Red Peacocks, Tls. 457½, equal to 24s. 2d. Common descriptions have increased their already comparatively high cost, 21s. 6d. being now the lowest quotation for very inferior Tsatlees and Taysaams, which are still scarce, and have again fetched longer prices.

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JAVA AND STRAITS PRODUCE.

BATAVIA.—Arrack: Business insignificant; f.95 per leaguer had been the nominal quotation throughout; no buyers over f.90. Coffee: Locally a few petty transactions in secondary Palembang at about f.25 per picul reported. The event of the month had been the Government auction of Coffee at Padang on the 31st Dec., when 37,400 piculs prime quality fetched f.35.47 per picul on the average, and 2,000 piculs second quality, f.18.11 per picul on the average.

SINGAPORE.—Gambier again slightly firmer; some small purchases had been made at $3.02½; but dealers held off and refused to sell under $3.05—only about 250 tons had been engaged in all. Bontyne Coffee though in full supply maintained its price. Black Pepper: About 4,000 to 5,000 piculs had been taken at $7.30 to $7.35 for Singapore. White had been bought in small quantities at $10¾ per picul. Sago and Sago flour: Transactions small; prices unchanged. Tapioca slightly lower; very little done Purchases reported of Camphor, Cassia Vera, Horns, Hides, Gutta-Percha Nutmegs, and Mace. Tin, $28¾ to $29 per picul for best Malacca brands

PENANG.—Tin opened at $26.80, and gradually declined to $26; the quantity actually offering was small. Pepper: The first arrival of West Coast, about 3,400 piculs, was offering at $7.75 per picul, but there were no transactions to report. Cloves: Zanzibar had been nearly cleared at from $6¾ to $7¼ per picul, and a lot of Penang offered was secured at $19¼ per picul. Catch taken at $4.40 per picul in boxes. Hides in meagre supply; arrivals of Cow purchased at $14, and of Buffalo at $9.90 to 10¼, according to quality. Horns $9.70 to 10, according to size. Purchases of Mace, No. 1, at $70 to 76 per picul, of Nutmegs at $61½ for 75 nuts per lb., $49½ for 110 per lb., and $50 for 115 nuts per lb.

EXPORT OF TEA AND SILK, SEASON 1869-70.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales & Cses
From June 1 to Dec. 31, 1869	74573	67441165	46726884	1349918	13045128	128637668	32478
Corresponding period last season	751407	65565678	49583375	...	12129197	127969657	49022

Shipments Since;

Dec. 29 per Figaro (via Foochow)	From Shanghai	...	202,807*	
1870.				
Jan. 4 ... Donnai (Fr. ml. str.)	... Do., &c.	...	—	399
— 11 ... Madras (ml. str.)	... Do.	...	—	1,376

* Included in above total.

TO THE CONTINENT.

							Bales.
From June 1 to Dec. 31, 1869	...	...	...	...	...	2049417	11330
Corresponding period last season	...	...	...	...	...	3476339	16617

Shipments Since;

Dec. 31 per Esmeralda	From Hong Kong	... 29,590*	
1870.			
Jan. 4 ... Donnai (Fr. ml. str.)	... Shanghai, &c.	... —	475
— 11 ... Madras (ml. str.)	... Do.	... —	232

* Included in above total.

TO UNITED STATES.

							Pcls.
From June 1 to Dec. 31, 1869	...	...	...	...	...	27097311	834
Corresponding period last season	...	...	...	...	...	24489775	1,318

Shipments Since;

Dec. 18 per Horatio	From Shanghai	... 468,827*
— 20 ... Grenadier	... Yokohama	... 613,381*
— 22 ... Costa Rica	... Shanghai	... 163,924*
— 25 ... Springfield	... Foochow	...1,029,400*
— 30 ... Avonvale	... Shanghai	... 354,013*
1870.		
Jan. 4 ... Homer	... Foochow	... 505,400
— 5 ... Alexandra	... Amoy	... 169,720

* Included in above total.

TO AUSTRALIA.

From June 1 to Dec. 31, 1869	... 11,112,391 lbs.
Corresponding period last year	... 15,714,349

Shipments Since;

1870.	
Jan. 6 per Fullerton	... 226,640

TO GREAT BRITAIN.

				Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844	...	...	...	51,022,600	...*
,, 1845 to 1846	...	...	...	57,334,200	18,604
,, 1850 to 1851	...	...	...	63,972,000	22,143
,, 1853 to 1854	...	...	...	77,327,800	61,280
,, 1855 to 1856	...	...	...	92,240 300	50,481
,, 1857 to 1858	...	...	...	76,990,255	68,315
,, 1858 to 1859	...	...	...	65,789,792	83,134
,, 1859 to 1860	...	...	...	85,560,452	64,169
,, 1860 to 1861	...	...	...	90,066,160	76,644
,, 1861 to 1862	...	...	...	109,854,040	79,199
,, 1862 to 1863	...	...	...	121,273,580	72,887
,, 1863 to 1864	...	...	...	117,463,586	46,603
,, 1864 to 1865	...	...	...	121,236 870	32,313
,, 1865 to 1866	...	...	...	118,383,042	62,890
,, 1866 to 1867	...	...	...	118,423,290	50,052
,, 1867 to 1868	...	...	...	116,890,430	57,449
,, 1868 to 1869	...	...	...	142,789,804	70,917

* Including the Continent.

EXCHANGES, &c.

[For dates, see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5½d.	4s. 6d.	4s. 6¼d.
Shanghai ,, ,, ...	6s. 0¼d.	6s. 0¼d.	6s. 0¾d.
Canton ,, ,, }			
Hong Kong ,, ,, }	4s. 5½d.	4s. 5¾d.	4s. 5¾d.
Macao ,, ,, }			
Singapore ,, ,, ...	4s. 6½d.	4s. 6¾d.	4s. 7d.
Manilla ,, ,, ...	4s. 3d.	4s. 3½d.	4s. 3¼d.
Colombo ,, ,, ...	par	1 to 2 dis.	1 to 2 dis.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	299 to 300	221½
,, Hong Kong	25½ to 26 dis.	—
Bar silver	111.6.0	9½ prem.
Mexican dollars	74.7.5	¼ prem.

Bons, at Yokohama, 337 to 346 per 100 dols.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 17½; Old, 31 to 32 per cent. premium.
Hong Kong Gas Company, 44 dols. per share.
Hong Kong and Whampoa Dock, 6 to 7 per cent. discount.
Union Dock Company, 45 to 50 per cent. discount.
China Traders' Insurance, 1,400 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 29 per cent. premium.

SILK SHIPPERS FROM YOKOHAMA.

To 26th Dec., 1869.

	Bales.		Bales.
Aspinall, Cornes, and Co. ...	541	Prato and Co....	59
Aymonin and Co.	387	Ravel, Blanc, and Co. ...	391
Bernard, E., and Co.]... ...	97	Ross, Barber, and Co. ...	343
Bavier and Co.	219	Reiss and Co....	251
Comi, V.	241	Sitwell, J. A.	42
Davidson, James	99	Schultz, Reis, and Co. ...	198
Fraser, J. C., and Co. ...	77	Shaw, Winstanley, and Co. ...	188
Gilman and Co.	182	Seyd, E., and Co.	28
Grosser and Co.	18	Siber and Brennwald... ...	161
Gutschow and Co.	365	Smith, Baker, and Co. ...	44
Heard, A., and Co.	110	Stephenson, Dallas, and Co.'...	18
Hecht, Lilienthal, and Co. ...	103	Strachan and Thomas ...	685
Hooper Bros.	75	Textor and Co.	217
Hudson, Malcolm, and Co. ...	84	Thorel and Co.	74
Jacquemot, J. M.	8	Valmale, Schoene, and Milsom	229
Jardine, Matheson, and Co. ...	15	Wilkin and Robison	415
Knifler, L., and Co.	34	Walsh, Hall, and Co. ..	39
Leggatt, C. E., and Co. ...	79	Ziegler and Co.	37
Macpherson and Marshall ...	221	Sundries	114
Morf, H. C., and Co.... ...	6		
Netherlands Trading Company	60	Total	6,490
Petrocochino, P. E., and Co....	41		

Shipping Intelligence.

ARRIVALS.

At HIOGO.—From London, Nov. 26, Eastern Chief; Dec. 10, Johanna Maria.

At OSAKA.—From London, Dec. 6, Sampan.

At YOKOHAMA.—From London, Dec. 20, Rockliff; from Liverpool, 22, Finzell; from Cardiff, 18, Assyrian; from Bordeaux, 25 Minerva.

At SHANGHAI.—From London, Dec. 30, Dartmouth; Jan. 1, Sir William Wallace.

At HONG KONG and CANTON.—From London, Dec. 27, Geologist; 30, Lauderdale; Jan. 1, Borealis; 6, Sophie; from Cardiff, 1, Killarney, Ferdinand, Niagara; 6, Rangoon; 9, Agathe, Johanna; from Liverpool, 6, Vistula; from Hamburg, 1, Pallas; 10, Bertha; from New York, 4, Witch of the Wave.

At MANILA.—From Liverpool, Jan. 2, Juliana; from Glasgow, Dec. 29, Marie de C.; from Cadiz, 24, Tutuan.

At SINGAPORE.—None.

At PENANG.—From London, Jan. 16, Alvington; from Liverpool, 13, Achilles (steamer).

At BATAVIA.—From Rotterdam, Jan. 5, Cornelis, W. Edouard; 6 Triton; from Bordeaux, 5, Henri Joseph; from Newcastle, Annie Storey.

DEPARTURES.

From HIOGO.—For New York, Dec. 5, Ravensbourne.

From YOKOHAMA.—For New York, Dec. 20, Grenadier.

From SHANGHAI.—For London, Dec. 31, Figaro, for New York; 31, Avonvale, Elizabeth Nicholson.

From FOOCHOW.—For Amsterdam, Jan. 1, Ensign; for New York, Dec. 25, Springfield; Jan. 4, Homer.

From AMOY.—For New York, Jan. 5, Alexandria.

From HONG KONG and CANTON.—For Falmouth, Dec. 31, Esmeralda; for Hamburg, Jan. 1, Guaymas; for Havana, 7, Neva.

From MANILA.—For London, Dec. 22, Doriga, for Liverpool, &c., Gloria.

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From SINGAPORE.—For Hamburg, Jan. 11, Margot.
From PENANG.—None.
From BATAVIA.—For Holland, Dec. 39, Imperator Alexander II.; for America, Jan. 9, (via Penang) Auburn.

VESSELS LOADING.

At YOKOHAMA.—For Marseilles, Paris Port de Mer; for New York, Westbury, Rockoff, Havelock (put back), Crest of the Wave.
At SHANGHAI.—For London, Omba, Callisto, Fontenaye; for New York, Good Hope, Harlow, Sarah Nicholson, City of Perth.
At FOOCHOW.—For London, Red Riding Hood, Coulnakyle, Portland, Westburn (since reported by telegram as lost); for New York Avon.
At HONG KONG and CANTON.—For London, Neville, Dudbrook; for New York, Music.
At MANILA.—For London, Victoria; for Copenhagen, Havfruen; for Cadiz, Elena; for New York via Boston, Adelina.
At SINGAPORE.—For London, Staffa, Glenlyon; for Liverpool, M. C. Nelson; for Falmouth, Edith.

FREIGHTS AND CHARTERS.

At HIOGO.—To New York, £2 5s. to £2 10s. per ton of 40 cubic feet
At YOKOHAMA.—To New York, £2 to £2 5s. per ton, per P. M steamer, $45.
At SHANGHAI.—To London, £2; to New York, £2 10s.
At FOOCHOW.—To London, £2 to £2 10s.
At HONG KONG and CANTON.—To London, £2.
At MANILA.—To London, Sugar, £2 10s.; Hemp, £3. To New York, $8 to 9.
At SINGAPORE.—For England, rates remain unaltered, say £2 2s. 6d. to £2 10s. To New York, £2 10s. dead weight, £2 15s. light freight
At BATAVIA.—To Continent, Sugar f.45 50c.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Dec. 23	Alieor	... Hong Kong	... Hamburg
„ —	Siam	... Singapore	... Boston
„ —	Barbadian	... Shanghai	... Falmouth
„ —	A. C. Otis	... Manila	... New York
„ 26	Mille	... Marseilles	... Saigon
„ —	Jedo	... Batavia	... Rotterdam
„ 27	Rifleman	... Yokohama	... Boston
„ —	Ravensbourne	... Hiogo	... New York
„ 30	st. Bangkok	... Glasgow	... Singapore
Jan. 2	Arracan	... Hong Kong	... New York
„ —	Earl of Dalhousie	... Foochow	... London
„ —	Bunker Hill	... Manila	... Boston
„ —	Henri Joseph	... Bordeaux	... Batavia
„ —	Polly Lewis	... Singapore	... Boston
„ —	Etha Rickmers	... Shanghai	... New York
„ 7	Cosmopolita	... Manila	... Cadiz

CASUALTIES.

YOKOHAMA.

The British barque Finzel left Liverpool July 31, 1869, bound to Yokohama. Experienced fine weather and moderate breezes until making the coast of Japan, when she encountered strong gales of wind from N. and N.N.E. On Nov. 10 spoke the barque Martha Kay in lat. 4.6 S., long. 125.30 E. from Liverpool to Yedo 138 days out; all well. In the early part of the passage a stowaway was lost overboard.

HONG KONG.

The *Lauderdale*, from London to Shanghai, put into this port on the 30th ult. in distress. She is a total wreck, but her cargo is not so badly damaged as to necessitate the whole of it being sold by auction in this market, as was at one time feared.

The steamer Fusiyama left Hong Kong for Yokohama on Dec. 5, with full cargo, chiefly of rice. On the 7th and 8th, experienced terrific weather near the Pescadores, it being the intention to pass to the eastward of Formosa. The cargo shifting, it was necessary to put about, and make for the port of Amoy. Boats and deck-houses were swept away, and the decks flooded extensively during the gale, while much more damage was done to the furniture of the ship. With some difficulty they fetched to Amoy on the evening of the 10th, and repairing damages left again on the 13th. Experienced strong winds and heavy weather all the way to this port, which reached at 1 A.M. on the 23rd. Passed the French frigate Venus at anchor on the coast of China, from stress of weather, and apparently labouring very much.

COMMERCIAL POSTSCRIPT.

The report and accounts of the Indo-European Telegraph Company to the 31st Dec. have been issued. The report says:—With the opening of the line winter weather of extraordinary severity set in in Persia and the south of Russia, commencing with sleet and heavy falls, followed up by intense cold, indicated by a fall of the thermometer of from 20° to 30° Reaumur below zero. The wires being weighted by a thick coating of sleet were drawn tight by the cold, and broke in hard places or at defective joints. Considering the length of the line wire exposed to these causes exceeds 5000 miles, the number of these casualties has been extremely small, and would not have caused any sensible interruption of the service, notwithstanding the intense cold and the circumstance that the ground was deeply covered with snow, had not no other disturbing cause presented itself.

SHIPPING.

DEPARTURES.—From Shields, for Java, Lord of the Isles; Feb. 18, from Plymouth, for Sourabaya, California, after repairing; 17, from Cardiff, for Manila, Auguste; 19, from Liverpool, for Batavia, Konigin Augusta; 20, for Manila, Aurora.

LAID ON.—At London, for Singapore, Hong Kong, Shanghai, Nagasaki, and Yokohama (*via* Suez Canal), Nile (steamer); for Shanghai Jungfrau, Black Adder.

SPOKEN.—County of Ayr, Padang to Rotterdam, Dec. 16, 13 S., 10 W.

MISCELLANEOUS.—The Glenduror was towed off the main on the morning of the 19th inst., making but little water, and was safely docked in the Victoria Docks the same day. Advices from Vannees received at Nantes Feb. 17, state that great anxiety was felt there concerning the Behrend (Ger. ship), Nagel, which sailed from Bordeaux Jan. 28, for Yokohama; a case, the marks and contents of which are said to have been perfectly recognised as those of one shipped by that vessel, having been found ashore near Vannes.

LATEST TELEGRAMS.

CHINA.

(REUTER'S TELEGRAMS, RECEIVED FEB. 18, 1870.)

HONG KONG, FEB. 1.—Grey Shirtings, 6¼ catties, 8¼ lb., $2.82½; quiet. Water-twist, 16-24, $1 40; quiet, prices drooping. Cotton, Bengal, fair medium, $19. Tea, Canton quiet and unchanged; Foochow, unchanged. Exchange on London, Bank bills, six months, 4s. 5¼d.
Latest date received from London Jan. 8.

SHANGHAI, JAN. 26.—Grey Shirtings, 6¼ catties, 8¼ lb., 2.25 taels, steady. Cotton: Shanghai, 19 taels. Tea, Hankow, nothing doing. Shanghai, black, active but unchanged. Green, fair demand. Silk, firm, but less active; No. 3 Taatlee, 550 taels. Settlements since departure of last mail, 800 bales. Stock, Shanghai, 1,000 bales. Japan, 1,500 bales. Export to date (China and Japan), from commencement of season, 47,000 bales. Exchange on London, Bank bills, six months, 6s. 0¼d. Freights: Tea, £2. Latest date received from London, 3rd Jan.

JAVA.

BATAVIA, JAN. 25.—Java Coffee, f.30 to f.31; Sugar, No. 16, f.16 to f.16½; Rice, 1st quality, f.165 to f.175; 2nd quality, f.140 to f.150; Rattans, f.13; Arrack, f.90 to f.95; Madapollams, Dutch bleached, f.53¾ to f.66; Drills, Dutch bleached, f.8¾; to f.9. Freight, f.55 to f 60; Change on Holland, f.101 to f.102.75. Arrivals: Admiraal de Ruyter, Aldebaran, Bellatrix, Jacoba Cornelia, Maria Adriana, Padang Packet, Waterloo. Departures: Doelwyk, Voorlichter.

SINGAPORE, FEB. 10.—A private telegram quotes 8¼ lbs. Grey Shirtings, $8; Mule Twist, 40's, $150.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

LOUREIRO—On the 22nd Dec., 1869, at Nagasaki, Japan, the wife of Pedro Loureiro Esq., Shanghai, of a son.
MOULE—On the 5th Jan., at the Church Mission House, Hong Kong, the wife of the Rev. George E. Moule, of a son.
RAWLING—On the 16th Feb., at Beaumont House, Stoke, Devonport, the wife of S. B. Rawling, Esq., of a son.
SANGSTER—On the 15th Feb., at Weybridge, Surrey, the wife of Charles F. A. Sangster, of Hong Kong, China, of a daughter.
WILKINSON—On the 16th Dec., at the British Legation, Yokohama, the wife of H. S. Wilkinson, Esq., of a son.

MARRIAGES.

ALLEN—DARE.—On the 8th Jan., at St. Andrew's Church, Singapore, by the Rev. J. Alleyne Beckles, Colonial Chaplain, Whitworth Allen, Esq., son of the late J. E. Allen, Esq., of Leytonstone, Essex, to Annie Maria, fourth daughter of the late George Julius Dare, Esq., of Singapore. No cards.
CROSS—GARDINER.—On the 15th Feb., at the Manchester Cathedral, by the Rev. J. Troutbeck, M.A., William Bowyer Cross, Esq., solicitor, Bradford, to Ada, youngest daughter of the late Lot Gardiner, Esq., of Bradford. No cards.
KEMP—DAVIS.—On the 10th Feb., the Rev. John Kemp, M.A., Chaplain of Sarawak, Borneo, eldest son of Capt. Kemp, Cavalry Staff, to Ellen Hobbes, third daughter of the Rev. Thomas Davis, M.A., Vicar of Roundhay.
KING—MORRIS.—On the 26th Jan., at Zion Church, New York, by the Rev. C. D. Jackson, D.D., assisted by the Right Rev. Horatio Southgate, D.D., LL.D., David King, jun., of China, to Helen Van Cortlandt, daughter of Richard L. Morris, M.D., of Pelham, N.Y.
LITTLE—MILLER.—On the 31st Dec., at the British Consulate, Shanghai, Louis Stromeyer Little, M.D., to Rosetta Annie Miller, daughter of the late James Miller, M.D., of London.
MACCALL—TROTTER.—On the 17th Feb., at Musselburg, N.B., by the Rev. Wm. Wilson, Edward Maccall, of the Agra Bank (Limited), Shanghai, China, to Alice Jane, second daughter of the late John Trotter, Esq., Edinburgh Academy. No cards.

DEATHS.

HOEY—On the 28th Dec., at Yokohama, Henry Edmund Hoey, murdered by Japanese assassins.
JAMIESON—On the 21st Dec., 1869, at Hankow, Colin Francis, the infant son of Robert and Kate Jamieson, aged fifteen months.
OVERWEG—On the 29th Dec., at Shanghai, Mr. C. W. Overweg.
WALLER—On the 1st Jan., at Bachelor's Hall, Penang, Harriet, relict of the late George Waller, Esq., R.N., aged 63 years.

STEAMER "FAR EAST."—This handsome little steamer, lately launched by Messrs. Blackwood and Loudon, is nearly ready to proceed to Singapore, *via* Suez Canal. She will be the first steamer from Glasgow which has proceeded East by this route.

STEAMER "PRIAM."—On the 18th instant Messrs. Scott and Co. launched from their building yard a handsome screw steamer of 2,000 tons, which was named Priam. Engines on the compound principle will be supplied by the Greenock Foundry Company. The Priam, which is owned by Mr. Alfred Holt, Liverpool, is intended for the China trade. The new steamer is a very handsome vessel, and it is expected she will attain a high rate of speed.

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OPIUM *VERSUS* CHRISTIANITY.

(*Continued.*)

The article in the *Recorder* proceeds :—

"Many of the adherents were natives of the country, but some were of foreign extraction, and these I soon discovered to be the most wealthy and powerful. The organisation of the sect, while far simpler than that adopted by the worshipper of 'Kali,' was even more terribly effective. Though all the members owned allegiance to a deity called 'Sycee,' which was probably only the Indian deity under a new name, they were nominally of all races, castes, and religions — this fearful occupation has a bond of union, the profits of which were large enough to make them loth to leave it. . . . But the greatest surprise was yet to come: a friend informed me that there was another organisation established in the land, the professed object of which was the extinction, not merely of murder, but of every other form of wrong-doing, and the encouragement of benevolence and love. Now, then, thought I, there is a gleam of hope for this unhappy country. There are some who stand aloof from Thugs of every class, and who are bonded together in the sacred interests of human life and happiness, and though in a minority as yet, and doubtless often vilified and despised, their cause will one day triumph, for it would be a libel upon humanity to believe that such crimes against God and man can go on unchecked for ever. With such feelings I attended one of their most solemn meetings, determined to join them heart and soul. Over the door, as I entered the room, I read these words, 'Thou shalt love the Lord thy God with all thy heart, and with all thy soul, and with all thy mind, and with all thy strength; and then thou shalt love thy neighbour as thyself.' Imagine my astonishment then on finding myself at once surrounded by the very men whom I had supposed would be the last to come there. 'What! do you receive Thugs here?' said I, turning to one who held a prominent position in this anti-murder association. 'How do you reconcile this with your principles? Have these persons relinquished their evil habit?' 'Oh!' was the reply, 'we insist upon a general recognition of the evil of murder, but avoid pushing things to extremes,' &c., &c." The gist of this parable is that the writer, as you see, calls all Thugs who have in any way connection with opium, and whose God is Sycee; the "other organisation" were missionaries in another city—his elders, and let us hope, his betters; they had more charity at least—who held that under certain circumstances, smokers of opium might be admitted members of the Church; for so doing, the writer of this article calls them an anti-murder association, and considers them as guilty as any Thug.

Next follows "Opium and other Narcotics," by J. G. Kerr, M.D., who says, "With regard to the extent of opium smoking, there are no data from which to make a reliable statement. It is indeed a matter of no consequence to have the accurate statistics on this point. It is sufficient to know that in addition to native product, $58,200,000 worth of opium is annually imported, all of which is consumed—partly by smokers, and partly as a poison for self destruction. Hundreds, and perhaps thousands, of lives are lost annually in this province by suicides, and many of them merely because the poison is so easily obtained. Perhaps, for all China, 10,000 deaths annually would not be too high an estimate. Whether the number who use opium is more or less than any given estimate is a matter of entire indifference, as far as the morality of the question is concerned. If there is any wrong or guilt on the part of those who supply it to the Chinese, the wrong and the guilt will insure the penalty, whether there be one thousand or ten thousand who suffer."

The effects of opium smoking are physical and moral; acting through the body, it reaches the soul. While the one wastes away, the other is corrupted and degraded. While the appetite for the fascinating poison grows stronger and stronger, the moral perception becomes blunted, the sensibilities hardened; and finally the gratification of the morbid appetite becomes the controlling motion of every purpose and act. The effects of opium have been observed and described by many authors, and a short residence in China will enable any one to study them for himself. I purpose here only to point out these effects, and the order in which they occur. In doing this it will be useful to compare it with other drugs which are more or less similar in their action on the human system, and which are in common use in some parts of the world more civilised than China. Indeed, there is reason to believe that some persons who are very anxious to put a stop to the trade in and use of opium in China, give their influence to encourage the production, sale, and use of one or both of these articles. In medical books opium is called a stimulant narcotic, and the order of its action on the chief organs of the body may be stated as follow :—

Opium affects, 1st, the brain; 2nd, the heart; 3rd, the stomach.
Whisky, do. do. do.
Tobacco, do. do. do.

From the brain, the whole nervous system is affected; and through the heart, the entire circulation of the blood; and through the stomach, the entire digestion and assimilative apparatus is influenced.

The effects of opium on these organs are divided into various stages, and the order of their succession is as below :—

Opium, 1st, excites; 2nd, depresses; 3rd, deranges.
Whisky, do. do. do.
Tobacco, do. do. do.

The excitement and depression are temporary; but the derangement of the nervous, circulating, and digestive functions of the body are paramount in cases of habitual indulgence.

The effects on the mind may be stated as follows :—

Opium excites the intellectual faculties.
Whisky do. do.
Tobacco do. do.

The use of stimulants to excite the intellectual faculties is often resorted to, when it is desired to put forth a special effort. They are also used to commit deeds from which the mind would otherwise shrink. It will no doubt be admitted that the *excessive* use of

Opium depraves the moral sensibilities.
Whisky do. do.
Tobacco do. do.

And the ruin of the physical, moral, and intellectual nature of man from intemperance is too frequent a sight to call for evidence here. But some may not be ready to admit that the habitual use in moderate quantities of stimulant narcotics depraves the moral sensibilities. Of such an one, I would ask what conclusion he could deduce from the facts stated above, or such parts of them as he admits to be fact? Can he avoid the conclusion that the use of

Opium is useless, injurious, and therefore sinful?
Whisky do. do. do.
Tobacco do. do. do.

Or will he contend that he can indulge in the habitual use of drugs which are of no use, but are positively injurious, without depraving his moral sensibilities, and hardening his conscience? To any one who is of this opinion, it is a matter of indifference which of the three articles referred to he prefers.

But if he indulges in one, and I choose another, I aver that he has no right to come to pull the beam out of my eye until he has got rid of the mote in his own eye. Or if he is a church officer, I contend that he with his cigar in his mouth, or the wine bottle on his table, has no right to exclude a poor Chinese brother from the church because he has a weakness for his opium. There are other considerations which may help to decide doubtful questions concerning stimulants and narcotics.

Opium leads to excess; whisky ditto, ditto; tobacco ditto, ditto. While a given person may not be led on to excessive indulgence, his example will lead others who have less firmness, or may be exposed to more powerful temptations. The question of the use of money is one which often comes up in connection with habits of indulgence, which depraved moral sensibilities are often insufficient to overcome. In some cases it takes the form of food or no food for wife and children. In others, of the use and abuse of means given to men to be used for God's glory. The statement will, no doubt, be admitted by most persons that the use of opium causes waste and tends to poverty; whisky ditto, ditto; tobacco ditto, ditto. This cannot be otherwise; there is waste of land and of labour in producing articles which are injurious, and there is waste in consuming articles which are both useless and injurious, and which corrupt man's moral nature. Poverty and crime are the natural offspring of indulgence in drugs which vitiate the normal state of the body and its relations to the soul. The reason why these three articles are similar in their effects on the human system is made clear by the researches of modern chemistry. The family likeness is seen in the fact that

Opium contains a powerful poison ... Morphia.
Whisky ... ... Alcohol.
Tobacco ... ... Nicotine.

The above consideration will, I trust, aid somewhat in giving a clear idea of the nature of that poison which has so fascinating a charm for the Chinese, and which in many thousands of instances presents an insuperable obstacle to their acceptance of Christian
It is a subject of solemn importance to all who seek by precept and example to enforce the truth upon the heathen.

The next, and so far as yet published, the last article of the series, is on "The Evils of Opium Smoking," by the Rev. W. H. Collins, M.D., Peking. He says: "It is some months since I was asked by your agent in Peking to send you the results of my experience of the evils of opium smoking. I have hitherto refrained from so doing, for the subject is a painful one, on which I would rather not speak or write. I feel, however, that it is a duty incumbent on me to add my testimony to the accumulated evidence of others. I am specially drawn to write at this present moment, because I fear that Kerr's well-intentioned paper will be productive of harm to the cause. That letter is calculated to lead, rather than to arouse, the conscience of those implicated in the trade. If we class opium, tobacco, and spirits together, as being equally injurious to the human constitution, we either cast discredit on our own powers of observation, or we convince those who are only too willing to believe that the use of opium is not more injurious in its effects than the use of the other two articles, which are very generally believed to be innocuous if taken in moderation . .

"Opium smokers are, as a rule, excluded from Christian communion, and that with the approbation of the native converts, but I think no one would continue to exclude all who either use tobacco or spirits in moderation. In the remarks which I make on this curse of China, I desire to confirm the observations of others, but will avoid, as far as possible, going over the same ground. As regards the number of opium smokers in China, no estimate that I have seen can be regarded as an over-statement.

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"While in the country a few days since, a man of wealth of about sixty years of age came to me for medical treatment. I asked him if he smoked opium. He replied, 'No. I had a brother who died of opium smoking, and, would rather live a few years longer.' After this gentleman's departure, I was told he had seven sons, five of whom smoked; one of these sons has since become a patient. Another man, himself a smoker, told me that his sister had smoked herself to death. She smoked an ounce daily. Such cases are frequent. I have frequently seen it (opium) on the Kang, and been urged to partake. My refusal has often been received with surprise, and the question has been asked, 'Does not opium come from your country?' .This, of course, I deny; but unfortunately am obliged to admit that both my Sovereign and my fellow-countrymen are deeply implicated in the trade, and that in pursuit of gain they ignore the terrible evils which result from such unrighteous traffic. One evil incidental to opium smoking, which I have heard denounced by a victim, is the great loss of time involved. An ordinary amount of opium—two candarins—occupies in smoking, one to two hours daily; so that the higher amounts—one ounce and upwards—must take a large portion of the available time in a day. However, an opium smoker's day is very short. In the country a large part of a Chinaman's working day passes before breakfast; but an opium smoker is unable to do anything until after his first dose, which he takes after breakfast; then before daylight is gone he must take his dinner, and the dose which comes after it, even if he does not take a mid-day pipe, as many do. In what I have said I have simply related my own experience. I have not drawn upon my imagination, nor do I wish to call that of my readers' into exercise. I do not wish to prejudice any reader by what may appear exaggeration. Accusations of misstatement have been made against those who plead against the opium trade, but only by those who have but a superficial or limited acquaintance with these people."

The writer of this is not in favour of the opium trade, and would gladly see it done away with both in India and in China, there being no doubt that opium is injurious if taken in any quantity, and the natives of China seem so weak as to be unable to resist the use of it. Such being the case, would it not be well for the rulers in China to put a stop to its growth in China, and when they have shown the British Government that they were really in earnest in putting a stop to in China to ask them as a favour to humanity to put a stop to its importation from India into China.

Such a request, I feel sure, would at once meet with the attention it would so well deserve from the British Parliament and Government. The duty has just been increased on Indian opium with the consent of our Government, makes it still higher, so that it might be almost prohibited. There would not be another Opium War to force it on the people, as they said the last war did, when they compelled foreigners to deliver up some 29,000 chests of opium, and then destroyed it.

But does any one acquainted with the doings of the rulers in China for one moment think that these rulers will put a stop to the growth of opium so long as it puts anything into their pockets? and that it adds largely to the revenue of the provincial rulers there can be no doubt. See Cousin's memorial in Dr. Dudgeon's second paper, and others. On the other hand, is the Government of China really able to put a stop to its growth in all the fifteen provinces in which it is grown? So long as the mandarins farm the revenue of their posts, as they do at present (for they get but a nominal salary), throughout the length and breadth of the land, we may rest assured that the Government will not be able to put a stop to the growth of opium in China; the utmost they will likely do will be to issue edicts against it, to which little or no attention is ever paid, and, judging by effects, it would seem as if it was not intended that any attention should be paid to them. Should this extra duty of twenty taels per picul be imposed on foreign opium, as proposed by the new treaty, we only add so much as a revenue to the Chinese Government, and as a protection to the native growers, and against the Indian growers of the drug. This protective duty of twenty taels per picul amounts to about £350,000 a-year.

LICENSED GAMBLING IN HONG KONG.

IN the House of Commons last session it will be remembered that Colonel SYKES asked for copies of all correspondence, memorials, and other papers relating to the ordinances of the Hong Kong Legislative Council establishing gambling-houses in the colony under Government control. These papers have at length been issued, after a delay of nine months, and their perusal affords a complete history of the discussion between Sir RICHARD MACDONNELL on the one side and the numerous objectors to his scheme on the other. These dissentients argued that a Government had no right to increase its revenue by means which rendered necessary the sanctioning and encouragement of vice, while, on the other hand it was shown that it was impossible to raise an effectual check against the practice of gambling in the colony, and that the Ordinance would have the effect of keeping the gambling-houses under inspection and control thereby mitigating an evil which it was impossible completely to eradicate. Many of the documents contained in the present series have been noticed in previous issues of this journal; for instance, in the *London and China Telegraph* of the 22nd February last we gave the text of a memorial of the Social Science Association on the question, and reported the proceedings of a deputation received by Earl GRANVILLE. These documents and reports are reproduced, and in addition there are copies of correspondence between Sir RICHARD MACDONNELL and the SECRETARY of STATE—not hitherto made public—which show the favourable working of the Ordinance in the decrease of crime among the Chinese. There is likewise a despatch from Sir RICHARD, calling attention to some charges made against Mr. CALDWELL, and commenting thereupon; and this we subjoin:—

Government House, Hong Kong, July 3, 1869.

My Lord,—I have the honour to acknowledge receipt of your Lordship's despatch, covering a communication dated 16th April last from the Secretary of the National Association for Promotion of Social Science. In that letter Mr. Pears, by direction of the Association's standing Committee, draws your Lordship's attention to an article in the *Overland China Mail* of the 23rd February last, of the correctness of which "they are assured there is no doubt." The paragraph in question is the report of proceedings before the police magistrate, in connection with the examination of witnesses against certain Chinese prisoners accused of being implicated in the murder of Mr. Holworthy last January. The Crown solicitor appeared for the prosecution, and the paragraph alluded to states that "Mr. D. Caldwell watched the case on the same behalf."

There is absolutely no foundation for such a statement. Mr. Caldwell had no authority or instructions from this Government, nor, so far as I am aware, from any one else, to "watch the case;" but as the information which led to the arrest of the prisoners had been given to him in the first instance, and there was a large reward in the event of a conviction, he was no doubt anxious to watch what passed, especially as his thorough knowledge of the colloquial Chinese enabled him to perceive any misinterpretation of the evidence. I believe Mr. Caldwell is often employed by private parties for this purpose, and certainly, if I thought it likely that his aid would enable me to trace the murderers of Mr. Holworthy, it would be a singular course for the Social Science Association, or any individual, to attempt to prevent Mr. Caldwell's knowledge of the language being availed of for such a purpose. As a matter of fact, however, the statement in the newspaper had no foundation, and the Government had nothing whatever to do with Mr. Caldwell beyond taking proceedings or information which his informer had supplied, as would have been done on equally probable information furnished through any other party. I have, however, already so fully placed before Her Majesty's Government the actual position of Mr. Caldwell that I need not repeat myself here. It is sufficient to state that, so far from Mr. Caldwell being an agent of this Government, the despatches referred to show that he has, if anything, been dealt with more severely than otherwise by the executive here.

Opinions of Members of Council and leading persons of this community, in other words, of persons highly competent to judge, as well as the general feeling of confidence in Mr. Caldwell entertained by the native population, receive from me simply their due share of respect, but no more. If, however, the Social Science Association expects Her Majesty's Government can be induced to countenance a renewed persecution of Mr. Caldwell by Messrs. Anstey and Murrow, I hope such expectations will be disappointed. There is a strong opinion here that Mr. Caldwell has been hardly dealt with and overborne by the superior ability of his enemies and the power wielded by Mr. Murrow as proprietor of a local journal. I am, however, satisfied that his indiscretion in former years laid him fairly open to charges, for the result of which, even though they were probably untrue, he has no one but himself to blame. Meantime I venture to hope that the honour and character of the Queen's service are quite as safe in my hands as of those who have most antipathy to Mr. Caldwell.—I have, &c., (Signed) RICHARD GRAVES MACDONNELL, Governor.

The Right Hon. Earl Granville, K.G., &c., &c., &c.

From the reply of Earl GRANVILLE to the above despatch we extract the following:—

Downing street, October 7, 1869.

Sir,—I have the honour to acknowledge the receipt of your despatches relating to the licensing of Gaming Houses in Hong Kong, and the disposal of the funds derived from that source, and I now proceed to inform you of the decision at which I have arrived in regard to the several points raised in that correspondence. After a full consideration of your two despatches of the 6th March, and of your further despatch of the 28th April, with the opinions of the members of your Executive Council on the best mode of issuing licences, I am of opinion that it will be desirable as soon as possible to adopt such means in regard to the allotment of licences as will prevent the recurrence of such a very questionable transaction as that in which Mr. Caldwell was concerned, and that the surest way of attaining that end will be by an alteration of the present method of issuing them. If the present agreement with the Gambling House lessees is for a determinate term, it must, therefore, in accordance with my opinion, be allowed to expire at the end of that term; but if it is virtually at will, it should be allowed to run on for so long as may be considered fair to the licensees, but not longer than for six months from the receipt of this despatch. At the expiration of that period I have to instruct you to adopt a new system of issuing licences which does not leave it in the power of the Governor to choose the licensee without rule from among competing tenderers. I am of opinion, nevertheless, that before proceeding to open tenders or draw lots it should be within the power of the Governor, with the advice of his Executive Council, to exclude tenderers who are apparently not proper persons to receive a licence. The reasons for such rejection should, however, be always recorded. It is only due to you, in desiring that such alterations should be made, that I should express my belief that by continuing to the present time the system which has been in force you have been actuated by a desire to do what was for the best as regards the interests of the colony.

I cannot admit that any difficulty whatever need exist in keeping a clear account of the receipts of the Gambling Licence Fund and the disbursements from it, though I fear that difficulty may be found in showing those disbursements to have been duly authorised.—I have, &c.,

(Signed) GRANVILLE.

Governor Sir R. G. MacDonnell, C.B., &c., &c., &c.

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HOUSE OF COMMONS.

THE CONVENTION WITH CHINA.

(Feb. 15th.) Mr. AKROYD asked the Under-Secretary of State for Foreign Affairs whether he was aware of the strong objections raised by the China merchants, both in China and in this country, to the terms of the supplementary convention to the Treaty of Tientsin, negotiated by Sir Rutherford Alcock, Her Majesty's Ambassador in China; and, whether or not the Government would delay the ratification of that Convention until the opinions of British merchants engaged in the trade had been fully ascertained.

Mr. OTWAY was understood to say that the Government were certainly anxious to have the opinions of the Chinese merchants both here and in China on so important a matter as the supplementary convention to the Treaty of Tientsin. One of the articles of the Convention provided for its ratification at Peking; and the Government would have an opportunity of learning the opinions of the merchants before the ratification occurred.

THE CONSULAR SERVICE.

(Feb. 18th.) Mr. HOLMS called attention to the present position of the Consular Service. After reviewing the labours of various committees on the subject, he analysed closely the financial arrangements of the service, quoting numerous instances in which the expenses of the Consul outweighed the trade done. He advocated strongly the restriction of the Consuls to commercial duties, and moved two resolutions declaring that the expenditure on the department is capable of reduction, and that the control of it should be transferred to the Board of Trade.

Mr. EASTWICK seconded the motion, pointing out that the political zeal of Consuls had more than once brought us to the verge of war, and arguing that the separation of the Diplomatic and Consular Services would be beneficial to both.

Mr. R. SHAW, on the other hand, was of opinion that the House, having just appointed a committee on this very question, ought not prematurely to pronounce an opinion.

Mr. OTWAY, on behalf of the Government, took the same line, and protested against fettering the committee by an abstract resolution. The increase in the cost of the Consular Service was caused by the extension of trade, and, doubting the expediency of placing it under the Board of Trade, he maintained that there had been no complaint of hindrance of trade arising from the action of the Foreign-office.

After some observations from M. S. BEAUMONT, who dissented from the transfer of the Consuls to the Board of Trade, and from Mr. KINNAIRD, the motion was withdrawn.

COURT OF BANKRUPTCY.

RE GEORGE MELBOURN.

The bankrupt was described as a merchant, of Leadenhall-street, and traded in partnership as "Morgan, Melbourn, and Co.," in England and Java. The liabilities upon the joint and separate accounts are estimated at about £600,000, and the assets at present in hand exceed £3,000. The former sitting for examination and discharge was adjourned in consequence of the bankrupt's illness, and it was now stated that certain requisitions which had been tendered to the bankrupt remained unanswered. Mr. Bagley appeared for the assignees; Mr. Robertson Griffiths for creditors for £4,870; Mr. Albert Turner for the bankrupt's wife, who claimed to be a creditor for £7,000; and another learned gentleman for the bankrupt.

Mr. Bagley suggested that there must be an adjournment to enable the bankrupt to answer the requisitions, and to hold a private sitting to investigate the claims against the estate. This was strenuously objected to by the solicitor for the bankrupt. Mr. Griffiths, as far as his clients were concerned, desired no further adjournment. He stated that their claim had been filed as far back as June last, and he could not conceive that any reasonable objection could now be made to the admission of the claim by way of proof. He was now in a condition to examine the bankrupt upon the subject. Mr. A. Turner objected to parts of the requisitions being answered by the bankrupt, as that would involve the filing of joint accounts which he had been informed by the accountant employed would cost £500. His payment would come out of the joint estate, and thereby diminish his client's dividend.

The Registrar thought that, as Mr. Commissioner Holroyd had ordered the bankrupt to answer certain requisitions, he had no power to review that Commissioner's decision. He thought it better that the sitting should be adjourned, and that a private meeting should be held to investigate the two large claims tendered by Mr. Griffiths and Mr. A. Turner. The bankrupt's solicitor gave notice of his intention to appeal to the Lords Justices.

A NEW DEER IN CHINA.—The Secretary of the Zoological Society has received from Mr. Swinhoe a description of a new deer from China, which Mr. Swinhoe regarded as constituting a new genus of the family *Cervidæ*, distinguished by the large canines, and the entire want of horns in both sexes; this deer, common on the islands on the lower part of the river Yangtsze-Kiang, near Ching-Kiang, is often brought into the market of that city, but appeared hitherto to have escaped the observation of naturalists; and Mr. Swinhoe proposed to call it *Hydropotes inermis*.

Colonel T. W. Milward, R.A., has been appointed to the post of Superintendent of the Royal Laboratory, vacant by the retirement of Major-General Boxer. Colonel Milward served during part of the Crimean campaign, and in the expedition to China in 1860, when he was present at Sinho, Tangku, and the capture of the Taku forts as captain of one of the first batteries of rifled Armstrong's sent on active service.

GRANT'S LINE VIA KIACHTA.—By the circular on the last page of this issue it will be seen that the time of transit for the couriers has been reduced to ten days and a-half. The service is now open until the 29th November.

Foreign Intelligence.

RUSSIA.

(FROM OUR OWN CORRESPONDENT.)

ST. PETERSBURG, Feb. 8.

Important reforms in the administration of the Government in Siberia and the Amoor country are about to be introduced, at the suggestion and according to the proposals of General Skolkoff, who spent some time in those provinces last year. The office of Governor-General of Western Siberia is to be abolished, and the government of Tobolsk raised to the rank of a separate province, under the immediate administration of the Minister of the Interior, whilst the present Government of Tomsk is to be incorporated with the Governor-Generalship of Eastern Siberia. With regard to the two Kirghese districts, forming hitherto part of Western Siberia, nothing definite is yet settled; but it is proposed and under consideration to unite them under the administration of the Governor-General of Orenburg. The Governments of Irkutzk, Jenesselsk, and Tomsk, as well as the districts of Jakutzk, the Baikal Lake, the Amoor, and the sea coast, hitherto forming the Province of Eastern Siberia, are to be united and form a new Governor-Generalship, with the seat of government either at Strietensk or Blagovitchensk, and to this the central administration of the military department of Eastern Siberia will be removed. With special regard to the Amoor country, I may add that a part of the project is to abandon the present port of Nicolayefsk and transfer the Government establishments there to Vladivostock, on the Muravieff-Amoorsky promontory in Victoria Bay, of which the Rev. W. Lloyd, chaplain of H.M.S. *Scylla*, gave such a graphic account in 1867 to the Royal Geographical Society, which interesting paper (with a map) is to be found in the Journal of that Society (Vol. XXXVII., p. 212-231). The Governor-General of Eastern Siberia has written to the Central Government here asking permission to send back to their former homes, at the expense of the Government, the widows and orphans of deceased Poles who voluntarily followed their husbands and fathers in their banishment, and are now deprived of all means of support.

The *Golos* publishes a supplement containing a report on the proposed Siberian Railway, read on the 27th ult. at a meeting of the Society for Promoting Russian Industry and Trade. The large attendance of members and their friends is a proof of the importance attached to the subject by the public in this metropolis. M. Poletika, after reading the report, made a speech, in which he expressed himself in favour of the Northern line, and was supported by two other speakers. On the other hand, the Southern line was warmly defended by a merchant of Kiachta, Noskoff by name, in which he stated that he not only expressed the wishes and opinions of the great majority of the inhabitants of Siberia, but that it was also the shorter and cheaper of the two competing projected lines. A warm discussion ensued, but no conclusion was arrived at that evening, and the subject was allowed to stand over till the next meeting.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Feb. 14.

The *Utrechtsch Dagblad* states "upon good authority" that the project to establish a direct steam line between Holland and Java, *via* the Suez Canal, has at length been realised. The *Dagblad* goes on to say that, according to the report of the Commission of Inquiry (whose members are Prince Henry of the Netherlands and Messrs. G. J. Boelen, J. G. Bunge, and J. Boissevain), after a consultation with the Dutch Trading Company, the Minister of the Colonial Department has entered into a contract with the proposed steam line company. The principal stipulations of this contract are that the state will charter during the next four years each year ten steamers of 480 lasts in average, against a minimum freight of f.97.50. On the other hand, preference is to be given by the company to the state for the transport of goods and soldiers to the East. The Commission has stipulated that steamers of very large tonnage must be built for the line, that the voyage is to be made within six weeks, and that the harbours from whence the steamers start in Holland are to be fixed. It will be necessary to organise lighter services for Rotterdam and Amsterdam. The vessels will be screw-steamers of 2,000 tons, with engines of 325-horse power, and the company has contracted with one of the principal shipbuilders on the Clyde for the construction of the first five steamers. Within a year the service will be opened, and measures have been taken in such a manner that even if the depth of the Suez Canal is not increased a regular and punctual service will be ensured. Prince Henry has taken the greatest interest in this undertaking, and will be appointed president of the council of management. Three directors are to be appointed, amongst them the ex naval officer, Mr. Ch. J. Vichoff, who for some years has been engaged with the French Transatlantic Packet lines. The prospectus of the new company will be very shortly issued. The *Nieuwe Rotterdamsche Courant* confirms the important communication of its Utrecht contemporary in every detail.

To-morrow (Tuesday) the sitting of the Second Chamber will be opened. Mr. J. C van Reenen has been elected M P. for Amsterdam; he received 1,039 votes, and the Liberal candidate, Professor Asser, 939 votes. The Government has replied to the section report of the Second Chamber on the Agrarian Bill for Java. Some alterations have been made in the original measure. The most important among them is that the Government will not dispose of land owned by natives, either for sugar cultivation or for other purposes, without compensation being rendered.

Several English engineers have memorialised our Government to grant them a concession for laying telegraph cables between Java, British India, and Australia. According to the *Vaderland* the minister of the financial department will very soon lay before the member

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of Parliament a Bill for the introduction of a penny post system. We have had very cold weather; the canals and rivers are covered with ice, and communication is suspended.

Some papers speak of difficulties which have arisen between our Government and that of Luxembourg with regard to a monetary question. If even these rumours should prove to be true, it will be but "a storm in a tea-cup." According to a correspondence, published by the *Independance*, we claim a certain number of millions of francs, while the Luxembourg Government maintains that it does not owe us a sou.

H.M. the Queen will start in a few days for England, and will pass some time at Torquay. The French papers have put in circulation a rumour to the effect that Prince Frederic is dangerously ill at Cannes, which *on dit* is as much without foundation as that with reference to the Prince of Orange, who was said to be about to contract an alliance with a certain princess. Prince Henri returned in good health from his trip to Egypt.

The Chamber of Trade at Oldenzeel (Twenthe) has forwarded an address to the Minister of Foreign Affairs urging upon him the necessity of establishing a diplomatic mission to China, which the Chamber demonstrates of the greatest importance to the interests of commerce.

From Munchen I have received news that the well known engineer, Mr. F. W. Conrad, on his return from Egypt, died on the 1st inst. He was born in 1800 at Sparendam. Our important public works, which have been under his superintendence since 1825, are the best and most durable testimonials of his capacities.

In well informed circles it is asserted that the Minister of the War Department intends to resign. Several names circulate as those of his successor, but nothing is known with certainty.

At last the Radical paper—*Het Noorden*—has been published at Amsterdam. Its aim is to establish a new Liberal, or rather Radical party.

His Majesty has appointed Commander of the Order of the Netherlands Lion the Chargé d'Affaires of the German League at Japan.

COMMERCIAL.

The *Staats Courant* of the 4th inst. published a review of the trade and shipping of Java and Madura for 1868, from which I extract the following particulars:—The private import into Java and Madura amounted to f.46,795,158, and the Government import to f.16,159,283; together, f.59,954,441—that is, f.13 798,612 less than in 1867. The private export amounted to f.63,349,487, and the Government export to f.43,386,356; together, f.106,735,843, being f.11,370,838 less than in 1867. From Holland were imported, for private account, f.19,302,955; from England, f.7,640,661; from France. f.578,036; from America, f.263,074; from China, f.896,923; from Manila, f.407,864; from Japan, f.42,553; from Australia, f.603,927; from the Indian Archipelago, f.13,340,425. The Government imported from Holland f.15,382,546; from Bengal, f.764,975; from Borneo, f.1,062; from Sumbawa, f.10,700. The principal private imports consisted of—Cotton manufactures, f.14 586,979; provisions. f.2,709,124; wines and spirits, f.2,227,847; ironworks and engines, f.601,475. The exports included f.40 208,967 to Holland, f.722,375 to England, f.828,124 to America, f.830,166 to China, f.2,231,615 to Australia. The principal articles of export were:—

	Government Account.	Private Account.
Indigo	f.64 965 ...	f.2,650,671
Coffee	25,501,029 ...	4,386,440
Spices	101 003 ...	169,153
Sugar	10,030,502 ...	22,510.286
Tobacco	— ...	2,638,187
Tea	— ...	306,793
Tin	4,299,253 ...	1,891,118

From Holland there arrived 119 vessels, measuring 48,736 lasts; from the other countries in Europe, 111 vessels, measuring 39,424 lasts; from America, 15 vessels, measuring 5,089. The departures from Java and Madura for Holland were 573 vessels, measuring 207,566 lasts; to other European countries, 9 vessels, measuring 2,576 lasts. The Customs duties (import and export) amounted in 1868 to f.5,425,791.54, against f.6,897,895.17 in 1867.

The colonial produce markets have shown some tendency towards improvement, and there has been partial revival of speculative demand. Prices have, consequently, in several instances, experienced a slight recovery.

COFFEE.—In waiting for the particulars of the forthcoming auction of the Dutch Trading Company, which will take place on the 16th inst., when 98,400 bags Java, Macassar, and Menado will be offered, only a trifling business has been done, and the market is very dull. Holders, however, decline to operate without a further advance. Good ordinary Java is quoted 35c The transactions include 1,500 bags Java, ex Madura, at 32c.; 500 bags ditto, ex Royal Sovereign; 1,336 bags Java, ex Electric, at 39½c. to 40½c.; 400 bags ditto, ex Vesta, at 34½c. to 44¾c.; 1,380 bags ditto, ex Gutenberg, at 36c. to 39½c.; 1,650 bags Padang, ex Jan van Brakel, at 36½c. to 41½c. The total unsold stock of the Trading Company is 258,800 bags; stock on warrants, 177,600 bags; the private stock, 32,600 bags.

TEA.—The auction on the 10th inst. of the cargo of China Tea, ex Deerfoot, from Foochow, has given the following result:—

Chests.		Chests.		Sold at.	Lots bght. in.
806/4 and	1,024/12	Superfine Kyshow Congo		86c. to 111c.	...
943	,, 909	Extra Superfine Kyshow Congo ...		100c. to 114c.	... 7
268	,, 1,461	Extra Superfine Lapseng Souchong...		100c. to 157c.	... 14
165	,, —	Finest Flowery Pecco		230c. to 246c.	... 8
920	,, 800	Extra Superfine Kyshow Congo ...		92c. to 111c.	... 57
1,207	,, 978	Superfine Kyshow Congo		85c. to 90c.	... 54

In private auction 90/4 chests Java Congo, and 816/4 chests Java Souchong realised the following prices:—

40/4	chests	Congo, Mark Nangoeng	81c.
311	,,	Souchong, Mark Nangoeng	90c. to 91c.
23	,,	Congo, Mark Singa Nangoeng ...	85c.
356	,,	Souchong, Mark Singa Nangoeng ...	105c. to 107c.
7	,,	Congo, Mark Dramaga	87c.
85	,,	Souchong, Mark Dramaga	93c. to 95c.
20	,,	Congo Mark Madjo	81c.
64	,,	Souchong, Mark Madjo...	80c. to 82c.

A public auction is announced for the 11th March, at which 62928/4, and 136/12 chests Java will be offered.

SUGAR (RAW).—The market is very dull, and the transactions only include 1,394 mats Passaroeang, floating, per Finella, No. 13, at f.35½; 365 mats Batavia, ex Euphrosyne, No. 9/10, at f.32½; 1,300 mats Passaroeang, ex Strathblane, at secret prices; 523 mats Passaroeang floating, per Glenduror—which vessels ran ashore at Kingsdown—No. 14½. The stock of Raw Sugar was on the 31st ult. 23.839,268 kilo.

JAVA TOBACCO.—The following parcels were sold in public auction:—834 bags Java Djarit, at 59½; 1,127 bags Java G.P., at 29¾; 1,273 bales Java, mark BJDL, in average 32c.; 193 bales Java, mark AM, in average 25½c.; 78 bales Java, mark N, in average 21½c.; 1,773 bales Java, mark LC, in average 31c.; 992 bales Java, mark DTP, 28¾c.; 626 bales Java, mark ETB/Kota, in average 27c.; 246 bales Java, mark ETB/Gedek, in average 37½c.; 1,890 bales Java, mark JC & HVR, in average 32¾c.; 461 bales Java, mark Birit, in average 343-5ths c.; 346 bales Sumatra, mark Paya Combo, in average 36¾c.; 52 bales Sumatra, mark S, A, in average 31c. The largest quantity was taken for account of English houses.

SPICES.—131 mats and 936 bales Java Cinnamon, ex Argo, Aeroliet, and Zephir sold in auction; the mats at 170 to 189c.; the bales at 40 to 59c.

ARRACK.—The market is firmer, and prices are advancing. 75 casks, ex Johann, from Passaroeang, 100 casks, ex Atlas, from Batavia, 110 casks, ex Haamste, have been sold at prices that did not transpire.

INDIGO.—An important business might be done, but holders decline to operate without a further advance. The transactions include about 100 chests.

MANILA SEGARS.—350,000 Manila 2a cortados were partly sold at f.34½, the remainder being bought in at f 35 to f.36.

DRUGS.—Camphor without transactions. Holders decline to operate except at an advance. The quotation of Japan is nominal at 53c. to 54c.

JAPAN WAX.—The value of A is f.46; of B, f.44.

CASSIA VERA.—270 bales, ex Julee, from Padang, sold at secret prices. Gutta Percha: In good demand, but there is want of stock.

RATTANS.—235 piculs, ex Gutenberg; 110 piculs, ex Zephir; and 100 piculs, ex Royal Sovereign, sold.

BANCA TIN.—A favourable condition of the markets has given place to dullness. The closing price is f.68.

TERRA JAPONICA.—390 mats and 70 kranjangs are offered at f.13.

SHIPPING.

There have been no arrivals or departures since my last letter. The Trading Company has chartered the following vessels to convey produce from Java:—To Amsterdam: Antjie, P. van der Hoog, at f 78.45; Petronella, J. Rotgans, at f.78.76; Gerard Pieter Servatius, G. de Joode, at f.78.78; Gesina, B. Ordeman, at f.78.95; Vesta, C. A. Bakker, at f.78.95; Amstelstroom, S. W. F. Kretschmer, at f.79.80; Henriette, J. R. Brouwer, at f.79.85; Gezina Maria, J. C. Rolff, at f.79.85; Aletta Augusta, J. A. Tinholt, at f.79.97; Jonge Cornelia, G. J. Goekoop, at f.80; Bastiaan Pot, J. D. P. Zetteler, at f.81.81; Petronella, W. F. Leicher, at f.82; Ferdinand and Louis, J. Vogelsang, at f.82.40; Galilei, B. S. van der Meij, at f.82.68; Flevo, J. C. Strootman, at f.82.68. To Rotterdam: Nieuwe Waterweg I., E. von Lindern, at f.75.74; Helena, J. van Leeuwen, at f.75.74. To Dordrecht: Anna Margaretha, F. W. A. v. Munchen, at f.75.74. To Middelburg: Maasnymph, P. Vogelezang, at f.79.95. To Schiedam: Honigbij, J. van der Valk, at f.78.77.

DENMARK.

(FROM OUR OWN CORRESPONDENT.)

COPENHAGEN, Feb. 12.

In my letter of January 11 I gave you some particulars respecting the arrangements made between the Danish Government and the new China Telegraph Company, and am now enabled to add some further details. The *Tordenskjold*, the vessel selected for the service of laying the cable, is a first class frigate of the Danish navy; but as the heavy guns of her main deck battery have been removed, only the upper tier remain, and for this expedition she will be manned with a less numerous crew, and take official rank *pro tempore* as a corvette. The Government will bear the expense of the alterations to adapt her for taking on board the telegraph cable, estimated at 15,000 rix dollars, as well as the 20,000 rix dollars for fitting her out. On the other hand, the company have agreed to pay all the other charges, which are calculated to come to about 100,000 rix dollars, including 30.000 rix dollars for steam fuel. The expenses of a screw corvette on an exercising cruise are about 5,600 rix dollars per month, and that is about what the expedition of the *Tordenskjold* will cost. With the cable on board stowed away in her hold she will draw 18 ft. 8 in. of water forward and 21 ft. aft, so that on the outward voyage she will be unable to pass through the Suez Canal, but must go by the old route round the Cape of Good Hope.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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RUSSIAN AGGRESSION.

NOT many years since the English public was seized with quite a panic of fear for the safety of our Indian possessions. "Russian Aggression" was the key-note, and a party of alarmists hammered at it until they persuaded themselves that there was indeed imminent danger that the Colossus of the North was about to swallow British India at a mouthful. Of course these fears were absurdly exaggerated, and good service was done by those who urged a more temperate view of the situation, pointing out that the operations of Russia in an Eastern direction that had excited all this commotion, might well be accounted for by the necessity of securing her outlying provinces, and of protecting and fostering a legitimate trade. But we have often had reason to doubt whether the pacification was not *too* complete, and whether after all there were not some grounds for those suspicions which, under the influence of sneers at "Russophobia" and so forth, have given place to what may not improbably prove a false sense of security. In a paper read by M. TCHICKATCHEF before the British Association last year, that gentleman endeavoured to prove, not only that Russia had no hostile designs on India, but that even if she had, they would be rendered impracticable by various insurmountable obstacles, the chief of these being the independent states lying between the Russian possessions and our own. He argued, in effect, that any attack on India was impossible, because the Indian frontier was guarded by a belt of territory, either of such a nature as to prohibit military operations, or peopled by nations friendly to Great Britain; and, further, that even were it not so guarded, the accumulation of sufficient forces and warlike *materiel* in those wild and distant regions was impossible. And these views were, to all appearance, readily accepted by M. TCHICKACHEF'S hearers.

To us they appear somewhat less convincing. It is indisputable that during the past few years Russian dominion has made rapid strides in Central Asia, but these are of even less importance to England than her repeated encroachments on China. We have good reason to believe that a further cession of territory from China to Russia has just been secretly accomplished, and that it includes a large tract that actually borders on British India. Should this prove true—and if not true already, it may become so at any moment—the alleged safeguard of foreign states intervening between Russia and India is swept away at one blow. We announced some time since that a new Convention had been concluded between Russia and China; it was taken by M. VLANGALI from Peking to St. Petersburg for ratification, in the summer of last year. To this Convention, we now learn, some secret articles are atttached, whereby the Russians become masters of a considerable portion of Chinese Turkestan, in close proximity to, if not in actual contact with, our Indian frontier, as well as Yarkand, with the cities of Kashgar and Khotan. Until lately, the secret was admirably kept, but at last it has oozed out among the Chinese, and is naturally received among them with indignation. The Russians at Peking do not deny it altogether, but while admitting the acquisition by their Government of a territory on the borders of India, they affect to regard it as of trifling importance, describing it as a moderate-sized tract of "steppen" land, like that of Persia. We learn also that the other foreign Ministers at Peking have been kept quite in the dark as regards this transaction, and have as yet vainly endeavoured to obtain either particulars or proofs, although they have reason to believe that a Russian officer of engineers who recently arrived at Peking came for the special purpose of defining the new frontier line. It is known to a correspondent of ours at Peking that a member of the Russian Legation has for the last two or three years made the outlying Mahometan possessions of China his especial study, and that not long ago the Russian War-office sent him a map of those provinces for revision and correction; at this very time the Indian Government had applied to our Minister at Peking for information on the same subject—but he was in complete ignorance, and could afford none.

It is matter of history now, that the Emperor NICHOLAS was encouraged in his designs on Turkey by a belief that the "peace party" was too strong in England to admit of our going to war in defence of the Porte. The result showed that he had deceived himself, and Russian aggression, at any rate in that quarter, received a severe check. But who shall say that these stealthy movements to the Far East are not made with the view of approaching India from another quarter? Does it not seem as if Russia, like a serpent foiled in its first direct attack, was gradually coiling itself round the body of its victim, so that it should be powerless to avert the next stroke? The idea gains strength if you spread out a map of Asia before you, and note the conquests Russia has made in Central Asia, the territory she has taken from China, and her advance southwards in the Island of Saghalien, not forgetting either the attempt made only a few years ago to occupy the Tsusima group, so temptingly situate midway between Japan and Korea. There is reason to apprehend that the next steps will be the annexation of Mongolia, Manchuria and Korea; these occupied, the Northern Chinese provinces of Chih-li, Shan-si, and Shan-tung would fall an easy prey, and the Yellow River would become the boundary line. The conquest of these Northern provinces would not be at all difficult; the Mongols detest the Chinese, looking on them as an inferior race, and would be glad to be led against China. These Mongols, too, are a warlike race, and when once they had been led to victory by Russian generals, would furnish the material for a formidable army to invade India.

To many readers all this may seem chimerical, or at any rate too far off to be worth a moment's serious anxiety. But we submit that the contingency against which we ought to be on our guard is not so very remote. This secret Convention—for that there is one is certain, though our description of it may not be precisely accurate; the absence of all confidence between the Russian Minister at Peking and the other foreign representatives, and the solicitude of the Russian War-office about the outlying states under Chinese rule, are all evidences of this; and recent advices from St. Petersburg tell us that a new province is about to be formed in Eastern Siberia, including the districts of Baikal, Amouria, and Yakoutsk, of which the seat of Government (and of course the chief military station) will be at Strjetensk, *on the Chinese frontier* (See *London and China Express*, of Feb. 11). But it is idle to point out the danger to our present Government. The party of peace—peace at any price, even the price of national humiliation and disgrace, is again in power, and more rampant than ever. What matters it that England's best and richest possessions are endangered, so long as Lord CLARENDON can claim credit for preserving peaceful relations with all the world, and Mr. LOWE is enabled to point triumphantly to a surplus? Unfortunately, there is a strange sort of apathy regarding Indian affairs, not only among the general public, but even in the House of Commons. It is just the same too with colonial affairs. An old story says that the ostrich, when pursued, hides his head in the sand, or in a bush, under the impression that as he can't see his pursuers, they can't see him—but it is obvious that his brief dream of security is likely to be rudely dispelled. Comparisons are odious, but—is not our present Government, in regard to these matters, very much like an ostrich?

RAILWAYS IN JAPAN.

ONCE more we have occasion to comment on the marked contrast exhibited between the hostile spirit with which civilisation is viewed in China and the eager welcome it receives in Japan. The news brought by this mail of the conclusion of an arrangement with Mr. LAY for constructing a railway is most satisfactory proof of the willingness of the Japanese to advance in the path of progress. They don't send a "mission" to Europe to make long-winded assertions of their intentions to do what is right, but they set to work to do it in a business-like manner. We can see no objection whatever to the Government undertaking the construction of railways on its own account, instead of leaving them to joint-stock enterprise; the materials and the engineering skill must come from Europe, and the work, when finished, must lead to other similar ones; while every mile of railway opened in Japan must help to reconcile the natives to European innovations, and bring their ideas more into concord with our own. We heartily wish Mr. LAY a larger measure of success with this scheme than attended his attempt to establish an Anglo-Chinese fleet.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, FEB. 21, 1870.

GOVERNOR ORD AND THE STRAITS ASSOCIATION.

IN September last Sir HARRY ORD, Governor of the Straits Settlements, indited a despatch to Earl GRANVILLE in answer to certain representations made to the Colonial-office by the Straits Settlements Association. A copy of this despatch was very properly forwarded by Lord GRANVILLE to the Association; a committee was appointed to draw up a reply to it; and the two documents are now before us. The Association have caused the Governor's despatch to be printed, not as it was written, but with the various clauses bearing on each subject grouped together, interpolating their own comments on each group; and this analysis is prefaced by a short letter addressed to Earl GRANVILLE, wherein Mr. GUTHRIE (Deputy Chairman of the Association) combats the assertion of Governor ORD that the actions of that body have been based on erroneous and unsound views, and that they have in fact been actuated by the most selfish motives. Indeed, the Governor's despatch exhibits, from beginning to end, greater power of invective than of argument, and its tone shows that the writer was more eager to discredit the Association with Earl GRANVILLE, by impugning their motives, than to convict them of error. His statements, which are voluminous and complicated, are classed for purposes of analysis, under twelve heads; but of these we need only notice a few of the more important ones.

On the subject of the Supreme Court Bill—that attack on judicial independence so strongly protested against by the colonists—Sir HARRY ORD asserts that it was introduced by desire of Her MAJESTY'S Government, to supply a long-acknowledged defect in the law; and he totally denies the truth of the statements, that it has undermined the confidence of the Asiatic population in the Judges. In fact, he goes so far as to assert that "the native population neither "know nor care anything about the relations between the "Governor and the Judges, nor would it be easy to make them "understand it." The Association say they find the language of this paragraph confusing. So it is; as confusing as a reckless defiance alike of facts and of LINDLEY MURRAY can make it. The "rod of iron," not the goose-quill, is evidently Sir HARRY'S proper weapon, so we will forgive him his bad grammar; but he should be careful of his facts. The Association furnish copies of three petitions, numerously signed both at Singapore and Penang, showing that the Asiatic colonists, as well as the European, *do* clearly appreciate the importance of preserving the independence of the judges. To quote their own words, they "deem it essential that this "independence should be preserved intact, and that the "judges should never be in a position in which they might "be suspected of being under the influence of the Exe-"cutive." So Governor ORD'S defence of this point—a very weak one indeed—is demolished. It is a point too that he need not have troubled himself to defend, for if it be true that the Bill was introduced into the Colonial Legislature under pressure from the Home Government, to remedy an alleged defect in the law, the blame rests not with him, but with the Colonial-office. The alleged defect consisted solely in the fact that the Constitution of the Straits Settlements Court, as it then stood, was not precisely identical with the Courts of all other Crown Colonies; and (as the reply of the Association broadly hints) it is most unjust that a regulation quite unsuitable to one particular colony, and in fact most injurious, should be forced on it for the sake of mere uniformity.

Passing over Sir HARRY ORD'S explanation of his views regarding the raising of revenue by import and export duties, which views, he says, have been quite misunderstood (it is a pity he did not state them more clearly at first), and passing over also the quarantine and pilotage questions, we come to the cardinal subject of colonial expenditure; and this we are surprised to find rather slightingly treated in the Governor's despatch, considering that financial extravagance is one of the most serious charges brought against him by the Association. He contents himself, in effect, with saying that he is not sure the annual expenditure exceeds that under the old *régime*, but that if so, it has been met by an increased revenue. To this the Association reply that their strictures on the accounts of the colony cannot have been unjustified, for even before they were put forth the Colonial-office had already written to the Governor demanding an explanation of the said accounts. The Association might have added that Governor ORD'S own despatch convicted him of inconsistency here. In this paragraph (32) he says, "It is doubtful "whether the annual expenditure exceeds that under Indian "rule," while in an earlier one (9) he writes: "Although I had "but recently assumed the administration, I had seen enough "of its working to satisfy me that it was likely to be more "costly in some respects than it had been under Indian "rule. . . . I felt that prudence dictated my reminding the "Council, and through them the public, of the possibility of "further demands being made upon them to support the "Government of the Settlements." Of course this is not English, but its meaning is pretty clear; Sir HARRY decided, at a very early period, to keep up his dignity according to his own magnificent ideas, at any cost to the colony—even, if need be, at the cost of its character as a free port.

Another important point is the constitution of the Legislative Council, and the proposals made for its reform. On this head the Governor complains (in para. 28), that while the community find fault with the composition of the Council, they themselves show great indisposition to furnish Government with any assistance in conducting the public business. The fact is, that the position of the unofficial members at the Council board is so humiliating (they being mere nonentities in the presence of an overpowering force of official members), that when in April last two seats fell vacant, no gentlemen could be found to accept them, and they went begging until September, when the present occupants accepted them, on finding that, unless they did so, men unfitted for the position would be appointed. But the question of the Legislative Council has been exhaustively discussed, and there is nothing new either in the Governor's statements regarding it, or the reply of the Association. Passing, then, to another section, we find that Sir H. ORD maintains that there has been no openly expressed opposition to his rule in the Colony itself, from which reflection he seems to derive the comforting assurance that the colonists are rather fond of him than otherwise. But here, again, he is at fault. "Openly expressed opposition" can be manifested in only two ways—through the press, and by means of public meetings. As regards the former, both the chief Straits papers (the *Times* and the *Observer*) have loudly and persistently condemned him—the latter sometimes with more vigour than discretion. And as for public meetings, what need of them, with an Association here always working for the benefit of the Colony, and in constant communication with a similar organisation at Singapore? But Sir HARRY, it seems, won't be convinced of his unpopularity by anything short of tumultuous meetings, abusive harangues, and banners inscribed "Death to the Tyrant!"

And now we come to the last of the sections into which this wonderful despatch has been divided;—and it comprises fifteen paragraphs, all filled with recriminations and imputations of unworthy motives to the Association! With a laudable desire to avoid the "*tu quoque*" line of argument, the Association pass all these with very slight notice, save one, wherein Sir HARRY accuses the European colonists of a desire to escape taxation by "disingenuous statements," which, in plain language, means falsehood. He flatly denies the

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statement of the Association that European house property is heavily taxed; but they adduce figures to prove that they are right, and he once more wrong. And again, he tries to make out that taxes on business premises do not fall on the merchants at all, because they can fully recoup themselves by charging their constituents warehouse rent, &c., on the goods consigned to them; to which the Association reply that an exactly parallel statement would be, that an extra assessment on a London shopkeeper would be no burden on *him*, because he could put an extra price on his wares, and so make it fall on his customers. Altogether, Governor ORD's justification must be pronounced a failure. He has decidedly the worst of it on almost every point, and this must be manifest to Lord GRANVILLE. In this correspondence it will be noticed that the matters of the yacht and the palace are not touched on. Both these demand further investigation, and the true position of the colonial accounts has yet to be ascertained.

SIR R. ALCOCK ON THE NEW CONVENTION.

ALL who are interested in the subject of our relations with China must have felt a strong desire to hear what Sir RUTHERFORD ALCOCK had to say about his own Convention. That desire has now been doubly gratified, for the Minister has, in the first place, given a brief verbal explanation regarding his work to a deputation of merchants in Hong Kong, and, in the second place, has addressed a long despatch to the Foreign-office, which we publish in full in another part of our paper. His address to the Hong Kong merchants was of comparatively slight importance—a mere exculpation of himself, on the ground that he had acted simply as the agent of the home Government, who considered the present concessions made by the Chinese "were all that were required." As far as that point is concerned, no more need be said—it is sufficiently plain that no man can act vigorously while his hands are tied. One statement, however, made by Sir RUTHERFORD on this occasion demands explanation; on the question of security held by us for the due fulfilment of the agreement not to impose inland duties on foreign goods, his Excellency said, "There was as good security as could be obtained in the "fact that the Chinese Customs were bound to at once de-"spatch an officer to investigate any case of squeezing." Now, this is distinctly at variance with the terms of the Treaty, as published. Neither in the document itself, nor in the supplementary rules appended to it, is there any such stipulation as Sir RUTHERFORD here describes. We have no evidence whatever that the Chinese are "bound" to send an officer to investigate any case of inland "squeezing"—and if they were, what sort of officers would be appointed, what influences brought to bear on them, and what would be the practical value of such "investigation?" The entire absence of any guarantee for the good faith of the Chinese in this respect remains a serious blot on the revised Treaty.

In his despatch to Lord CLARENDON, Sir RUTHERFORD ALCOCK assumes quite a different tone. In his Hong Kong speech he was rather apologetic than otherwise, and depricated criticism on the score of his stringent instructions from the Foreign-office. On the other hand, in addressing the authority whence these stringent instructions emanated, he becomes confident, and almost triumphant. He starts by saying that his new Convention "secures advantages far in advance of the objects contemplated," and proceeds to enumerate what he calls "innovations of great prospective importance." These are a "revision of the tariff"—which being directed entirely against British interests, and in favour of China, certainly possesses importance of a very disagreeable nature; "opening new ports"—a questionable benefit, seeing that we have already quite a sufficient number of *external* points of contract, and that some of the ports opened by the Treaty of Tientsin have proved nothing better than expensive incumbrances to our trade; "establishing bonded warehouses"—which, after all, are only to be granted at such ports as the Chinese think proper, and which, in such a country as China, will never be regarded as a safe depository for foreign goods unless their control is placed in foreign hands: "The right of navigating the inland waters in foreign-owned vessels," that is, provided those foreign-owned vessels are virtually native boats; "of renting places for storage, and temporary residence in the interior"—but only on condition of complying with restrictions perfectly childish in their nature. Of course it is easy by suppressing all unfavourable details or objectionable restrictions, and by entirely ignoring the ruinous concessions made on our side, to make these provisions look quite handsome—on paper; but when subjected to a close examination, Sir RUTHERFORD'S virtuous self-congratulations are seen to be quite gratuitous.

Some of the assumptions in Sir RUTHERFORD'S despatch are perfectly ridiculous. "The transit pass system," he says, is now superseded by conditions which "secure the foreign "merchant from all surcharge over the tariff rate for transit "of 2½ per cent. more effectually than any system of pro-"tection by transit passes could do." We again ask, *how* is this secured? The only substantial guarantee would be a stipulation that unless English goods were effectually protected from inland squeezes, the additional 2½ per cent. collected with the import duty should at once cease to be paid; but the treaty contains no such stipulation. Passing over some points of minor importance, we come to that part of Sir RUTHERFORD'S despatch wherein he alludes to the increased import duties on silk." "For these various advances in the "path of progress," he says, we have to pay the price of "a "small increase in the duty of two products, one Indian and "the other Chinese." A *small* increase! one hundred per cent. on one, and nearly seventy on the other! "As to silk," says our Minister, "the argument on the Chinese side was "irresistible. It was an article of so much value that it "could well bear a heavy duty"—and a little further on, "considering that they desired to double the duty on tea, silk, "and opium, I think they showed great moderation in being "finally content with so little"—that is, with receiving only two-thirds of their outrageous demand. But these, and other concessions on our side, Sir RUTHERFORD regards as trivial. He asks the plain, though somewhat ungrammatical question, "Have we paid too dear?" and hastens to reply, with the utmost self-complacency: "The advantages we have gained "so far preponderate over the little (!) that has been yielded, "as to leave no doubt on the subject." Just so. We, ourselves, do not entertain a particle of doubt on the subject; but for all that it is to be feared that a comparison between our views and those of the Treaty-maker himself would exhibit a very marked discrepancy!

MAILS *VIA* SAN FRANCISCO.

THE mistaken policy of the American Post-office authorities in declining to renew the contracts with the Cunard and Inman Companies for the performance of the Atlantic mail services has been exemplified in the delivery of the last China and Japan mails *via* San Francisco. The despatches were due on Saturday, the 12th inst., on which day the Cunard steamer arrived with the usual punctuality, but with "no mails." On Wednesday, the 16th, the newspapers were delivered, and on Friday—two days later—we received our letters and other despatches, nearly a week beyond the date at which, under the old *regime*, the delivery would have been effected. This circumstance has been the occasion of much annoyance, not only to ourselves, but to the important section of the mercantile community having relations with the Far East, and we trust that measures will be taken to avoid a repetition of the delay. The adoption of the slow steamers has not confirmed our belief in the smartness of the American people. While on the subject we may state that the Pacific Mail Company (we presume by sanction of the POSTMASTER-GENERAL) have ordered their steamers to leave Yokohama for San Francisco on the 23rd instead of the 30th of the month. This is very much complained of, as the outward steamer is due on the 27th, and letters therefore cannot be answered by that route until the 23rd of the following month. What is the U.S. POSTMASTER about?

OUR friends at Foochow, Amoy, and Hong Kong occasionally forward to us their circulars, &c., *via* San Francisco, but they never anticipate the P. and O. route. From Shanghai they do so occasionally, and from Japan always.

THE time for the deputation of China merchants to wait on Lord CLARENDON has not yet been fixed, owing to the non-arrival of Sir RUTHERFORD ALCOCK.

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THE NEW CONVENTION.

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CORRESPONDENCE OF SIR RUTHERFORD ALCOCK.

Sir R. Alcock to the Earl of Clarendon.

PEKING, October 28, 1869.

MY LORD,—A Supplementary Convention to the Treaty of Tientsin was signed in quadruplicate, on the 23rd instant, by his Imperial Highness the Prince of Kung and the Ministers of the Yamun, as the Plenipotentiaries of his Imperial Majesty the Emperor of China, and by me on the part of Her Majesty.

One of the four copies I have now the honour to enclose for ratification; should it be approved by Her Majesty's Government, as I trust, I believe it will be found to secure advantages far in advance of the objects contemplated in the XXVIIth Article of the Treaty. A revision of the tariff and commercial articles is all that is there provided for; but the present Convention goes much beyond this, opening new ports, establishing bonded warehouses, giving the right of navigating the inland waters in foreign-owned vessels, of renting places for storage, and temporary residence in the interior; these are all innovations of great prospective importance.

The Convention will also be found to have effected all that was contemplated as desirable by the Board of Trade in their report of the 19th of May last, and otherwise to be in general conformity with the instructions conveyed in your lordship's despatches, dated respectively the 21st of May and the 4th of June.

I shall best economise your lordship's time, I believe, in reference to details and the bearing of the different articles by enclosing a copy, with the marginal notes attached to each article, which Mr. Hart supplied at my request. This, taken with the inclosed copy of my explanatory despatch to M. de Rehfues, as the Doyen of the Corps Diplomatique, leaves me but little to add by way of explanation.

I look upon the arrangements entered into for the collection of transit dues and the total exemption of all foreign textile fabrics in the nine provinces in which are Treaty ports, as the most important advantage gained by the Convention, and, if ratified and carried into operation, I have very little doubt that the end proposed, a total exemption from such charges or exactions, will be fairly secured.

Of course this, and other stipulations, involves of necessity the concurrence of the other Treaty Powers, not only because a compulsory payment of the half-import duty at the time and place of importation has been substituted for the existing rule, which left it optional, but also from the fact that the Convention stipulates, in return for this, the reduction of duties on articles of foreign trade, and other considerable advantages. An increase in the duty on opium and on silk; the former to the amount of 2½ per cent. *ad valorem*, and the latter a fraction over one per cent. One part of the Convention cannot be taken, and the other rejected. It must be accepted or rejected by all the Treaty Powers, as a whole; and it is easy to see that there may be considerable difficulty in obtaining such a consensus of opinion as will be required to that end. France has always refused to be bound by any conditions attaching to concessions made to other Powers, while claiming, under the "most favoured nation" clause and two special articles, the full enjoyment of any advantages so gained. This is expressly stipulated in the IXth Article of the French Treaty, signed at Tientsin; and by the XLth Article it is still farther provided for, in the following words:—

"Il est d'ailleurs entendu que toute obligation non consignée expressément dans la présente Convention ne saura être imposé aux Consuls ou aux Agents Consulaires non plus qu'à leurs nationaux, tandis que, comme il a été stipulé, les Français jouiront de tous les droits, privilèges, immunités, et garanties quelconques qui auraient été ou qui seraient accordés par le Gouvernement Chinois à d'autres Puissances."

Were China strong enough to assert her international rights in defiance of any foreign Power, her Government could, of course, refuse to allow a right conceded to one country, under certain conditions, to be enjoyed by another irrespectively of these. They would be perfectly entitled to say, "We have engaged to give you the treatment of the most favoured nation, and are ready, in letter and spirit, to fulfil our engagement; but that does not warrant your claiming advantages without conditions which have only been conceded to another on their acceptance."

But China is scarcely in a position to assert her rights, in this or any other direction, when contested by foreign Powers. And, on the other hand, France and Prussia, and the Treaty Powers in general, may with ome reason maintain, "We have treaties with China by which we are entitled to import and export certain goods according to a tariff mutually agreed upon; consequently, no understanding between China and another Power can affect our rights in this respect without our consent." This no doubt is true; and, as it is impossible to consent that goods imported or exported under the British flag should pay a higher duty, or be bound by any restrictions or conditions not equally applicable to all nations, it naturally follows that every Treaty Power has a veto on the revision which any one may find it advantageous to make. For, assuming that it could be plainly demonstrated on the whole to be greatly to the advantage of all Treaty Powers that certain arrangements entered into by any one Power with China should come into operation, it still would rest with each Government to act upon their own opinion on such a subject, and refuse if they saw fit. This creates a very serious difficulty in the way of any revision with single Powers.

In anticipation of this difficulty, an official note, herewith enclosed, was exchanged at the signature of the Convention between the Prince of Kung and myself, distinctly recognising the necessity of deferring the giving effect to the instrument, even after the exchange of ratifications (except by mutual consent of the high contracting parties) until a common understanding had been arrived at with the other Treaty Powers, and their acceptance of the articles of the Convention, as binding upon their respective subjects, had been obtained. To this end it was farther agreed that both should invite the several Treaty Powers to give their adherence to the Convention as a whole, and applicable alike to all. The inclosed copy of the reply of M. de Rehfues to my communication on the subject merely acknowledges receipt, pending the transmission of the text of the Convention by the Tsunli Yamun.

I do not know that any explanation of each particular Article, and the objects to be attained by them is needed beyond what the inclosed documents will supply. But in a matter of so much importance it may be better, at this distance too, that any error should be on the side of excess than deficiency; and I therefore will submit a few remarks in elucidation of the chief objects which I believe to have been secured by the signature of the Convention.

It will be seen that I succeeded in part, by the omission of any stipulation as to time, in carrying out my instructions to avoid a revision for another decade. It was impossible, however, to obtain any of the concessions negotiated for last year without making it a formal revision in the sense contemplated in Article XXVII. of the Treaty of Tientsin, with the understanding that no farther demand should be made upon them on the ground of no revision having been effected. Even this was only agreed to, I believe, in consequence of my intimation that the Audience and Coolie emigration questions must be fully gone into if any definite period were fixed during which any revision to be effected now should run. As a mutual compromise, the Yamun then agreed to leave out all specification of a fixed period, and I consented, on my part, to withdraw the two questions from the list of those included for immediate settlement, and to discuss them separately.

This, however, was only the first step towards a satisfactory termination. More than once in the last six weeks the negotiations were interrupted, and to all appearance broken off altogether, in consequence of the obstructiveness which the Chinese members of the Mixed Commission displayed, and their opposition to any satisfactory measures for the relief of our trade from leking, and other charges, far in excess of the transit due of 2½ per cent., and fatal to all progress.

It became apparent, at last, that the only chance of arriving at any better result must lie in more direct negociations with the Yamên; and Mr. Hart having offered himself as a medium of semi-official communication between myself and his Excellency Wên-hsiang and the rest of the Yamun, I availed myself of his services. I believe it was mainly through his active intervention that they were at last led to see the expediency, if not the advantage, of ceding many points previously insisted upon, and offering me terms I felt justified in accepting.

I have expressed myself so strongly on many former occasions, as to the paramount importance, in any revision, of relieving our trade from the burden laid upon it by a wholly irresponsible power of taxation exercised by the local and provincial authorities, that I need not farther insist upon it here. I have only to add my conviction that the proposed arrangements hold out fair promise of the removal of long-standing abuses in this direction, and I see in them a practical solution of the difficulties caused by the exactions of the local authorities to the serious prejudice of trade.

The great objects specified under this head by the Board of Trade, I believe, will be fully secured by the measures contemplated; and the transit-pass system, liable to such grievous abuse by foreign merchants, has, at the same time, been almost entirely superseded—entirely so for the bulk of the imports in the nine provinces, and in native produce for export, in all—under conditions which, by dispensing with all distinction between native and foreign trade, leave to the provincial authorities the rights they are accustomed to exercise of inland taxation, and an interest in the increase of foreign trade, while it secures the foreign merchant from all surcharge over the tariff rate for transit of 2½ per cent. more effectually than any system of protection by transit passes could do in such a country as China. This part of the scheme thus meets the suggestion of the Shanghai Chamber of Commerce, so far as leaving the proceeds of taxation in the hands of the provincial authorities, while it gives them better protection against surcharges, and puts an end to the foreign traffic in transit dues, which was a public scandal.

The opening of two new ports in populous districts, and centres of distribution as well as consumption, in exchange for a port in Hainan, which has never been deemed worth opening, cannot fail to be a gain to commerce. Wuhu, on the Yang-tsze, has much to recommend it on its own account, but, independent of this, it was necessary to obtain it in order to bring the central Province of Anhui within the arrangement for free goods stipulated in the first Article of the Convention.

It is within such easy reach of Chinkiang that the Consular establishment there can, if necessary, provide for its wants, by detaching, temporarily or permanently, a senior assistant, if the development of trade should necessitate any surveillance on the spot. Wen-chow will, no doubt, require a small Consular establishment as soon as it is declared open; and there seems an entire concurrence of opinion as to its value in a commercial point of view. Tchang, in the Upper Yang-tsze, would have been very desirable as a Treaty Port, but I found it quite impossible to get the Yamun to accept any proposal for extension farther inland.

There was a great stand made by the Chinese for a limitation of one year for drawbacks, but they finally consented to three years—amply sufficient, I believe, for all mercantile purposes, with payment in cash for any current quarter. In both directions this will prove very advantageous to merchants, for a limitation of one year had been *de facto* established at Shanghai, the chief port where drawbacks are in request.

I made a final effort to obtain the admission of foreign salt, as will be seen by the inclosed correspondence. I believe the objections might not have proved so insurmountable had the Yamun felt they had to deal with Great Britain only; but to grant to England a right to import one shipload every month was to concede the same right to every other Treaty Power, and twelve times twelve ships every year would not have left much monopoly in the hands of the Salt Commissioners.

The working of coal mines at three points in the vicinity of ports, or two or three on the mainland, by foreign machinery, together with the abolition of all duty on foreign coal, as well as a reduction of duty

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on the native produce, will have very beneficial effects, and were desirable in themselves.

The conditional and qualified right of temporary residence, and inland navigation in foreign-owned vessels, if judiciously and quietly worked, will, I am satisfied, give foreign merchants all they can reasonably desire, and quite as much as they are in a position to turn to any good account for the present. It is too much to expect, however, that they will think so.

The introduction of a steam-tug for their use on the Poyang Lake may not be very valuable as a means of towing cargo-boats of tea, but as the first step towards familiarising the Chinese authorities and people with steam-vessels in the inland waters I think the concession far from unimportant.

The adoption of a written code of commercial law, in like manner, is more important for what it may lead to than for any immediate results. From a commercial to a civil and criminal code, founded on European principles, and an international court for its administration in all mixed cases between foreigners and natives, there are but two steps; and these once gained, extra territoriality may be dispensed with, and the greatest impediment to inland residence and unwillingness on the part of the Chinese officials to see the foreigner located in the provinces will disappear.

For these various advances in the path of progress and other concessions we have had to give something in return. A small increase in the duty of the two products, one Indian and the other Chinese, which, from their great value, can best bear it, has been the price paid. It is very certain, however distasteful to the merchants any increase may be, that not a pound less of either opium or silk will be in demand, even if it increase the price by that amount. And the 2½ per cent. in the one case, and 1 per cent. in the other, cannot, in any perceptible degree, diminish the profits of those who deal in them. Moreover, it was a case in which the British Representative could not, as the Lords of the Committee of Privy Council for Trade remark in regard to another article, tea, refuse a revision on any ground of reason or equity. On opium it is a matter of great indifference what import duty is levied while the Chinese Government has the acknowledged right to lay on any tax they please the moment it leaves the foreign importers' hands. Indeed, in the interest of India and our Indian revenue, anything calculated to give the Chinese Government an interest in the importation of the foreign article is by so much an advantage to the trade, as supplying a motive for checking the growth of the native produce, which has recently extended so greatly as to threaten the whole Indian trade, as I more particularly explained in my despatch No. 122 of the 13th instant, inclosing a reply to the Indian Government on the subject.

As to silk, the argument on the Chinese side was irresistible. It was an article of so much value and in such great demand that it could well bear a heavy duty. The present duty was actually below the scale of 5 per cent. adopted as the average for all exports and imports, and for both these reasons they were well entitled to demand an increased rate to bring it up to that average. Considering that they desired to double the duty on tea, silk, and opium, and had a direct interest in doing so, I think they showed great moderation in being finally contented with so little. Indeed the total prohibition of opium, the restriction of missionaries from inland residence, and the abolition of all extra-territoriality being the three cardinal points and chief objects of desire with the Chinese Government and all the official hierarchy, it must be matter of congratulation that they have not insisted upon any one of these as a condition of revision; that is, a revision in the sense which we alone contemplated or desired.

Besides the small increase in duty on these two articles, nothing has been conceded on our part but the plainest of all international rights, if there is to be any principle of reciprocity recognised in our relations with China, viz., the right to appoint Consuls in the British dominions. I have not for a moment forgotten the expressed wish of the Board of Trade that there should be no increase in the scale of duties, and the last instruction conveyed in your lordship's despatch No. 141 of the 4th of August, indicating a doubt as to the expediency of allowing a Chinese Consul to be appointed at Hong Kong; but this last could hardly be refused with any show of reason or justice; and as to the inconveniences to be anticipated—even supposing this Government should be prompt to avail themselves of the privilege, which is doubtful—I believe these will be found on experience to be more or less chimerical. Hong Kong is confessedly a great smuggling depôt; and the Chinese revenue, it is calculated, lose more than a quarter of a million annually in Customs revenue from its proximity to the main land. It is natural, therefore, that they should desire to put a stop to it; and, as your lordship's despatch of Aug. 20 last, with its enclosures, plainly shows, they are prepared to take as determined measures to check it as the Chinese smugglers are taking to carry it on by force. These things being so, it is much better, I conceive, that we should aid them, by legal and peaceable means, to control the smuggling proclivities of their own subjects sailing and trading from our Colony where there is a free port, than compel them to plant taxing stations, farmed out to unscrupulous guilds or Companies, and arm European-built ships of war to run "amuck" on all native vessels leaving the harbour of Hong Kong. Indeed, this course is so clearly laid down in the above-cited despatch of your lordship that I may congratulate myself on having, as I trust, fully anticipated the wishes of Her Majesty's Government by providing in the Convention for more satisfactory arrangements than those hitherto existing between the Chinese and the British Colonial authorities.

If the Consul appointed by the Chinese Government should, by controlling the smuggling propensities of his own countrymen in league with the foreign merchant, inflict any injury on Hong Kong by greatly diminishing illicit traffic, the concession contained in the Vth Article of the present Convention, giving to Hong Kong the much-desired privileges of a Chinese port in matters of transhipment, will go far to counterbalance any damage from effective action on the part of the Chinese authorities against smuggling. The legitimate trade can only gain by the measures proposed, and the suppression of that which is illicit will go far to put an end to the hostile feeling, of the existence of which as your lordship justly remarks, there can be no doubt.

Finally, these three concessions constituted the price demanded for all the Chinese were willing or could be induced to grant in the interest of foreign trade. Have we paid too dear? I think the advantages we have gained so far preponderate over the little that has been yielded as to leave no doubt on the subject.

I cannot close this review of the long-protracted negotiations and their result in the Convention without bringing to the notice of Her Majesty's Government the valuable assistance I have received from Mr. Frater, Second Secretary attached to this Legation, and Mr. Adkins, the Acting Chinese Secretary. The latter has officiated as interpreter throughout, both in the Commission and at the Yamên. Much of the labour of the whole has devoted upon these two gentlemen, and I cannot speak too highly of their unwearied zeal and assiduity.—I have, &c.

(Signed) RUTHERFORD ALCOCK.

Sir R. Alcock to M de Rehfues.

PEKING, October 20, 1869.

M. le Ministre et cher Doyen,—Referring to a previous correspondence on the subject of Treaty revision, and more especially to my last letter of December 7, 1868, addressed to M. Vlangaly, as the Doyen at that time, I have now the honour to inform you that the terms of a Convention have been agreed upon after a protracted negotiation, and will shortly be reduced to writing, preparatory to signature.

This Convention will secure all the concessions enumerated in the report of the Board of Trade under fourteen heads. As a printed copy of this document is already in your hands I need not recapitulate them here.

Something additional has been conceded on both sides, involving changes in the tariff on a few articles, and also some modifications in the mode of collecting transit-dues, and in the commercial rules, which can only take effect by common consent.

It follows indeed of necessity, from the most favoured nation clause in all the treaties, that no revision can be carried into effect without such general concurrence. Privileges or advantages cannot be unconditional, or without corresponding obligations; and these must be equally binding upon all who share the advantages in accordance with the declared object of such a clause.

For this reason amongst others, Her Majesty's Government would have preferred that no formal revision should take place until the right accrued to the other Treaty Powers, in order that all might enter into the negotiation at one time, and act in concert. The Chinese Government did not concur in this view, however, and it became necessary therefore either to waive all right to claim a revision, or enter singly into the necessary negotiations.

My instructions under these circumstances were to accept what the Chinese Government were willing to concede, though it might be only an instalment, in the hope that better terms may be obtained hereafter, either through the negotiations with which other Powers under their present Treaties will be entitled to open in successive years with the Chinese Government, or from the increasing disposition of the Government and people of China to improve their relations with foreign countries.

Her Majesty's Government have been as unwilling to remain at a standstill as to have recourse to measures of coercion, by the adoption of which the valuable trade with China would be put in jeopardy. It has seemed to them that the most prudent course would be to accept the concessions which have been obtained from the Chinese Government by fair argument and amicable representation, and to wait, as regards all other matters, the development which in the natural course of things may be looked for, and which the experience of late years gives good reason to expect will attend our future trade with China.

Such being the line of policy laid down for my guidance, I have both accepted and made concessions of more or less importance, keeping in view the material condition of the Empire, the actual situation of the Government, and the true interests of both countries. I had already last year announced to Prince Kung that I held nothing was to be gained by negotiating for the exclusive advantage of either nation to the prejudice of the other; and my conviction that the interests of both must be consulted.

I am persuaded that on no other basis can permanent relations of amity and commerce be maintained. There must be reciprocity of benefits as well as a spirit of fairness and desire for mutual accord. We may not get all that could be desired by strictly adhering to such a policy, nor obtain the most reasonable concessions even as promptly or as fully as we desire. But such as are obtained will be more willingly upheld by the Central Government, and therefore less likely to be evaded by the provincial authorities, or rendered nugatory by indirect means. A practical solution to the difficulty created by the persistent exactions of the local authorities, hitherto invested with a perfectly irresponsible power of local taxation, may thus be found when all privileges only to be extorted or maintained by force would fail.

It was not to be expected that China, for the first time in a position to negotiate as an independent and sovereign State, without preface or coercion would be disposed to concede everything and ask far nothing in return, or that the Chinese Government would not desire to avail themselves of the opportunity afforded by a revision to secure some modification of the terms which were originally imposed upon them without any choice on their part.

I think, however, a simple enumeration of the concessions made on both sides will show that there is a large balance of advantage in favour of foreign nations and their commerce. I feel sure that many existing obstacles will be removed by their aid, and increased facilities afforded for its steady development.

The chief stipulations may be briefly summed up as follows:—

It has been agreed that all provinces in which there are Treaty ports shall be thrown open to foreign textile fabrics on condition that the payment of the half-tariff transit duty shall be made simultaneously

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with the import duty and not left optional. Whether in foreign or native hands, in transit or going into consumption, they will, under this arrangement, be held exempt from all taxation whatsoever, from leking, and every other charge. No transit passes will be required for their protection—their foreign origin, easily ascertained, sufficing to establish immunity. In the other provinces they will have the protection as heretofore in transit to any point of destination designated by a transit certificate.

As regards native produce or merchandise for export to foreign countries, the transit certificate is to be dispensed with, and all inland duties will be paid by natives and foreigners alike without distinction; the several amounts of duties so levied being, however, entered by the officer levying the same at the different barriers or Custom-houses, on a blank form, to be supplied in advance to the merchant. The forms so filled are to be given up at the nearest barrier to the port of shipment, and on the owner or shipper applying for a permit of exportation to any foreign port, Hong Kong excepted, any excess over the half tariff duty paid will be refunded at once by the Customs. If less than the amount has been levied, the deficiency will in like manner be made up by the exporter.

In reference to these changes in the present system, some fears have been expressed that means will still be found of surcharging goods or produce entering into foreign trade. Such is the ingenuity and inveterate habit of Chinese officials, it is said, that no efficacious protection can be afforded by this or any other Treaty stipulation against such abuses. The half-tariff duty will be scrupulously collected at the port of entry, and will be so much added to the exactions hitherto enforced.

I can only say that I myself believe the system now proposed will, in the main, be successful, and greatly check, if not entirely put an end to, all such abuses. The Board of Trade, as you will have seen, approve it as perfectly equitable, and in accordance with what their lordships believed to have been the intention of the stipulation to which they relate.

There is yet another argument in its favour not to be overlooked. By the present arrangements, as above described, the provincial authorities are given what they had not before, a direct interest in the whole of the foreign export trade, inasmuch as they retain in their own hands whatever taxes they levy upon it in transit. If the collective amount of these prove in excess of the half-tariff duty the merchant is reimbursed out of the Imperial Customs.

Lastly, the argument of the faithlessness of Chinese authorities to their engagements, and their ingenuity in finding pretexts for extortion, or the arbitrary levy of taxes, if carried to its logical conclusion, woud be equally valid against any system that could be devised; and should lead to the total abandonment of all effort to remove what is defective in the existing state of things, or any farther endeavour to relieve foreign trade from the greatest obstacle to its extension and prosperity. The absolnte abolition, by Imperial decree, of all inland taxation would be just as valueless on this supposition; some of them would still be assumed to be likely to find means of evading the law and levying taxes.

Immunity from all inland taxation, but more especially the oppressive form it takes in leking duties, often levied within the ports as well as in transit, has long been felt to be the great, if not the only, desideratum in our trade with China. If this can be effected merely by making the payment of the transit commuted duty of 2½ per cent. at the time of importation, instead of a few days or weeks later, never was a great and material advantage gained at smaller cost. Even assuming the attainment of the end to be more problematic than I see reason to believe, what does the merchant risk? Paying a small transit duty at once, which, as a rule, is now paid within a few days or weeks after importation on the great bulk of foreign goods (since these, for the most part, go into the interior under transit certificates, which too often fail in securing the protection they are supposed to purchase), or paying what otherwise might be avoided for goods sold on the spot for local consumption. But even in this latter case the foreign merchants would still be largely the gainers if, by the system now contemplated, his goods are relieved from all liability to leking charges, often amounting at Amoy, not to 2½ per cent. *ad valorem*, but to 20, 50, and even 90 per cent., largely enhancing the cost to the native purchaser, and thus restricting, if not altogether arresting, the sale. To emancipate foreign trade from such an incubus as this our foreign merchant would gladly risk a great deal more than 2½ per cent.; and wisely, too, since such taxation as this must narrow the area of consumption when it does not destroy the market altogether.

I believe, therefore, that the balance of advantage, viewed from the least favourable point, will still be found largely in favour of a trial; and this is, perhaps, as much as can be secured in the first instance by any treaty stipulations with a country like China.

All other concessions are, comparatively speaking, unimportant, if this one advantage can be secured, immunity from local and irresponsible taxation; and I think the arrangements now contemplated offer a fair hope of all foreign texile fabrics, which form the great bulk of the import trade, being so emancipated.

Taken in connection with this, however, it was still desirable to facilitate access to inland markets, as well as the means of transport and accommodation for agents and their goods in the interior. This has accordingly been attempted under the following heads:—

1. By securing a right of navigating the inland waters, without limitation as to distance, in foreign-owned vessels of a Chinese type, under Custom-house licences and regulations.

2. A right of renting, for short but undefined periods, eithers hotels or private houses, where they might dwell and store their merchandise, though not exhibit their hong, name, or the style of their firm.

The first of these gives a right of trading along the whole coast between the Treaty ports, under Custom-house licences and regulations.

I consider that these two privileges, limited as they are, and far removed from steam navigation and right of permanent residence which the merchants demanded, make no inconsiderable advance in opening up the country. If British and other merchants will only act on what they allow quietly and judiciously, as do the Russian merchants in some of the tea districts, giving no trouble to the authorities, and exciting no alarm or hostile feeling among the people, they will have little cause to complain that the privileges fall far short of their wants.

3. The duty has been either entirely remitted or greatly reduced on watches, pepper, tin-plates, timber, coal, both foreign and native, and guano.

4. The right of re-exporting foreign grain has been conceded.

5. A steam-tug is to be placed on the Poyang Lake, for the purpose of towing British-owned vessels on the lake, and between it and Kiu-kiang. This is chiefly valuable, I conceive, as a step towards the general introduction of steam on the inland waters.

6. Bonded warehouses are to be established where they are desired by the majority of merchants.

7. A revised list of duty-free articles for personal consumption is to be made, enlarging the scope of the existing rules.

8. Dock stores are to be admitted free.

9. Drawbacks for foreign goods re-exported in any current quarter to be paid in cash; and drawbacks to be given and received in payment of dues at any time within three years of importation.

10. Tea bonds at the river ports are to be provisionally discontinued as an experiment.

11. The amount of fine to be inflicted for a false manifest is fixed by Treaty at 500 taels. It is agreed that, in future, the amount shall be determined according to the special circumstances in each case, the maximum not exceeding 500 taels. A discretionary power will thus be given to the Consuls to levy any smaller amount which may be deemed adequate upon inquiry into the merits of each case, the present high rate often defeating the purpose in view, either by being far beyond the means of masters of small vessels to pay, or disproportioned to the offence in view of extenuating circumstances.

12. It is agreed that a commercial code shall be drawn up for acceptance by all foreign Powers, based on European principles.

This I consider chiefly valuable as a first step, rather than for what it immediately secures. From a commercial code, derived from European systems of commercial law, to a civil and criminal code, such as has been long adopted in Turkey in mixed cases, there is but a short step; and this obtained, international Courts for its administration with fixed rules of procedure, such as are now in contemplation for Egypt by common consent, will follow in natural course, and prepare the way for either the modification or total abolition of extra territorial rights in China, and the gradual assimilation of two races in their laws and administration. This will remove, at the same time, one of the greatest obstacles to improved relations with the Chinese Government, and more free access to the interior.

13. Coal mines are to be opened at Kien-yung in Che kiang, Loping on the Poyang Lake, and Kelung in Formosa, with an understanding that they shall be efficiently worked with the aid of foreign skill and machinery.

14. Two new ports are to be opened—Wen-chow, in exchange for Kiung-chow, in Hainan, which has never been thought worth opening; and Wuhu on the Yang-tsze, between Chin-kiang Kiu-kiang.

The first is equivalent to subsidising a line of steamers between Foochow and Shanghai, both of which places desire a rapid and regular communication. It will also afford a ready exit for a kind of tea that reaches Foochow only after a long, circuitous, and expensive route; and it is the port of a comparatively wealthy and populous district.

The latter port is more especially valuable in connection with the arrangements made for the collection of the transit dues at the port of entry, as it adds the province of Anhui to the other eight maritime provinces, in which foreign textile fabrics are to pass free without any transit pass.

15. The right of transhipment at Hong Kong for the Chinese ports, so much desired by the British and foreign merchants, has been conceded.

16. A rule has been framed by which vessels trading to Batavia, Bangkok, Singapore, Malacca, and Penang will share the privilege of only paying tonnage dues once every four months, now limited to vessels going to Japan, the Amoor, Hong Kong, Manila, and Saigon.

17. It is agreed that the Customs shall draw up rules fixing the touch of sycee to be received on the payment of duties by the bank at each port, and thus determine in some definite manner, in the absence of coinage, what relation local sycee bears to the Customs standard.

These are the chief concessions on the Chinese side; in return for which additional rights and privileges beyond what has been secured by any antecedent treaty, neither few nor unimportant in my conception, it has been agreed that the following changes of tariff, &c., shall take place:—

1. An increased rate of duty on opium and silk. On the first an increase from 30 to 50 taels per 100 catties, equivalent to an increase of 2½ per cent. *ad valorem*. On silk, raw and thrown, a duty of 20 taels per 100 catties; on yellow silk from Szechuen 10 taels; making an increase of a little over one per cent on both kinds (say 1 1-7th), both still being taxed somewhat under the general scale adopted on the signature of the Treaties, of 5 per cent. *ad valorem*.

In both articles, opium and silk, considering their high value, so small an increase of duty is unlikely to diminish by a single ounce, or in any sensible degree, the profits of those who deal in them.

2. Passports and transit papers are to be valid only for twelve months, and to be returned within thirteen. This merely gives authority for what has already been practised.

3. The right is conceded to China of appointing Consuls in the British dominions.

4. British merchant-vessels shall report to the Customs their port of destination, and shall hand in export manifests when about to clear. The Treaty had not provided for this; and there is no reason for refusing it, as it entails no sacrifice on the merchant.

The principal points of the Convention, to which will be annexed supplementary rules and tariff, as affecting the articles named, either for reduction or increase, have now been passed in review. Considering how much has been conceded by the Chinese, and how few and unimportant the changes which they have insisted upon in return, either n grounds of reciprocity or expediency, I think it is a subject for

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congratulation that they have been so moderate in their demands, and rested content with so much less than they are well known to desire.

It is very true that the utmost to be obtained from their concessions falls very far short of the demands and wishes of the Memorialists. Steam navigation on the inland waters, railroads, and telegraphs, rights of domicile inland, and the working of mines by foreigners, have all been refused as impracticable or inexpedient at present; and Her Majesty's Government have concurred in this view, and withdrawn all demands for any one of them. At the same time, several of the concessions made tend in this direction, and, if used judiciously, will certainly prepare the way, at no distant period, for farther progress. I think that it is from this point of view their value will be most fairly tested.

On the other side, if we bear in mind the undisguised desire of the high authorities and of the whole body of educated Chinese, including the literati and gentry, as well as the officials of every grade throughout the provinces, for the restriction of foreign intercourses to the sea-board, if not, indeed, to a single port, as of old, and the withdrawal of any privileges which would only have been extorted at the cannon's mouth, and by superior force, I think they deserve some credit for their moderation during the present negotiations. The Tsungli Yamun did not indeed disguise their dislike to all the phases of extra-territoriality, the domiciliation of missionaries in the interior, the importation of opium, and the appointment of merchant Consuls; yet they have not pressed demands on any of these points, or sought to make concessions a condition of revision.

A right to appoint Consuls, which they may be very slow to exercise, and a trifling increase of duties on two articles that may yield them some additional Customs revenue, is about the sum of what they have rested content with. That these are neither unreasonable, nor in any sense inequitable, must, I think, be freely admitted; and I confess to a conviction that few European Governments would have contented themselves with so little in the revision of a Treaty containing much that was objectionable to them, more especially when expected to concede still more to the foreigner's advantage.

I shall be glad if you and my other colleagues concur in this view, which, in any case, I felt it to be due to all parties to submit, frankly and freely, for your appreciation.

After devoting the best part of two years to the discussion of the various questions at issue, and the endeavour, by friendly negotiations, to bring the Tsungli Yamun to see the expediency of chances favourable to the progress of trade and less restricted intercourse, I can only trust that, upon a review of the whole, the balance of advantages will appear to you, and to my other colleagues, such as to recommend the Convention for general acceptance.

You will, no doubt, hear from the Tsungli Yamun, and be invited to co-operate to that end, as soon as the instrument shall have been signed by the Prince of Kung and myself, it having been agreed that the High Contracting Parties shall mutually invite each of the Treaty Powers to promote, by their adhesion, its being speedily carried into execution.—I avail, &c., (Signed) RUTHERFORD ALCOCK.

The Tsungli Yamien to Sir R. Alcock.

(Translation.) October 28, 1869.

The Prince of Kung, Pao, President of the Board of Revenue; Tan, President of the Board of Punishment; Wen, President of the Board of Civil Office; Tung, President of the Board of Revenue; and Chung, President of the Colonial Office, make a communication.

It is distinctively stipulated in the XVIth Article that the ratification of Convention this day signed shall be exchanged in Peking.

It is also understood that effect shall not be given to the several Articles except with mutual consent, until a common understanding with the other Treaty Powers has been come to, that their respective subjects in becoming entitled to the rights and advantages therein conceded to British subjects shall in like manner as these be bound by the conditions thereto attaching. And to promote this end, with the least possible delay, it has been agreed that each of the high contracting parties shall communicate the Convention to the other Powers, and invite their adhesion to its terms and conditions.

It is further agreed that, for the present, Article III., stipulating for the compulsory payment of transit dues on certain British products, shall not take effect at the port of Niu-chuang. It is further agreed that, at the ports of Wenchow and Wuhu, which are open to British trade by Articles VI. and X., British subjects shall enjoy the same advantages and immunities as they enjoy at the ports already opened to trade.

It is also understood that, in connection with the pilotage arrangements in Article X., China will take such measures as may be necessary for the lighting, buoying, and policing of the coast, rivers, and ports, and for the conservation of the same, the tonnage dues being charged with the outlay.

A general statement of such measures, with the amounts expended, will form a part of the returns made public each year by the Inspector-General.

The Chinese Government is declared to have complete jurisdiction along its coasts and rivers, and the British Government will insure due respect on the part of British shipmasters and others to such rules and regulations as shall be found, necessary for the effective conservance of the ports and rivers open to trade.

This despatch, supplementing the Convention this day signed by the High Contracting Parties, is addressed on the same day to his Excellency the British Minister.

M. de Rehfues to Sir R. Alcock.

PEKING, ce 25 Octobre, 1869.

M. le Ministre et cher Collègue,—J'Al recu la note que vous avez bien voulu m'adresser relativement à la conclusion des négociations pour la révision du Traité de Tien-tsin, et je me suis empressé de la porter à la connaissance de nos collègues. Je vous félicite d'avoir enfin mené à bon port ces négociations laborieuses, et je ne doute pas que mon Gouvernement ne preuve un intérêt vif au résultat; mais avant d'adresser à cet égard un rapport circonstancié à Berlin, il faut attendre, ainsi que vous le comprendrez, le moment où je serias mis à même d'examiner le texte même de la Convention signée le 23 courant entre vous et le Gouvernement Chinois.—Je saisis, &c.

(Signé) REHFUES.

Sir R. Alcock to the Prince of Kung.

PEKING, Oct. 6, 1869.

Sir,—I have been instructed to represent to the Government of his Imperial Majesty the expediency of some relaxation of the rules by which the British merchant is at present prevented from importing salt into China.

The relaxtion contemplated is this:—That the Chinese Government allow the British merchants to import into the port of Shanghai a limited number of cargoes of salt, say a cargo per month, or twelve cargoes a year, for the period of five years. An import duty would, of course, be levied on the article, and by means of the foreign collectorate the trade could be put on a satisfactory footing.

It must be well known to your Highness that a supply of good and cheap salt for the people is a most important consideration, second only, indeed, to that of grain, quantities of which China is glad to receive from foreign countries.

Fifteen years ago the import of salt to British India was prohibited, and the salt trade generally in that country was on much the same footing as is that of China. Year after year the restrictions on its import have been gradually removed, and foreign salt is now admitted on payment of a fixed duty like other goods.

The results have been advantageous to Government and people; the salt revenue in India has doubled; the people can get good salt at a cheap rate; the duty is collected in one payment at the port of entry, so that the salt smuggler has ceased to exist. The labourer who produced the native salt now produces jute for the English market, rice, and a variety of oil-bearing plants, working for a much higher rate of wages than he did previously, and becoming a producer instead of a consumer of food.

I submit the above consideration to your Imperial Highness, and am satisfied that the experiment suggested will be highly advantageous both to the British salt merchants and to the revenue and people of China, while such an experimental concession would be received with satisfaction by Her Majesty's Government.—I renew, &c.,

(Signed) RUTHERFORD ALCOCK.

The Prince of Kung to Sir R. Alcock.

(Translation.)

The Prince of Kung makes a communication in reply.

On the 6th inst. his Highness received a despatch from the British Minister requesting that, as an experiment during five years, one foreign ship per month—during the year twelve in all—might be permitted to bring a cargo of salt to the port of Shanghai. the duties to be charged on the article being made the subject of arrangement between the two Powers, &c.

The Prince has to observe that, with regard to the import of foreign salt, memoranda exchanged while the Treaty was under revision were very explicit as to the impossibility of removing the prohibition; for there is a certain amount of salt produced in China which is divided into a fixed number of lots; and if, in addition to this quantity, foreign salt were to be introduced, some of the native article must cease to circulate.

The amount receivable as duty on the foreign salt would not indemnify the losses of the salt gabelle.

Moreover, the (number of) licensed merchants, the number of licences issued for each locality, and the quantity of salt saleable under these, is by law prescribed. If the native article ceases to circulate in any district, then the permits issued there are bought to no purpose, and the licences are subjected to very serious losses.

There are hundreds of thousands of the population, too, who make their living out of the salt, being either engaged in its manufacture or in its transport. Simple as the people of China are, these would certainly not submit to be, as the British Minister's despatch suggests, turned into cultivators of jute, abandoning a certain means of livelihood for wages in prospective, nor is there any quantity of vacant ground for them to till.

There is a Treaty provision prohibiting [trade in] salt, and it will be inexpedient to modify the regulations in this respect.

During the course of this present year, an Australian merchant was detected bringing a cargo of salt to Tien-tsin. This case was leniently dealt with, by the confiscation of the salt only; the merchant was not punished, as this was his first visit to China, and he was not familiar with the Treaty. But, for the future, clandestine trade in salt by any and every foreign merchant will be punished as the Treaty requires.

Foreign salt cannot be put on the same footing as foreign grain, as the despatch under acknowledgment suggests. As in duty bound the Prince addresses his Excellency the British Minister.

SIR RUTHERFORD ALCOCK'S EXPLANATIONS.

(THE TIMES.)

No time has been lost in placing before Parliament and the public the materials for estimating the merits or demerits of the new Convention with China, now awaiting ratification. It is impossible to exaggerate the importance of the interest this measure involves. If our national commerce is to be maintained or increased; if trade is to be encouraged and artisans are to find employment, it must be by the opening of new markets, and in China, above all countries in the world, are such markets to be found. Practically speaking, there could be hardly a limit to our dealings with the Chinese, if they understood their own interests, and were allowed to follow their own desires. That, however, is not the case Sir Rutherford Alcock, whose despatch upon the subject has just been printed, freely acknowledges and plainly describes the difficulties in the way of foreign trade in China, and the circuitous or doubtful routes by which it is necessary for us to proceed. His own conclusion is that, upon the whole, we shall be decidedly gainers by the new bargain, and that we could not, under the circumstances,

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have expected a better one; but the very earnestness of his arguments shows how much difference of opinion was anticipated.

By the Treaty of Tientsin, bearing date June 26, 1858, it was provided that a revision of its conditions might be demanded by either party at the expiration of ten years from that period, and this "Supplementary Convention," as it is called, now represents the result of such revision. It is necessary to observe that in the interval which has elapsed the relations of the contracting Powers have been materially modified. Ten years ago the Chinese Government had no option but to accept the terms proposed to it. The Treaty of Tientsin expressed so many concessions extorted by force and unwillingly granted; but the Supplementary Convention, on which, according to the terms above described, we have been compelled to enter, was discussed with far greater independence on the part of the Chinese. As our readers are aware, the rights of the Government of Peking have recently received a new and more liberal recognition from European States, and, Sir Rutherford observes, "It was not to be expected that China, for the first time in a position to negotiate as an independent and Sovereign State, without preface or coercion, would be disposed to concede everything and ask for nothing in return, or that the Chinese Government would not desire to avail themselves of the opportunity afforded by a revision to secure some modification of the terms which were originally imposed upon them without any choice on their part." This is plain language, and we quote it because it describes a situation of affairs which has not been sufficiently understood. We have distinctly apprised the Chinese rulers that they may consider themselves their own masters, and under those conditions they have been enabled to require that the commercial relations between ourselves and them should be reconsidered. That there may be no doubt about the disposition in which they would probably approach the work, we may add that Sir Rutherford unhesitatingly credits them with the traditional policy of the Empire, unchanged and unforgotten. The "high authorities," he tells us, "and the whole body of educated Chinese, including the literati and gentry, as well as the officials of every grade throughout the provinces, desire the restriction of foreign intercourse to the seaboard, if not, indeed, to a single port, as of old," and he adds that the Ministers or Councillors with whom he negotiated "did not disguise their dislike to all the phases of extra-territoriality, the domiciliation of missionaries in the interior, the importation of opium, and the appointment of merchant Consuls." These statements go far to settle a question recently debated, and may be taken, indeed, to prove that the Chinese Government is in its heart rather reactionary than progressive, and that its Liberalism is more the fruit of salutary fear than genuine conviction. At the same time, Sir Rutherford Alcock discerns clearly enough that Europeans in China are inclined to be unreasonable in their demands, and unlikely to be satisfied even with as much as is good for them; so that the difficulties of an agreement may be readily conceived.

Such being the case, the revision of the Treaty—to which, be it again observed, we had no power to object—was taken in hand, and if under such conditions we have actually got a better bargain than before, it should certainly be matter of satisfaction to the country and credit to our representatives at Peking. Rejecting details, we may, perhaps, describe the substance of the proposed Convention as consisting first of a financial compromise, and next of certain fiscal concessions balanced by commercial boons. Hitherto our goods—principally textile fabrics—have paid first an import duty on arrival, and then transit duties on their passage up the country. It is now proposed to add 2½ per cent. to the import duty, and to abolish all transit dues whatever; nor does anybody deny that such a change is for our benefit, if it could be thoroughly carried out. What is apprehended is, that after the Imperial authorities have levied their extra tax to begin with, the provincial and local authorities will still find some means of extorting their own taxes, as before, so that the imposition of 2½ per cent. may be only so much additional burden. As to the fiscal changes, the Chinese have desired to increase the import duty on opium and the export duty on silk—the former by 2½, the latter by a little more than 1 per cent. In return they offer twelve concessions, so directly as compensation, indeed, that in the text of the Convention six of these are appended as a counterpoise to the article on opium, and as many more to that on silk. They include not merely the opening of a new and, as it is believed, important port to our trade, but a variety of privileges calculated to facilitate our intercourse with the population of the interior. Perhaps we shall give the best idea of them by observing that, whereas our countrymen desired to obtain "steam navigation on the inland waters, railroads, and telegraphs, rights of domicile inland, and the working of mines by foreigners," the concessions granted amount to an imperfect and partial advance in those directions. We are allowed to ascend the rivers in our own vessels, though they must not be steamers, but native-rigged craft; and on certain waters we are even allowed a steam-tug. Coal mines are to be opened in two or three places, bonded warehouses permitted, and reductions of sundry dues effected. That, in substance, is the footing on which we are to be placed.

If it be now asked what prospects this change opens, it is obvious that the answer can be neither definite nor decisive. We cannot disguise from ourselves that, whereas the Chinese will certainly obtain all we have undertaken to give, it is by no means certain that we shall be equally fortunate in return. If the Convention be ratified, the new import duty will infallibly be levied, and opium will pay more in going in and silk in coming out; but the concessions in our favour do not admit of such compendious and certain application. Even Sir Rutherford Alcock himself employs guarded language on the point. He argues that the Convention, "if quietly and judiciously worked," must prove advantageous to us, and that the ends proposed may be expected to be "fairly" secured. In point of fact, his reasoning comes to this:—That as the Chinese authorities have now, for the first time, had a fair share of discretion in arranging the terms of the bargain, they may be expected to carry it out with better faith and will than before; and that, if we, on our part, make due allowances for them—if we are reasonable in our expectations and moderate in our behaviour, every step now taken will assuredly lead to further progress. The ground gained may be very little, but it is in the right direction, and it must help us to gain more. Once habituate more numerous classes of the native population to our trade, and their interest will prevail against the prejudices of their rulers. The terms now granted can hardly fail of giving us improved access to the interior of the country, and when we have got that we hold the great engine of progress in our hands. Such, in brief, is the character of the question to be debated. It has been feared by our merchants at home, and is suspected abroad, that the Chinese may have over-reached us; but the despatch before us is sufficient to show that the prospect may fairly be regarded in a more favourable light, and that, except by a return to the agency of force, better terms were hardly to be obtained.

(ECONOMIST.)

In a long despatch to Lord Clarendon Sir R. Alcock has explained his view of the Convention which he has negotiated. He is not very sanguine—attaching most value to the circumstance that the Treaty is the first voluntary concession of the Chinese, and for that reason, he believes, more likely to be honestly worked. We fear that if the Treaty can be defended on no better ground it is perfectly indefensible. Sir Rutherford Alcock has the advantage of knowing the Chinese, but from what he himself tells us, there is not enough known to warrant the trial of the experiment. The *literati*—in other words, the governing class in China—are as hostile to our presence there as ever; and it seems the most probable view that they will consider the Treaty an abandonment of some of our privileges—the yielding of the inch which may induce them to take the ell. It is enough however that there is very great doubt to make us refrain from the trial. We fear moreover that the despatch contains evidence of our Envoy not having correctly appreciated the bearing of the stipulations. On nearly every point he is at issue with the merchants. The substitution of the transit duty at the ports in lieu of all other inland duties is after all only to apply to the Treaty-port provinces; elsewhere in China the inland duties may be levied as before; but the trade with the non-Treaty-port provinces, which will thus be affected for the worse, is perhaps more important than the rest. Sir Rutherford Alcock, again, reckons the new duty on silk as a one per cent. duty *ad valorem*; but according to general testimony it may often be very much more, and it is not so certain, as he assumes, that silk can bear it without much damage to extensive interests. The enhancement of price, applying as it will to all silk, will be a fresh injury to a depressed trade, necessitating an increase of capital, and diminishing greatly the margin of profit. The miscalculation regarding opium is more serious. The effect will be, it is said, to give the Chinese Government an interest in the duty, "a motive for checking the growth of the native produce," and so be an advantage to the trade and the Indian Government; but this is manifestly a hollow speculation. Even if it is quite certain that the Chinese Government will look on the matter in the way supposed, it does not follow that they will have the power to check the native growth, upon which the new duty will plainly have the effect of a bounty. Of this there is no doubt, though there is necessarily much doubt of the will or the power of the Chinese Government whenever we count upon their action. A final objection is, that the Treaty will place our trade at a disadvantage, unless other Powers assent, and there is no evidence that they will negotiate similar treaties; while there is a most mischievous clause binding us not to take the benefits of any concession to other Powers under the most favoured nation clause, unless on the conditions accompanying the concession. Sir Rutherford Alcock argues for the equity of the latter stipulation; but as the memorial of the London merchants points out, it would place our interests at the mercy of other Powers who have different interests,—who might willingly, for instance, concede an enormous duty on goods which they do not export to China in exchange for the abolition of export duties on Chinese products, by which, as the condition would be hurtful to us though not to them, they would secure the exclusive privilege of export from China. Altogether, our relations with China require to be delicately handled, and we had better do nothing unless we are sure of doing good, which is far enough from being the case with the present Treaty.

(STANDARD.)

Mr. Otway gave a very equivocal answer on Tuesday night with respect to the new Treaty of Tientsin. He said that Government were anxious to know the opinions of the mercantile community upon the subject, and that the Treaty to be ratified at Peking would depend in a great degree upon the opinion of the China merchants. Now, has not this opinion been already expressed clearly and definitely enough? Sir Rutherford Alcock has made, tentatively, a distinct and disastrous sacrifice of British interests. The Anglo-Chinese commercial community at home and the Anglo-Chinese merchants in China itself have broadly declared that the new stipulations of Tientsin are injurious, and may even be ruinous to them. Their view is perfectly reasonable. Before the documents were published it was evident that an arrangement contrived by Chinese chicanery had been concluded, and that our minister had been made a dupe. Now, however, that the correspondence is public, we are simply left to wonder how a representative of Great Britain could have been found so infirm of purpose and so easily to be cajoled. The admissions now made, however, are worth the trouble which has been taken in evoking them, although Mr. Otway's assurance that they will be kept in mind at Peking will not be regarded as ample security by the China merchants. The existing doubt is, whether or not we are shutting, against ourselves, the gates of an immense and teeming empire, peopled by millions who are desirous of our trade. It is very true that the Chinese do not aim at self-seclusion; they depend upon the manufactures of Europe, and are principally anxious for the prosperity of their own agriculture. It is their husbandry which makes their wealth. They can never be, in the proper sense of the term, a manufacturing people. Their inclination is, in fact, to buy as well as to sell, and we are putting obstacles in the way of them and of ourselves by a totally uncalled-for convention. Sir Rutherford Alcock pleads his difficulties. We think he might have found them less, had he gone to more experienced authority for counsel, and consulted the merchant, who understands his business, in preference to the mandarin, who is simply a transmitter of selfishness and prejudice. It is obvious, however, that, after concluding the additional treaty, he had his doubts about it; and beyond question the Government is disinclined to undertake its defence.

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FRENCH NOTIONS OF CHINESE DIPLOMACY.

At the present time, when the philo-Chinese are so rampant, it is well to record the impressions of other Europeans as well as our own; we therefore give as verbatim a translation as far as possible of an extract from the Paris *Gaulois*:—

"We have some difficulties with the Chinese. *Mon Dieu!* but diplomacy is difficult with these people.

"They are far from being so simple as some people would make us believe.

"The Catholics are attacked; a school, a church are pillaged at Nanking. Our minister, M. Lallemand, complains and sets enquiry on foot. No result as yet.

"When the Minister complains to Prince Kung—'What have they taken from you?' said the Prince; 'it is a very small affair. When you and the English came to Peking we saw wealth enough disappear to indemnify your fellow religionists for all the annoyances they have submitted to or are ever likely to suffer in future.'

"The matter is left to be settled, says the writer, by the future Marshal of Palikao."

The paragraphs, like many of those penned by our neighbours on serious matters, is drawn up in the tone of the laughing philosopher, but all the germs of the argument are there, and the conclusion is perfectly sound. Complaints of gross insults are met by insolence and contemptuous special pleading, which, if passed over, can have no other result than that of being eventually paid off in the mass by the sword.

TRADE IN CHINA.

(TO THE EDITOR OF THE STANDARD.)

SIR,—In common with every one interested in the progress of trade in China, I watch at this time with more than usual anxiety the news brought by each successive mail, and the comments thereon made by the press and by politicians in this country.

A fluent writer, whose knowledge of the subject upon which he discourses so glibly it is not difficult to rightly appreciate by actual experience of the remarkable people whose government he eulogises, has recently announced in the columns of *The Times* that no heed must be given to the criticism of the various foreign communities in China, because all such strictures are based upon an evidently false supposition, viz., that the Government of that country is reactionary or anti progressive.

There is, it is true, the somewhat curious fact that all parties and classes of European residents are united in sentiment; and those who can speak from equal experience, though from various standing-points agree in a conclusion; and that merchant and missionary, consul and law officers, are one in mind with the very *employes* of the Chinese Government itself, and denounce as preposterous the wild assurances of the chief of the Chinese mission. All this may, it appears, be put aside, and on the strength of a speech delivered at a banquet by an officer of the Hong Kong garrison, the communities there and at Shanghai may be branded as people complaining because not "permitted to attack the Chinese whenever they think fit." This view is so completely the opposite of fact that no opportunity should be lost of showing its unfairness and untruth.

The remarkable paper, published some time since, with annotations of his own, by the Hon. Ross Brown, late United States Envoy at Peking, containing the views of Mr. Hart, the able chief of the Chinese Foreign Service, has been alluded to by Sir Charles Dilke in terms which would lead any casual reader to suppose it a simple private letter, instead of what its author evidently intended it to be—a semi-official statement of his ideas. It is much to be regretted that this document has not found its way *in extenso* into our journals; it would, I believe, do much, in conjunction with the plain-spoken utterances of our own Minister, to clear away the cloud of ignorance enveloping the present aspect of the question, and would prove the truth of Sir Rutherford Alcock's warning, that "there is no evidence of the desire of progress here" (at Peking).

In the newspapers to hand by the last mail is another communication from the Hon. Ross Brown, repeating most emphatically his former assertions, and making public extracts from letters received later from Mr. Hart, which bear so fully upon the point at issue, and testify so plainly to the truth of the views held by the communities on the spot that I venture to repeat them here:—"Leaving aside what has been said about Mr. Burlingame, the addresses presented to you (by the American and British merchants at Shanghai) are reasonably truthful matters of fact, and to the point. Your reply is a fair *resume* of history and a just exposition of the situation. I cannot see anything to disagree with." And again—"The Yamen (Foreign Office) is more illiberal every day."—*The North China Herald and Market Report*, Dec. 11, 1869.

Surely, Sir, such direct evidence from the chief of the foreign *employes* of the Chinese Government, from its resident confidential officer, will not be disregarded. His utterances, at any rate, are no after-dinner speeches, but the calm and deliberate opinions of a man pre-eminently fitted to review the matter without undue prejudice. That he has thus spoken, and with no uncertain voice, is an immense gain to the cause of truth and progress, and I feel that you will allow me thus to trespass upon your space, for, although differing in most points from the principles you advocate, I, in common with many who think as I do on political subjects, believe the *Standard* to have shown a clearer appreciation of the China question than any of its contemporaries.—I am, Sir, your obedient servant, A LIBERAL.

London, Feb. 14.

Monetary and Commercial.

The Manila and Hong Kong Submarine Telegraph Company has been announced, with a capital of £350,000, in 35,000 shares of £10 each, of which £70,000, in fully paid-up shares, will be taken by the contractors. The object is to establish telegraphic communication between Manila, the adjacent islands, Hong Kong and Singapore, through an exclusive concession from the Spanish Government for forty years. It is arranged that interest at the rate of 5 per cent. per annum will be paid by the contractors on the paid-up capital of the company, until the opening of the line. The capital proposed to be raised will complete the first section, which will be laid from Hong Kong to Manila, a length of about 650 nautical miles, together with the necessary cable for connecting the principal places in the adjacent islands with Manila, estimated at a further length, including land lines and cables, of 470 miles. The company, as far as present arrangements are intended, will be able to avail itself of the three existing competitive routes for communication with the United Kingdom, Europe, and America. The second section contemplated by the concession—viz., from Manila to Singapore, touching at Labuan and Sarawak—will form an alternative second or through line between Singapore and Hong Kong. The construction of this section is, nevertheless, reserved for the consideration of the shareholders, who will, within a short time, be called upon to decide when the wants of the through traffic and the requirements of this company's concession will demand the extension. Large returns are anticipated, and the Spanish Government will assist the objects of the directors with ships from the navy as far as the service will permit. A tender has been accepted from Mr. W. T. Henley, of North Woolwich, which provides for the manufacture and laying of the cables and for the erection of the overland wires within twelve months, at a cost of £297,000. The share list closes to-morrow.

A company has been formed to take over the well-known telegraph works of Mr. Hooper, at Mitcham. The capital is fixed at £250,000, in shares of £10. These works at present are for the manufacture of india-rubber core, and it is now proposed to add to this the business of covering the core for submarine cables, and also that of submerging and maintaining them. Mr. Hooper was the manufacturer of the core of the Persian Gulf Cable and several others, and is now the contractor for the cables of the Great Northern Telegraph, China and Japan Extension, Company, 2,300 miles in length, for £396,000, two-thirds of all profits from which are to belong to the company. The works at Mitcham are to be taken over for £65,000 and the consideration for patents and good-will is to consist of one-half of the net profits of each year after 7½ per cent. per annum has been paid to the shareholders, thus being entirely contingent on the success of the company—an arrangement limited to ten years, after which the whole of the profits are to accrue to the shareholders. The company, it is added, although possessed exclusively of the right to use the Hooper process for the manufacture of india-rubber core, will be prepared also to contract for cables with gutta-percha core.

A company has been formed in Paris for banking and commercial operations in and with Japan. It takes the name of Société Franco-Japonaise, and its capital is 500,000f. in 1,000f. shares. M. Herpin, Director of the Société Générale, is one of the founders, and associated with them are some eminent bankers and merchants.

At a meeting of tea-brokers on the 14th instant to receive the report of the committee on the subject of division of commissions alluded to in our last, it was decided to meet again on the 21st The committee propose that in lieu of the ½ per cent. and lot-money, there shall be ¼d. in the pound sterling charged upon all first-hand teas, *i.e.*, teas when originally sold, to be charged alike to brokers and dealers, and to be collected at the time the deposit is charged; for example, if a weight note amounts to £100 sterling, there will be a charge of 4s. 2d. made, and no lot-money or commission; this the "buying brokers" object to urging that it will ruin their business.

At an extraordinary general meeting of the shareholders of the Oriental Hotels Company (Limited), held on the 16th inst., it was resolved that the company be wound up voluntarily under the supervision of the Court, and Mr. Arthur Cooper, of Cooper Bros and Co., was appointed liquidator.

It is intimated that the directors of the Calcutta and Singapore Telegraph Company have decided upon returning the deposits of the applicants for shares, pending important negotiations with

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reference to the construction of this line, which may take some weeks to mature.

The importers of sugar and sugar refiners on the Clyde recently memorialised the Chancellor of the Exchequer that in the event of a reduction of the sugar duty being effected, a drawback should be allowed on all refined sugar lying in the premises of refiners Mr. Lowe has declined to make any announcements which might appear, even inferentially, to anticipate his regular financial statement, and which if made might lead to misconception; but he sees no reason why the memorialists should anticipate any injustice to their interests.

The Council of India have offered £5,000 premium for the invention of machinery which will successfully work up China grass.

The tenders for Rs. 38,75,000 in bills on India were received last week at the Bank of England. The amounts allotted were—to Calcutta, Rs. 35,25,000; to Madras, Rs. 3,50,000. The minimum price was fixed, as before, at 1s. 11d. on Calcutta and Madras. Tenders on those presidencies at 1s. 11¼d. will receive about 35 per cent.; those above that price in full.

The steamer *Erl King*, which left for Hong Kong, *via* Suez, took a general cargo at £3 to £5 per ton, and £900,000 in silver and dollars.

The market for bar silver is flat, at 5s. 0⅜d. per ounce, but Mexican dollars are still in demand for China; the quotation is 4s. 11⅜d.

We understand that the Agra Bank will be opened at Shanghai under the management of Mr. Maccall, late of the Chartered Bank. At Hong Kong Mr. Hughes, formerly at Melbourne, opens the branch. The National Bank opens at Hong Kong under Mr. Sherwood.

The amount of bullion by the P. and O. Company's steamer *Bangalore*, from Southampton on the 19th inst., was, in gold, to Alexandria, £16,000; to Bombay, £500; to Madras, £9,156; in silver, to Madras, £1,500; to Singapore, £19.938; to Hong Kong, £12,422; to Shanghai, £125,430; total in gold, £25,656; in silver, £159,290.

ARTICLES OF IMPORT.

TEA.

The following is from Messrs. W. J. and H. Thompson's Circular, dated 16th inst:—The market has been dull and quiet since the date of our last, and business has been on a small scale. Foochow Congous: Dust and Siftings have been neglected; good ordinary has been sold at 10¾d. to 11¼d. per lb.; and good common at 1s. 0¼d. per lb. Fair at 1s. 0¾d. to 1s. 1½d., which prices show a slight reduction. In medium and fine transactions have been trifling. Black Leaf Congous: Further sales of low Shanghai packed Congou have been made at 5¼d. to 7¾d., showing a reduction in these kinds of fully 1d. per lb. Common Congou has been sold at 1s., and good common at 1s. 0¾d. per lb.; fair at 1s. 1d. to 1s. 1¼d. per lb. Several parcels of fair to medium grades, "with all faults," have been sold at the auctions at 1s. 1d. to 1s. 4d. per lb. All good to fine are firmly held for full fates. Tayshan Congous. Very common sold at 9d. per lb. Souchongs: Common, in boxes, sold at the auctions at 1s. 0¼d. per lb., fair at 1s. 1d. to 1s. 2d. per lb., prices being again easier. Oolongs: Very few good to fine remain on offer. All desirable parcels continue in demand for export. Scented Orange Pekoes: Fair Foochow kinds sold at the sales at 1s. 2d. to 1s. 2½d. per lb.; medium Canton at 1s. 4¼d. per lb.; finest grades command full rates. Scented Capers: Some breaks of good common to medium sold at the auctions at 11¼d. to 1s. 3d. per lb.; the only kinds that meet with ready sale at full prices are the finer grades Green Teas: Sales continue to be made at fair prices for Gunpowders, and Imperials at 2s. to 3s. for export purposes; also in the finer grades of Young Hysons from 1s. 10d. to 2s. 7d. per lb.; but common qualities sold at low prices at the auctions. The China auctions that commenced yesterday, and concluded to-day, consisted of 18,273 packages. Prices have been irregular, but often in favour of buyers.

SILK.

There is no change to report in the tone of the market. Prices continue very firm, but there is but little business doing. The public sales will be held this week, and will probably lead to some revival of activity. The deliveries continue good.

COFFEE.

There has been somewhat less enquiry for Ceylon since the date of our last report, but the quantities brought forward having been moderate, and holders exhibiting no pressure to effect sales, previous rates have been firmly maintained, and no alteration from those of last mail can be reported. The offers of Ceylon at the auctions have comprised only 60 casks, 2 tierces, 6 barrels, and 44 bags. Plantation, of which only 4 casks and 2 barrels have been sold, realising 64s. 6d. to 71s. for ordinary, and 78s. for pea-berry. Of native the offers have only amounted to 91 bags garblings, all of which were bought in at 20s, but a private sale is reported of 500 bags at 58s. to 59s. Of other East India the only parcel brought forward has been 508 bags Singapore (Campar), of which 65 bags good quality sold at 53s. to 53s. 6d., the remainder being bought in at 53s. per cwt. Sales of Manila at 56s. 6d. to 58s. 6d. The Dutch sale went off at an advance of 1c. to 3c. on valuations; good ordinary 35½c.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 150,570 cwt., against 188,905 cwt. at the corresponding date of 1869; Native, 13,699 cwt., against 57,073 cwt. The quantity afloat for the Continent is *nil*, in both years. The quantity of Coffee landed in the six weeks ended Feb. 12, 1870, was of Ceylon, 2,719 tons, against 1,904 tons during the corresponding period of 1869; of all descriptions, 3.321 tons, against 4,094 tons. The quantity entered for home consumption was, of Ceylon, 1,129 tons, against 1,265 tons: of all descriptions, 2,024 tons, against 2 153 tons. The quantity exported was, of Ceylon, 2,695 tons, against 2,001 tons; of all descriptions, 4.789 tons, against 3 898 tons. The stock on Feb. 12, was, of Ceylon, 12.694 tons, against 9,633 tons; of all descriptions, 20,580 tons, against 17,263 tons.

SUGAR.

The extreme dulness in this market still continues; scarcely any business has been done, and prices are slightly lower than at the date of our last. Manila: At public sale 7,665 bags clayed of superior quality were all bought in, duty 9s. 7d., at 31s. to 32s.; duty 8s., at 30s. 6d.; but 540 bags, duty 9s. 7d., since sold at 31s., and 3,000 bags unclayed Taal are also reported sold at 24s. 3d. By private contract 12,200 bags good unclayed Zebu have been sold at 25s. 6d., and 2,700 bags superior clayed, duty 8s., at 30s. Penang: 1,411 bags were offered, and all bought in, good and fine soft yellow (duty 9s. 7d.) at 38s. to 39s., low to middling grey and yellow at 35s. to 36s. 6d. Java, China and Siam: No sales.

The quantity of Sugar landed in the six weeks ended Feb. 12, 1870, was, of Penang, 269 tons, against 709 tons in the corresponding period of 1869; of Manila, Java, and China, 3,469 tons, against 4,823 tons; the quantity entered for home consumption was, of Penang, 502 tons, against 191 tons; of Manila, Java, and China, 4.248 tons, against 1,152 tons. The quantity exported was, of Penang, 24 tons, against 13 tons; of Manila, Java, and China, 175 tons, against 10 tons. The stock on Feb. 12 was, of Penang, 2,073 tons against 834 tons; of Manila, Java, and China, 34,836 tons, against 34,621 tons.

COIR GOODS.—The last sales were unimportant; only small quantities, chiefly damaged, were offered and partly taken off at about previous rates for Yarn, Fibre, and Rope. 10 tons Ceylon Yarn in dholls partly sold at £23 10s. to £24 10s.; 8 tons Ceylon Fibre were bought in at £23, except 2 tons, which sold at £16 5s. It has been resolved that for the future sales of Coir Goods shall take place once a fortnight, on every alternate Friday. The catalogues are to be out on the preceding Wednesday, and all goods on show and ready for inspection on the Thursday.

COCOA-NUT OIL.—There is still a fair business doing in Ceylon at £42 to £42 10s., the prices previously current. 33 casks Ceylon yellow to good offered by auction sold at £42; 49 drums from Singapore bought in at £41; of 42 casks Padang 3 casks sold at £40. The quantity of Ceylon afloat for Great Britain is estimated at 38,801 cwt., against 53,657 cwt. at the corresponding date last year, and 33,820 cwt. in 1868.

CINNAMON CHIPS.—803 bags Ceylon met little demand, and only 250 bags sold; common bark 3¼d., good common 3¾d., middling chips 6½d., one lot 7½d.

GAMBIER.—At the public sales 264 bales fine Rhio pressed Cubes were bought in at 20s., and 50 baskets fine pale tree Cubes sold at 20s. 6d. to 20s. 9d. By private contract about 1,500 bags good pale Cubes have been sold at 20s. 6d. About 300 tons have been sold for arrival at 17s. 7½d. to 17s. 9d. ex ship, and 17s. 10½d. landed, without guarantee.

GALLS.—A sale is reported of 300 cases China at 49s. 6d. per cwt.

HEMP.—Manila, fair roping, £58; common £53.

MACE sold at 1d. to 2d. decline, 14 cases Penang chiefly sold, middling 3s. to 3s. 1d., good middling 3s. 4d. to 3s. 5d. 53 casks 4 cases Java chiefly bought in at 2s. 7d. to 2s. 11d., only 12 casks 4 cases low and ordinary selling at 2s. 4d. to 2s. 7d.

NUTMEGS.—8 casks 2 cases limed Java from Singapore sold, 100 nuts to the lb. at 1s. 9d, 118's to 130's at 1s 6d. to 1s. 8d.

PRESERVES.—155 cases China Ginger bought in at 7½d. to 8¼d., 20 casks at 6½d. and 30 cases Cumquats at 1s. 2d. per lb.

PEPPER.—Black: The advanced prices are maintained, and the demand still continues good; considerable business is reported in Penang at 4½d. on the spot and afloat. White: There has been a better demand, and higher prices have been paid, the sales being about 850 bags Singapore at 6⅝d. to 6¾d.

PLUMBAGO.—Of 285 barrels Ceylon offered at auction one-third sold, fine bright small lump at 26s., good middling at 20s. to 22s., middling small at 18s. to 18s. 6d., fine bold bright chips at 18s. 6d., small ditto at 17s., good chips at 14s. 6d. to 15s. 6d., good dust at 11s. 6d., ordinary at 7s.

RATTANS.—5,554 bundles Penangsold at 2s. 3d. to 4s. 3d. per 100 canes.

RICE.—The dulness which prevailed at the date of our last report still continues, and there has been no private business; at auction 4,631 bags of indirect import, from Penang, sold at some decline, 1,976 bags Moulmen, good middling at 8s. 6d., middling at 8s., the remainder mixed and broken Rangoon at 7s. 6d. to 8s. In addition the landed cargo of 6,000 bags Necranzie Arracan per P. M. Vittoria sold at 9s.

SAGO.—A good supply, amounting to 1,299 boxes 578 bags, offered by auction were held firmly and mostly bought in, good small pearl at 19s. to 19s. 6d., only 240 boxes good small selling at 19s., and 400 bags good small 18s. 6d., large 22s. 6d., large brown Borneo 18s. 6d. to 19s.

SAGO FLOUR.—We note the sale of 150 bags Singapore at 14s. cash. In auction 678 bags Singapore partly sold at 14s. Privately business has been done in Borneo on fully previous terms.

TIN.—A slight improvement has taken place in the market fo Straits, and without any great amount of activity a moderate business is being done at £114 to £115 per ton.

TAPIOCA.—260 bags very fine Singapore sold 3¼d. to 3¼d., 486 bags fair Penang chiefly sold at 2¼d. to 2¼d.

TOBACCO.—The market is bare of stocks, and the small quantity here is held for high prices; consequently although a good demand exists there is little or no business doing.

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NEW YORK MARKET REPORT.

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TEA.

There is but little doing, the enquiry being limited, but as there is little pressure exhibited to effect sales, prices are steadily maintained. The only sales reported are—227 half-chests green per steamer; 880 half-chests do. ex Argonaut; 700 half-chests Oolong and 400 half-chests Japan, per steamer. Most parcels offered at auction were withdrawn. The following are the currency prices for jobbing lots:—Greens, common to fair Hyson, 78 to 90c.; good to fine do., 95c. to $1 10; extra fine to finest do., $1 15 to $1 40; common to fair young Hyson, 70 to 80c.; good to fine do., 85c. to $1 10; extra fine to finest, $1 20 to $1 55; common to fair gunpowder, 78c. to $1; good to fine do. $1 05 to $1 20; extra fine to finest ditto, $1 35 to $1 70; common to fair Imperial, 78c. to $1; good to fine do., $1 05 to $1 20; extra fine to finest do., $1 30 to $1 50; common to fair Twankay, 62 to 68c.; good to fine, 70 to 80c.; common to fair uncoloured Japan, 75 to 85c.; good to fine, do., 90c. to $1 05; extra fine to finest do., $1 10 to $1 30; common to fair Oolong, 65 to 70c.; good to fine do., 75c. to $1; extra fine to finest do., $1 10 to $1 50; common to fair Souchong, 75 to 80c.; good to fine do., 90c. to $1 10; extra fine to finest, $1 25 to $1 50.

COFFEE.—The market for East India continues to present an inactive appearance, and the only sales have been 250 bags Ceylon and 150 bags Java on private terms. The current quotations rule as before: Java (mats), 22c. to 22½c.; do. (Government bags), 21½c. to 22c.; Manila, 16c. to 18c.; Singapore, 19c. to 20c.; Native Ceylon, 17½c. to 19½c. gold (duty paid). The stock of Manila on the 1st Feb. was estimated at 2,627 bags, against 6,769 bags on Feb. 1, 1869; of Java (Government) at 1,385 bags, against 2,451 bags; of Java (mats) 18,857 mats, against 27,808 bags; of Ceylon 2,000 bags, against 7,000 bags; of Singapore *nil*, against 2,270 bags.

CHINA MATTING.—The market is quiet at the following prices:—4-4 white, 32½c.; 5-4 white, 37½c.; 6-4 white, 42½c.; 4-4 red checked, 37½c.; 5-4 red checked, 45½c.; 6-4 red checked, 45c. to 50c.

CAMPHOR.—China is quoted 18c. gold (in bond).

GAMBIER.—The current quotation is 3½c. to 4c. gold (duty paid) stock, small.

ESSENTIAL OILS.—Aniseed is quoted $2.12½; Cassia, $1.25 gold (in bond).

HEMP.—A dull tone continues to pervade the market for Manila, and there are no transactions to report; the nominal quotation is still 14c. to 14½c. gold. The stock of Manila on the 1st Feb. was estimated at 17,813 bales, against 6,214 bales at the corresponding date of 1869, and 19,546 bales in 1868. The imports into the United States during the month of February were 4,875 bales, against 15,829 bales during February last year, and the quantity afloat on the 1st February was 37,931 bales, against 18,968 bales at the same date last year.

INDIGO.—The market for Manila is quiet; we note limited business at $1.22½ to $1.35 currency.

PRESERVED GINGER.—China is quoted $10 to $10.50 currency (duty paid).

RHUBARB.—The quotation for China is $1.50 to $2.50 currency (duty paid).

RICE.—Sales are reported of 800 bags Rangoon in bond at the price previously ruling, viz., $3 to $3.25 gold. The stock of East India on the 1st Feb. was 7,506 bags, against 12,816 bags at the corresponding date last year, and 4,342 bags in 1868.

SAPANWOOD.—Quotation, $30 currency; stock, 300 tons.

SUGAR.—The market continues very dull, without change in prices. The stock on the 1st Feb. was of Java 810 baskets, against 310 baskets at the corresponding date last year; of Manila 230,253 bags, against 78,808 bags; of China 614 bags, against 1,000 bags.

SPICES.—The demand is merely to meet immediate wants. There is a full stock of most descriptions, Pepper excepted, but prices are firm; 100 bags Pimento sold on private terms. We quote Cassia at 43½c. to 44c.; Ginger, 11½c.; Mace. $1.25; Pepper, 25½c.; Nutmegs, 95c. to $1.02½; Pimento, 17½c. to 18½c.; Cloves, 26c., gold.

TIN.—The dull tone of the market for Straits continues, and there is a further decline of half a cent, 300 slabs having been sold at 30½c., gold. The nominal quotation for Banca is 32c. gold, but no business is reported.

SHIPPING.

ARRIVALS.—Feb. 3, at San Francisco, from Manila, Shirley; 17, at New York, from Yokohama, Cedric; 18, from Shanghai, Mikado.

DEPARTURES.—Feb. 4, from New York for Hong Kong, Endeavour.

LOADING.—At San Francisco for Yokohama, Catalina, Nightingale; for Hong Kong, Clothilde, S. G. Reed. At New York, for Hong Kong and Shanghai, Samuel Russel; for Shanghai, Game Cock.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Feb.11	Krusebjorn	Fougt	Samarang, for Rotdm	Motherbank
— 15	Dhollerah	Sergent	Shanghai	Plymouth
— 14	Northam Castle	Marshall	Singapre., for Liverpl	Holyhead
— 14	Royal Arthur	Hingston	Java, for Rotterdam.	Motherbank*
— 12	Roslin Castle	Alexander	Singapore, via Livrpl.	Glasgow
Jan.11	Landwursten	—	Hong Kong	Cailao
Feb. 2	Gustav. Adolf	Larsen	Batavia	Baltimore
— 15	Emma	Elie	Singapore	Marseilles
— 17	Chetah	—	Canton	Off Scilly

* Compelled to put back after making Brouwershaven Light.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb.10	Harbottle	Wood	Yokohama and Hiogo	London
— 10	John Worster	Knowles	Cardiff & Singapore.	Do.
Jan.29	Frederick Tudor	Bradford	Hong Kong	Penarth Dock
Feb.11	Wylo	Browne	Foochow	London
— 14	Erl King (str.)	Steele	Singap.,H.K.,Shang., & Y. ko., via Suez C.	Do.
— 10	St. Antonie	—	Singapore	Yarmouth
— 12	Cutty Sark	Moodie	Shanghai	London
— 10	Lizzy	Williams	Singapore	Falmouth
— 15	Tszru (str.)	Wake	Yoko., via Suez Cnl.	London
— 15	Veronica	Haldane	Hong Kong	Liverpool
— 16	William Clowes	Tatlock	Hong Kong	Plymouth
— 16	Midnight	—	Singapore	Liverpool
— 17	Juanpore	Haldan	Shanghai	London
— 17	John Milton	Le Boutillier	Yokohama	Do.
— 15	Mohican	Sartan	Galle	Cardiff
— 16	Glenain	Shilston	Hong Kong	Do.
Jan.15	Agnes	Rendale	Batavia	Rio de Janeiro
—	California	Deinum	Sourabaya	Rotterdam
— 4	Saml. G. Reed	Winsor	Hong Kong	San Francisco
Dec 20	Willem Kronprins der Nederlanden	Zetteler	Batavia	Monte Video
Feb.17	Sirius	Lange	Shanghai	Cardiff
— 4	Endeavour	Warland	Hong Kong	New York

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: John Milton, Lota, Espiegle. For Yokohama and Hiogo: Pegasus. For Shanghai: Juanpore, Geraint, Clara, Hindostan, Glenavon. For Hong Kong: William Fruing, Invincible, Sir Harry Parkes, Joseph Sprott, Lord Macaulay. For Hong Kong, Amoy, and Foochow: Devana. For Singapore: Kingdom of Belgium, Windermere. For Penang: Eleanor. For Colombo: Shooting Star, A.O.A.

At LIVERPOOL.—For Yokohama: Singapore, Floris. For Shanghai: W. G. Russell. For Manila: Aurora, Hong Kong. For Singapore: Ellen Lamb, Knight Templar. For Batavia and Sourabaya: Konigin Augusta. For Penang, Singapore, Hong Kong and Shanghai (*via* Suez Canal): Diomed (str.).

At GLASGOW.—For Hong Kong: Kildonan. For Manila and Ilo Ilo: Aureliana. For Singapore: Bothwell Castle. For Batavia and Sourabaya: County of Lancaster.

SPOKEN.

BENGALEE, Bordeaux to Singapore, Jan. 4,, 8 S., 24 W.
PAK WAN (ship), Canton to London, forty-six days out.
NORGE, Cardiff to Galle, Nov. 14, 3 N., 26 W.
NUEVO ANTARO, Cadiz to Manila, Nov. 30, 47 days out, 39 S., 9 E.
ALMA, Cardiff to Singapore, Dec. 13, 73 days out, 37 S., 35 E.,
JANET FERGUSON, Ykma. to N. York, Dec. 23, 43 days out, 20 S., 73 E.
SUMATRA (Dut. barq.), Batavia to Rotterdam, Jan. 24, 32 N., 55 W.
KIN SIN, Rotterdam to Japan, Dec. 21, 5 N., 25 W.
BENEFACTOR, New York to Shanghai, Dec. 26, 16 S., 31 W.
ORIANA, Manila to Liverpool, Nov. 14, 8 S., 100 E.
EDWARD P. BOUVERIE, Foochow to London, Dec. 1.
ELIZABETH CUSHING, Philippine Islands to London, Feb. 14, 49 N., 9 W.

FREIGHTS AND CHARTERS.

There is not much tonnage disengaged, but berth freights to the Eastern ports still continue dull; we have no change to note in coal freights from the Northern outports.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £38. For Shanghai: £41. For Hong Kong: £30. For Singapore: £26. For Galle: £27. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £1 15s. For Shanghai: £2 2s. For Hong Kong: £1 12s. 6d. For Saigon: £1 5s. For Galle: £1 7s.

CASUALTIES.

Advices from Rotterdam, dated Feb. 9, state that the Anna Margaretha, Van Munchen, from that port to Samarang, which grounded Jan. 18, near Zierikzee, had discharged at Dordt, and was placed on the patent slip for repairs, but capsized during the last gale, and must have received considerable damage.

The Eudora, Geach, from Samarang to Rotterdam, put back to Plymouth from the Downs, having slipped from two anchors and chains Feb. 13.

The Hilja, Blomberg, from Batavia to Amsterdam, put into Mauritius, Dec. 31, and reported having experienced a cy lone 16, in 20 S., 82 E., during which she lost her fore and maintopgallantmast, jibboom and sails, and sprung foreyard. She was making very little water and would repair afloat.

The following telegram has been received:—"Elleray, Liverpool to Yokohama, wrecked in China Sea, crew at Hong Hong."

The Glenduror, from Java to Rotterdam, went ashore between Walmer and Kingsdown, during a heavy gale on the 13th inst.; the weather has since moderated, and on the 15th about thirty tons of cargo had been discharged from her; hopes are entertained of ultimately getting the vessel off, and should the weather continue fine, the discharging of her cargo will be proceeded with.

Advices from Rotterdam, dated Feb. 16, state that the Indian Empire, from Batavia, parted her chains in Brouwershaven Roads, and

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got adrift in the ice; a tug was in readiness in case assistance should be required.

The William Poelman, Kettler, from Batavia to Rotterdam, with a general cargo, which struck on rocky ground at Scilly, Jan. 27, and was afterwards assisted off, leaky, and with rudder unshipped, has been surveyed by a diver, who reported that the vessel had not sustained any damage, except that the woodlark was displaced, and the second brace or put knocked up and bent; the rudder was uninjured, and would be reshipped, and the vessel towed to her destination.

The Dhollerah, Sargent, from Shanghai, which arrived at Plymouth Feb. 15, reported having experienced severe gales from S.W. and W., from the 5th to 7th Feb., during which she carried away maintopgallant-yard and mizintopsails.

The following telegram has been received:—"Westburn, Foochow to London. Total loss off Pescadores; crew arrived at Amoy."

MISCELLANEOUS.

At Suez, Jan. 29, Arrow (str.), Laing, having passed through the Canal in two days, and left 30, for Galle. At Mauritius, Dec. 15, Gironde (bq.), Ducan, from Bangkok, for Belle Isle; 13, Vera Cruzana (bq.), Despleis, from Bangkok, for Marseilles; 31, Hija (ship), Blomberg, from Batavia, for Amsterdam, for repairs: 30, Achilles (str.), Russell, from Liverpool, and left 31, for Penang, Singapore, &c.; 31, Boscq, Meriais, from Monte Video, and sailed, Jan. 1, for Penang; 25, Rota, Hanschell, sailed for Batavia, after repairing.

At St. Vincent (C.V.), Jan. 30, Eastern Isles (str.), Knight, from the Clyde, and left Feb. 2, for Singapore, China, &c.

The Alfred, Gronow, from Singapore to Bremen, was reported ninety miles E.N.E. of Yarmouth.

At low water on the 11th inst. there was nothing whatever to be seen of the wreck of the Spindrift.

We understand that Messrs. George Smith and Son, of Glasgow, have contracted with Messrs. Barclay and Curle and Messrs. Charles Connel and Co. to construct for them four full-power screw steamers, of 1,500 tons register, for their East India trade, *via* the Suez Canal.

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BRABY & CO. ALSO MANUFACTURE SHEET AND PERFORATED ZINC, ROOFING FELT, GALVANIZED BUCKETS AND ALL OTHER ZINC AND GALVANIZED IRON GOODS, ILLUSTRATED LISTS OF WHICH WILL BE SENT FREE ON APPLICATION.

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Blue Label, 6 years; Yellow Label, 11 years; Red Label, 14 years; White Label, from 18 to 40 years.

Samples forwarded free, by Overland Route, to Merchants giving satisfactory references in London.

KEATING'S COUGH LOZENGES.

THIS UNIVERSAL REMEDY now stands the first in public favour and confidence; this result has been acquired by the test of fifty years' experience. These lozenges may be found on sale in every British colony; and throughout India and China they have been highly esteemed wherever introduced. For COUGHS, ASTHMA, and all AFFECTIONS of the THROAT and CHEST, they are the most agreeable and efficacious remedy; they do not contain opium or any other deleterious drug, and may therefore be taken with perfect safety by the most delicate constitution.

Sold in boxes, tins, and bottles of various sizes.

KEATING'S CHILDREN'S WORM TABLETS.

The great remedy for these disorders in Adults and Children can now be administered in the form of A PURELY VEGETABLE SWEETMEAT, at once agreeable and effective.

TESTIMONIAL.

"Batley, Jan. 26, 1869.

"SIR,—One of my children, aged two years and four months, being troubled with worms, I was induced to try your Bon Bons. I purchased some from Mr. B. Whitaker, chemist, of Batley, and after taking two only, she voided nine large worms. Two days after another dose, she again voided three more; three of them, the worst, measuring from 8 in. to 9 in. each in length. I consider them a most invaluable remedy, and should be tried by all suffering from worms.

(Signed) "JOHN STENSON.

"Witness, B. WHITAKER.

"To Mr. Keating, London."

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This Powder is QUITE HARMLESS TO ANIMAL LIFE, but is unrivalled in destroying Fleas, Bugs, Cockroaches, Beetles, Musquitos, and every other species of Insect.

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MEDICINE JACK (Comic Song, Illustrated.) Music and words by A. S. GATTY. "Replete with genuine fun and humour."—Sun. Free by post, 19 stamps.

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Put it Down to Me	Medicine Jack.
Bobbie! Bobbie!	B R. A. G.
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"I REALLY AM SO SLEEPY." By Alfred Scott Gatty.

"Mr. Alfred Scott Gatty is getting quite a reputation for his comic songs, and deservedly so. They possess far more real humour than the popular songs of the music halls, and we need hardly say are far above them in every respect. Mr. Gatty's words are funny without being vulgar, and there is not one of his songs but what has a hearty and legitimate laugh in it. 'I Really am so Sleepy' is a very simple melody, set to clever racy words, and will be sure to be a favourite amongst those who enjoy an honest comic ballad."—Vide Midland Illustrated News. Jan. 8.

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An experience of four years in this business in foreign parts two of which has been gained in this country, may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

No. 63, BLUFF, YOKOHAMA.

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By virtue of an exclusive Concession from the Spanish Government for Forty Years.

CAPITAL, £350,000, IN 35,000 SHARES OF £10 EACH,

OF WHICH £70,000 IN FULLY PAID-UP SHARES WILL BE TAKEN BY THE CONTRACTOR.

Deposit on Application £1 per Share, and on Allotment £1 per Share. Further Payments—On the 1st April, 1870, £2; on the 1st May, 1870 £2; on the 1st July, 1870. £2; and on 1st September, 1870, £2. Interest at the rate of Five per Cent. per Annum will be paid by the Contractors upon the Paid-up Capital of the Company until the opening of the Line.

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CHAIRMAN—WILLIAM T. MERCER, Esq., late Colonial Secretary and Acting Governor of Hong Kong.

JOHN B. DARVALL, Esq., C.M.G., Director of the Bank of Australasia.
CHARLES K. DYER, Esq., Lloyd's, Director of the British and Irish Magnetic Telegraph Company.
WILLIAM MAITLAND, Esq., formerly of Mackillop, Stewart, and Co., Calcutta, and President of the Bengal Chamber of Commerce.
WM. T. MARTEN, Esq., late of Martin, Dyce, and Co., Java, Singapore, and Manila.
WENTWORTH STURGEON, Esq., 25 Gloucester-place, Portman-square.
JAMES WHITLOW, Esq., late of Holliday, Wise, and Co., China.
ROBERT DE LA CONDAMINE, Esq., late of Ker and Co., Manila; Syme and Co., Singapore; Pitcairn, Syme, and Co., Batavia.

Engineers.—Sir SAMUEL CANNING (Consulting Engineer); ROBERT SABINE, Esq., C.E.

Bankers.—For London: Messrs. ROBARTS, LUBBOCK, and CO. For China; THE HONG KONG AND SHANGHAI BANKING CORPORATION.

Solicitors.—Messrs. STEVENS, WILKINSON, and HARRIES, Nicholas-lane, Lombard-street.

Auditors.—Messrs. JOHNSTONE, COOPER, WINTLE, and EVANS. (And one to be appointed by the Shareholders.)

Brokers.—Messrs. SEYMOUR and ELWYN. | **Secretary.**—GEORGE ARMSTRONG, Esq., late of Hong Kong.

Temporary Offices—GRESHAM HOUSE, 23, OLD BROAD STREET.

This Company has been formed to purchase and carry out the exclusive concession, granted for forty years by the Spanish Government, dated the 24th November last, to establish telegraphic communication between Manila, the Phillippine Islands, Hong Kong, and Singapore.

The proposed line and its connections are marked upon the Map accompanying the Prospectus.

The capital now proposed to be raised will be to complete the first section, which will be laid from Hong Kong to Manila, a length of about 650 nautical miles, together with the necessary cable for connecting the principal places in the adjacent Islands with Manila, estimated at a further length, including land-lines and cables, of 470 miles.

Communication with Europe, England, and America will be established by means of the following routes:—

First. Through the lines now in the course of construction by the British-Indian Extension Company, the British-Indian, the Anglo-Mediterranean, the Falmouth, Gibraltar, and Malta Telegraph Companies.

Second. Through the proposed cable between Singapore and Calcutta, and thence through the Indian and Indo-European Company's lines, or the lines of the British-Indian, Anglo-Mediterranean, the Falmouth, Gibraltar, and Malta Telegraph Companies.

Third. Through the Great Northern Company's lines, from Hong Kong via Possietta.

This Company will thus be enabled to avail itself of the advantages of three competing lines of communication with the United Kingdom, Europe and America, whilst it may be added, that the through route, by way of Russia to England, will be almost immediately completed by means of the section now in course of construction between Kiakhta and Shanghai, two competing lines being about to open communication between Shanghai and Hong Kong.

The second section contemplated by the concession, viz.:—From Manila to Singapore, touching at Labuan and Sarawak, will form an alternative, second, or through line, between Singapore and Hong Kong, which must obtain a fair share of the vast business between two points of contact, that represent on the one side the large and increasing trade of China and Japan, and on the other, the Indian, Australian, European and American messages.

The construction of this section is, however, reserved for the consideration of the shareholders, who will within a short time, be called upon to decide when the wants of the through traffic and the requirements of this Company's concession will demand this extension.

The traffic of the Phillippine Islands through the chief city, Manila, with Hong Kong, and the various treaty ports of China, the Straits Settlements, Java, Australia, India, Europe, the United Kingdom, and America, has been for years past of great and increasing importance, which telegraphic communication will largely develop.

The great depot, and port of call, Singapore, to which place large numbers of "seeking ships" annually resort for information and freight, will, beyond doubt, contribute substantially to the revenue of the Company, for the shipping entered and cleared at Singapore and the Straits Settlements in 1858 amounted to 13,246 vessels, representing 1,917,633 tons; and the annual trade amounts to nearly £20,000,000.

Telegrams connected with the considerable trade between Spain and her colonies in the Phillippine Islands would pass over this line when the through traffic is established.

The local traffic of Manila with the adjacent Islands, which have a large and increasing Chinese population, and which are the principal producing districts of the Phillippines, renders inter-telegraphic communication indispensable, and this branch of the Company's business will, it is anticipated, yield a highly profitable return.

The islands and ports to which it is proposed to carry a line, by land and sea, are—Sual in the north-west of Luzon; Zebu in the island of Zebu; Ylo Ylo, and other places; which are centres of districts producing largely hemp, sugar, tobacco, rice, coffee, gutta percha, &c.

Calculations have been made as to the probable results likely to accrue to the shareholders by the operations of this Company, and there is reason to believe that taking the messages between Hong Kong and Manila, the messages which will be sent to Manila from the port of Singapore, by way of Hong Kong, and those which will be sent to Manila from Shanghai, Amoy, Swatow, and the various Ports of China and Japan; and taking also into consideration the through messages from Europe, India, America, Australia, and the Dutch Settlements, and further calculating the increasing intermediate traffic of Manila with the rest of the Phillippines, the results will eventually show, allowing 300 working days in the year, an annual income which will yield large dividends on the capital after deducting £12,000 per annum for working expenses and £10,000 per annum to form a reserve fund for the repairs of the Cables, &c.

The Spanish Government will assist the objects of the concession with ships of the navy, as far as the service will permit.

A tender has been accepted from Mr. W. T. Henley, of North Woolwich, which provides for the manufacture and laying of the cables, and for the erection of the overland wires within twelve months, at a cost of £297,000. Until the Submarine Cable has been completely laid £45,000 will remain unpaid, and of this sum £25,000 will remain in the Company's hands until the line has been maintained in good working order for thirty days.

The contract also provides for the payment of interest at the rate of 5 per cent. per annum upon the paid-up capital by the contractors, payable half-yearly, until the opening of the line; and the contractor takes £70,000 in fully paid-up shares.

The copy of the concession published officially in the "Madrid Gazette," with the notarial translation; and copies of the agreement with the Concessionaires for the purchase of their interest, also of the Memorandum and Articles of Association, and of the Contract with Mr. W. T. Henley, can be seen at the Offices of the Company.

Application for shares, to be made in the accompanying form, must be left at the Company's London Bankers.

In all cases where no allotment is made the deposit will be returned without deduction of any kind.

The following contracts have been entered into:—

1870. February 14.—Tender of Mr. W. T. Henley, accepted by William T. Mercer, Esq., Chairman of the Company, on behalf of the Company.

1870. February 5.—Agreement between David Hean, and Charles William Graham; and William Thomas Mercer, William Maitland, and Wentworth Sturgeon, Esquires, on behalf of the Company.

THE MANILA AND HONG KONG SUBMARINE TELEGRAPH COMPANY (Limited).

No.....

FORM OF APPLICATION.

To be retained by the Bankers.

To the Directors of the Manila and Hong Kong Submarine Telegraph Company (Limited).

Gentlemen.—Having paid to your Bankers the sum of £ , being a deposit of £1 per Share, I request you will allot me Shares of £10 each in your Company, upon the terms of the Prospectus and Memorandum and Articles of Association; and I hereby agree to accept the said Shares, or any smaller number which you may allot to me, and to become a member of the Company, and I request you to place my name on the Register of Members in respect of the Shares which may be allotted to me.

I am, Gentlemen, your obedient servant,

Name in full .....
Address in full.....
Date 1870

No. .....

BANKERS' RECEIPT.

To be retained by Applicant.

Received the day of , 1870, on account of the Manila and Hong Kong Submarine Telegraph Company (Limited) from the sum of pounds, being a deposit of £1 per Share on application for Shares of £10 each.

.....

£ ..... For the.. .....

(Copy.)

MEMORANDUM of ASSOCIATION of the MANILA and HONG KONG SUBMARINE TELEGRAPH COMPANY (Limited).

1. The name of the Company is "The Manila and Hong Kong Submarine Telegraph Company (Limited)."

2. The Registered Office of the Company will be situate in England.

3. The objects for which the Company is established are the contracting for, constructing, acquiring, leasing, maintaining, dealing with and working lines of Telegraph between Manila, Hong Kong, Singapore, and the Islands of the Eastern Archipelago or some of such places, and between such places or some of them, and any other places or points adjacent thereto, or forming or intended to form part or parts of any telegraphic route or routes between those places, or any of them, and (as and when authorised by Extraordinary Meeting of the members) branches from and extensions of any of those lines to such countries or places as the Company think fit; the establishment of telegraph stations, and, generally, carrying on the business of a telegraph company; the applying for, acquiring, selling, leasing, using, and disposing of such lands, telegraph lines, vessels, concessions, leases, privileges, licences, and letters patent, and any shares or interest therein respectively, as may be useful or desirable for the purposes aforesaid, or any of them; the doing of all or any of these matters or things in conjunction with any other company or person; the registration or constitution of the Company abroad as a Société Anonyme or otherwise; the subscribing for and acquiring shares of, or amalgamating with and sharing in the business or undertakings of any other telegraph company or companies, and the making and carrying into effect of working traffic and other agreements with Governments, railway, postal, steamboat, telegraph, and other companies and authorities, and the doing of all such other things as are incidental or conducive to the attainment of the above objects.

4. The liability of members is limited.

5. The capital of the Company is £350,000, divided into 35,000 shares of £10 each.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds, superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMON and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following dimensions, viz., Length, 300 feet, breadth at bottom, 40, is capable of receiving vessels drawing 13 to 16 feet, as the state of the tides will allow. The Dock runs dry to the blocks, and is pumped out by steam.

The above premises comprise a large Machine Shop containing a

WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE, DRILLING AND SCREWING MACHINES,

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Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large stock of Woods, Metal, &c., &c., always on hand.

The Dock steam tug *Woosung* is available at all times to tow vessels to or from sea.

JOHN C. SKEY, Superintendent.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... f 20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-stre t, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent India, China, &c., upon erms to be ascertained at the Office.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two.

Threadneedle-street, London, 1870.

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LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane

BANKERS.—London and County Bank.

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Shanghai	Japan (Yokohama)	Bombay
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Ningpo		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

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NOTICE

MORRIS'S DIRECTORY for CHINA, JAPAN, and the PHILIPPINES, &c., to be published on the 1st Jan., 1870, contains a Revised List of the Foreign Residents at all the open Ports of the China Sea, including Saigon, which has never yet been included in any similar work; together with the Time Tables of the different Steamship Companies, Rates of Postage, Local Ordinances, and such other matter as will be useful to all interested in the China trade. No trouble or expense has been spared to make this the most accurate publication of the kind ever offered to the public.

Price, complete in one volume, 14s.

Orders received by the Publisher of the "London and China Telegraph," 2, Cowper's-court, Cornhill, E.C.

"THE CHINA MAIL,"

No 2, WYNDHAM-STREET, HONG KONG.

NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co," was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

Subscription, 12 dols. per annum, payable to any of the undermentioned agents. Postage added. Terms of advertising:—Same as in *Daily China Mail*.

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THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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MADRAS	Saturday, Feb.	Sunday, Feb. 13,
CALCUTTA ...	5, 2 P.M.	7 A.M.
PENANG	And every alter-	And every alter-
SINGAPORE ...	nate Saturday	nate Sunday
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For Passage, Freight, and information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

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CHINA, AND JAPAN.

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Singapore, Hong Kong, Shanghai, Yokohama, & Nagasaki	Nile.....	A1 18 yr.	E.I.D.	March 18
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Do.	Ld. Macaulay	A1 13 yr.	E.I.D.	With des.
Yokohama, Kanagawa.	Lota	A1 13 yr.	E.I.D.	With des.

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Port.	Ship.	Class.	Dock.	Last Shipping Day.
Yokohama (Kanagawa)	Espiegle	A1 14 yr.	E.I.D.	With des.
Nagasaki & Chefoo ...	Zohrab (new)	A1 9 yr.	E.I.D.	With des.

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Steam via the Suez Canal.

Will be positively despatched on 26th February, 1870

All Goods must be alongside two days previously having the greater portion of her cargo engaged.

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NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.

Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

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THE MANAGER,
CHINA & JAPAN AGENCY
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A.D. 1870.

GRANT'S TRANS-MONGOLIAN TELEGRAMS

VIA KIACHTA.

TELEGRAMS FROM EUROPE.

TELEGRAMS for CHINA or JAPAN may be despatched from any Telegraph Station in Europe on any Tuesday, commencing from the 22nd February, to Tuesday, the 29th November, inclusive.

Telegrams must be addressed "Grant, Kiachta."
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Express Telegrams may be Despatched on any day. They are forwarded by Special Couriers within Half-an-Hour of their delivery at Kiachta.

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And for every additional ten words or under 4
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The Sender is responsible for the payment in case the receiver fails.

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„ Tientsin . . . „ J. Livingston and Co.
„ Yokohama . . . Mr. E. L. B. McMahon.
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Telegrams for Ports South of Shanghai are forwarded by Messrs. HALL and HOLTZ.

Head Office—KIACHTA, ORIENTAL SIBERIA.

C. MITCHELL GRANT, Proprietor.
WILLIAM HAGEMANN, Secretary.

LONDON AGENCY,
"LONDON AND CHINA TELEGRAPH" OFFICE, 2, COWPER'S COURT, CORNHILL.

REDUCED TO TEN AND A-HALF DAYS.

I have the pleasure to announce that I have succeeded in reducing the contract time for this year by TWELVE HOURS.

Telegrams from Kiachta to Tientsin, and vice versa, will be delivered in

TEN DAYS AND A-HALF.

I have made an engagement to pay a Tael for every hour a Courier arrives in advance of the time, and I think that many Despatches will be transmitted in Ten Days.

I take this occasion to thank the Gentlemen who subscribed their names to establish Grant's Trans-Mongolian Telegraph Service. Having now repaid the whole of the Capital advanced to me, I have reduced the charges on Telegrams, to prove that I am not unmindful of the confidence they showed me.

C. MITCHELL GRANT.

Kiachta, January 10, 1870.

Printed for the Proprietors by Woodfall and Kinder, Milford-lane, Strand, W.C., and published by James West, at the Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Feb. 21, 1870.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XII.—No. 344.] LONDON, MONDAY, MARCH 7, 1870. [Price 9d., with Sup. 1s. 3d.—Sub. 30s. per ann., postage included Sup. 12s. extra.

Latest Advices.

PORTS.	OUTWARD. From London	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	Nov. 19	Jan. 10	Jan. 15
Yedo	—	—	Jan. 14
Osaka and Hiogo	—	—	Jan. 10
Hakodadi			
Nagasaki	Nov. 19	Jan. 11	Jan. 15
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	Nov. 25	Jan. 14	Jan. 15
Kiu-kiang	—	—	Jan. 16
Chin-kiang			
Shanghai	Nov. 25	Jan. 12	Jan. 19
Ningpo	—	—	Jan. 17
Foochow	Nov. 25	Jan. 15	Jan. 17
Formosa			
Amoy	—	—	Jan. 19
Swatow	—	—	Jan. 20
Hong Kong	Dec. 3	Jan. 16	Jan. 25
Canton	—	—	Jan. 24
Macao	—	—	Jan. 24
PHILIPPINES — Manila	Nov. 25	Jan. 10	Jan. 18
COCHIN-CHINA — Saigon			
SIAM — Bangkok	—	—	Jan. 15
BORNEO — Labuan	—	—	Jan. 24
Sarawak			
JAVA — Batavia	Dec. 17	Jan. 24	Jan. 26
Samarang	—	—	Jan. 24
Sourabaya	—	—	Jan. 22
MALACCA STRAITS — Singapore	Dec. 23	Jan. 25	Feb. 1
Penang	Dec. 23	Jan. 23	Feb. 3
CEYLON — Galle	Jan. 14	Feb. 6	Feb. 9
Colombo	Jan. 14	Feb. 7	Feb. 8

THE MAILS, &c.

The next inward mail (French), due on Monday next, should bring the following dates:—Yokohama, Jan. 23; Shanghai, Jan 26; Hong Kong, Feb. 1; Singapore, Feb 9; Galle, Feb. 17 The *Hooghly*, with this mail, is reported as passing through the Suez Canal

The latest Hong Kong telegrams are those in advance of the succeeding mail (Feb 8), and were received on Feb. 28. Shanghai telegrams by Grant's Kiachta service are expected about the 20th instant. Outward messages by this line are despatched every Tuesday.

Correspondence from Japan to 23rd Jan., *via* San Francisco, is due on the 9th inst. Telegrams of the succeeding mail (Feb 23) due on the 18th.

The British Indian cable between Bombay and Aden has been successfully laid, and the Red Sea section was to commence on the 5th.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer *Ripon*, arrived March 4—From Yokohama: Mr. Joha. From Shanghai: Mr. Seare Mrs He ling, and one second-class passenger. From Hong Kong: Mr. Wood. From Singapore: Mr. Campbell. From Ceylon: Mr. Woods.

To Southampton, per P. and O. steamer *Syria*, expected to arrive March 12.—From Shanghai: Mrs. Overweg, two children, and two servants, Mr. Gilfillan and three children From Hong Kong: Mrs. Grant three children, and servant, Mrs. Hughes and three children, Mrs. Duncanson, Capt. Johnson, Mr. McGregor, Mr. Hebden and two second class passengers. From Singapore: Mr. and Mrs. Wells and three children. From Ceylon: Mr and Mrs. Molesworth and six children, Mrs. Mainwaring, Mr. Hayster, Mrs. Parsons, and one second-class passenger.

By last Bombay mail to Marseilles, per steamer *Massilia*, arrived Feb. 26.—From Singapore: Mr. Zurhellen.

To Southampton, per P. and O. steamer *Nyanza*, arrived March 5.—From Hong Kong: Capt. Brougham.

PASSENGERS OUTWARD.

Per Pacific mail steamship *America*, from San Francisco, Feb. 1.—His Excellency Gov. Lowe, Minister to China and family, Mr. Cornwall, Rev. Henry Blodgett, wife and daughter, Miss Diamond, Mr Mendson, Henry Murray, Bernard Harrold and wife, B. Castenda, Richard Lindau, W. M. Codlingham, Jas. H Little. G. Wallis, Geo. Baker, M. Mulcahy, T M. Tacquemont, Henry W. Livingston, jun., H. M. Blanchard, W. N. Toonll and wife, Charles Vogel, H. King, Com. Cleveland, R.N., Capt. Moore. Alice McDonald.

Per P. and O. steamer *Pera* from Southampton, March 5.—To Yokohama: Mr E. Fraser. To Hong Kong: Mr. Alexander, R.E., Commodore J. A. P Price. Mr. W. J. S. Cannon, Mr. G. Bishop. To Ceylon: Mr. and Mrs. J. G. Thomson, Mr. T. Farr, Capt. Harris.

Per P. and O steamer *Ripon*, from Marseilles March 13—To Yokohama: Capt. and Mrs. Kinder, Mr. Tookey, Miss Tookey. To Shanghai: Mr. J. B. Bromley, Mr. A. Hickling, Mr. and Mrs. Dow, Miss Dow, Mr. and Mrs. Beazley, Mr. W. Pugh, Miss Aspinwall, Mr. A. Schroers, Mr. Baker, Mr. F. S Deacon, Mr. F. W. Lodge. To Hong Kong: Mr. T. Merry, Mr. E. Deacon, Mr. and Mrs. D. R. Crawford and two children, Mr. R. A. Houston Mr. James Whittall, Mr. H. Hickling, Mr. H. Hughes, Mr. Wilson. To Ceylon: Mr. F. J. Brown.

Per P. and O. steamer *Nyanza* from Southampton, March 19.—To Hong Kong Mr. H. K. Jones. To Ceylon: Capt. Sharpe, Mr. D. H. Freeland.

Per P. and O. steamer *Bangalore* from Marseilles, March 27.—To Shanghai: Mr. Skeggs, Mr. J. G. Weston, Mr. T. G Paget, Mr. Dyce, Mr. Drysdale, Mr. E. Wheeley. To Hong Kong: Mr. and Mrs Patterson, Mr. and Mrs Wild, Mr. and Mrs. Galton, Mr. E. P. Galton.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port we have advices to the 15th January. The outward mail, with London dates to Nov. 25, was received on the 12th January. The news is extremely meagre; we take the following few items from the *Japan Times*.

The special meeting of the members of the Yokohama United Club, called to consider the advisability of wholly transferring the assets and liabilities to Mr. W. H. Smith, and adjourned until the 3rd Jan., was held on that day. The meeting was very thinly attended. After a few remarks made by one or two members, the motion was put and carried, a number present not voting either for or against the resolution. Trusting Mr. Smith will be able to carry out his ideas, and that it will be a prosperous undertaking we leave him to his task.

This meeting was followed by another, called to transact business matters connected with the Church. The only changes made were the election of Messrs. Dalziel and Dallas as trustees in place of Messrs W. H. Smith and Simpson, Mr. H. Boyle being again appointed treasurer.

The recent murder, the several suspicious deaths by drowning, the late assault case and the scandalous midnight outrage which followed it—these all show us that from offences against property Japanese criminals have been encouraged to advance to offences against the person, that our streets are safe neither by day nor night, that the silent highway of our harbour is as insecure a road as ever was the Canton river, that others than rowdies require to be reminded that the law is to be feared, not mocked, that impunity has given use to licence, that, to sum up, a strong police force is for Yokohama an absolute necessity.

Legal matters have, of late, occupied the time of the British and American Consuls to a great extent. A case was tried in the United States Consular Court recently, in which the Japanese Government charged an American subject with unlawfully shipping, and attempting further to ship, sundry hides, without having first obtained the Custom's permit. The case being clearly proved, his Honour, with the assent of the assessors, very properly condemned the defendant to forfeit all the hides, about 800, seized by the authorities, and to pay a duty of five per cent on the hides actually shipped, together with the costs of the action.

We regret to find in this number of the *Japan Times Overland Mail*, an announcement that it is the last, owing to the health of the proprietor and editor having broken down. A report has been current in London that Mr. Lay had purchased the *Japan Times*, and that it would be edited by Mr. Howell.

The *Japan Gazette* has the following:—"The loan that has been effected to the Government by Mr. Lay, for the construction of railways, is so far an accomplised fact, that the first draft, to the amount of $500 000, has been actually paid to them. It is understood that engineers to superintend the works will be her in a very short time, and that they will commence the necessary surveying, levelling, &c, at once. The line between Yedo and Osaca will not be all plain sailing, as there is at least one mountain range to be crossed, and many large rivers. In fact, we do not think the present loan of one million pounds sterling will be anything like sufficient for the work that is to be done. It is a good beginning, however, and must certainly prove a profitable investment for the Government, if it be properly carried out.

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The threatened scarcity of rice, which we alluded to in former issues as probable, is unfortunately verified. Already in some of the western districts it is so scarce that an order against its export has been put forth. The very large importations by foreigners, however, have already prevented the distress reaching the extent it might have done; and the large quantity still on the way, with the yet unfulfilled orders to come forward, will do much to stave off anything like actual famine, and even famine prices.

The Government are about to sell to foreigners a further considerable quantity of land on the Bluffs above Yokohama, on the 17th inst. The lots already sold are now generally occupied by residences of greater or less pretensions, and the authorities have doubled the upset price. Shortly after this sale of country lands the land reclaimed from the swamp at back of the settlement will be sold, and no doubt will bring good prices. It seems hard, however, for those who want land for business purposes now, that they should have to pay for it in addition to the annual ground rental, as the first 176 lots were leased without any payment and most of the best lots fell into the hands of the richest firms without any preliminary mulct whatever.

The event that was most on the minds of our residents at the departure of the last mail was the murder of an English subject, Mr. Hoey, in cold blood. The Japanese authorities profess to be after the murderers, and are said to have secured one of them. We doubt their having the true murderers at all. But the English authorities have taken the matter very quietly. No reward has been offered for the apprehension of the culprits, and it looks as if the affair would be allowed to blow over as usual.

The first messages between Yokohama and Yedo have passed along the wires to-day (Jan. 7). It will be some little time before the arrangements are complete for the general use of the telegraph by the public, but it will be managed as soon as possible.

(FROM A CORRESPONDENT.)

NAGASAKI, Jan. 13.

The P. and O. steamer *Cadiz* brought the English mails of Oct. 22nd, and Nov. 5th and 19th, all of which came to hand on the 11th instant, the two former mails having been lying in Shanghai awaiting a British steamer to bring them over to this. Formerly Messrs. Adrian and Co.'s steamers performed the service for us, but owing to depression in freights the whole of the steamers have been recently sold to the Japanese, with the exception of one, the *Orissa*, and this vessel has been under repairs at this port for some time past, but has now recommenced running again. The P. and O. steamer *Cadiz* is the only spare one the company have on this side to perform the loop line service between Shanghai and Yokohama, viz., Nagasaki and Hiogo, and she deranged her machinery last trip to Shanghai, and was detained there, or we might have received the 22nd Oct. and 5th Nov. mails some ten days sooner than we did. The P. M. S. S. Company formerly brought our mails, but owing to some cause or other the postmasters on board those vessels received instructions from Washington not to carry the English mail box, and the result is we are in an awkward fix just now; so that until the P. and O. Company run steamers every fourteen days I should recommend all important letters to be addressed to some person in Shanghai, who would send them on to this.

We are no better off with the French Mail, as the M. I. C. send the Nagasaki mail to Yokohama, and the *London and China Express* published per that chance takes ninety to one hundred days to reach me; that of the 28th October is not yet to hand.

By some persons it is thought that Nagasaki was quite overlooked when the mail contract was made, but my opinion is that the Government took the Board of Trade Returns to guide them, which however correctly compiled will not give you an idea of the trade of Nagasaki to and from England. In order to show you clearly I will give you a few facts which may be of some service to you: Nearly the whole of the tea prepared by foreign firms here for the English market is sent by steamer to Shanghai, and there transhipped into clipper vessels or steamers bound for England, and as these are generally large powerful vessels, the passage is generally made in less time than by vessels direct; in a like manner we get most of our imports, as vessels loading in England for this generally do so, *viâ* Yokohama, and find their way to this six or eight months out from England, and the time occupied is so long that it is generally found to be cheaper to incur the additional expense and save interest, to say nothing about the risk of losing a market for your goods.

The most important news I have to communicate to you this mail is the persecution of the native converts by the Japanese Government, who, it is said, do this at the instigation of the Japanese priests. At the northern end of this harbour lies the village of Ourakami, in which place the French Catholic missionaries have succeeded in making a large number of converts to their faith, and it is from this village that about 4,000 men, women, and children have been apprehended during the past week and placed in godowns, and on Sunday, the 9th inst., they were sent away from this port, but their fate or destination no one seems to know at present; but the prevailing opinion is that they will be destroyed by drowning, not singly, but by sinking the junks, into which they were packed like sheep.

In addition to the junks, several steamers were employed in this inhuman work, and I am informed by good autho ity that we only saw a very small number leave, and that a far greater number were marched overland to Tookeetz, where several vessels were ready to receive them. I hear that the Japanese authorities do not charge them with any crime, or with resisting any of the laws of Japan, beyond that they are Christian converts, for which the local officers had received instructions to take the steps they have. During the interviews which took place between M. Dury, French Consul, and the Governor of Nagasaki, respecting the prisoners, the latter is reported to have said that so far as he was concerned he was perfectly indifferent as to what religion his subjects profess, but that he was compelled to execute his orders, however much his feelings might be to the contrary. These smooth-tongued remarks are nothing but diplomacy, at which the Japanese are great adepts, and do not agree with the manner in which the orders were carried out; for the subordinate officers, who behaved with much cruelty, acted more the part of African savages than like Japanese, who I always thought were of a more noble nature. I could give many illustrations which will cause much indignation to be felt in England, but will confine myself to three cases. One is where a woman gave birth to a child the previous night, was dragged next day more dead than alive to the vessel, together with the infant one day old; another, a poor old woman, between eighty and ninety years of age, too feeble to walk, and who could not possibly live in this world much longer, she, too, was carried off. The other cases I will put in one. Little children, varying in age from children at the breast to those of four or five years old, being locked up together in godowns, separated from their mothers. Now, if the governor was sincere in his assurances, he could have found a way to carry out orders with as little cruelty as possible. Sir Harry Parkes, H.B.M. Minister, while here endeavoured to induce the governor to postpone carrying out the order for twenty days, which would have given him time to confer with his colleagues at Yedo, but without effect.

Sir Harry Parkes left this by P.M.S. *Oregonian* on the 4th inst., for Hiogo and Yokohama; previous to his departure he paid a visit to the Takasima coal mine, which is worked with English capital and machinery, under the supervision of English engineers, and raises about 200 tons per day; competent judges say this can be easily increased to 500 tons with the present appliances. The coal discovered at Amax is said to be anthracite, and compares very favourably with American! The Japanese now work their coal mines with more energy than formerly, and the produce is shipped on native account to Shanghai through the medium of foreigners, and it is a noticeable fact that not only is the quantity increasing, but the quality is improving; it is now becoming a question whether the Japanese mines worked by foreigners will not interfere with the coal from England, and whether that branch of business will not be made unprofitable, as the Takasima can, at the present rate of freight, be delivered from a vessel's side at Shanghai at $7½ to $7¾ per ton, which price gives a very good profit to the mine owner.

Messrs. Underwood and Co., auctioneers of this place, yesterday sold by public auction the household furniture, &c., of the late Col. Von Siebold, but the sale did not include his collection of fossils and plants, which I hear will be sold privately.

The local authorities here are doing their utmost to make retrograde movements; they propose that the Consuls agree to their removing one of the Bund jetties, also the landing stage up the creek which separates Oura from Sagromatz; the latter, if agrees to, will be the means of almost rendering the rear lots of the settlement next to valueless. They are also endeavouring to induce the Consuls to prohibit the residents from visiting the parts of the country adjacent to Nagasaki; both proposals I hope will be rejected by the foreign representatives; the latter especially, as one of the places proposed to be made forbidden ground is no less than Tokeez, which is known to almost every visitor to this place, as the road leading to it is the only flat one to be found near to this, suitable for riding on.

The British barque *Eastern Chief* is loading tobacco and general cargo for London; the rate of freight has been reduced to £2 16s. 6d per fifty feet. Exchange on London 4s. 6d. per $; Niboes 420 to 425 per $100.

The corvette *Iho Sho Maru*, last from Galway, arrived here 7th instant.

The Nagasaki Patent Slip has been sold to the Japanese Government, I hear.

LATER ADVICES VIA SAN FRANCISCO.

By the steamer *Japan*, Capt. Freeman, which arrived at San Francisco on 16th Feb., we have dates from Yokohama, 24th Jan.; Hiogo, 20th; Nagasaki, 18th. The items which we have received have been partly anticipated by Atlantic Cable telegrams, and reported in our issue of 21st Feb.

Extensive fires at Yokohama, burning down an out-building of the Chartered Mercantile Bank and part of premises of Sitwell, Schoyer and Co. A fire at Yedo also is said to have burnt Government offices.

The Government of the Mikado had enforced the departure from the main land of 700 native Christians, against the unanimous protest of the foreign representatives.

The rice crop of several provinces a total failure, and the Government has prohibited the exportation of rice from Hiogo, except by special license, as provided by the treaties with foreign Powers. Large imports from Saigon, Bangkok, &c.

The telegraph lines between Yedo and Yokohama have been

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completed, the first message having been sent over the wires on the 7th of January. The line will be thrown open to mercantile purposes very soon.

The Daimios are constantly making large purchases of arms and munitions of war. They also exhibit much enterprise in the development of their mineral resources, employing experienced foreigners to engineer the mines. The new year, which begins on the 1st of February, is expected to bring important political changes. Yedo is quiet, but the city is strongly guarded by Satsuma's men.

An embassy will be sent next summer by Japan to the United States, France, and England. The new American Minister to Japan is complimented for his prompt attention to the wants of his countrymen and the interests of his Government.

The *Oneida*, which left Yokohama for Hong Kong on the 23rd Jan., was struck by the P. and O. steamer *Bombay*, and sunk with the loss of 120 lives. The *Bombay* not much damaged.

CHINA.

—o—

SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Jan. 18.

The English mail of the 19th Nov. arrived here on the 7th inst. The French mail, with London dates to the 25th Nov., to hand on the 12th inst. The first brings telegrams, *via* Galle, dated London 6th, the last to the 16th Dec.; the telegraphic advices by the former were anticipated by Kiachta. The *Madras* took out the mail leaving on the 4th inst. Admiral Sir Henry Kellett arrived here in the *Salamis* on the 8th; he is now up country shooting. Mr. Hart has left for Hankow; he did not appear to trouble the Customs establishment much at this port; he has decided that promotion in the junior grades will be mainly confined to those possessing a knowledge of Chinese. The Asiatic Society have had a meeting, at which there was a debate; Mr. Goodwin has been elected President. A Naval Court of Inquiry has acquitted Captain Broadbear of all blame in the loss of the *Ada*. The case of the native poor is engrossing the attention of the foreign residents; a "refuge," supported by contributions from foreigners, has been opened. The Philharmonic Society held their annual meeting on the 11th inst.

The Chamber of Commerce at this port has addressed a communication to Lord Clarendon on Sir Rutherford Alcock's new Convention, the tone of which is by no means favourable to that diplomatic achievement. The letter fills some six pages of the *North China Herald*, and is published as a supplement to that paper, so that it will probably reach most people at home who are interested in the matter. The letter points out that the Chamber's memorial urged—1, A further development of those principles of the old Treaty which had been proved by experience to be productive of benefit to the populations of foreign countries, the population of China, and the respective Governments; but above all—2, It urged that more efficient measures should be adopted to secure the implicit observance of these Treaty stipulations.

The Secretary shows that in both these objects Sir R. Alcock has been unsuccessful, his most conspicuous failures being in the attempt to deal with the question of inland duties, and in procuring any satisfactory improvement in means of communication with the interior. Great disappointment is expressed that no port is opened higher up the Yangtsye than Hankow; and the Chamber has no faith in the fulfilment of the ambiguous hopes held out about the working of coal-mines. On the whole, the Chamber is of opinion that the so-called "concessions," made or promised by the Chinese are no equivalent at all to those on our side, and the increased silk and opium duties are exacted by the Chinese as pure and simple concessions:—

"And, indeed, taking the Treaty as a whole it is plain that the concessions it secures to the Chinese, or, more correctly speaking, the burdens it imposes on trade, are of the most substantial character, amounting in money alone to the sum of three million taels annually; whereas the counter-balancing concessions to trade are, as far as can be judged, of comparatively little value."

The *North China Daily News* has the following remarks in regard to an interesting case which was tried on the 14th inst., before the Supreme Court, in which Messrs. Lane, Crawford, and Co. sought to recover from Messrs. Glover and Co. the sum of $17,686, being the balance of purchase-money due on a contract made by Messrs. Lane, Crawford and Co, with Mr. Porter, of Hakodadi, to sell the latter certain arms and ammunition; the remainder, $20,000, having been paid as bargain money. Messrs. Glover and Co. come into the case as Mr. Porter's agents, he having written from Hakodadi requesting them to act as such. They accordingly took delivery of the arms and shipped them to Hakodadi, where the British senior naval officer would not permit them to land. They were returned to Shanghai; Mr. Porter failed to pay the balance of the purchase-money, and Messrs. Lane, Crawford, and Co. requested Messrs. Glover and Co. to redeliver the arms. The latter are willing to do so if the former will refund the $20,000 bargain money. This Messrs. Lane, Crawford, and Co. decline, and sue Messrs. Glover and Co. for the balance of the purchase-money. They were nonsuited.

The Racquet Club have had a meeting, and for a Shanghai institution for recreation holds the enviable position of being in debt to the extent of only Tls. 800. The new land regulations for the port are being printed, and will shortly be issued to the rate-payers. A fire occurred on the 15th in the Surzah village, close outside the settlement, by which some huts were destroyed. The Customs now regularly make up a mail for Peking, which is sent overland.

There is not any news from the northern ports, which are all frozen in, except Chefoo.

At the riverine ports everything is dull; trade almost stagnant. The water is very low in the Yangtsze, just allowing the steamers to run.

Little or nothing will be done for the next month here, on account of the Chinese New Year. The natives devote the fortnight preceding New Year's-day to settlement of their accounts, and the fortnight after to jollity.

(FROM ANOTHER CORRESPONDENT.)

The expedition of the French minister up the Yang-tsze, and his success in every particular of his demands for satisfaction in reference to the persecution of French missionaries at Ngan-King has produced a profound impression here, as well as upon the Chinese authorities, and will, it is hoped, tend to show again to the good people at home how necessary it is to speak sternly and resolutely to officials such as the Chinese, if any good results are to be looked for. The documents already published here, which will go home by this mail, will show the satisfactory nature of the amends obtained by M. de Rochechouart for the Ngan-King outrages; but it would be a mistake to suppose that this formed the grounds for his expedition up the Yang-tsze. On the contrary, the expulsion of the missionaries, both French and English, from Ngan-King, was an unlooked for episode at the time of M. de Rochechouart's journey being decided upon; he having left Peking for the purpose of visiting Hankow, and if necessary, proceeding to Sechuen, in connection with other causes of complaint. He is understood to have presented an ultimatum to the Chinese Government early in November, demanding the degradation of the Governor-General of Sechuen, besides satisfaction for the murder of missionaries in that and other Provinces, and he required in addition that Li Hung-Chang, the Governor-General Hu-Kwang, to whom the arrangement of the missionary complaints had been entrusted, should meet him at Hankow and give him ample guarantees for future immunity from disturbance, failing which, it is his intention to proceed to the interior himself.

In any case, it is understood, a survey of the Upper Yangtsze between Hankow and Chungking, in Szechuen, will be undertaken by officers of the French squadron. A small portion of the task was accomplished by British naval officers last year; but as the whole river stands greatly in need of a survey, without which the question of its navigability by steamers beyond Ichang cannot be set at rest. Admiral de Luciniere is understood to have sanctioned the undertaking. It seems a pity that a task in which British interests are so pre-eminently engaged should have been abandoned by our own officers, though there is no doubt that it will be worthily executed by their French companions in arms.

PEKING.

A correspondent writes that Wensiang, the second member (in rank) of the Tsungli Yamen, who has been seriously ill, is better, and likely to be able soon to resume his duties. This is a matter for congratulation, as Wensiang was the most agreeable and intelligent member of the Cabinet in his intercourse with Foreign Ministers, and the most favourably disposed towards progressive views. One other member of the Board, Siu, has recently died at his home, in Shansi; and a third, Chung-lun, now 77 years old, is unable to do much public work. These circumstances have led to the appointment of three new members—Shen-kwei-fen and two men whose names have not reached us.

HANKOW.

We extract the following interesting passages from Messrs. Edward Townend and Co.'s Annual Report, dated Jan. 8:—

The great drawback to the advancement of this port to its natural position as one of the principal outlets for Manchester goods in the East is the very unsatisfactory mode of receiving all imports indirectly from Shanghai. Transhipping charges, as is well known to all shippers, come very heavy, and when to these has to be added a high rate of freight by expensive steamers, it can readily be believed that charges on Plain Cottons are (upon present relative high cost) 1½ to 2½ per cent. in excess of what they would be by direct imports, while on Metals the difference is as much as 7½ to 20 per cent

The increasing interest shown by the Home and Indian press in the proposal to open up Western China, with the ultimate intention of connecting this port with Rangoon by railway and thus drawing to an English port the bulk of the teas of these districts, at the same time shortening the sea voyage most materially; has attracted much attention here, although it is feared many years must elapse before this scheme can be carried out. In the

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meanwhile there is no reason why ocean steamers should not load direct for this port, and an additional freight of ten shillings per ton should be ample remuneration, more especially as several sailing vessels and steamers proceed here annually in ballast to load home with Teas. During the past twelve months four hundred steamers passed up and down the river without casualty.

At present all advantages of this port are reaped by natives and speculators who make purchases in Shanghai for re-sale here, thus creating more middlemen between the manufacturer and consumer. There is hardly any limit to be placed upon the quantity of Manchester goods which might be consumed here, if such could be imported at a low cost and of good wearing material. Native cloth is manufactured in these provinces to an enormous extent, and it is estimated that on an average 50,000,000 lbs. of cotton per annum are worked up into cloth. The past year opened under very favourable auspices for imports, as the bulk of the goods had been bought cheap at home, while China cloth had been manufactured from cotton costing 20 Taels per picul.

While upon this subject we may notice that under the auspices of the British Government the Shanghai Chamber of Commerce appointed delegates to proceed into Szchuen and advise upon the expediency of opening more ports higher up the river. From their official report they appear to confirm all that had been written by previous writers of the wealth of Szchuen; however, for the present they only recommend Ichang as another port of entry, it being the furthest point to which steamers could reach. This town is simply a place for transhipping goods from the large boats of the river to the lighter craft of the upper stream, and has no trade, so the only advantage to British interests for the expenses of maintaining a Consular establishment would be enabling one or two steamers to carry goods to and from this town solely upon Chinese account, and would be availed of principally to avoid the legitimate taxes *en route*. While objecting to Ichang as unnecessary we look with favour upon Chunking, in Szchuen, being opened, as from its well-known trade and favourable position at the bifurcation of the Upper Yangtsze it would not only tend to increase the consumption of Manchester and Yorkshire fabrics, but be also the means of making the strong, rough teas (thought to be the Indian variety) available for export, which from their almost unlimited quantity might reduce the price of all teas considerably, and thus confer a boon upon our own working classes at home. Much of this tea grows wild, as only sufficient is cultivated for consumption in the province.

We consider it the more important that means should be found to develop this trade with Szchuen in teas in consequence of the increasing requirements of Russia, which already govern the prices here for finest, and in a more or less measure that of the lower grades, for as year by year the vast network of railways now being carried out in that empire become completed bringing teas within the reach of millions at moderate prices, there will be such an increase in demand that the present districts will not be able to supply. There is no lack of enterprise on the part of the Russian hongs, and steamers are now building to load from this port direct for Odessa *via* the Suez Canal. From Odessa they will readily procure grain freights to London, and thence to Shanghai and Hankow with general cargoes. From a political standpoint Chungking is important as being so much nearer to India, and from whence the intrigues of the French in Yunan and of the Russians among the fributary tribes of the West may be baffled. In reference to Yunnan it may not be out of place to notice well accredited reports that the French made an offer through the Jesuit priests to send a certain number of troops into that province, find officers for so many thousand Chinese to be raised by the Viceroy, and at the same time sustain and arm them for three years, while in return the Viceroy should give the French a lien upon the province for all expenses. Negotiations were broken off through the Viceroy making it a *sine qua non* that the three years' pay of all the troops he was to raise should be paid him at once before he enlisted a single soldier.

HONG KONG.

From Hong Kong our advices are to Jan. 25. The outward mail of Dec. 3 was received at that port on the 17th Jan. There is little local news, except that two important memorials are forwarded by this mail to Lord Clarendon on the new China Convention. The following items are from the *Overland China Mail:*

Notice has been given that the Government is prepared to receive tenders for the houses to be licensed for public gambling in the colony. The monthly fees are fixed at $13,340, and the licencees will be bound by the rules and regulations made by the Governor in Council on and since the 12th Sept., 1868.

Mr. James P. Duncanson died very suddenly this morning (21st), and the announcement of the fact cast an air of sincere sadness over the entire community. Not only was the deceased gentleman greatly respected and much esteemed as an active and public-spirited resident, but his large heartedness, liberality, and geniality had won for him the love of many friends, the gratitude of many who were in need, and the respect of all. He was recovering from an attack of illness, but succumbed instantaneously to the bursting of a blood-vessel, caused by severe coughing.

A comparative statement has been published showing the amount of Stamp Duties collected in 1868-69. There is a total decrease on the latter year of $6,081.69; the respective totals being $101,894 20 against $95,812.51. The decrease is of course stated after allowing for increase on certain items. The largest item of increase is on bank-notes, $1,325.40, but on bills of exchange and promissory notes there is a decrease of $210.45. Stamps on mortgages are represented by a decrease of $1,561.25.

The Hong Kong Canton and Macao Steam-boat Company have declared a dividend at the rate of 16 per cent. per annum. This company is most flourishing.

The *Gazette* contains a calendar of probates and administrations granted by the Court of Probate, Hong Kong, during 1869. Among the larger values of effects set forth in the commissions of appraisement are the following: Douglas Lapraik, $350,000; H. D. Margesson, $59,000; Chun Tye Choong, $40 000; W. Gaskell, $20,000; N. R. Masson, $8,000. The calendar contains thirty-three names of deceased persons whose estates have come before the Court during the past year.

The four men convicted of the murder of a police sergeant at Sowkewan have been pardoned. The witnesses against them have been convicted of perjury, and sentenced to imprisonment for periods of from two to nine years.

Much discussion and correspondence is taking place regarding the amalgamation of the local dock companies. A pamphlet has been published giving full details of the proposed commercial expedition to the south-west of China. The yacht *Naiad* was the winner of the Garrison Cup. The Club Cup was taken by the *Mosquito*.

The following are from the *Overland Trade Report*:—

The half-yearly meeting of the Hong Kong, Canton, and Macao Steamboat Company took place on the 14th instant. The accounts showed a net profit for the half-year of $85,068.51, which, with $2 969 87 brought forward from last statement, made $89,038.38 available for division. $35,000 was placed to depreciation fund, and, $2,273.54 preliminary expenses and $48.25 bad debts being deducted, $45,000, or at 16 per cent per annum on the paid up capital, was declared as dividend, $2,500 going as remuneration of directors, and $4,216.59 being brought forward to new account.

The arrival in China of the first vessel via the Suez Canal has attacted attention to the effects which are likely to be produced upon the trade with China by the opening of the new route The steamer *Sing Nanzing*, built on the Clyde for the North China Steam Navigation Company, completed the voyage via the Suez Canal to Hong Kong in 45 days and 7 hours under steam, and it is considered that had her full steaming power been put into play, she might have performed it in two or three days less.

A serious outrage has been committed by the mandarins on two British merchants in Formosa. A reward was offered for the head of one, and the other was placed in irons, while his godown was robbed.

THE HONG KONG MEMORIAL.

The memorial of the Hong Kong Chamber of Commerce, which was placed in the hands of Sir R. MacDonnell to be forwarded to Lord Clarendon, has not been published in full, but the *China Mail* gives the concluding paragraph as a specimen of its tenour:—

"We believe that the important changes we have recommended to your Lordship would, if introduced, be attended with the most beneficial results; and could easily be effected by the proper exercise of the influence which Great Britain still possesses in China, and of which we earnestly hope she will not soon be deprived. On the other hand, we greatly apprehend that if she any longer permits her Treaty rights to be violated with impunity, she will not merely be looked on with increasing contempt by the Chinese themselves, but will rapidly sink in the estimation of foreign Powers, who, by the adoption of more vigorous action than she can be induced to use in China, have recently succeeded in obtaining immediate and ample redress for injuries inflicted on their subjects, while they have at the same time added to their political influence in the East."

The other memorial is the result of a public meeting, and was framed by a committee consisting of Mr. Pollard, Q C. (chairman), the Hon. P. Ryrie, Messrs. T. Pyke, A. Heard, W. H. Forbes, J. C. Whyte, R. S. Walker, H. B. Lemann, J. dos Remedios, and N. B. Dennys (hon. sec) On the 22nd January the memorial was handed to the governor by a deputation, to be forwarded to the Home Government. His Excellency promised to use his influence for the benefit of the colony and observed that he believed it would be in his power to back the representations of the community. He had not read the memorial, but presumed that it must be much the same as that forwarded by the Chamber of Commerce, a copy of which he held in his hand. Mr Pollard said that he believed H.E. would find them much the same, except that the present memorial dealt more particularly with matters peculiarly affecting local interests. H.E., on glancing over the memorial, said he was glad to see that one or two points which were, in his opinion, inadequately dealt with in the Chamber memorial, were fully treated of in that before him. H E then stated that he had a good opportunity of having these questions, especially that regarding the appointment of a Consul, before him, as he had correspondence from home which had not been made public, but which showed that the question had been very particularly considered by the Government.

The document is far too long to be reprinted here, as it fills over three columns of the *China Mail*. It consists chiefly of a series of arguments showing the inexpediency of allowing a Chinese Consul at Hong Kong. In support of their views the memorialists

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adduce some instances of international usage as regards Consuls; an opinion given by Lord Clarendon himself to Sir George Bonham, and opinions of Law Officers of the Crown. They point out the unfairness of the second clause, which says that "China having agreed that England may appoint Consuls to reside at every port open to trade," it is then further agreed that "China may appoint Consuls to reside at all ports in the British dominions." The reciprocity which alone entitles a nation to ask for international concessions is singularly wanting here. The exceptional circumstances wherein Hong Kong differs from other English colonies are dwelt on, and the certain consequences of the proposed step on the Chinese population are explained at considerable length. The abandoning of the port of Kiung-chow is condemned as a grave error After a short clause containing an opinion that the interests of the colony will suffer by the increased duty on opium, the memorial concludes as follows:—

Your memorialists trust their earnestness with regard to these matters will secure for their remarks an attentive consideration by your Lordship, and that you will thereupon be enabled to advise Her Majesty that in any revision of the Treaty the objections now put forward must prevent those clauses (2, 4, 5, and 6) being agreed to.

We have received *Morris's Directory for China, Japan, &c.* for 1870, printed at the *China Mail* office. It contains a calendar and mail time-table for the year, the usual comprehensive list of foreign residents in the Far East alphabetically arranged, separate directories for all the ports in China, Japan, the Philippines, &c., besides that for the colony itself An appendix comprises information about postages, stamp duties, river steamers, and the Chinese Customs tariff. It appears to be an improvement on last year's edition.

SIAM.

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BANGKOK.

The *Summary* of the 15th Jan. has the following:—

By advices from Petchaburee we learn that in that vicinity the rice crop is almost a failure. The water dried up so soon that a considerable part of the paddy did not fill out, and of that which did fill out the grains are very small and imperfect, but in those parts where the land is lower and where they consequently had more water, the crop promises to be a good one.

The son of the Government officer who was sent to conduct the Rev. Messrs. Macdonald and George through to Cheangmai brought us this morning letters from those gentlemen, dated December 10, stating in substance that they had waited most anxiously for the Government officer nine days before he came along; that the Governor of Rahaang was very kind in his attentions to them; that he had ordered eighty men, twenty elephants, and four horses to be an escort to the party to Cheangmai; and that they were about to leave.

The Siamese Government is stated to have given orders for the suppression of gambling. A proclamation has been issued from the throne ordering that all gambling houses in the vicinity of the Royal palace are to be shut up.

An embassy from the Spanish Government arrived at Bangkok on the 10th inst. in the Spanish sloop of war *Vincedora*.

We have it on good authority that the day for the commencement of the funeral obsequies of his Majesty the late Supreme King of Siam has at length been appointed by the Government, and that it is Tuesday, the 8th day of next March. The Royal remains will then, as we suppose, on the early morning of that day be conveyed from their present resting place in the *Maha Prasat* to the *Pramene*. This act is denominated *chak pra sop*, literally the drawing of the sacred corpse. Foreigners who have never witnessed that part of the ceremonies which appertains to the funeral of a Supreme King of Siam, may well determine thatthey will, if possible, have a view of it. The whole of the funeral services will probably occupy not less than fifteen days.

JAVA.

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(FROM A CORRESPONDENT.)

BATAVIA, Jan. 25.

The steamer *Vice-President Prins* arrived here yesterday with the English mail of Dec. 17.

The political news is very dull, and as the *Nieuw Bataviaasch Handelsblad* says, the correspondents are in despair because not one political fact occurred during the last fortnight worth mentioning. The general health was satisfactory at Batavia. The cases of small-pox are few, and only a very trifling number of persons were attacked by cholera. The horrible fever epidemic at Samarang has somewhat improved.

From the West-coast of Sumatra it is reported that the cattle disease still prevails there. Not less than 1,600 cattle died, and this caused the greatest distress to prevail amongst the population.

On the 17th inst. a total eclipse of the moon was observed; the weather was not rainy during the last few days. The west monsoon has not been inconvenient at Batavia. There are no inundations to regret here; from Samarang, however, several *baudjirs* are reported. The river has been filled up with sand and mud by these overflows of water, so that the deepest part is only 1½ feet. Of course the communication with the sea is as good as interrupted. Several boats (*prauwen*) loaded with produce from vessels anchored in the roads have been lost. Besides these bad changes are the costs to bring a general cargo from the roads to the town, equal to the freight paid for the transport from Holland. The Government does not do the least thing in order to make the river navigable, and this is a question of to be or not to be for Samarang.

The preliminary works in behalf of the railway from here to Buitenzorg are made with the greatest speed. It is said that a concession is asked for the construction of a railway from Sourabaya to Passaroeang. It creates much astonishment that this right has not been claimed by the Dutch India Railway Company.

The Chinese at Solo have established a club there, where they play at billiards, and where they are served quite *a l'Europiene*. In one point, however, they differ from the Europeans—they only drink tea, and no spirits.

The Padang Chamber of Trade has, according to the *Sumatra Courant*, pressed the Government to grant permission to vessels with foreign flags trading between Java and Sumatra.

According to the official *Java Courant*, 450,000 piculs of Government sugar are to be offered for sale in the months of July, August, September, and October; whilst 50,000 piculs of coffee will be sold in April and December.

From Siam I hear that Dr. Hoogenstraaten has made an operation on both the eyes of Chow Phya Tipa Karawongsa Mahakosa Dhipati, Vice-praeses of the great Council of Siam. The operation has had the best result. This fact has some importance, because the population of Siam are trusting now the "celebrated" doctor, and are willing to ask his advice. You know that the number of eye-patients is very large in that country, and that medical aid never was attended to.

COFFEE.—The crop of 1869 is quite exhausted; no transactions to report, and the nominal quotation is f.31 to f.32. Raw Sugar: Some small parcels changed hands at f.16 50 for No. 14. For delivery out of the forthcoming crop some transactions were made at f.15 for No 14. There are, however, but very few buyers. Rice: With some transactions for direct wants, f.165 to f.180 is paid for first quality, and f.125 to f.145 for second quality Batavia. Arrack was paid with f.95. Gutta Percha: The disposable quantity is very small. The quotation is from f.60 to f.120, according to quality. India-rubber is very scarce, and f.95 to f.105 is willingly paid. Gum Damar was sold at f.42 to f.43. Nutmegs met with much demand at f.115 per picul. Mace: The stock is nearly exhausted, and even at f.150 nothing can be bought. Cloves: No attention is paid to this article, and the rather nominal quotation is f 28. Black Pepper: f.17.50; white, without quotations. Cowhides: 35c. to 40c., and buffalo, 23c. to 28c. per lb. Borneo Rattans were paid with f.10.50 to f.13, and Padang, f.8 to f 9. On the 10th February 5,000 piculs Billiton Tin will be sold in public auction. Manufactures: The market was in general very dull, and most inactive, and the quotations are rather nominal. Madapollams: 5-4 met with some demand, and from f.5.30 to f.5 40 was paid; 6-4, f.5.90 to f.6 05; 7-4, dull and impossible to sell. Calicuts, inactive; 5-4, f.5 to f.5.15; 6-4, f.5.95 to f.6; 7-4, f.6.70 to f.6.95. English Madapollams without the least business, and the prices are unaltered. Shirtings: The demand for Dutch has again decreased, and 5-4 are selling with difficulty at f.8 to f.8.25; 6.4, f.9 to f.9.40; English Bleached are impossible to sell; for 36 inch, 40 yards good quality, the quotation is f.9.0 to f.9.25; 40 inch, f.9.20 to f.9.50; 45 inch, f.10.25 to f10.75; Unbleached. 7 to 39 inch, can be sold at f.7 to f.7.25; 8 to 45 inch are worth f.8. Drills, Unbleached, without stock, but the demand is very small; the nominal quotation is f.8.75 to f.9. Cambrics: No. 24 met with a good demand, and much business was done at f.3.50 to f.3.75. Prints: Notwithstanding they are out of season, the prices were well maintained. Mule Twist: Lower in price; the stock, however, is not large; No.20-24 were sold at f.3.15 to f.3.55; No. 30 at 3.55, and No. 40 at f.4.20.

ARRIVALS.—At Batavia, Jan. 18, Cyclone, King, from Singapore; Jan. 20, Lanercost, Eaton, from Samarang; Jan. 21, Gladiator, Little, from London; Jan. 22nd, Maranon, Gibb, from Liverpool. At Banjoewangie, Jan. 5, County of Argyle, Miller, from Probolingo, departed for Rotterdam. At Padang, Jan. 3, Rockitt, Dill, from Paelo Pinang, departed for Boston.

DEPARTURES.—From Batavia, Jan. 13, Courser, Dickey, for Holland; Jan. 19, Lieutenant, Peters, for Rangoon via Samarang; Jan. 20, Balnaguith, Nankwell, for Padang and America; Waverley, Forsayth, for Australia; Etha Rickmers, Davidson, for Singapore; Jan. 4, from Banjoewangie; Aberdeen, Law, for New York.

PASSED SUNDA STRAITS.—Jan. 8, Otter, Croscombe, Sarawak, to Samarang; Jan. 15, Ensiger, Duncas, from Foochow to Amsterdam.

The English ships Auburn and Balnaguith are loading at Padang for New York; the freight is not known. The Syringa has been chartered for London, the County of Elgin, for Rotterdam, and the Launceston, for Amsterdam. The Annie Story is bound to the Channel for orders. The Lanercost, Gladiator, and Maranon were at the departure of this mail unchartered.

Change on Holland.—Private bills 102 to 102¼ per cent.; Bank bills, 101½ to 102 per cent. London private, f.11.67½; bank bills, f.11.75 to f.11.77½.

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STRAITS SETTLEMENTS.

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SINGAPORE.

Dates from this port are to the 1st Feb. The English mail of Dec. 17, and the French of Dec. 23, arrived out on the 20th and 25th Jan. respectively; the latter brought London telegrams to Jan. 10.

The following is from the *Straits Times* of 1st Feb.:—The fortnight like its predecessor has been a very dull one, and there is little of general interest to note. The rumour mentioned in our last summary of intended official changes has proved well founded. Mr. Edward Irving, the newly-arrived Assistant Colonial Secretary, assumed the duties of his office on the 17th January, but on the 20th the Honourable C. J. Irving was appointed Acting Lieutenant Governor of Malacca, Mr. Edward Irving—Acting Auditor General, and Mr. F. H. Plow—Acting Assistant Colonial Secretary, as before.

The light-vessel *Torch* has completed her repairs, and resumed her station on the North Sands, Malacca Straits, having been towed back by the *Peiho*.

H. E. the Governor has completed his visit to Penang, Province Wellesley, and Malacca, and returned here in the *Peiho* yesterday. The Legislative Council will probably be opened very shortly, and resume its labours; with the increased number of unofficial members, and the infusion of new blood in the official element, there is a prospect, if not of increased interest, at least of a little variety in the debates.

Copies of the despatch of his Excellency the Governor to Earl Granville, in vindication of his administration, are expected to reach this by next mail from England, and the document is looked forward to here with very general interest. Some particulars of its contents have reached this at second hand, and so far as they enable us to judge, we fear Sir Harry Ord will find he has raised a hornet's nest about his ears. Not content with the defence of the various acts of his administration against the somewhat rabid criticism which they have encountered, he would appear to claim that there never really has been any adverse criticism of his administration, which was at the same time honest and competent. The public press here, he sets down, not as the representative, but as the misrepresenter of the feelings of the community, and the few individuals who speak out for themselves, here and at home, he says, are actuated by the most sordid and selfish motives.

The Civil Session commenced on the 24th Jan. The chief case of interest is a suit brought against the proprietors of the powder hulk *Statesman*, for the value of gunpowder transferred at the time that vessel had sprung a leak, into the hulk *Princess Royal*, and lost when the latter ship foundered, in February, 1868. The point relied upon for the plaintiffs is that the powder was transferred without their consent; but, on the other hand, the condition of the *Statesman* was one of imminent danger, and the removal to the *Princess Royal* was made for the safety of the gunpowder and in the utmost *bona fides*, and there is no doubt had the assent of the owners been sought it would have been obtained;—in fact, there was no other place to which the powder could have been transferred. The case is, altogether, one of considerable interest.

The Chinese New Year festivities began yesterday, and will last fourteen days, during which time, as usual, the noise of crackers and the din of gongs will be heard instead of the bustle and activity of the rest of the year. Business will, of course, be very limited.

The rains have evidently broken up, and though we have occasional showers, the weather is more favourable.

With the new year appeared the second number of "Straits Produce," enlarged to twenty-eight pages, and filled with humourous articles and sketches quite as good in quality, and more profuse in quantity than last year. Further notice we must reserve for next week.

PENANG.

Captain Alfred Robert Ord, Police Magistrate and Commissioner of the Court of Requests, Malacca, will arrive here in February and assume the appointments of Police Magistrate and Commissioner of the Court of Requests, Penang, and Mr. W. E. Maxwell will embark for Malacca immediately after the arrival of Captain Ord, and take up his appointments there.

Gambling is said to be very prevalent amongst the Chinese community at present. It is not pursued in houses in town but at places in the country, where the police are not so likely to be on the look-out. As it seems impossible to suppress this vice altogether, the Government would do well to follow the example of the Hong Kong authorities and introduce licensed gambling-houses. The revenue derived from this source would no doubt be large, and might be applied to some special purpose, such as the support of the Leper Hospital, and other charitable institutions, or in carrying out municipal improvements which at present are beyond the means of the commissioners.

Commercial Report.

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(*For dates see First Page.*)

STRAITS, JAVA, CHINA, AND JAPAN IMPORTS.

YOKOHAMA.—Some small transactions had taken place in Cotton Yarn and Grey Shirtings at about last mail's rates. These, with a few sales of Turkey Reds and Velvets, constitute almost the sole business of the fortnight in piece goods. The depression in Woollen manufactures was unabated, and the quotations were almost entirely nominal. Metals, with the exception of small sized Nail Rod Iron, were almost unsaleable. Quotations:—Cotton Yarn, 16 to 24, $53 to 53 75 per picul; 28 to 32, $53 to 53.75; 38 to 42, $59 to 61. Grey Shirtings, 7 lbs., $2.60 to 2.65 per piece; 8 lbs., 4 to 6, $2.97½ to 3. Black Velvets, $9 to 9.65 per piece. T. R. Cambrics, $1.05 per lb. Taffachelass, $2.30 to 3.40. Nail-rod Iron, $2.70 to 3.50; Lead, $6 to 6.25; Tin Plates, $6.25 to 8 per box; Coal, $8.50 to 9 per ton.

SHANGHAI.—There had been a large business in Grey and White Shirtings and T-Cloths at prices showing a marked improvement. Sales for the most part had been for delivery after China New Year, and importers had been the principal sellers. Grey Shirtings: 7lb. makes, owing to their scarcity, had been more sought after, and rates ruled high in consequence. Sales of ordinary chops, to arrive in six weeks, were effected at Tls. 2.05 per piece. For 8-4lb. the quotations were Tls. 2.21 to Tls. 2.23 per piece for ordinary delivery, and Tls. 2.24 to Tls. 2.25 for delivery in four weeks. The demand for 9lb. and 9.10/12lb. had been active, and rates show an improvement of 5 to 9 cents. Sales of all weights estimated at 170,000 pieces. At the close dealers were offering lower prices for 8.4lb. goods, but importers showed no sign of giving way. White Shirtings had changed hands to extent of 50,000 pieces, and holders had succeeded in establishing an advance. Best 64 reed firmly held for Tls. 2.40 per piece. T-Cloths: The low rates ruling attracted the attention of speculators, and sales from first and second hands were estimated at over 100,000 pieces. The market was rather irregular; but although stocks were known to be heavy, an impression obtained that higher prices will be got after China New Year. 6lb. goods scarce, and in some demand. Drills: Beyond sales at auction of damaged goods ex late arrivals, nothing had been done. Fancy Cottons: Some descriptions had been in good request, but the business done had been on a limited scale; the kinds most in demand, such as White and Dyed Spotted Shirtings, were in light supply, and holders generally were very firm for higher values. The Woollen Goods market had shown little or no change. About 4.000 pieces of Figured Orleans and 1,500 pieces of Crape Lustres, held by speculators, are said to have been sold at lower rates. Metals: Transactions amount to 7,000 Bars Nail Rod Iron at Tls. 2.15 to 2.75, which had been taken on speculation. Owing to the advance quoted in the cost of Iron at home, Importers were asking higher prices, and were very firm in their demands. Quotations were altered. Lead: A decline on this market was looked for; advices from Hankow showed a slight decline and a probability of lower rates, the imports being on a very large scale. Coals: The Coal market had remained very inactive, and, as usual at this season, the demand had almost ceased. Cardiff, no arrivals on the market or sales to report. English, sales of a small cargo at Tls. 6 per ton. American, without transactions. Australian, sales at Tls. 5.80 per ton Newcastle. Japan, without sales to report. Formosa, Cardiff 1,200 tons (to order). Quotations (duty paid): Grey Shirtings, 7 lbs., per piece, 2.0.4 to 2.0.6; 8.4 to 8.6 lbs., 2.2.1 to 2.2.5; 9 to 9.12 lbs., 2.5.0 to 2 9 7; White Shirtings, per piece, 2.1.0 to 2.7.0; T. Cloths, 6 lbs., per piece, 1.4.0 to 1.6.5; 7 lbs., 1.6 5 to 1.8.5; 8 to 8.4 lbs., 2.0.0 to 2.1.5; XX 2.4.0; American Drills, 40 yards, 3.5.5 to 3.7.5; American Jeans, 30 yards, 2.8.0 to 2.9.0; American Sheetings, 40 yards, 3.4.5 to 3.7.5; English Drills, 40 yards, Tls. 3.4.0 to 3.6.0; Dutch Drills, 40 yards, Tls. 3.3.0 to 3.5.0; Figured Shirtings, per piece, Tls. 2.1.5 to 2.7.5; Brocades, per piece, Tls. 2.1.5 to 3.2.5; Damasks, per piece, Tls. 4.2.0 to 4.4 5; Gentian Shirtings, per piece, Tls. 2.8.0 to 3.0.0; Chintz, per piece, Tls. 1.4.5 to 1.9.0; Turkey Reds, 24 yards, per piece, Tls. 2.0.0 to 2.5.0; Camlets, English, SS, per piece, Tls. 12.0.0 to 12.2.5; SSS, Tls. 11.5.0 to 12.0.0; Spanish Stripes, per yard, Tls. 0.5.0 to 0.5.5; Medium Broad and Habit Cloth, Tls. 1.0.0 to 1.5.0; Long Ells, Scarlet, per piece, Tls. 6.0.5 to 6.2.0; Iron: Nail Rod, per picul, Tls. 1.9.0 to 2.2.0; Lead, per picul, Tls. 5.2.5 to 5.3.0

HANKOW.—Cotton Goods: Grey Shirtings 8¼ lbs. had ruled 1 to 2 candareens over the closing quotations of last mail, but sales had been on a smaller scale, as the Szechuen dealers were drawing their supplies from Shanghai direct. 7 lbs. cloth scarce, and much wanted at an advance. Some enquiry for heavy Shirtings at higher rates. Closing quotations Tls. 2.00 to 2.03 for 7 lbs., Tls. 2.17 to 2.22 for 8¼ lbs., and Tls. 2.80 to 2.90 for 9¼ lbs. goods. White Shirtings: 64/66 reed goods in moderate enquiry, at Tls. 2.25 to 2.37 per piece. T-Cloths: Demand fallen off, sales less easily effected at a decline of 2 to 3 candareens per piece. Drills: Sales at low rates, little demand. Fancy Cottons, very little enquiry. Woollens and Worsteds—Camlets dull of sales, stocks increased. Lastings not wanted. Long Ells again lower, hardly any business reported. Spanish stripes and medium cloths taken in retail quantities only. Figured Orleans: Few enquiries, at lower prices. China Crapes: Not asked for. Lead: Business very limited, but there was a slight advance to note. Quicksilver: Unchanged; small sales at quotations. Tin: No stock. The quotations ruled as follows:—T-Cloths, 6 to 6½ lbs., $1.4 to 1.6; 7 lbs., $1.6.5 to 1.7.8; 8 to 8¼ lbs., $2.0.2 to 2.1.3. Drills, American, $3.6.5 to 3.7.5; English, $3.4 to 3.6. Spotted shirtings, per piece, $2.2. Brocades, $2.0.5 to 3.1.5; Spanish stripes, per yard, $5.5 to 5.8; medium cloth, per yard, $0.9 to 1.16; habit cloth, per yard, $1.2.5 to 1.4.0; broad cloth, per yard, $1.3 to 1.6. Camlets, English, S, per piece, $12.8 to 13.3; S. S. per piece, $12. 9 to 12.4; lastings, $1.1.5 to 11.3; long ells, $6.0.5 to 6.2.5; Lead, per picul, $5.5.0 to 5.7.0; Quicksilver, per picul, $50.5 to 50.7.5.

FOOCHOW.—The sales during the interval had comprised 1,000 pieces 7 lbs. Grey Shirtings, at $2.72½ per piece; 500 pieces 7 lb. T-Cloths, at $2.40 per piece; 100 pieces Scarlet Long Ells, at $8.30 per piece; 280 piculs Lead, at $7.52 per picul.

HONG KONG.—Messrs. Olyphant and Co.'s Report, dated 24th January,

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contains the following:—Raw Cotton: With a continued good demand throughout the fortnight a steady business has resulted in Indian staple, and the market closes very firm. Cotton Yarn: The stock of Nos. 16-24 in native hands having become reduced to a very small compass, the dealers have displayed an increased desire to supply themselves, and moderate sales have resulted, holders having been enabled to advance their asking figures $2.50 per bale for English, and $2.50 to $5 for Bombay kinds. The inquiry for Nos. 28-32 has not strengthened, and, without anything of moment having transpired, former quotations are repeated. Nos. 38-42 are in small supply, and are still held at high rates. Piece Goods: Transactions have been upon an increased scale, and the business of the fortnight has been much larger than might have been expected at the date of the despatch of last mail. The Chinese, however, are sanguine of a good demand after the turn of their year, and have therefore bought fairly, even at the advanced rates quoted. 7 and 8.4 lb. Grey Shirtings have been moderately taken at an advance of 2 to 5 cents per piece, and at this increased figure holders are very firm; 8.8 lb. to 9.12 lb. are all nominally 5 cents dearer; 10 lb. goods are in demand, for shipment to the North, and a rise of fully 10 cents per piece is quoted. White Shirtings of all counts are dearer, with an upward tendency, and the common kinds are sought after whilst the supply on offer is very small. Some small sales of English and Dutch Drills have been made upon easier terms, and holders have offered considerable parcels at public sale, at which bids were so low as to occasion the withdrawal of most of the goods. Quotations for American Cottons are nominally unaltered. Settlements of 6 and 7 lb. T-Cloths have been made to a moderate extent, and common 6 lb. goods display an increase in value of 2 to 5 cents per piece, whilst prices of all other weights remain unchanged; 8 lb. goods, however, meet with ready sale. Assorted Brocades and Spotted Shirtings have advanced, whilst White are unchanged. Turkey Reds are in full supply and are lower. Chintzes are quoted dearer, and good are wanted. Woollens: Scarlet Long Ells are weaker, and Assorted unchanged, but neglected. Spanish Stripes are somewhat firmer. Blankets continue dull, and can only be placed at public sale. The supply of superior Lastings is very small, and in consequence the demand is steady. Camlets have been parted with upon slightly easier terms. Dutch Camlets are, however, more firmly held. Metals: Nail Rod, Bar, and Hoop Iron are unaltered in value. Lead is held rather above buyers' ideas. Tin is less inquired for, and has fallen $1 to 1.50 per picul. Quicksilver is held for higher rates. Coal: Arrivals have been 4,234 tons Sydney and 1,483 tons of Cardiff. Sales have been 908 tons of the former at $5 to 5.70 per ten, and 532 tons of the latter at $7 per ton. The cargo of Anthracite coals, some 1,500 tons, brought by the Witch of the Wave, has been offered unsuccessfully at $7, ex ship while it is reported that even a lower figure is difficult to obtain. Ginseng: No business has been reported, and the market remains quiet. The current quotations were:—Cotton Yarn, per bale, 16 to 24, Tls. 140 to 145; 28 to 32, Tls. 142.50 to 150; 38 to 42, Tls. 175 to 185; Grey Shirtings, 7 lbs., Tls. 2.45 to 2.55; 8.4 lbs., Tls. 2.80 to 2.85; 9 to 10 lbs., Tls. 3 to 3.90; White Shirtings, 54 to 72, Tls. 2.55 to 3.75; fine, Tls. 4.20; T-Cloths, 6 lbs., Tls. 1.95 to 2; 7 lbs., Tls. 2.15 to 2.20; Mexicans, Tls. 2.30 to 2.40; 8 to 8.4 lbs., Tls. 2.65 to 2.30; Grey Twills, per piece, English, Tls. 4.65 to 4.75; American, Tls. 5 to 5.10; Dutch, Tls. 4.70 to 4.85; Spotted Shirtings, Tls. 2.60 to 3.20; Brocades, White, $2.70 to $3.50; Long Ells, per piece, Scarlet, Tls. 7.40 to 7.60; Assorted, Tls. 7.30 to 7.50; Blankets, Tls. 0.43 to 0.50; Camlets, SSS, Tls. 13 to 13.50; S.S., Tls. 15.25 to 15.75; S., Tls. 17 to 17.50; Iron Nail Rods, Nos. 1 to 6, Tls. 2.30 to 2.50.

BATAVIA.—Business in Cotton Goods had been on a most limited scale. Cambrics, 45 inch by 12 yards, all makes and qualities neglected; sales only effected at reduced rates; superior, 15/16's, f.5 to f.10; medium, f.4.75 to f.4.85; ordinary, f.4.60 to f.4.70 per piece; 24s., f.3 to f.3.25; 30's and 36's, nominal. White Shirtings, 40 yards, 36 inch 64 reed valued at f.8.50 to f.8.75, although in no inquiry; 40/41 inch taken at f.9 to f.9½; 45 inch very quiet; good medium, f.10.50 per piece. Grey Shirtings, 38½ yards, sales of 39 inch 7 lb. are reported at f.7 to f.7⅛ per piece; and of 8¼ lb. at f.8 per piece, both at one month. Maddapollams, 24 yards, transactions in Dutch restricted to actual requirements; White, 33/34 inch f.5.25 to f.5.35; 40.41 inch, f.6 to f.9.25. Grey, 34.35 inch, f.5 to f.5.25; 43.44 inch, f.6 to f.6.25. English Grey, 32 inch, sold at f.3½ per piece cash. In English White, doing nothing. Prints, 9.8 by 24 yards: Season closed. Twist, grey, No. 40's placed, at f.400 to f.410 per bale, one month. Nos. 20, 24, and 30, without demand. Iron, ample supplies; sales at f.9.50 to f.9.75 per picul; English, difficult of sale at f.6 to f.6.50 per picul.

PENANG.—Owing to the Chinese New Year holidays, business in imports had been very dull, buyers only purchasing for immediate wants. Grey Shirtings, 6 lbs., had been disposed of at $45 and 44 per corge, with a very small inquiry for the heavier class of these goods. Grey Long Cloths not asked for; prices nominal. Grey Madapollams: Stock cleared. Grey T-Cloths: Moderate demands; sales of 6 lbs. at $37½, of 7 lbs. at $43½ to 43 per corge. White Shirtings continued very dull; small quantities of medium sold at $60 and 63, fine at $82 and 84 per corge. White Cambrics: Small demand for low; medium bought at $27, and Nos. 15-16 at $32¼ per corge. Yarn very dull; prices somewhat weaker.

STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—The demand for good medium to finest teas had continued brisk, and settlements had been made to the extent of about 6,000 piculs, almost entirely for the New York market. The native dealers had been firm, and prices again showed an advance of from $1 to $2 per picul on those last quoted, and the market closed firm. Supplies as usual at this period of the season were falling off, and stocks, therefore, were much reduced. The America had taken 79,173 lbs. for San Francisco, and 88,467 lbs. for New York; and the Westbury 320,700 lbs. for New York. Quotations: Common, $22 to 24 per picul, nominal; Good Common, $25 to 27 ditto; Medium, $28 to 31 ditto; Good Medium, $32 to 34 ditto; Fine, $36 to 38 ditto; Finest, $39 to 44 ditto; Choice, nominal.

SHANGHAI.—Black: An unimportant business had been transacted. Prices showed no great change, but were, perhaps, a shade lower. Supplies had been very small, and the stock was slightly reduced. Settlements for the fortnight, 2,157 chests; stock, 37 chops, or 9,697 packages. Quotations (duty paid):—Hohow, common to fair, Tls. 17 to 20; Oonam, common, Tls. 19; Ningchow, common, Tls. 19; Shanghai-packed, Tls. 16. Green: In the early part of the fortnight the market was quiet, but subsequently a demand had sprung up, and purchases amounted to 24,700 half-chests. Price for good medium to fine Teas had advanced from one to two taels per picul on last mail's quotations; common kinds had also commanded full rates. Quotations: Moyune and Teenkai, Tls. 31 to 41; Pychow, Tls. 26 to 36; Pingsuey, Tls. 30 to 31; Shanghai packed, Tls. 25 to 30. Settlements for the fortnight, 24,700 half-chests; re-shipments on owners' account, 760 half-chests; stock, 115 chops, or 50,276 half-chests.

FOOCHOW.—The business done since the departure of last mail had left the market almost bare of stock. Prices were unchanged. Supplies, as compared with last season, showed a falling off as follows: Congou, 25,094 chests; Souchong, 4,171 chests; Oolong, 35,817 half-chests; and Scented Teas, 38,770 boxes. In Flowery Pekoe there was an increase of 2,410 chests, and Green Teas of 4,800 packages. Congou: In the early part of the fortnight a further advance was tried by the teamen, but after learning of the unfavourable advices from all quarters, previous rates were accepted. Souchong: The settlements show no change. Oolong, Flowery Pekoe, Scented Teas: No business. Green: One parcel of 2,427 packages had been settled at Tls. 22½, a proportion which may be considered moderate as compared with Shanghai rates. The remainder of the stock had been shipped off on Chinese account.

CANTON.—There had been more doing, teamen being anxious to realise, and close their accounts before China New Year. A reduction of 1 to 2 taels had been the result, but holders, as a rule, were not disposed to sell at this decline. It was said that some of the settlements will be forwarded on native account. The Gunpowders are reported as going forward to the colonies, and under Continental orders. Prices unchanged. Canton settlements from 6th and 20th January, 1870:—Country Congous, nil; Canton District Congous, nil; Scented Orange Pekoe, 2,700 boxes at Tls. 20 to 25; Scented Caper, 8,000 boxes at Tls. 12 to 16; Canton Greens, Gunpowder, 3,600 boxes at Tls. 14 to 23; Young Hyson, Country Greens, nil.

SILK.

YOKOHAMA.—An improved demand had imparted more activity to the market, and settlements had reached 750 bales. The prices of the lower grades of Hanks attracted attention first chiefly to these classes, but as they became less abundant, silkmen daily advanced their pretensions, and a rise of fully $30 to 40 has to be noted. Other Hanks and Oshus had shared the effect of the general improved tone, though in a smaller degree; and silkmen had assumed such extravagant pretensions for all sorts that business was again checked; even the desire to settle for the new year seemed to have little influence. The quotations were—Hanks, Mybash and Sinchu, extra, 34s. 6d.; best, 31s. 10d. to 33s. 9d.; medium, 29s. 1d. to 31s.; inferior, 25s. 7d. to 27s. 11d.; Oshu, extra, 34s. 11d.; best, 31s. 10d. to 33s. 9d.; medium, 28s. 9d. to 31s.; inferior, 24s. to 26s.; Coshu, best, 27s. 2d. to 28s. 9d.; medium, 24s. 10d. to 26s. 9d.; Sodai, best, 27s. 7d. to 28s. 9d.; medium, 24s. 10d. to 26s. 9d.

SHANGHAI.—The following is from Messrs. Skeggs and Co.'s Circular, dated 18th January:—"Immediately after the departure of last mail business was again commenced and has steadily progressed, reaching at the close a much larger amount than had been anticipated. Settlements are estimated at about 2,200 bales, and the present stock is reduced to about 700 bales. As might be expected with such large transactions, prices have been forced up and show an advance of Tls. 5 on chops, and Tls. 5 to 10 on other descriptions of Tsatlees; Choopings and Koo-fong sings having been sold at Tls. 560, equal to 29s. 6d. Dragons, Tls. 555, equal to 29s. 3d.; and Red Peacocks, Tls. 462½, equal to 24s. 5d. Hainins have been in better request, sharing the rise to the extent of Tls. 10; No. 2 Fatmow fetching Tls. 465, equal to 24s. 7d., and a quantity of medium sorts have been taken at from Tls. 430 to 450. Taysaams are much wanted, and realise equally high prices. A considerable portion of the business has been in barter for Woollen Goods otherwise unsaleable at this period of the year. These high prices will, no doubt, bring fuller supplies to the market than has hitherto been expected, and the export will probably reach about 39,000 bales."

JAVA AND STRAITS PRODUCE.

BATAVIA.—Arrack: f.95 per leaguer; sales. Cloves: f.28 per picul; dull. Coffee: Java, none in the market; 1,000 piculs Pamanoekan sold at f. 43.09 per picul. Cubebs: f. 14.50 per picul; sales. Gutta Percha: f. 60 to f.120 per picul, according to quality; small supplies. Gum Damnar: f.42 to f.43 per picul; sales. Hides: Cow, 35c. to 40c.; Buffalo, 23c. to 28c. per pound, according to quality. India Rubber: f.95 to f.105 per picul; sales, and scarce. Indigo: Sales at Samarang, f.5.25 to f.5.30 per lb. for first quality. Mace: f.150 per picul; sales, and scarce. Nutmegs: f.115 per picul; sales, and scarce. Pepper: Black, f.17.50, sales; white, no stocks. Rice: First quality, f.165 to f.180 per coyang; second, f.125 to f.145 per coyang; cargo, f.110 to f.115 per coyang. Rattans; Borneo, f.10.50 to f.13 per picul, none; and Padang, f.8 to f.9 per picul, sales. Sapanwood: Manila in bond, none; Java, f.3 to f.3.50 per picul: sales. Sugar: No. 14 and lower, f.16.50 per picul, sales; No. 15/20, f. 15.50 f.to 15.75 per picul, sales.

SINGAPORE.—The following is from the Borneo Company's report:—The usual preparation by our dealers for the Chinese New Year have interrupted business, and we have had a very limited demand for goods generally, with the exceptions, perhaps, of Grey Shirtings and fine Yarns, which are in reduced stock and continue to be sought after; holders have shown little eagerness to force sales, and our quotations for the most part are fully maintained. Grey Shirtings, 39 inch: The inquiry for 7 and 8¼ lb. keeps moderately active, and prices have slightly improved 45 inch Shirtings of 9 and 10 lb. weight continue in request, and in their absence 8 lb. have been moving more freely. Present value is:—6 lb., $2.10/17; 7 lb., $2.50/52½; 8¼ lb., $2.92½/95 per piece. Grey T-Cloths are firmer, though sales have been restricted to some extent by the advanced prices holders now demand. There are buyers of 4 lbs., $1.35/40; 4½ lbs., $1.45/50; 5 lbs., $1.55/60; 6 lbs., $1.82½/87½; 7 lbs., $2.10/15 per piece. Grey Madapollams: Stocks reduced, and value advanced to $21¼ to 21⅞ per

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corge for 2¾ lbs., and $22 to 22½ for 3 lbs. Grey Drills continue neglected; quotations nominal. White Shirtings: Transactions limited; no improvement can be noticed in prices, which remain at, 45/50 reed, $2.20/25; 56/58 reed, $2.60/70; 64/66 reed, $3.12½/17½; 70/72 reed, $3.55/65 per piece. White Madapollams inquired for at $22½ to $23½ per corge, and few remain in first hands. Grey Twist: The lower numbers are still slow of sale, and the transactions reported in No. 30 are also small. No. 40 is in request and supplies recently to hand, having been cleared, purchases for arrival have taken place at $147½ to 150 per bale. We quote: Nos. 16-24, $125 to 127½ por bale; No. 30, $137½ to 140; No. 40, $150 to 152½. Woollens: The market continues inactive. 30 lb. Camlets, assorted colours, are quoted $16½ to 16¾ per piece, but no sales are reported. Spanish Stripes have been placed to a small extent at 77½c. to 80c. per yard, and Bombazettes at $3.20 to 3.30 per piece. 12 lb. Scarlet Long Ells are without enquiry at $7⅞ to 8 per piece. Iron is in heavy stock and the demand is extremely small at $2.40 to 2.45 per piece for Govan bolt and bar; and $2.35 to 2.40 for nail-rod. Swedish Steel is also difficult to move at $3.60 to 6.65 per tub. Pig Lead is in request, and small parcels afloat have been taken for arrival at $6 to 6¼ per icu.

PENANG.—There had been little business of importance. Only one purchase of Tin was reported at $26 per picul, but for India and China native merchants had paid as high as $26¾ to 26.80, credit. No Pepper had come forward, and a former arrival of 3,000 piculs had been disposed of at $7.25 to 7.50 per picul to native merchants for the Indian and Chinese markets. Cloves, Penang growth, had met buyers at $18¼ per picul. There was still a little Cutch on the market. Fish Maws had been very scarce; there had only been a small arrival during the fortnight of some whole, which was taken at $74 per picul. Arrivals of Gum Benjamin No. 1 had been purchased at $50, and of No. 2, T. T. and Co., of medium quality, was secured at $19¾ per picul. There was very little left on the market. Very little Gutta Percha had come forward, and the small lots that arrived were taken at $70 to $80¼ per picul, according to quality. There had been a fair supply of Buffalo Hides, which had had ready buyers at $10 and 10½ per picul. Cow Hides had been very scarce, and purchased at $14¼ for picked skins. Horns had sustained former rates, and arrivals were taken at $10 and 10¼ per picul, according to size. India Rubber had come forward in small quantities, and bought at $36 and 36¼ per picul. Sugar in improved demand, prices somewhat firmer.

EXPORT OF TEA AND SILK, SEASON 1869-70.

TO GERAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales & Cses
From June 1 to Dec. 31, 1869	74573	67441165	46726884	1349918	13045128	128637668	32478
Corresponding period last season	731407	65565678	49533375	...	12129197	127959657	43022

Shipments Since;

1870.

Jan. 6 per Omla	From Shanghai	...	1,136,538	
— 8 ... Fontenaye	... Do.	...	670 780	
— 13 ... Westburn	... Foochow	...	702.100	
— 14 .. Red Riding Hood	... Do.	...	961,800	
— 25 ... Ellora (ml. str.)	... Shanghai, &c.	—		2,525

TO THE CONTINENT.

							Bales.
From June 1 to Dec. 31, 1869	...	...	...	...	...	2049417	11330
Corresponding period last season	...	...	...	...	...	3476339	16617

Shipments Since;

1870.

Jan. 1 per Ensign	From Foochow	...	482,100	
— 15 ... Figaro	... Do.	...	192,000	
— 17 ... Diamond	... Do	...	557,500	
— 25 ... Ellora (ml. str.)	... Shanghai, &c.	...	—	630

TO UNITED STATES.

							Pcls.
From June 1 to Dec. 31, 1869	...	...	...	...	...	27097511	834
Corresponding period last season	...	...	...	...	...	24489775	1,313

Shipments Since;

1870.

Jan. 1 per Elizabeth Nicholson	From Shanghai	...	1,086,140	
— 1 ... America	... Yokohama	...	88,467	
— 9 ... Wesbury	... Do.	...	320,700	
— 12 ... Margarita	... Amoy	...	356.636	
— 14 ... City of Perth	... Shanghai	...	56,075	
— 15 ... New York (str.)	... Do.	...	465,207	4
— — ... Japan	... Do.	...	—	24

TO AUSTRALIA.

From June 1 to Dec. 31, 1869	... 11,112,391 lb
Corresponding period last year	... 15,714,349

Shipments Since;

1870.

Jan. 15 per Onward	From Hong Kong	...	38,440
— 20 ... G. H. Peake	... Do	...	279,220

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844	51,022,600	.. *
,, 1845 to 1846	57,334.200	18,604
,, 1850 to 1851	63 972.000	24,143
,, 1853 to 1854	77,327,800	61,280
,, 1855 to 1856	92.240 300	50 481
,, 1857 to 1858	76,990,255	68,315
,, 1858 to 1859	65.789,792	83,134
,, 1859 to 1860	85,560,452	64,169
,, 1860 to 1861	90,066,160	70,644
,, 1861 to 1862	109,854,040	79,199
,, 1862 to 1863	121.273.580	72,887
,, 1863 to 1864	117,463,586	46,603
,, 1864 to 1865	121,236 870	32.313
,, 1865 to 1866	118,333 042	62,890
,, 1866 to 1867	118.423,290	50 052
,, 1867 to 1868	116,890,430	57,449
,, 1868 to 1869	142,789,804	70,917

* Including the Continent.

EXCHANGES, &c.

[For dates, see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 6½d.	4s. 7d.	4s. 7d.
Shanghai ,, ,,	6s. 0¼d.	6s. 0¼d.	6s. 1d.
Canton ,, ,,	4s. 5½d.	4s. 5½d.	4s. 6d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,,	4s. 5½d.	4s. 6d.	4s. 6½d.
Manila ,, ,,	4s. 3d.	4s. 3½d.	4s. 3½d.
Colombo ,, ,,	par	1 to 2 dis.	1 to 2 dis.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	300 to 301	222½
,, Hong Kong	26 to 26¼ dis.	—
Bar silver	111.6.0	9½ prem.
Mexican dollars	73.7.0	¼ prem.

Bons, at Yokohama, 335 to 350 per 100 dols.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 20; Old, 36 to 37 per cent. premium.
Hong Kong Gas Company, 44 dols. per share.
Hong Kong and Whampoa Dock, 9 per cent. discount.
Union Dock Company, 45 to 50 per cent. discount.
China Traders' Insurance, 1,400 to 1,500 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 26 per cent. premium.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Shields, Jan. 3, Peter Joynson; 6, James Watt; from London, Jan. 15, Napier.

At SHANGHAI.—From Glasgow, Jan. 17, Melrose Abbey; from Sunderland, 11, Aldebaran. Reported by telegram, from London, &c., Princess of Wales, Titania, Caliph, Hertfordshire, Achilles (str.).

At HONG KONG and CANTON.—From London, Jan. 14, Conchita (str.), Everest, 22, Fairleader; from Glasgow, 20, Grace Peile; 21, Appin (str.); from Portland, 14, Hathie C. Besse; from Swansea, 12, Fort Regent; from Newcastle, 16, Jules Dufaure, Ambassador; from Hamburg, 10, Bertha; 12, Panama 22, Formosa; from Bremen, 19, Willy; from New York, 21, Golden Star; from Callao, 22, America. Reported by telegram, from Cardiff, Canada.

At MANILA.—From Liverpool, Jan. 5, Amigos, 18, Panama; from Cardiff, Chica.

At SINGAPORE.—From London, Jan. 20, Arabia; 26, Antipodes; 27, Belle of Southesk; from Dundee, 19, Early Morn; from Glasgow, 21, Loch Ken; from Cardiff, 24, Jorgen Bruhn; 30, Constantine; from Hamburg, M. W. Sass. Reported by telegram as having arrived previous to Feb. 15, Hydecoper(?), Banda, Wemys Castle, Modane.

At PENANG.—From Hull, Feb. 2, Ystarat.

At BATAVIA.—From London, Jan. 21, Gladiator; from Liverpool, 22, Maranon; from Amsterdam, 11, Aldebaran, Admiraal de Ruyter; 21, Waterloo; 24, Peter Adolph; from Rotterdam, 22, Jacoba Cornelia; 24, Maria Adriana.

At BANGKOK.—From Bordeaux, Dec. 18, Diana; from Hamburg, 12, Palma.

DEPARTURES.

From YOKOHAMA.—For New York, Jan. 8, Westbury; for United States, Havelock.

From SHANGHAI.—For New York, Jan. 15, City of Perth, Nestor Princess of Wales.

From FOOCHOW.—For London, Jan. 12, Westburn; 14, Red Riding Hood; for Falmouth, 15, Figaro; 17, Diamond.

From HONG KONG and CANTON.—For Liverpool, Jan. 13, Camana; for London, 18, Neville; for Falmouth, 15, Empress; for Callao, 14, Mahela.

From MANILA.—For Copenhagen, Jan. 13, Havfruen; for Cadiz, 8, Elena.

From SINGAPORE.—For London, Jan. 26, Staffa; 28, Glenlyon: for Liverpool, 29, M. C. Nelson; for Falmouth, 30, Edith; for New York, 30, Abbie Clifford, Clydesval.

From PENANG.—For London, Jan. 24, Parana.

From BATAVIA.—For Holland, Jan. 13, Courser, Doelwyk; 24, Robertus Hendrikus; for United States (via Padang), 20, Balnagurth.

From BANGKOK.—For Europe, &c., Dec. 31, Benmore; Jan. 8, Macedon, Venus; 11, British Empire.

VESSELS LOADING.

At YOKOHAMA.—For New York, Crest of the Wave, Benefactress, Havelock, Rockliff; for Boston, Alphonsine.

At SHANGHAI.—For London, Callisto, Loudoun Castle, Dartmouth, Nestor (st.); for New York, Good Hope, Sarah Nicholson, Harlow.

At FOOCHOW.—For London, Portland, Coulnakyle; for Continent, Joseph Hombro; for New York, Avon.

At HONG KONG and CANTON.—For London, Dudbrook; Princess of Wales; for New York, Music.

At MANILA.—For London, Victoria; for New York, Adelina, Samuel Larrabee

At SINGAPORE.—For London, Carmarthenshire, Dilbhur, Tartar;

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for Glasgow, Hermon; for Liverpool, Loch Ken; for New York, George Green; for Boston, Nabob Rosina; for Bordeaux, Louise, Collet, Pallas, Yvone.

At PENANG.—For London, James Paton, Albuera.

At BATAVIA—For Europe, Anita, Flora, George Crashaw, Kate Swanton, Krimpen van der Lek, Landdrost Brann, Penrith.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, there is no vessel loading; to New York, £2 to £2 5s. per ton, of 40 cubic feet.

At SHANGHAI.—To London and New York rates remain at £2 to £2 10s. per ton respectively.

At FOOCHOW.—To London, £2 to £2 5s.; to New York, £2 10s.

At HONG KONG and CANTON.—To London, £2 10s.; to New York, £2 per ton.

At MANILA.—To London, Sugar, £2 10s.: Hemp, £3. Nominal.

At SINGAPORE.—For United Kingdom, £2 2s. 6d. to £2 10s.; and £3 Hides.

At PENANG.—To London, £2 5s. dead weight; £2 10s. light weight.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Dec. 28	Barbadian	... Singapore	... Boston
,, —	Siam	... Shanghai	... Falmouth
,, —	A. C. Otis	... Manila	... New York
,, 26	Mille	... Marseilles	... Saigon
,, —	Jedo	... Batavia	... Rotterdam
,, 27	Rifleman	... Yokohama	... Boston
,, —	Ravensbourne	... Hiogo	... New York
,, 30	Str. Bangkok	... Glasgow	... Singapore
Jan. 2	Arracan	... Hong Kong	... New York
,, —	Earl of Dalhousie	... Foochow	... London
,, —	Bunker Hill	... Manila	... Boston
,, —	Henri Joseph	... Bordeaux	... Batavia
,, —	Polly Lewis	... Singapore	... Boston
,, —	Etha Rickmers	... Shanghai	... New York
,, 7	Cosmopolitan	... Manila	... Cadiz
,, —	Jurgen	... Amoy	... New York
,, —	Medina	... Hong Kong	... London
,, —	Nyassa	... Shanghai	... London
,, —	Haze	... Hong Kong	... New York
,, —	Horatio	... Shanghai	... New York
,, 7	D' Maria Pia	... Macao	... Havana
,, 8	Ocean Bride	... Bangkok	... Falmouth
,, 9	Antipodes	... London	... Order
,, —	Elizabeth Dongall	... Shanghai	... New York
,, —	Dorige Meauria	... Manila	... London
,, —	M. W. Sass	... Hamburg	... Singapore
,, 10	Aldebaran	... Rotterdam	... Batavia
,, —	Sophia K. der Nederl.	... Amsterdam	... Singapore
,, 12	Pellatrix	... Amsterdam	... Sourabaya
,, —	Georges and Mathilde	... Singapore	... Marseilles
,, —	Huydecoper	... Rotterdam	... Singapore
,, —	Grenadier	... Yokohama	... London
,, 13	Vinqaine Victoria	... Ilo Ilo	... Cork
,, 14	Mount Vernon	... Singapore	... Liverpool
,, —	Hadone	... Bordeaux	... London
,, —	Elizabeth Nicholson	... Shanghai	... London
,, 15	Ensign	... Foochow	... Amsterdam
,, —	Esmeralda	... Hong Kong	... Falmouth
,, 17	Coldinghame	... Singapore	... London
,, 18	Neva	... Macao	... Havana

CASUALTIES.

HONG KONG.

The American ship Golden State reports experiencing heavy gales on leaving, and afterwards light winds to the Equator, which was crossed in long. 31 W. on Nov. 1st. Had light winds to 30 S., and from Nov. 15th fresh westerly winds. Passed the meridian of the Cape of Good Hope on Nov. 26th, in lat. 43 S., and experienced fresh wind till reaching the Eastern Passage. Lay fifteen days becalmed in the Gilolo Passage, during which time she spoke the following vessels:—The Dutch ship Bilderdyke, from Batavia, to California; Dutch barque Amberwitch, from Batavia, to Amoy; Dutch barque Ida, from Samarang, to Sourabaya; American barque Kate Alleine. Experienced on nearing the China coast light N.E. monsoon, which continued until arrival.

The British barque Grace Peile reports having experienced fine weather on leaving to as far as the line, and crossed in 24 W. on Oct. 1st. Passed the meridian of the Cape of Good Hope, in lat. 39 S., on Oct. 27; came by the Eastern Passage, and experienced on nearing the China Coast N.E. gales and very heavy sea. Spoke Agamemnon, from London, bound to Melbourne on Sept 5; the British ship Bakamian, and the British barque Anne Buckham, from Iquique, bound to Haverford West, 90 days out, on Sept. 16; British barque Crusader, from Tillicherry, bound to Havre, France, 106 days out, on Sept. 17; on Sept. 20 the Taitsing, from Shanghai, bound to London, 96 days out; Oct. 14, the British ship Whittington, from West Coast of Peru; British barque Stevers, from Sunderland to Singapore, 97 days, on Nov. 17; Dec. 13, British barque Brave, of Jersey, from Cardiff, bound to Japan, 104 days out; Dutch barque Theresa, from Cardiff to Chefoo, 108 days out.

SINGAPORE.

The Sarawk steamer Royalist brought to this port the chief officer and crew of the British barque Sunshine, Captain Probyn, which vessel was wrecked off the Maratabas entrancee to the Sarawak river. The Sunshine was bound from Manila to Singapore, in ballast. Captain Probyn and the third officer remained behind to endeavour to save something from the wreck.

The Dutch steamer Koning Willem III, Captain de Jong, from Batavia 19th inst., arrived here, having in tow the North German ship Etha Rickmers, which vessel had been aground, in the Straits of Sunda, on the voyage from Shanghai to New York. She will go into dock here, and be surveyed in a day or two.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—March 5 at Plymouth, from Batavia, Sourabaya Packet; 3, at Brouwershaven, from Batavia, Sumatra; Minister F.v.d. Putten, Anna.

DEPARTURES.—March 3, from Cardiff, for Shanghai, J. Wishart; 6, from Liverpool, for Colombo, &c. (*via* Suez Canal), Statesman (str.).

SPOKEN.—Cameilla (?) (Eng. ship), Shanghai to London, Dec. 6, 25 S., 56 E.; Constanza, Bangkok to Falmouth, Dec. 18, 32 S., 30 E.; Burdwan (Eng. ship), London to Hong Kong, Jan. 28, 3 N., 25 W.; a Dutch ship, Amsterdam to Batavia, Jan. 4, 2 N., 24 W.

CASUALTY.—The Eleanor, Norrie, which sailed from London Feb. 28, for Penang, is reported to have slipped her cable in Prince's Channel.

MISCELLANEOUS.—At Suez, Mar. 5, Erl King (str.), from London for Singapore, &c., having passed through the Canal.

LATEST TELEGRAMS.

COLLISION BETWEEN THE "ONEIDA" AND THE "BOMBAY."

(RECEIVED BY THE P. AND O. COMPANY.)

GALLE, FEB. 22.—About fifteen miles from Yokohama, bound in, the Bombay (Peninsular Oriental Company's steamship) came into collision with American corvette Oneida. Latter ship sunk soon after, with loss of about 120 men. The Bombay not much injured.—W. MACAULAY, Supt. P. and O. S. N. Company, Hong Kong.

GALLE, FEB. 22.—The American corvette Oneida, when run into by the Peninsular and Oriental Steam Navigation Company's steamship Bombay, had on board 176 men, of whom 56 were saved.

The P.O. Company having telegraphed to their superintendent at Bombay for further particulars, received the following reply:—

"BOMBAY, 3rd, 4.5 P.M.—Collision between the *Bombay* and the *Oneida* occurred 24th of January, about twenty miles from Yokohama, at 7 P.M., quite dark, the *Oneida* being under all sail and steam, going thirteen knots; the *Bombay* steaming head to wind, going eight knots. The *Bombay* ported her helm, shutting in the *Oneida's* green lights; the *Oneida* starboarded her helm, crossing the *Bombay's* bows, rendering collision unavoidable. The *Bombay* felt the shock so little that Captain Eyre did not think the *Oneida* could have been much damaged, and continued his voyage on to Yokohama. The *Oneida* was cut down on the quarter and soon sank, with one hundred and fifteen (115) men. Two of her boats with sixty-one men (61) escaped. Do not know names of officers drowned.

"Saved: Yates, master; Suddard, surgeon; Coninghield, captain's clerk; and fifty-seven (57) sailors and marines. The *Bombay* not damaged."

(VIA SAN FRANCISCO AND NEW YORK.)

NEW YORK, March 2.

Full particulars have arrived at San Francisco of the loss of the United States corvette Oneida, through a collision with the Peninsular and Oriental steamer Bombay. The latter vessel never stopped after the collision, though the Oneida's guns were instantly fired. Great indignation is manifested against the captain of the Bombay. The Oneida's boat saved fifty-six of the crew. One hundred and twenty perished.

CHINA.

(REUTER'S TELEGRAMS, RECEIVED FEB. 28, 1870.)

HONG KONG, FEB. 8.—Grey Shirtings, 6¼ catties, 8¼ lb., $2.82½; firm. Cotton yarn, 16-24, $1.25; more business doing. Tea, quiet; total export China and Japan, 133,000,000lbs. Exchange on London, Bank bills, six months sight, 4s. 5½d.

Latest London date January 16.

SHANGHAI, FEB. 8.—Grey Shirtings, 6½ catties, 8¼ lb., 2.25 taels, quiet. Cotton: Shanghai, 11 taels. Tea, unchanged. Silk, firm, but less active; No. 3 Tsatlee, 5.50 taels. Settlements since last mail, 800 bales. Total export (China and Japan), 48,000 bales. Exchange on London, Bank bills, six months' sight, 6s. 0¼d. Freights: Tea, £2.

JAVA.

BATAVIA, FEB. 3.—Coffee nominal; Sugar, No. 14, f.16½; Rice, 1st quality, f.165 to f.170; 2nd quality, f.130 to f.140; Gummi Elastic, 100f. to f.105; Arrack, f.100; Freight to Holland, f 60; 'Change on Holland, f.102 to f.102¾; Manufacturers somewhat firmer in price. Arrivals: Friesland, Jacoba Helena. Departures: Goede Verwachberg, Isabella Johanna, Kosmopollet, Landbouw.

BATAVIA, FEB 8.—(Point de Galle, Feb. 22), Sugar, No. 14, f.15; Rice, 1st quality, f.155 to f.170; 2nd quality, f.125 to f.145; Arrack, f.90; Freight to Holland, f.60 to f.65; 'Change on Holland, f.101.75 to 102.75.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ANDERSON—On the 23rd Feb., at Ettrick Bank, Roxburghshire, the wife of Graham Anderson, Esq., of a daughter.

HEYDE—On the 15th Feb., at the Hotel, Beau Rivage, Ouchy, Switzerland, Mrs. P. von der Heyde, of Singapore, of a daughter.

LOUREIRO—On the 22nd Dec., 1869, at Nagasaki, Japan, the wife of Pedro Loureiro Esq., Shanghai, of a son.

PARKER—On the 24th Jan., at Hong Kong, the wife of Mr. James Parker, of the Hong Kong and China Gas Company, of a son

WALSH—On the 13th Jan., at 23, Queen's road, Hong Kong, the wife of William J. Walsh, of a daughter.

TIETZEL—On the 7th Jan., at Shanghai, Mrs. E. Tietzel, of a daughter.

SETH—On the 29th Jan., at Singapore, the wife of Mr. P. J. Seth, of a son.

COLLINS.—On 23rd Dec., at Tientsin, the wife of G. W. Collins (of Taku), of a daughter.

MARRIAGES.

ELLIOTT—SMITH.—On the 22rd Feb., at St. Patrick's, Waterford, by the Rev. J. Bamforth, assisted by the Rev. W. Godfrey, B.A., Edward Elliott, Esq., Ceylon Civil Service, and eldest son of the late Dr. Elliott, to Mary Emily, only child of the late W. Burke Smith, Esq., of Calcutta.

KESWICK—DUBEUX.—On the 19th Jan., at St. John's Cathedral, by the Ven. Archdeacon Gray, M.A., assisted by the Rev. Canon Beach, M.A., the Hon. William

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Keswick M L.C. of Hong Kong, and of Beech Grove, Dumfriesshire, Scotland, to Amelie Sophie, only daughter of the late Jean H. Dubeux, Esq., of Paris.

PATERSON - STARKEY.—On the 24th Feb., at Wrenbury, Cheshire, by the Rev. Arthur Starkey, rector of Bygrave, Herts, uncle of the bride, John Paterson, Esq., Amoy, China, to Alice, second daughter of Major Starkey, of Wrenbury Hall, Nantwich.

REISS—BLYTHMAN.—On the 24th Feb., at the parish church of Wath, Yorkshire, by the Rev. A. Blythman, rector of Sherrington, Oxfordshire, assisted by the Rev. R H. Baynes, vicar of St. Michael's, Coventry, and the Rev. H. Partington, vicar of the parish, the Rev. Frederick Augustus, second son of the late Leopold Reiss, Esq., of Broom House, Eccles, Manchester, to Edith Susan, third daughter of Robert Otter Blythman, Esq., of Swni on, Yorkshire.

EDWARDS—CLOW.—On the 1st March, at Trinity Church, Marylebone, by the Rev. Henry Harris, vicar of Horbling, Lincolnshire, James Lyon Edwards, Esq., of 83, Great Tower-street, and 7, the Avenue, Belsize Park, Hampstead, to Katherine Mary Clow, second daughter of Leonard Clow, Esq., of 9, Fitzroy-street, Fitzroy-square, W.

DEATHS.

HAMILTON—On the 2nd Jan., at Bangkok, W. H. Hamilton, of Buffalo, N. Y., aged 36 years.

KEATING—On the 23rd Feb., at Bayswater, Thomas Keating, Esq., of 79, St. Paul's-churchyard, in his 85th year.

TURING—On the 21st Feb., at Cambridge, Jane Stenart Turing, widow of the late John R Turing, Esq., formerly of Batavia.

TILLSON—On the 28th Feb., at his residence, Haydon Hill, Bushey, Herts, and late of Manila, Philippine Islands, Frederick Tillson, Esq., aged 48 years, deeply lamented by all his friends.

THOMPSON—On the 20th Dec., at Hankow, Frederick William Thompson, a native of Leroy, N. Y., U. S. A.

NAVAL AND MILITARY.

THE NAVY ESTIMATES.

The total of the Navy Estimates for the year 1870-71 is £9,250,530, the least that any Government has required for years past. For the year 1869 70 it was £9,996,641, and for 1868-9 it was nearly eleven millions, besides nearly three millions for the Abyssinian War. From the £9,250,530 of the present year we have to abate an estimated amount of extra receipts and repayments of £440,000 and the amount to be contributed by the Indian Government on account of the expense of the fleet on the Indian station is £70,000. These two together amount to £510,000, which, deducted from the total we have mentioned, leaves a net amount of £8,740,530. The net amount for last year was £9,530,862. Amongst the items of reduction are £5,974 in the scientific branch; 300,897 on steam machinery; and £207,652 on dock and naval yards at home and abroad. The decrease in the number of seamen is 2,000.

In those estimates which refer especially to China, Japan, and Singapore a considerable reduction has been made, but of the exact extent to which this has been effected it is difficult to judge, as many charges formerly merged into the estimates for foreign naval stations generally now appear among the specific sums to be voted for the various stations, thus showing an apparent increase where there has in reality been a reduction. This is especially the case with the estimate for the Hong Kong Naval Yard, for which a sum of £21,400 will be required as against £17,547 last year; for the victualling yard at the same station the estimate is the same as last year's, £964, but in the maintenance of the Melville hospital ship there is again an apparent increase, the figures being £3,738 against £3,679. The Shanghai Naval establishment appears in the estimates for the first time, being set down at £1,651. The expenses for "new works, buildings, machinery, and repairs" are estimated as follows:—Singapore, £100; Hong Kong, £400; Shanghai, £200, and under the same heading appears a sum of £5,150 for the permanent of hospital at Yokohama, which will leave £2,800 to complete the building. For maintaining the existing medical establishment at that station a vote of £1,130 will be required. Among the miscellaneous estimates we find grants of pensions to the following officers for services rendered in China:—£300 to Vice-Admiral Sir L. T. Jones, K.C.B.; £150 to Captain Sherard Osborn, C.B.; £150 to Captain J. M Hayes, C.B.; £150 to Captain M. S. Nolleth, and £100 each to Sir David Deas and Dr. Burn, Inspectors General of Hospitals. An estimate is likewise set down of £2,500 for "rewards for services against pirates," which is to be distributed to commanders, officers, and crews of Her Majesty's gunboats—Haughty, for services rendered on 8th May, 1865; Janus, 18th July, 1867; Bouncer and Leven, between 20th July and 16th August. 1867; Haughty and Opossum, between 28th August and 2nd September, 1868; and Bouncer, between 12th and 18th June, 1869.

The following war vessels have been offered at Lloyds:—Fortitude, bought in for £2,050; Philomel, £1,600; Mutine, £8,000; Assurance, £3,500; Hyæna, £1,250; Algiers, £12,000; Cæsar, £10,000. The Penguin, for £1,750, was the only sale.

STRAITS SETTLEMENTS ASSOCIATION.

A general meeting was held on the 18th inst., and was numerously attended. The petition received from Singapore in favour of the Independence of the Judges was read, and adopted by the Association. It was ordered to be printed and circulated previous to its presentation to Parliament. Article No. 2 of the proposed new China Treaty, which allows the appointment of a Chinese Consul in any British possession, was considered, and resolutions condemnatory of it were ordered to be drawn up. The following resolutions were approved at a special meeting on the 22nd:—

1st. It is well known that officials of the Chinese Government act under a system, which, if it does not tolerate, is certainly attended with the practice of extortion and the most flagrant abuse of authority.

2nd. The Chinese system and usage unfortunately admits of such malpractices being carried out, not only against the individual, but upon his family and connections resident in China; and the threats of a Consular officer in this direction would seldom fail of effect, and make his office a source of anxiety and dread to all within the reach of his authority.

3rd. The number of Chinese in the Straits who are British Subjects is large and steadily on the increase, and it would be a manifest injustice to allow of such undue influence being exerted over them, as might be exercised in the way described.

4th. The Chinese inhabitants of the Straits Settlements are fully alive to the advantages they enjoy under the British Government, and the Association believe that they would deprecate the appointment of a Chinese Consul, on the grounds that it would materially interfere with their personal security and social comfort.

THE AMERICAN TREATY WITH CHINA.

President Grant issued a proclamation on Feb. 6, announcing the ratification of the Treaty concluded by Mr. Burlingame in July, 1868. On this subject the *New York Times* says:—

The President's proclamation, officially publishing the addition to the Chinese treaty, is certainly *pro tanto* a certificate of Mr. Burlingame's treaty-making authority—a matter which has excited so much controversy. In this document Mr. Burlingame is named as Envoy Extraordinary and Minister Plenipotentiary, and it is announced by President Grant that its articles have been "duly ratified on both parts, and the respective ratifications exchanged." It is evident, therefore, that this diplomatic action has been submitted to the Emperor of China, and has received his approval. When, however, we come to the Treaty itself, its importance hardly justifies, perhaps, the discussion to which it has given rise. Its purport has long been known, and the official copy discloses that no material new concessions are made by China. So far as privileges are accorded or explanations given, they come mainly from us. Perhaps something is gained in the very mention of China and the United States on equal terms, as modern nations, and in the very discussion of "constructing railroads, telegraphs or other material internal improvements" in China. It is to be noted, however, that the Emperor "reserves to himself the right to decide the time and manner and circumstances of introducing such improvements within his dominions," which is not what a certain class of our diplomatists desire. On the other hand, it is provided that "Chinese subjects visiting or residing in the United States shall enjoy the same privileges, immunities and exemptions in respect to travel or residence as may there be enjoyed by the citizens or subjects of the most favoured nation." With this provision, it is clear that legislation is called for to protect the Chinese on the Pacific from the annoyances to which they are subjected.

CAPTAIN SPRYE'S ROUTE TO CHINA.

At a meeting held on the 24th of February the Associated Chambers of Commerce of the United Kingdom, after a discussion, in which the representatives of the Leeds, Birmingham, Huddersfield, Dewsbury, and other Chambers took part, unanimously voted the following resolution on Captain Sprye's project for opening up trade with the West of China and intermediate Shan States of Burmah, by the direct land route from Rangoon to Kiang-Hung:—"That this association, being anxious that no opportunity should be lost of facilitating the extension of British commerce, and believing that the vast provinces of Western and Central China present an important field for commercial enterprise, memorialise the Secretary of State for India in favour of the completion of the survey of the route from Rangoon to Kiang-Hung, on the Upper Cambogia River, proposed by Captain Sprye, that route being, in the opinion of this association, the most direct and practicable, and the least likely to lead to political complications of the many which have been suggested."

The following letter appeared in the *Pall Mall Gazette* of March 3rd:—

Sir,—I observe that at a meeting of the Associated Chambers of Commerce, held a few days ago, it was resolved to address the Secretary of State for India on the subject of prosecuting the survey of Captain Sprye's route from Rangoon to Kiang-Hung. Being conversant with what has been said in India regarding the advantages to be gained by supporting Captain Sprye's suggestions, and the encouragement which has been accorded in England to that gentleman's propositions, I do think that the Associated Chambers of Commerce would be in a better position to memoralise the Secretary of State on the subject if they possessed Major Sladen's official report on the desirability of opening the "old" trade route to the western districts of China.

Major Sladen was accompanied by engineers, and no doubt the communications which were made to the Indian Government by them will in course of time be published in England, and thus give the British public an opportunity of considering the practicability of reopening the "old" route, or lending its support to the formation of a railway in accordance with Captain Sprye's ideas.

Major Sladen's report has been commented upon by Indian journals, and I cannot understand why it has not been circulated in England. The questions involved are of the greatest magnitude when calmly considered, and, as a true well-wisher of British Burmah, that richest province of our Eastern Empire, I do trust that the public of England may be afforded the fullest information on such an important subject.—I am, Sir, yours obediently,

NOMAD.

ANOTHER sharp shock of earthquake was experienced in San Francisco on the 18th ult., about noon, but no lives were lost. A general desertion of the houses followed the first indication, and almost before it was over the streets were thronged by the panic-stricken people. The midday recess in the public schools had not ended, but no serious panics occurred. The effect on the buildings was to widen the cracks produced by the shock of last year.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks.—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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SPURIOUS TEA.

We observe with satisfaction that on Friday next Mr. Stapleton, M.P., will ask the Secretary for the Board of Trade whether his attention has been called to the importation from China of large quantities of impure tea. Public notice has been again attracted to the subject by a paragraph in *The Times*, which with singular propriety came under the heading of "Commission of Sewers;" and verily the sewer is the only fit receptacle for the wretched stuff, which has already been described in our columns under the title of "Maloo Mixture." The exporters of this rubbish from Shanghai have inflicted an injury on the trade which cannot easily be atoned for. The following is the report, in which it will be seen that Dr Letheby quotes *verbatim* the extract from a correspondent's letter which first appeared in our issue of Feb. 7:—

Dr. Letheby, the medical officer of health, presented a most important report on the sale of spurious tea in the City. He stated that, in consequence of information which he had received, he visited the bonded tea warehouses in Cooper's-row, Crutchedfriars, and at Nicholson's Wharf, Lower Thames-street, where a large quantity of the tea in question was stored, and he had obtained samples from the chests in bond. The tea was described as "fine Moning Congou," from Shanghai, and he had ascertained from analysis that it consists of the re-dried leaves of exhausted tea. The leaves, in fact, are for the most part quite rotten from putrefactive decomposition, and do not contain more than a trace of the active principle of tea. The odour of them is very offensive, and when infused in boiling water they produce a nauseous, unwholesome liquid. He had been informed that many thousands of pounds of the article had been imported to this country, and that it would be used for the adulteration of genuine tea. It was, in his opinion, quite unfit for human consumption, and the further sale of it should be prevented, if possible. The sale of it in the City was referred to in the trade report of *The Times* of the 16th of February, thus:—"A chop of very common spurious Shanghai-packed tea brought 5½d. per lb., and three breaks of better quality 7¾d. per lb.;" and in Messrs. Townend Brothers and Bovet's Monthly Tea Market Report it was stated that the large deficiency in the total imports of serviceable tea this season was only "brought near our requirements by about 7,000,000 lbs. of the spurious, stinking matter recently sold at public sale at 5½d., and which is likely to recede to the value of former years—say 1¾d. or 2¼d. per lb. There was no doubt of the spurious and unwholesome quality of the material, and Dr. Letheby recommended that the subject should be placed in the hands of the Solicitor, with the view of stopping the further sale of the article in the City, in accordance with the provisions of the Act of Parliament for preventing the adulteration of articles of food and drink—28 and 24 Victoria, cap. 84.

This recommendation met with the general approval of the Commissioners, and the matter was placed in the hands of the Solicitor (Mr. Under-Sheriff Baylis), to be dealt with as might appear advisable in the public interest.

The following comments on the subject are from the *Produce Markets Review*:—

Some few weeks ago we drew attention to the large shipments which had been forwarded to this country of an extremely low article, which was to be passed off as tea—that is, unless it were condemned by the Excise officers, as many expected it would be. Several chops of this spurious article have lately been sold in the Mincing-lane Sale-rooms, and we understand that some millions of pounds more have to arrive. A correspondent describes this rubbish as the re-dried leaves of tea that have already been used in the native tea-shops. We are glad to notice that Messrs. Lloyd, Matheson and Co. fully endorse our opinions on this subject. We say emphatically that such rubbish ought never to be sold as tea; it must certainly bring the trade into disrepute, and any retail dealer who sells it to the public runs a risk which he will do well to bear in mind.

THE SUEZ CANAL.

The Suez Canal, it is stated, has now a uniform depth of nineteen feet, and an outlay of £800,000 will make it navigable for vessels of the heaviest draught. Steamers are now leaving almost daily for the ports of India, China, and Japan, at freights of £3 to £4 per ton. The steamer *Brazilian*, from Bombay, has passed through the Canal on her return voyage, with one of the largest cargoes ever shipped at that port in one bottom, viz., 13,000 bales of cotton and 2,500 bales of wool. The *Erl King* from London to Hong Kong, with a general cargo, reached Suez through the Canal on the 5th instant; her draught on leaving here was 20 feet. The Messageries Imperiales steamer *Hooghly*, with the next homeward French mails, is also coming through. From Aden we hear of the arrival of the steamer *Shantung*, from Glasgow for Shanghai, after an excellent run of 23 days, including the passage through the Canal, which occupied 44 hours.

A conference on the prospects of the Canal was held last week at the Society of Arts, Sir Bartle Frere in the chair. Captain Sherard Osborn, Sir T. Bazley, and Sir Frederick Arrow, Deputy-Master of the Trinity House, were among those present, and the general opinion was strongly in favour of the Canal being ultimately a success. Capt. Richards, R.N., who was recently sent to survey the Canal, and Colonel Clarke, R.E., who accompanied him, have fulfilled their mission, and returned to this country; their report to the Admiralty, it was said, would be "confidential;" but Mr. Childers stated the other night in the House of Commons that it would be published as soon as it could be got ready. A letter has appeared in the *Standard*, signed "F.R.G.S.," containing some interesting and thoroughly practical remarks on the condition and utility of the Canal, rom which we extract the following:—

The Canal has repeatedly been designated "a highway of nations," but at present it is certainly no more than a by-path, and may be aptly compared to a single line of railway. There is no doubt that a steamship drawing eighteen or nineteen feet can pass through, but she must not only have her way clear, she must also steer as straight as an arrow, or she will inevitably get fast on the banks—a casualty which befel every vessel which I had the opportunity of observing.

Should two vessels of the draught of eighteen or nineteen feet attempt to pass each other, except at one of the wider sections of the Canal, the channel would of course be blocked up until they could be extricated, but the uncertainty attending the time of any two ships reaching one of these sidings appears to me likely to increase delay in the passage. My own estimate of the time requisite for passing through is three to four days for each ship, and I hear that the *India* has taken five days.

These results furnish little evidence as to the facilities for the free and expeditious passage of a number of vessels to and from the East, which alone can entitle the Canal to rank as an actual success. Unless this object can be effected by means of the block system (possessing far less certainty in the case of a canal than on a railway), it can only be done by doubling the width of deep water in the Canal, and of this I saw no signs; in fact, there seems a downright lifelessness about the whole affair at present; both money and impulse seem exhausted; while at the same time there are agencies at work which will certainly diminish the capabilities of the Canal if not actively counteracted. I cannot pretend to divine what motives may influence the Khedive or the Canal Company to move, but until they do the Canal is certainly a "limited" success.

THE DEATH OF MR. BURLINGAME.

The following, from a St. Petersburg correspondent, is, we believe, the most circumstantial account of Mr. Burlingame's death that has yet appeared:—

Mr. Burlingame, the head of the Chinese Mission to Europe, died here, after a very short illness. He caught cold during the severe weather prevailing in Russia on his arrival about a fortnight before his death; and, absorbed in the duties and cares of the great Mission into which he had thrown all the energies of his mind, he paid no attention to his slight indisposition until it had entirely mastered his vigorous nature. On Wednesday, the 16th ult., he had his solemn audience of the Emperor, who was pleased to respond in the most sympathetic language to Mr. Burlingame's able address. Buoyed up by the more than ordinary encouragement which he had received in a country whose friendly disposition was of the utmost importance to China, Mr. Burlingame thought nothing of his cold, and considered it his duty to take the members of his Mission the next day to the Hermitage, at the invitation of the Emperor, and to make his official call on Sir Andrew Buchanan, the British Ambassador, with whom he was to have dined the following day. On returning to his hotel, however, he was compelled to take to his bed, and to call in the services of Dr. Carrick, physician to the British Embassy, who at once pronounced him to be suffering from severe congestion of the left lung, aggravated by an inflammation of the liver. The most energetic remedies were at once applied to check the disease, which, however, continued to make such rapid progress that two other medical men of eminence were called in. The Emperor also sent his own physician, but all was unavailing. His sufferings became very great, and during the five days that preceded his death he was obliged to remain in a sitting posture. Yesterday—the anniversary of Washington's birthday—when he was to have dined with his Excellency Governor Curtin, the American Minister, the bulletin of his health became less favourable, for the right lung had likewise become somewhat affected. The hope, however, was not abandoned that his strong constitution would triumph over the malady that finally proved fatal to him at half past seven this morning. His bodily sufferings appeared to be much aggravated by his mental anxiety and distress respecting the completion of his mission. He spoke of it incessantly to Mrs. Burlingame and his son, and continually asked whether intelligence had been received from Mr. Brown. Two or three days before his death he spoke to his son of the probability of his being cut off, and of the pain which the thought of his mission remaining uncompleted gave him; and on Tuesday, when he must have felt his end approaching, he warmly pressed the hand of his secretary, and said, "Good bye, Deschamps."

SILKWORMS' EGGS AND COCOONS.—The importance of the trade of France in the eggs and cocoons of the silkworm is shown by the following figures:—In 1869 the total value of eggs imported for home use was 11,956,000f., received as follows: From Japan, 9,436,000f.; Egypt, 1,232,000f.; China, 560,000f. The total value of cocoons was 39,366,195f. From Turkey, 19,505,400f.; Italy, 5,851,620f.; United Kingdom, 2,286,650f.; China, 1,647,490f.; Greece, 1,242,505f. The total export of eggs of French produce was 3,378,700f.; being chiefly to Italy, 3,183,351f.; of cocoons it was 8,306,781f., as follows:—To Italy, 2,657,333f.; to Switzerland, 5,321 867f. The comparative import of eggs was for 1867, 11,325,000f.; 1868, 29,751,000f.; 1869, 11,956,000f. Of cocoons for 1867, 27,930,786f.; 1868, 43,879,668f.; 1869, 39,366,195f. The whole import and export trade may be taken in our money for 1867 at £2,069,620; 1868, at £3,331,127; 1869, at £2,520,300.

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The London & China Telegraph.

LONDON: MONDAY, MARCH 7, 1870.

THE DEPUTATION TO LORD CLARENDON.

IT will be seen from our report in another column that the Secretary of State for Foreign Affairs was astonished at the formidable dimensions and influential character of the deputation that waited upon him to explain the objections of the merchants in this country to Sir R. ALCOCK's new China Convention. Thirty-four members of Parliament, several City magnates, and a number of influential merchants and manufacturers — in all upwards of ninety —represented the general feeling entertained in the City that the Convention is, from beginning to end, a mistake, and that our commercial interests in China would be worse off under this new arrangement than if the Treaty of Tientsin had remained unaltered. The larger portion of Lord CLARENDON'S reply was embodied in a written document that had been prepared in anticipation of the interview; it is throughout weak and illogical, but that is of little consequence, as we shall presently show.

At the outset, his Lordship candidly owned that he had not been prepared for so powerful an opposition, so unqualified a condemnation of the Convention; and this was an avowal of no slight significance. He then proceeded to defend Sir R. ALCOCK from the charge of having acted on slight or insufficient information. That is a charge which, as far as we know, has never been brought against Sir RUTHERFORD. So far from having acted on "slight and insufficient information," he asked for information and invited expressions of opinion from all quarters. His overtures were freely responded to, and the source of complaint is that he has made no profitable use of the mass of facts and opinions placed at his disposal. Lord CLARENDON next undertook to defend Mr. HART from the imputation of having had anything to do with the revision "in a sense hostile to English interests." He acknowledged, however, that Sir RUTHERFORD ALCOCK no doubt had received "information" from Mr. HART. Passing to the general question of the commercial relations between the two countries, his Lordship observed that concessions should be mutual, and in a rather obscure passage he implied that in the past we had made no such concessions to China. The recent reduction for instance in our import duty on tea conferred no benefit on the Chinese, and from this his Lordship seemed to infer that the increased export duty on silk would inflict no injury on *us*. This is by no means a logical conclusion. Our trade at the Chinese ports, both import and export, is carried on with English capital, by English merchants or their agents, on the spot; therefore any increase or decrease in the duties levied at those ports directly affects English interests. On this side the conditions are reversed; there are no Treaty ports in England to which Chinese vessels bring cargoes of produce, neither have Chinese merchants any settlements here to live and trade in. Owing to this peculiar feature in the trade both the export duties levied in China and the import duties here fall on the English capitalist. The Foreign Secretary brought his preliminary remarks to a close with an assurance that the interests of the Government were identical with those of the merchants, and that he was glad to be enlightened by an exposition of their views.

The written document which Lord CLARENDON then proceeded to read to the deputation commences by pointing out that there are "two sides" to the question, and that "Her Majesty's Government hold very different opinions" to those of the merchants. Taking this declaration in conjunction with the utterances that immediately preceded it, we are given to understand, firstly, that the interests of the Government and the merchants are identical; and secondly, that each party takes a precisely opposite view of what is good for those interests. It is obvious that both these views cannot be right; and if it is the merchants who are in the wrong, we are driven to the inference that the ninety members of Parliament and merchants who composed the deputation represent a body of men inconceivably ignorant and blind to their own interests, a conclusion we decidedly decline to accept. With this not very flattering opening, the Foreign-office reply proceeds to deal with the "re-adjustment" of the silk duty. The proposed increase, we are told, is only right and proper—the duty ought to be five per cent., and has hitherto been much less. Just so; but Lord CLARENDON, like Sir R. ALCOCK, omits to explain why if a five per cent. *ad valorem* duty is the true basis of the tariff, tea is still to continue paying more than twice five per cent. Then we come to the transit-duty question, and here the disagreement between the views of the merchants and those of the Government is exhibited in a very strong light. The merchants have always been under the impression that the extra duty of 2½ per cent. which under Lord ELGIN'S treaty is payable on English imports sent into the interior under transit passes, was intended as a commutation of the inland taxes or *Lekim* and all arbitrary "squeezes." It was, we are sure, intended by Lord ELGIN that this payment should cover all inland taxation, and were the payment to be made compulsory, as proposed by the terms of the new Convention, the merchants would naturally look for compensation in an entire immunity from such squeezes for the future. But the Board of Trade, which department we suspect has had more to do with this part of the reply than the Foreign-office, has discovered an entirely new reading of this clause, according to which the payment of 2½ per cent. was never intended to stand in lieu of inland taxation at all, but only represented such *extra* squeezes as the Chinese authorities might be pleased to impose specially on British merchandise! In other words, the payment of transit duty only places English on the same footing as Chinese goods; neither as regards imports nor exports (Lord CLARENDON says) can it be *legally* contended that there is anything to prevent the Chinese from charging on English goods whatever general municipal taxes are leviable on Chinese goods, either at the port or in the interior. If this is really the legal interpretation of the Treaty, so much the worse for us; but we cannot admire the avidity with which Her Majesty's Government seize on a legal quibble for the benefit of the Chinese, and to the discomfiture of our own merchants. The error of Lord CLARENDON'S allusion to "general municipal taxes" is transparent. Of course we have no right and no desire to attempt any unwarrantable interference with the internal administration of the Empire; but it requires an extraordinary stretch of the imagination to regard the squeezes levied by local mandarins to line their own pockets as legal municipal taxes, such as the *octroi* or town dues of European states. In this and all other respects Lord CLARENDON persists in comparing China with France, Austria, or any European nation with whom we have commercial treaties—a fallacy which of course receives the support of the radical press, and (to our surprise) even *The Times* continues to argue that China has now become a member of the family of nations, and must be in all respects treated as such. Unfortunately, she does not "behave as such," neither do her rulers show any disposition to treat England as a civilised nation, according to their own idea of civilisation. On the contrary, even to this day the official classes persist in regarding us as "outer barbarians" and lose no opportunity of manifesting their contempt. This fact (and that it is a fact the treatment received by the Duke of EDINBURGH at Peking, and more recently by Sir R. ALCOCK at Nanking, is ample proof) is steadily ignored by our Government. We may here remark—for the hundredth time perhaps, but it cannot be too frequently enforced—that with the Chinese people generally we have no quarrel. It is the official classes, the "Mandarins," who foster and stimulate a hatred of foreigners. There are none so blind as those who

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will not see. The real facts of this transit duty question (as Mr. BOWER pointed out) that for the last ten years English merchants have been the victims of extortion; that the Chinese now offer, in consideration of a handsome bonus, to cease robbing them; but no security is given that (when the bonus is paid) their sudden conversion to honesty will endure. The merchants, on their side, are willing to pay all fair and legal taxes on their goods — but object to paying them twice over. This the Foreign-office does not seem quite able to understand. "According to the construction," says Lord CLARENDON, "which Her Majesty's Government place upon the terms of the previous treaties, no change whatever will take place in the legal liabilities of British goods in transit in the non-treaty provinces, except that they will, in all cases, be charged with the 2½ per cent. transit duty upon importation as well as with the import duty of 5 per cent." *Only* 2½ per cent. extra duty, without any guarantee for corresponding benefits! Altogether, the Ministerial explanation of the effects of the new Convention, so far from being in any degree satisfactory, makes the matter worse than ever.

As we have already observed, this is not of very great importance, for Lord CLARENDON supplemented his formal reply with some words that give good ground for believing that the proposed Convention will not be ratified. His honest expression of surprise at the importance of the deputation, which of course was not lessened by the fact of its including a number of members of Parliament, mostly staunch supporters of the Government; his willing promise to reconsider the matter from the new point of view now presented to him; and his assurance that there was no intention to hurry the exchange of ratifications — all these circumstances tend to allay the serious apprehensions that the terms of the written reply is calculated to excite. A good deal of stress, too, is laid on the fact that even should the objectionable document be ratified it will not be irrevocable, and need not necessarily endure even for ten years; but this is a very negative sort of recommendation. The fact appears to be that Sir R. ALCOCK, having been strictly enjoined to abstain from even hinting at any "pressure," has made but a poor treaty, and the Government is trying to make the best of a bad bargain. But, in the name of common sense, why did Sir RUTHERFORD, when he found a beneficial treaty impossible, make any at all? And why should the Government be desirous to put in force a treaty the failure of which is so far a foregone conclusion that they proclaim, as its greatest recommendation, that it can be "revised" at any moment? It is avowedly an experiment, and obviously a dangerous one; why should it be tried at the sole expense of English mercantile interests?

"THE TIMES" ON BRITISH POLICY IN CHINA.

THOSE simple-minded, unsophisticated people who still pin their faith on *The Times*—and they are not a few—must sometimes find their trust in their "guide, philosopher and friend" rudely shaken by the sudden changes of opinion that its columns present. *The Times*, of course, never had any pretence to immovable constancy, but surely some degree of consistency is needful to the dignity of a first-class journal. Of late, however, *The Times* has treated a good many subjects with an entire defiance of both consistency and common sense, and of this the manner in which it deals with the question of our relations with China is an example. We can all remember the time when the leading journal approved of the measures taken by an energetic Government to bring the Chinese to reason, and compel them to respect their treaty obligations; and when those engaged in administering the punishment they had brought on themselves by bad faith and treachery were patted on the back by *The Times*. A little later, a GLADSTONE and a BRIGHT come into power, and lo! round goes *The Times*, like a weathercock on a gusty March day, and *now* we are told that the attitude and the policy which a little while ago were praiseworthy, and fitted to the dignity of a great nation, have suddenly become unjust, oppressive, and sinful! But this is not all; yet a little later, and we find this versatile journal blowing hot and cold almost with the same breath—one day giving a leading article praising the Chinese Government for its enlightened progressive spirit, flattering Mr. BURLINGAME, upholding Lord CLARENDON'S policy, and reviling merchants, missionaries, and all who do not admit the said policy to be the perfection of human reason; the next day inserting a letter from "Our Own Correspondent" enforcing views exactly the opposite of these! The motto *audi alteram partem* involves a principle which should never be overlooked, and we quite recognise the fact that no respectable journal refuses a hearing to the advocates on both sides of any disputed question; but an independent correspondent and "Our Own Correspondent" are two very different persons; the latter is always supposed to inculcate views in accordance with those supported by the journal he writes for, and therefore the disagreement we have here referred to involves a most absurd inconsistency. On the first of January, however, we had some reason to believe that the wind had again changed and settled in a more favourable quarter, for in its usual lengthy review of the events of the past year *The Times* devoted some space to China affairs, wherein the opinions of its Shanghai correspondent were fully endorsed. But this was only a momentary vacillation; since then there have been other articles expressive of entire satisfaction with Sir RUTHERFORD ALCOCK'S most unsatisfactory Convention, and this week there appears a letter (this time from "A Peking Correspondent") full of misrepresentations as to the real aspect of affairs in China, and of unmerited aspersions on the China merchants and missionaries. In August last *The Times* published a letter from one of its China correspondents, reviling the missionaries in terms so gross as to be an outrage on common decency. The same writer—or one of the same school—has now taken up his pen to attack mercantile interests.

The letter commences by setting forth the "vast changes" that have been at work in China during the last four years. In the first place, we are told "Peace and plenty are returning to a population which has not known those blessings for half a century." This is so far true; but why has not the writer the honesty to explain the reason? The TAE-PING rebellion filled the land with bloodshed, rapine, famine; by this time it would have entirely subverted the Tartar Dynasty, but by the timely help of Great Britain it was subdued, and the hand of the Imperial Government so strengthened that subsequent minor attempts at insurrection have been suppressed, and order ultimately re-established throughout the Empire. This material aid rendered by England to China, at a time when the fate of the Empire trembled in the balance, and the base treachery and ingratitude with which it has been requited, are circumstances that our philo Chinese writers find it convenient to ignore altogether. The next great change, we are told, is seen in the fact that the enormous foreign trade of China is altogether "lapsing into the hands of the native merchant." How is this exemplified? "A Chinese guild at Shanghai has already established its own agency in London, and a Chinaman has made his appearance in Mincing-lane, who may be accepted as the forerunner of the long-tailed race in the City" (one cannot resist the passing thought that the writer must be very familiar also with a certain long-*eared* race), "to the utter discomfiture of foreign merchants in China." Already the cloven foot peeps forth—in his very first paragraph the writer manifests that supreme contempt for trade which is too often characteristic of the official mind, and he glories in the anticipated ruin of British trade with China. With a sneer at the "disinterested" way in which foreigners in China are proposing to regenerate the country by introducing railways and telegraphs, our Peking correspondent passes to "that harbinger of strife, the missionary element," which, he says, would, if unchecked, "soon restore China to that internal chaos from which she has been steadily emerging for the last four years." These misguided preachers, it seems, are responsible for the Taeping rebellion, the Nien-fei revolt, brigandage, famine, and all the internal troubles from which China suffered until that universal panacea, the BURLINGAME mission, was invented! But we soon go back again to the merchants:—

> The opening up of the country is their cry; "progress" is their motto; war is their object. Trade is slack at present. It is necessary to live, and, Micawber-like, they hope for something to turn up in the general disruption it would infallibly produce. Nor is it wholly impossible that an Abyssinian expenditure in China might be to their advantage, while, at the same time, it is evident they would not have to contribute to it. House-rent would go up, old steamers be chartered, and older stores find a ready market; and the Chinaman would be treated like the dog they think him to be for presuming to imagine that his own country belongs to him.

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"War is their object." Do not the Chambers of Commerce, the local papers, and all writers who represent the feelings and wishes of the merchants, deprecate the China policy of our present Government on the express ground that by encouraging the Chinese in a course of arrogance and bad faith it is likely to lead to war? Granted, there is a "rowdy" element in China, which, having all to gain and nothing to lose, would welcome war there, or anywhere else; but it is a malicious and wholly unfounded aspersion on our merchants thus wilfully to confound them with this class. Happily, says our writer, these wicked desires have been frustrated by Mr. BURLINGAME'S beneficent influence, and

Our Minister, Sir Rutherford Alcock, has been enabled to conclude a Convention in which the mutual interest of the English manufacturer and the Chinese consumer have been equally considered; and the only real ground of complaint we had against the Chinese Government has been removed, viz., the irregularity with which the transit duty clauses of the Treaty of Tientsin were carried into effect.

"The only real ground of complaint!" Well, we *had* fancied there were a few others; but it would be some satisfaction could we feel sure that this one really "had been removed." We have however already discussed this point, and shown that all our Minister has obtained is a promise on the part of the Chinese Government to remove the grievance, without the shadow of a guarantee that the promise will be fulfilled. Indeed, the writer of this letter seems somewhat doubtful himself, for a little further on he says, "A modification in the "mode of paying transit duty has been agreed to, *which it is "hoped and believed* will prevent the abuses so justly com-"plained of." This is rather weak, after stating so positively in an earlier paragraph that the said abuses "*had been* removed." Then we come to a piece of utter nonsense:—

In this arrangement a most important "concession" is obtained from the Chinese Government—namely, that foreign goods shall continue to be protected by the Treaty, even after they have passed by sale out of the foreigner's possession. That is to say, not only are foreigners and their property "extra-territorialised" in China, but foreign cottons and woollens have rights of "extra-territorialisation," even when they have become Chinese property, and are to preserve that sacred character until they reach the hands of the petty retailer, if not the back of the consumer. As it is a principle universally admitted in our relations with China that we should never ask for a privilege or concession the full recognition of which in practice we are not prepared to enforce, the wisdom of our representative in having asked for and obtained the foregoing privilege seems questionable. Carried out *ad absurdum* it would clothe with "exta-territorality" the loins of a Chinese coolie, while his naked back and legs remained under native jurisdiction.

Carried out *ad absurdum* indeed—but it requires no great effort on the part of the writer to accomplish *that*! In return for these magnificent concessions, he goes on to say, "Our "representative has consented to a *slight* increase in the "duties on opium and silk." We should be grateful for this information, and for the further explanation added, to the effect that "the former is an import, the latter an "export."

The increase in the duty on silk will raise the rate leviable on that commodity from 2½ per cent. to 3½ per cent. *ad valorem*, still leaving the duty 1½ per cent. below the 5 per cent. *ad valorem* basis upon which the tariff was originally drawn up. Considering the rate of duties levied on their trade by England and America and other Western nations, this tariff of 5 per cent. *ad valorem* which they have compelled China to accept is practically Free Trade.

On this it is only necessary to remark that the average percentage of the duty on silk is here understated—the practical effect of the new tariff will be to double it. And even supposing the silk duty were still somewhat under five per cent., that now levied on the other great staple, Tea, amounts on those common sorts which form the bulk of the export to above *twelve* per cent.

In like manner this veracious correspondent describes the remaining provisions of the Convention. The vague promise that certain coal mines may be worked by foreign appliances, but not by foreigners, and only at the discretion of a local magnate known to be inimical to foreign innovations, is spoken of as a valuable concession, and as "evidence of a wish to move in the right direction." One more quotation, and we have done with this letter:—

As regards the political horizon in this country, it may be safely asserted that it never was clearer than at the present moment, and, thanks to the Burlingame mission, a feeling of comparative confidence has established itself in the minds of its principal leading men, who are beginning to see that they may hope for more conciliatory and rational treatment from foreign Governments than they have hitherto done in many cases from foreign representatives.

Thanks to Mr. BURLINGAME, indeed! We can have little doubt, *now*, under whose inspiration this precious epistle was indited. But no more need be said on that head. It is idle to argue with a writer who is capable of crediting Mr. BURLINGAME'S proceedings in Europe with any beneficial effect on the relations between China and the Western States. For any benefits accruing from his mission we look in vain—the mischief done by it becomes every day more apparent. So far from the political horizon being clearer than ever, there is evident preparation for war on the part of China, and fear of it among foreigners resident there. No one who has any real knowledge of the course of events in China believes in any real desire for progress except in the way of arsenals, dockyards, powder-mills, and gunboats. The works of this nature at Foochow and elsewhere are being rapidly pushed forward; the Taku Forts are being once more renovated and heavily armed with large guns; and on all sides we hear of nothing but increased armaments and warlike appliances. To temporise at Peking, and keep the European Courts in good humour by deceitful blandishments, while they strengthen themselves for a contest; and then, when opportunity offers, to make one supreme effort to reduce foreigners in China to their former state of bondage and subjection—that seems to us the only path of progress on which the Chinese desire to enter. And in that aim our present Government, aided by *The Times* and the Radical press generally, is doing its utmost to encourage them.

THE DEBATE ON THE DIPLOMATIC AND CONSULAR SERVICES.

PROVERBIAL lore reminds us that "a new broom sweeps clean." Mr. HOLMS, the new member for Hackney, is anxious to verify the axiom, and in his capacity of a new broom he proposes to make a clean sweep of our Consular and Diplomatic Services; which, after careful study, he pronounces cumbrous, extravagant, and inefficient. The result of Mr. HOLMS'S "careful study" of a subject which he is quite incapable of understanding, is a comparison between the British and the United States Consular Services, very much to the disadvantage of the former. Mr. HOLMS has already learned the great secret that the surest way to obtain the favour of the GLADSTONE Cabinet is to praise American "institutions," and decry our own. Lest we should unhappily lay ourselves open to a charge similar to that which we venture to prefer against Mr. HOLMS—that of talking about things we knew nothing about—we will confine our comments to that one branch of the service of which we may fairly claim to have some knowledge. As regards China, Japan, and the Far East generally, it would be difficult to make any alteration in the Consular system that would not be for the worse. Mr. HOLMS compares the value—or his own estimate of the value—of our trade at certain ports with the cost of maintaining our Consulates at those places; and argues that in some cases the trade is so small that it does not "pay" to keep up the establishments. This is a most transparent fallacy, and shows the speaker's entire ignorance as to the true position and functions of our Consuls in China and Japan. Mr. HOLMS would put the entire Consular service under the Board of Trade, and abolish all its duties and uses except those of looking after ships' papers, settling disputes between masters and seamen, compiling returns of trade, &c. It is evident, indeed, that Mr. HOLMS thinks these powers are all that Consuls should be allowed to exercise. A very little practical experience in China or Japan would show him how utterly futile has been his "careful study" of the subject, and would lead him to very different conclusions. Mr. HOLMS declares that the same benefits that we obtain by a most costly and intricate machinery, are secured by the United States Government by the simplest organisation at a very trifling expense. Why, any one who knows China can tell Mr. HOLMS that the United States Consular service there was for years a standing disgrace to the nation—their Consuls being either merchants, who sought the office partly for the honour of flying the "stars and stripes," and the position it gave them among the foreign community, and partly for the trading advantages it carried with it—or by mere worthless adventurers who made such a living as they could by the exorbitant fees they would screw out of all who came within their clutches; in some cases it was almost an open levying of "black mail" on American subjects. So crying was the evil, that at last the United States Government was obliged to abandon its system for our own, and appoint properly qualified and fully paid Consuls, at least at the principal ports. The practice of appointing

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"trading Consuls," not only by the United States, but by a number of minor European States, has been the origin of so great a scandal—bad enough in China, but worse in Japan—that a loud outcry has been raised against it; the Austrian Government, in concluding its recent treaty, wisely refused to appoint a single trader as Consul, and obtained permission for the British officials to act for Austria until a proper Consular staff could be sent out. This is a step in the right direction, and one that we hope will be followed up until (as we have said before) the hybrid race of trading-consuls is altogether extinct. From these, or Consuls supported by fees and extortions, may the Foreign-office deliver us! Mr. HOLMS's proposal to disestablish the Consular Service has been referred to a Select Committee, consisting of himself, Mr. OTWAY (Under-Secretary for Foreign Affairs), Mr. BOUVERIE, Mr. WILLIAM HENRY GLADSTONE, Mr. RYLANDS, Mr. RICHARD SHAW, Sir HENRY LYTTON BULWER, Sir CHARLES WENTWORTH DILKE, Mr. KINNAIRD, Mr. WILLIAM CARTWRIGHT, Mr. ARTHUR RUSSELL, Mr. SCLATER-BOOTH, Viscount SANDON, Mr. EASTWICK, Mr. BARING, Mr. WILLIAM LOWTHER, Mr. CAMERON, Mr. FREDERICK STANLEY, Mr. BUTLER-JOHNSTONE, Viscount BARRINGTON, and Mr. FREDERICK WALPOLE. Some of the names, notably those of Mr. HOLMS, Mr. OTWAY, and Sir CHARLES DILKE, bode no good to the service; but, on the other side, the influence of an experienced diplomatist like Sir H. BULWER will be beneficial, and we trust any attempt to interfere with the present system will be defeated.

DEATH OF MR. BURLINGAME.

SINCE the above was written we have heard with regret of the sudden death of Mr. BURLINGAME, which occurred at St. Petersburg on the 23rd ultimo. However strong our doubts as to the good faith of the Chinese in sending Mr. BURLINGAME to Europe, and as to the possibility of any good resulting from his negotiations, we are sure all our readers will join in regretting this sad termination to them. It is singular that in the same issue in which we record Mr. BURLINGAME'S untimely death, we publish a proclamation by the PRESIDENT of the United States regarding the ratification of his Treaty. The news of Mr. BURLINGAME'S death has been received with deep regret in the United States, where he was very popular. It was announced to the House of Representatives by General BANKS, who pronounced a panegyric on the deceased diplomatist. The Legislature of Massachusetts and other political corporations have voted resolutions expressing the public regret for his loss. At Boston the ships in the roadstead hung their colours half-mast high. These manifestations of general sorrow are easy to understand, for Mr. BURLINGAME'S career, up to the time when he accepted the Chinese Mission, had been one of which his countrymen might well be proud. His conduct of this Mission we must always regard as a huge mistake; but at any rate he devoted his best energies to it, and the thought of leaving the work unfinished was one that made his last hours sad and restless. We presume that Mr. MCLEARY BROWN, his Chief Secretary, who has just passed through this country on his way from Washington to St. Petersburg, will wind up the affairs of the Mission.

THE opinion gains ground that the CHANCELLOR of the EXCHEQUER will in the next Budget propose a reduction of the duty on Sugar and Tea. On the latter it is expected that it will be reduced to 2d. or 3d., payable on the discharge in dock, and thus the present system of bonded warehouses, &c., will be avoided. It seems that the policy of the present Government is eminently one of reducing the cost of collecting the revenues, and in this we give them hearty support. The financier who puts the largest proportion of taxation into the Treasury—nett—is undoubtedly rendering the greatest possible service to the public at large.

THOSE engaged in the naval actions at Kagosima have to thank Mr. W. C. PRICE, M.P., for an effort to procure some recognition of their services. Mr. PRICE thinks these operations in Japan at least as important and as creditable to all concerned as those in Abyssinia, Umbeyla, and New Zealand, for all of which medals have been granted, and on the 8th instant he will ask the First Lord of the Admiralty whether any medal is to be issued for Japan.

MR. HART'S memorandum on China affairs, which has been published with Mr. Ross BROWNE'S comments, has been brought to the notice of the House of Commons. Colonel SYKES asked the Under Secretary for Foreign Affairs whether his department was in possession of the document, and whether it would be laid before the House. Mr. OTWAY replied that he had seen the document alluded to in a China paper, but that it had not reached the Government in the form of an official communication.

WE understand that the proposal to enlist constables in England for the Hong Kong police force is abandoned, at least for the present. The plan will we suppose receive further consideration on the arrival at home of Sir R. MACDONNELL, who is expected in England in June next. During his absence the government of the colony will be administered by General WHITFIELD.

RUSSIA is turning her remote Eastern possessions to account. The Island of Saghalien, we learn, is to be forthwith converted into a penal settlement for Polish conspirators and other political offenders, who will certainly not be able to do much harm when safely landed there. Siberia, it seems, is becoming quite populous with political exiles, and further additions to their numbers is not considered safe.

MR. ALFRED WADDINGTON—whose pamphlets in support of the scheme for an interoceanic railway across British North America have been noticed in these columns—has arrived at Ottawa from London, on a mission to urge the Canadian Government to aid in the construction of such a line.

WE are glad to hear that Captain KINDER, who was Master of the Hong Kong Mint during its brief span of existence, proceeds by the next mail to Japan, to take charge of the new Government Mint at Osaka.

OWING to the unusual pressure on our space, the continuation of "Opium *versus* Christianity," and much other interesting matter, must stand over until our next issue.

CONSUL MARKHAM'S VISIT TO SHANTUNG.

At the meeting of the Royal Geographical Society on the 1st instant, Mr. R. B. Shaw, lately arrived in England after an adventurous journey in *ci-devant* Chinese Tartary, read a long and interesting paper, entitled "A Visit to Yarkand and Kashgar." Mr. Shaw, as the President reminded the meeting, was the first European since the days of Marco Polo who had penetrated to Yarkand, and been allowed to return from that wonderful country. The second paper was, "On a Journey through Shantung and Visit to the Tomb of Confucius," by Mr. J. Markham, Consul at Chefoo. The paper contained a most interesting account of the author's reception at Kio-foo, the city of Confucius, and his examination of the monuments and temples connected with the famous Chinese sage. The great majority of the inhabitants of the city are descendants of Confucius and bear his surname, and the magistrate's office is hereditary in the family. The chief representative bears a title equivalent to our "Duke;" he received Mr. Markham with the utmost kindness, and facilitated in a way he did not expect his visits to the temple and the tombs. The result of the author's experience, acquired in journies throughout the length and breadth of this important province, was that the middle and lower classes of China were, as a rule, inclined to be friendly to strangers, and that all acts of offence are instigated by the governing class of mandarins.

Literature.

THE DUKE OF EDINBURGH'S VISIT TO HONG KONG.*

It was fitting that the visit of Queen Victoria's son to Hong Kong should be chronicled in a more permanent form than that afforded by the local journals, and the want of a memorial of this interesting event has been well supplied by Mr. Beach in the volume before us. Of course it could only take the form of a simple record of the incidents that occurred during the brief stay of his Royal Highness in the colony, and afforded the author—or, as with becoming modesty he styles himself, the compiler—but

* *Visit of H.R.H. the Duke of Edinburgh to Hong Kong in* 1869. Compiled by the Rev. W. R. Beach, Colonial Chaplain. Hong Kong Noronha and Sons. London: Smith, Elder, and Co.

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little scope for originality. His task however has been well performed, and the result is a pleasant narrative, which derives additional value from a sort of semi-official authority that attaches to it, the work having been produced at the request and with the aid of his Excellency the Governor. Another fact that is, or ought to be, a strong inducement to persons interested in China to buy the volume, is that the profits are intended to go towards the building fund for the new choir of St. John's Cathedral, of which the Duke himself laid the foundation-stone on the last day of his visit. The chief events having already been chronicled in the columns of the *London and China Telegraph*, we need not go over the ground again; but the photographs with which Mr. Beach's book is illustrated deserve a word of commendation. The portrait of the Prince, taken in Hong Kong, is we are assured an excellent likeness, though not a remarkably good specimen of photographic art. The others, comprising a panoramic view of Government House and the harbour, Queen's-road and a Chinese street prepared for illumination, the Praya, the City Hall, the Race-course and Happy Valley, are all excellent. The volume is stitched in a cover of blue paper, that gives it externally a rather poverty-stricken appearance, but it is well worth binding handsomely. In the copy before us the photographs are not so nicely mounted as they would be in a work published at home, but that can hardly be expected. We understand it is intended to have a few copies handsomely bound for presentation to the Queen and members of the Royal Family.

The Colonial-office List, and *The Foreign-office List*, for 1870. Harrison, 59, Pall Mall.—These two useful handbooks have appeared in their usual form, but in each case with some amplifications and improvements. Among other useful *addenda* to the usual matter, the *Colonial office List* contains a list of all Parliamentary papers in colonial affairs issued since 1864; the regulations as to pensions, cadetships, &c., for the Straits, Hong Kong, and Ceylon. The information regarding the present condition and government of all our Eastern Colonies is very full and accurate, and brought down to the latest possible date. The *Foreign-office List* presents the usual compact mass of information, and we have found it of great use in preparing our annual list of Consular officials at ports in China and Japan, which will appear in the next issue. We find one blot in that especially useful section, the "Statement of Services"—Mr. Hart, the present Inspector-General of Chinese Customs, is described as a "Deputy-Inspector at Canton." There is a long list of promotions and transfers in the China Department, and the obituary records two deaths—those of Consul Fletcher and Mr. Gibson.

Our Ocean Highways. — Under this title Mr. Stanford, of Charing Cross, has issued a useful hand-book of information for travellers, containing particulars regarding travelling, postal and telegraphic communication with all the chief ports, cities, and towns in the world—home, foreign and colonial. In so large and varied an accumulation of matter, it would be strange if there were no mistakes, and we find several in relation to ports in the Far East, but none of a very serious nature. The book is not very appropriately named—on opening it we find on the first page "Abbotsford"—and the question naturally suggests itself, what has the inland town famous as the residence of our great novelist to do with "Ocean Highways?" The same confused mixing up of little English towns with foreign ports is carried throughout, and is a defect arising from the alphabetic method of classification. This, however, might easily be altered, and other improvements made in the next yearly issue.

The Modern Buddhist; being the Views of a Siamese Minister of State on his own and other Religions. Translated, with Remarks, by Henry Alabaster. In this little book (published by Messrs. Trübner and Co., Paternoster-row) Mr. Alabaster, who holds the post of Interpreter in Her Majesty's Consulate-General in Siam, presents an instructive and thoroughly practical discourse on Buddhism as it exists in the present day, with many interesting reflections, not only on the points of difference as regards faith between Buddhism and other religions, but also on comparative morality and the varying social conditions arising out of different systems of theology. It will be found interesting by others besides students of Buddhism.

Wasps of the Ocean – Marlborough and Co., Ave Maria-lane—is a most charming little illustrated book of travel and adventures in China, Siam, &c., admirably suited for young readers. *Anecdotes and Stories in French*, by the same publishers, is also a very useful and instructive exercise for those who are acquiring or have a taste for the French language.

The Colonial Directory of the Straits Settlements, for 1870, is a comprehensive hand-book of information and statistics, which includes not only Singapore and Penang, but Labuan, Sarawak, and Saigon. It is carefully compiled, and published at the "Mission" Press, Singapore.

The Food Journal, March, 1870.—This publication shows in its second number a decided improvement, and promises to enlarge its sphere of usefulness. It contains, among much other interesting matter, an article on "The Economic Uses of Brick Tea," some notes on coffee adulteration (tea ought to come next), and, under the head of "Curiosities of Cookery, a copy of the bill of fare at a "regular mandarin supper" given by Sir R. MacDonnell, in 1867, to some French gentlemen visiting Hong Kong.

Journal of the Royal Asiatic Society, Vol. IV., Part 2.—This volume of the Society's journal is rich in papers of the kind that form the usual staple of its contents. There are contributions from Mr. Childers, late of the Ceylon Civil Service, Colonel Yule, C.B., Captain Sladen, Mr. Baillie, Professor Dowson, and others.

MEMORIAL OF HOUSE OWNERS AT HONG KONG.

The following is a copy of the memorial addressed to Earl GRANVILLE by owners of property in Hong Kong now residing in England. We understand that the Straits Association are also addressing his Lordship on the subject, in conformity with the resolutions, which will found in another column :—

That your Memorialists are owners of house property in the colony of Hong Kong, chiefly in the occupation of Chinese, of the annual rental of about £64,000, and are otherwise interested in its trade.

That such trade, and the value of this property, are to a great extent dependent on the residence in the settlement of the very large Chinese population which has been attracted to it by its being a free port, and a place in which, although heavily burdened by legal taxation, they have always hitherto been protected from irregular exactions.

Your Memorialists have lately learned with much apprehension that in article two of "the Supplementary Convention to the Treaty of Tientsin" it is agreed "that China may appoint Consuls to reside at all ports in the British Dominions," and although it may seem invidious and even illiberal to take exception to a provision which in the face of it may seem calculated to draw closer the bands of amity between Great Britain and China, yet warned by the experience they have gained by many years' residence in China, and an intimate knowledge of its Government and people, they cannot but consider this provision, if acted on in Hong Kong, as menacing the independence of the Colony so far as its Chinese population is concerned, and highly injurious, therefore, to its interests and to those of your Memorialists.

It must be borne in mind that the cession of the Island was to the Chinese Government perhaps the most unwelcome of all the conditions of the Treaty of Nanking, and as the chief seat of, and to them, the very embodiment of British Power in China, it has ever since been regarded by them with extreme jealousy. Hence efforts have from time to time been made to obstruct its trade, which have for the most part been frustrated by the vigilance of Her Majesty's Government. Your Memorialists consider this as another blow covertly, and dexterously, aimed at its prosperity and independence.

Your Memorialists by no means desire to speak with needless disrespect of the Chinese Government, but as its character is so essential an element in the consideration of the question, they can hardly avoid seemingly to do so. Under whatever name a Chinese official be established in Hong Kong, and however limited and innocent may appear to be his functions, he will by the natives be regarded as, and will assuredly assume to be, their ruler. He will be at once a tyrant and a spy, and will levy exactions* on them, which they will neither dare to resist nor complain of, because, although they may know the British authorities would, on appeal, afford them protection, their wives and families being resident on the main land are there in the grasp of the Chinese Government, and on them vicarious punishment would, according to its usage, be certainly inflicted.

That such evils would occur is nearly certain, and the efforts to repress them would assuredly not tend to promote friendly feelings between the British and Chinese Governments.

In illustration of these views, the case of the neighbouring Portuguese settlement of Macao may be adduced, wherein formerly Chinese officials were permitted to reside.

While these officers remained there, not only business affairs, but the smallest and commonest transactions in life were subject to their interference, so that even a house could not be built without their leave being obtained, and of course purchased.

In the year 1841, when all British subjects were driven out of Canton, they took refuge in Macao, but such a pressure was brought upon the settlement by the Chinese officers, by withdrawal of domestic servants, the stoppage of provisions, and threats of personal violence, that the Governor was compelled, most unwillingly, to intimate to the British residents that he could not continue to afford them protection, and they were obliged to leave the place, and to live on shipboard. Perpetual struggles and contentions between the Portuguese and Chinese, arising from the division of authority, still went on, and the assassination of Governor Amaral was one of the terrible consequences. This intolerable condition of affairs was only put an end to when the Portuguese Government, availing themselves of the opportunity afforded by the war between Great Britain and China, insisted on all Chinese officers leaving the settlement, which has ever since been peaceful, independent and prosperous. It can hardly be supposed that any Chinese officer would in Hong Kong dare to proceed to any such extreme lengths as are herein alluded to, but in the event of any threatened disturbance of the friendly relation now existing between the two countries, his presence might be a source of danger, while in any case as the corrupt exercise of power, and the habit of submission to it are ingrained in the Chinese nature, your Memorialists feel sure that the evils they have adverted to would more or less arise, and the apprehension of them would probably induce many of the most respectable Chinese to leave the Colony. Had sufficient time elapsed since the publication of the text of the New Convention in China for the residents in Hong Kong fully to comprehend its application to that place, it is almost certain that remonstrances against this provision would ere this have been made.

Your Memorialists have reason for believing that the views they take on the subject under discussion agree with those expressed in correspondence by the Governor of Hong Kong; if so, records of

*It is well known that offices of the highest importance in China are commonly either purchased or farmed, while those who hold such as are of less value are only nominally paid by the Government but are left to pay themselves as best they can.

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them will no doubt be found in the Colonial-office; and in Sir Rutherford Alcock's letter to the Earl of Clarendon enclosing copy of the Convention, and commenting thereon, it is stated that his Lordship's despatch, No. 141, of the 4th August, "indicates a doubt as to the expediency of allowing a Chinese Consul to be appointed at Hong Kong." This wise doubt has been disregarded, and the reasons alleged are that it is better to permit that which is inexpedient, lest the Chinese should do what is manifestly contrary to the laws of nations, to which, however, unobservant of themselves they are to be allowed to appeal.

For these reasons your Memorialists respectfully request that the Supplementary Convention of the Treaty of Tientsin as respects Article 2 may not be ratified by Her Majesty.

SIGNATURES TO THE MEMORIAL.

JAMES WHITE, M P.
W H LUCE
G. OVERBECK
HARVEY BRAND.
GEO. and R. DEWHURST.
Estate of DOUGLAS LAPRAIK—JNO. G LAPRAIK.
Estates of WM A BOWRA and C. W. BOWRA—JNO. G. LAPRAIK.
R J. GILMAN.
N CRAWFORD, for Self and as Trustee for late T. A LANE.
LUDWIG WIESE.
R J. ASHTON.
W T. BRIDGES.
For G ANDERSON—A. RODGER
ALEXR RODGER.
JOHN FITZPATRICK.
WM. H VACHER.
J. C. BALDWIN.
H. H. KENNEDY.
LUDWIG WIESE, for the Widow of A. W. GROSVENOR.
C. T. WILLSON.
E R. MICHELL
Estate of W H. ROPER—W THOMPSON.
A. SCOTT.
M PESTONJEE SETNA.
G. T. SIEMSSEN, per LUDWIG WIESE.
JULIUS SAUER, per L. WIESE
W. WALKINSHAW.
G. H. HEATON.
R. D. SASSOON.

Monetary and Commercial.

At the meeting of the tea-brokers on the 21st ult. the proposition noticed in our last was negatived, and the matter now stands without settlement. At the next meeting (on 14th inst.) a motion is to be made by Mr. Sillar "To assimilate the 'trade customs' of selling tea to those of silk, viz., to sell for cash, with three months to complete the contract, no deduction being made from the purchase-money; to insist on the Queen's weights being taken by both buyer and seller, and to enforce the payment of the buying brokerage upon completion of the contract." This custom prevails also with rice, indigo, and saltpetre. Had the brokers made a firm stand in the first instance they would have certainly overcome the few dealers who wished to break down their old system. Now they are utterly disorganised, and once having attempted new customs, dissensions have arisen among themselves, and any settlement seems hopeless. They must now make the commission a matter of agreement in each bargain. Certainly the importer cannot pay more than 1 per cent.

It is to be regretted that Mr. H. H. Severs has had his discharge without opposition, for it would have been serviceable to know who is to blame, and by what process debts to the extent of a quarter of a million could be contracted by a firm of such insignificant proportions. Mr. Severs returned from China insolvent and opened business in London some three years since, ingratiated himself with the Manchester houses and the banks, and kept up a fire of bills until renewals would no longer go down. It is simply intolerable that Banks should give facilities for such trading. How is it possible for firms having capital and responsibility at stake to compete with such mushroom firms, and how can the reputation of firms in the China trade be maintained while the Banks are open to persons who should be bowed out of their doors?

The increasing importance of Malta since the opening of the Suez Canal has induced the formation of a company for erecting docks with hydraulic lifts, on the system of Mr. Edwin Clark, C.E. We understand that the Government of Malta not only take a number of shares, but have granted the valuable concession for ninety-nine years of a site for the purpose, together with about 5,000 square yards of land, 40,000 square yards of water area, and a portion of the wharves adjoining. The Government vote also a subsidy of £5,000 on condition that the works are completed within a reasonable time. It is estimated that if only one vessel in twenty of those already frequenting the harbour avail themselves of the new lift, the profits of the company upon the operations of lifting and repairing (taking the data supplied by the Victoria Graving Dock Company) may fairly be reckoned at not less than 25 per cent. on the proposed capital. A large profit is also expected from the business of examining and cleaning the bottoms of coasting steamers.

At the meeting at Liverpool of the West India and Pacific Steamship Company (Limited), a dividend was declared of 14s. per share, free of income-tax, making, with the interim dividend paid in August, 24s. per share, or at the rate of 6 per cent. per annum. The amount left to be carried forward is £6,867.

Some specimens of Sea Island cotton, grown at Manley-hall, Manchester, by Mr. Sam Mendel, were exhibited at the meeting of the directors of the Manchester Chamber of Commerce on the 17th inst. They consisted of a piece of the cotton in the raw state, and some manufactured into yarn and into grey and bleached cloth.

We understand that subscriptions to the Colombo Gas and Water Company have come in slowly, owing to their being subscribed by *bona fide* investors free of Stock Exchange influences. We may note that the shares of the Hong Kong Gas Company have advanced to a premium of £2 per share.

The stoppage is announced of Messrs. Pauw, Schneider, and Co., commission merchants, of Manchester, engaged in the China trade in connection with Mr. Siegfried. At the first meeting of creditors a committee was appointed to examine the accounts, &c.

The P. M. steamer *America*, which left San Francisco on the 1st Feb., took $560,000 in silver and Mexican Dollars.

The Salvage Association Staff have returned from the wreck of the P. and O. steamer *Carnatic*, the vessel having heeled off the reef. About £8,000 worth of treasure, &c., remained in her.

The tenders for £387,500 in bills on India were received at the Bank of England, when the amounts ailoted were—to Calcutta, £352,700, and to Madras £34,800. The *minimum* price was fixed, as before, at 1s. 11d., and tenders at 1s. 11¼d. will receive about 63 per cent. These results show a further diminution in the demand for means of remittance to the East.

At the meeting of the Telegraph Construction and Maintenance Company (Limited and Reduced) a dividend of 7½ per cent. was declared, making, with the interim payment of 2½ per cent., a total distribution of 10 per cent. for the year.

We understand that the intended issue of additional capital for the Shanghai Extension of the China Submarine Telegraph Company is deferred, the directors having decided to take no steps in the matter until the construction of the line from Singapore to Hong Hong is further advanced.

A prospectus has been issued of the National Telegraph Manufacturing Company (Limited), with a capital of £400,000, of which half is to be first issued in shares of £25 each, to purchase the telegraphic business and works of Messrs. R. S. Newall and Co., of London and Gateshead-on-Tyne.

The amount of bullion by the P. and O. Company's steamer *Pera*, from Southampton on the 5th instant, was, in gold, to Bombay, £500; to Madras, £1,365; in silver, to Hong Kong, £850; to Shanghai, £108,220; total in gold, £1,865; in silver, £109,070.

ARTICLES OF IMPORT.

TEA.

Large arrivals have taken place, and with continued relatively small deliveries stocks have increased, sales being restricted to parcels for immediate use, owing to the uncertainty as to the coming Budget. Prices have a downward tendency, although no decided reduction can be quoted.

Public sales of China, comprising 12,922 packages, were held on the 1st and 2nd inst. of which 10,300 packages sold, all being without reserve. The sales went off without spirit, but as a rule without change on last sales' prices. Common to fair red-leaf Congou realised 1s. 0½d. to 1s. 1½d.. Some parcels of fair black-leaf Congou sold at 1s. 1½d to 1s. 1¾d. per lb., and two of fine Moning at 1s. 10½d. to 1s. 11d. per lb. A small invoice of Japan mixed green teas brought full rates. A break of green tea dust sold at 3d. per lb. Two breaks of common Canton Scented Orange Pekoe brought 8½d. to 10½d. per lb.

SILK.

Market very active, large business doing all the past week; prices of China and Japan are fully 6d. higher; we quote best chops 3 Tsatlee, 32s.; Red Peacock, 27s to 27s. 6d.; Japan Mybash, 30s. to 36s.; Canton Tsatlee, 21s. 6d. to 23s.

The following is from Messrs. Jacomb, Hogg, and Co.'s Monthly Circular, dated 1st inst.:—The past month opened with a comparatively quiet market for Asiatic Silk, but business was soon resumed on a fair scale, though of course, owing to the scarcity of silk, transactions have not been so extensive as during the months of December and January. In China Silk there has been a current demand for all descriptions at stiffening prices, and our quotations of to-day show an average advance of about 6d. per lb., though in medium and low Tsatlees the improvement has been greater. Chop Silk is now nearly exhausted, and one parcel of Koo-fong-Sing's Chun Tze has been sold as high as 32s. Japan Silk seems to be again out of favour, and consequently the business of the past month has been on a limited scale, though within the last few days there are symptoms of an improved demand; and looking at the moderate quotations for this class of silk as compared with China, it is only reasonable to expect that the attention of consumers must ere long be again directed to its use. The deliveries are 3,643 bales China, and 626 bales Japan.

According to Messrs. Arles, Dufour, and Co., a gradual increase of confidence has been observable in the Lyons silk market since the favourable turn in the home politics of France, and some important

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contracts for deliveries as late even as June and July have afforded evidence of the faith of buyers in the maintenance of prices, more particularly with regard to all classes of good silks, of which the stocks are insufficient to meet the wants of consumption. At the same time a fair current business has been done in Asiatic silks, especially in China sorts.

COFFEE.

The supplies of Plantation Ceylon at the public sales have been limited, but the small quantities offered have been readily taken, the ordinary and medium qualities at about our last quoted rates, and the good and fine sorts at higher prices. Native Ceylon is in fair inquiry. The quantity afloat, both Plantation and Native, is less than last year; the landings of Ceylon show an increase, and the deliveries a decrease on last year's figures, while the stock is considerably in excess. For the East India descriptions of Coffee other than Ceylon the sales have been confined to 185 bags pale greenish Manila at auction at 58s. and 180 bags Bonthyne Singapore at 60s. per cwt.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 192,579 cwt., against 207,983 cwt. at the corresponding date of 1869; Native, 19,552 cwt., against 57,686 cwt. The quantity afloat for the Continent is *nil*, in both years. The quantity of Coffee landed in the seven weeks ended Feb. 19, 1870, was of Ceylon, 2,730 tons, against 2,176 tons during the corresponding period of 1869; of all descriptions, 3,334 tons, against 4,707 tons. The quantity entered for home consumption was, of Ceylon, 1,286 tons, against 1,448 tons; of all descriptions, 2,271 tons, against 2,464 tons. The quantity exported was, of Ceylon, 2,768 tons, against 2,117 tons; of all descriptions, 4,973 tons, against 4,641 tons. The stock on Feb. 19, was, of Ceylon, 12,875 tons, against 9,306 tons; of all descriptions, 20,365 tons, against 16,822 tons.

The Rio market at the date of the last advices was quiet, but owing to the anticipations which were entertained of a short crop great firmness was manifested.

SUGAR.

Supplies having been kept back by the prevalence of contrary winds, and the trade having shown a slightly increased disposition to purchase, the business has been to a larger extent than of late, but prices are lower. The sales of East India, on the spot, have been confined exclusively to Manila, of which 20,000 bags common to middling clayed, duty 8s., have been sold at 28s. 6d. to 29s. 6d., 3,500 bags superior clayed (chiefly 9s. 7d. duty) at 31s., and 5,000 bags unclayed Taal at 25s. The floating cargo, per Peerless, 3,780 baskets, No. 13 Java, has been sold at 29s., for delivery at Bristol.

The quantity of Sugar landed in the seven weeks ended Feb. 19, 1870, was, of Penang, 269 tons, against 782 tons in the corresponding period of 1869; of Manila, Java, and China, 3,469 tons, against 5,947 tons; the quantity entered for home consumption was, of Penang, 582 tons, against 255 tons; of Manila, Java, and China, 4,694 tons, against 1,223 tons. The quantity exported was, of Penang, 24 tons, against 13 tons; of Manila, Java, and China, 175 tons, against 12 tons. The stock on Feb. 12 was, of Penang, 1,993 tons against 843 tons; of Manila, Java, and China, 34,390 tons, against 35,556 tons.

COCOA-NUT OIL.—The offers of Ceylon since our last report have been 128 casks, of which 89 casks mostly good sold at £42, two lots at £41 15s. and £42 5s., the remainder being bought in at £42. The quantity of Ceylon afloat for Great Britain is estimated at 48 856 cwt., against 50,732 cwt. at the corresponding date last year, and 35,555 cwt. in 1868.

COIR GOODS.—The current rates are—Yarn, Ceylon, very fine and superior, £54 to £61; fine, £44 to £48; good, £35 to £36 10s.; low common to middling, £23 to £26. Fibre: Ceylon, good, £25 to £27 5s., medium, £20 10s., common £15.

CAMPHOR.—The market is quiet on the spot at 82s. 6d. to 87s. for China, with sellers of Japan at 92s. 6d. per cwt. Shipments continue to be made from China, with a stock of 5,569 packages, against 3,402 in 1869, 1,634 in 1868, and 2,009 in 1867; we can hardly yet look for improvement in price. Delivered in January last, 147 packages, against 1,937 packages in January 1869, and 171 packages in January 1868.

CUTCH.—The demand is without improvement, and prices are nominal at 26s. to 26s. 6d. for fine quality. At auction 980 boxes good Pegue were bought in at 27s. per cwt. The quantity afloat from Calcutta and Singapore to London and Liverpool is 544 tons, against 204 tons same time last year; from Rangoon, &c., 329 tons, against 661 tons.

ESSENTIAL OILS.—Aniseed very dull at 8s. 9d. to 8s. 10d.; limited sales. Cassia: Very flat, small sales at 5s. 1d. Nutmegs: 51 cases white in sale retired, but sellers afloat cheaper.

GAMBIER.—The market is quieter again, after large sales on the spot and afloat, at 17s. 3d. to 17s. 9d. for lamp. 394 bales block sold at 17s. 3d. Cubes quiet; of 346 packages offered a few fine sold at 20s. 6d. to 20s. 9d.; common dull at 18s. to 19s.

GUMS.—Benjamin: Siam steady; Sumatra, 2nds firm; 37 cases half sold, fair white almond at £10 to £10 2s. 6d.; rather brownish, £8 10s. to £8 17s. 6d.; Palembang very dull. Copal still in demand, but large arrivals. Damar very dull, and lower; 73 packages retired. Gamboge steady; 19 cases clean pipe sold at £15 to £15 5s.

GALLS.—The market for China is firm, there being a good demand for export; 697 boxes were mostly placed at auction at 49s. to 49s. 6d. for good clean bold, with very little small; preferable 50s. per cwt.; 400 cases, part of a recent arrival, have been placed privately at 49s. 6d. Japan very steady, 261 cases retired from auction at 50s.

HIDES AND SKINS.—Messrs. Dyster, Nalder and Co.'s Monthly Report is as follows:—The sales East India Hides during the past month have been limited, owing to small stocks, and comprise 250,382 hides in the hair and tanned. The general demand has been good although exporters continue to be the most eager buyers, and in addition to their purchases at public sale have taken several parcels in original bales. Prices have been well sustained, and on the better qualites, which have been very scarce, a fractional advance has frequently been paid. Of Ceylon, 1,372 hides have been sold: Light and Heavy, 6¾d.; Extra Heavy, 5½d. to 6½d.; Thirds, 5d.; Fourths, 4½d.; Buffalo 5d. per lb. Singapore, Penang, &c., Ox and Cow: 13,306 hides have been sold at previous rates to ¼d. per lb. advance; Dry, Light and Small, 8½d. to 9½d.; Heavy, 8d. to 8½d.; Extra Heavy, 7⅞d. to 8⅛d.; Thirds, 7d. to 7½d.; Brined, Best Light and Best Small, 11⅞d.; Second Light, 4½d.; Best Heavy, 9¼d.; Second Heavy, 8½d; Extra Heavy, 8d.; Thirds and Fourths, 7½d. per lb. Buffalo: The demand is limited, and the bulk of those brought forward, being of indifferent quality, the sales are restricted to 2,066 hides, at about previous rates, viz., Prime Slaughtered av. 45½ lbs. at 7½d. per lb.; Fair to Good, Best Heavy, 5⅞d. to 6½d.; Seconds, 5½d.; Light, 6½d. to 6⅞d.; Thirds, 4d. to 5d.; Inferior, Best Heavy, 5d.; Seconds, 4⅛d. per lb.

ISINGLASS.—Both Penang and Manila have realised higher prices; 30 cases sold, pipe realising 3s. 4d. to 3s. 6d. per lb. for ordinary to fair; leaf, 3s. 5d. to 3s. 9d.; middling cake, 2s. 1d.

INDIA-RUBBER.—The demand continues good; sales reported of Singapore at 1s. 10d.; Borneo at 1s. 3d.; Assam at 1s. 1d. to 1s. 4d.

INDIGO.—The sales have been held, but have comprised no parcels of Manila.

JAPAN WAX.—Very quiet, and with a declining tendency. 839 boxes have been offered and partially sold at 70s. per cwt. for middling; extremely fine will not command 75s.

MUSK.—The recent improvement has continued; 20 caddies Pod sold fine flat thin at 32s. to 34s., mixed and bally at 20s. to 21s.; 3 tins Grain sold at 48s. 6d. to 50s. 6d. for middling to fine.

MOTHER-O'-PEARL SHELLS.—The market is firm, and the following parcels have been offered at auction:—Macassar: 62 cases sold at £12 10s. per cwt. for generally good mixed size shells. Manila: 74 cases from Singapore retired at £9 10s.

PLUMBAGO.—Ceylon has sold more readily, and at better prices, especially for any good qualities, 1,400 barrels in auction being mostly disposed of; fine and superior silvery lump, 23s. to 29s.; rather mixed, 18s. to 22s.; inferior dull, 14s. to 17s.; dust, fine clean, 11s. to 11s. 6d.; common and middling, 6s. 6d. to 8s. There is a good demand for export.

PEPPER.—Black: After the issue of our last, Black Pepper continued in strong demand, and a fair business was done both on the spot and for arrival; Acheen at 4½d., and West Coast at 4⅝d. per lb. Auctions have embraced 4,087 bags Penang, three-fourth of which were placed at 4⅝d. to 4¾d. for fair Acheen, and 4¼d. to 4⅝d. West Coast; and 470 bags Singapore retired above the value. White: A speculative demand having sprung up, business to the extent of between 2,000 and 3,000 bags has been transacted privately, commencing at 6¼d. and rising to 6⅝d., and even 7d. paid for small quantities; but the demand has since flagged, and prices at the close are lower. 913 bags Singapore and 58 bags Penang have been brought to auction, one-third of the former sold at 6¾d., with one lot at 6⅞d. per lb. for good quality; and the whole of the latter at 6¾d. for fair.

PRESERVED GINGER.—Dull of sale; 155 cases retired at 7½d. to 8½d. per lb. for rather dark to fine pale, Chylong brand; 20 casks at 6½d.; 81 cases low Chow Chow at 6½d.

RHUBARB.—The sales of China have comprised 343 cases, for which there was an active demand; 21 cases, new arrival overland, per Poonah, well trimmed bright pinky fracture sold with spirit at 4s. 9d. to 6s. 6d., being much dearer; previously 72 cases, per same steamer, good coat, fair even pinky fracture, sold at 3s. 11d. to 4s. 7d., being barely valuation; other parcels sold steadily at 1s. 2d. to 1s. 7d. for rough, part pinky fracture, but wormy, and 8d. and 10d. for very ordinary dark and rough.

RATTANS.—In fair demand, and auctions have embraced 5,554 bundles Penang, and 3,278 bundles Singapore, the former of which sold at 2s. 3d. to 4s. 3d. per 100 canes, and the latter at 3s. 7d. to 5s. 3d.

ROOTS.—Colombo: Quiet at 35s. to 37s. per cwt. for good fair sound root, bright but rather small. China: Without transactions; several parcels are now afloat, and prices will doubtless decline; nominal value, 45s. per cwt.

SPICES.—Mace is more plentiful, and prices have receded 1d. to 2d. per lb. for common quality; 22 cases Penang partly sold, fair to good fair 3s. to 3s. 4d.; 37 packages Java, partly sold at 2s. 3d. to 2s. 7d. for ordinary to common red. Nutmegs: 21 cases Penang partly sold, 85 to 84 to the lb. at 2s. 4d.; 12 cases Padang, 92 to the lb. sold at 2s. 2d.; 34 packages Singapore, partly defective, sold at 1s. 6d. to 1s. 8d. for 130 to 118, and 1s. 9d. for 100 to the lb.; sound in boxes, 118 to the lb. 1s. 9d., 83 2s. 4d. per lb. Cloves: The recent demand has subsided, and 491 bales in auction were bought in at 3¼d. to 3⅝d. per lb.

SAGO.—Shortly after the date of our last, a strong speculative demand sprung up, resulting in sales to the extent of 2,000 to 3,000 boxes fair small grain at 18s. 3d. to 18s. 6d., and good at 18s. 9d.; with 1,000 bags at 17s. 6d. to 17s. 9d. At auction, 913 bags middling to good small realised 17s. 6d. to 18s., but at the more recent sales, when 1,332 boxes and 520 bags were offered, only 340 boxes sound sold at 19s. for good white grain, the bags being held for 18s. to 18s. 6d. Large and medium Sago is very scarce, and 184 bags, per Empress of India, were strongly competed for, and brought 22s. to 22s. 6d. per cwt. for very good and fine medium grain TP in diamond LS under, and privately at 23s.; 58 bags very brown large sold at 18s. 6d. to 19s. Flour: With only 293 tons afloat to London against 1,236 tons last year, and with a marked falling off in the quantity afloat to Liverpool (381 tons against 2,010 tons); a speculative feeling has existed towards this article, and very large sales of Borneo have lately been effected privately at 14s. per cwt., and part of 678 bags Singapore by auction at same figure. The price is moderate, but the quantity afloat direct from Borneo is not generally known, and the stock in Liverpool is very heavy, being 33,806 bags.

STICLAC.—A new parcel of 378 boxes fine clean Siam sold well; very bold 57s. 6d. to 62s.; small and dusty, 54s.; 150 cases Calcutta part sold at 38s. 6d. to 50s.

SAPANWOOD.—Slightly firmer; considerable parcels of Siam and Ceylon Wood offered at auction but retired.

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TAPIOCA.—Both Malacca and Penang have been more sought after, and prices (especially for good) are firmer. Of 1,318 bags Singapore at auction about one-half sold, viz., extra fine at 3⅝d.; fine, per Empress of India, at 3d. to 3¼d.; very good at 2⅞d., and good, 2¼d. to 2⅜d. per lb. No common offered. Of 526 bags Penang, about 250 bags were quitted, chiefly damaged, from ¾d. to 2d. per lb., with fair sound, per Mofussilite, NS, Alma under, at 2¼d. to 2½d. per lb., and about 500 bags privately at same figures, and more recently 400 bags at 2⅜d. per lb. Flour: 525 bags salvage from Dharwar, and very middling quality, retired at 1¾d. to 2d. per lb. Pearl Tapioca: Has been in strong inquiry, and privately a large quantity sold at 22s. 6d. to 23s. per cwt. At sale extra large grain sold at 25s., and bullets at 28s., and more recently 340 packages at 22s. 6d. for good, and fine medium. Extra large at 23s. 6d., and very middling medium in bags at 21s. to 21s. 6d. per cwt.

TORTOISESHELL.—Prices are steady; 16 cases Singapore have been offered at auction and about half sold; rather mixed in quality, generally good substance, little scabby, at 14s. to 14s. 6d.; more mixed with common red, at 13s. 6d.; thin red, at 11s.; medium shell and chicken, good clean 13s. 6d. Penang: 1 case very mixed, much common, at 8s. per lb.

NEW YORK MARKET REPORT.

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TEA.

There is no change in the general features of the market. There is not much stock offering, and although buyers are scarce just for the moment, prices are held with confidence. We note sales of 5,100 half-chests Oolong, to arrive by the Craigie Lee; 400 half-chests Green, ex Chinaman; 841 half-chests do., ex Atina. The following are the currency prices for jobbing lots:—Greens, common to fair Hyson, 78c. to 99c.; good to fine do., 95c. to $1.10; extra fine to finest do., $1.15 to $1.40: common to fair Young Hyson, 70c. to 80c.; good to fine do., 85c. to $1.10; extra fine to finest, $1.20 to 1.55; common to fair Gunpowder, 78c. to $1; good to fine do., $1.05 to 1.20; extra fine to finest do., $1.35 to 1.70; common to fair Imperial, 78c. to $1; good to fine do., $1 05 to 1.20; extra fine to finest do., $1.30 to 1.50; common to fair Twankay, 62c. to 68c.; good to fine, 70c. to 80c.; common to fair Uncoloured Japan. 75c. to 85c.; good to fine do., 90c. to $1.05; extra fine to finest do., $1.10 to 1.30; common to fair Oolong, 65c. to 70c.; good to fine do., 75c. to $1; extra fine to finest do., $1.10 to 1.50; common to fair Souchong, 75c. to 85c.; good to fine do., 96c. to $1.10; extra fine to finest, $1.25 to 1.50.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to Feb. 9, 1870, were as follows:—Greens, 1,854,803 lbs.; Japans, 22,813 lbs.; Souchongs, 990,660 lbs.; Oolongs, 1,403,564 lbs.; other sorts 14,000 lbs.; total, 4,285,840 lbs. The stock on Jan. 1 was 9,866,167 lbs.; which, added to the above total, gives a result of 14,152,007 lbs. Subtracting from this total the exports from Jan. 1 to Feb. 9, 302 658 lbs., and the withdrawals for home consumption during that period, 3,470,497 lbs., there remains a total of 10,378,252 lbs., representing the stock on the last-named date. The receipts from Jan. 26 to Feb. 9 amounted to 678,409 lbs.; the withdrawals for home consumption to 2,748,226 lbs.; and the exports to 131,602 lbs.

COFFEE.—There is a dull tone apparent in the market generally, and the only sales of East India have been a few lots Java at the current quotations, which rule lower, viz:—Java (mats), 19c. to 21c.; do. (Government bags), 12½c. to 21½c.; Manila, 16c. to 17c.; Singapore, 18c. to 19c.; Native Ceylon, 17½c. to 19½c. gold (duty paid). The stock of Manila on the 1st Feb. was estimated at 2,627 bags, against 6,769 bags on Feb. 1, 1869; of Java (Government) at 1,385 bags, against 2,451 bags; of Java, 18,857 mats, against 27,808 bags; of Ceylon 2,000 bags, against 7,000 bags; of Singapore *nil*, against 2,270 bags.

CHINA MATTING.—The market is quiet at the following prices:—4-4 white, 30c.; 5-4 white, 35c.; 6-4 white, 40c.; 4-4 red checked, 35c.; 5-4 red checked, 40c.; 6-4 red checked, 45c. There is a stock on hand amounting to about 2,00 rolls, while the quantity afloat is considerable.

CAMPHOR.—China is quoted 18c. gold (in bond).

GAMBIER.—The current quotation is 4⅛c. to 4½c. gold (duty paid); stock, small.

ESSENTIAL OILS.—Aniseed is quoted $2.12½; Cassia, $1.25 gold (in bond).

HEMP.—Manila exhibits less depression than when we last reported, and sales have been effected of 1,000 bales at 14½c., and 2,000 bales superior at 14½c. gold, both sixty days prompt. At the close the price cannot be quoted over 14½c. at which quotation there are sellers but few buyers. The stock of Manila on the 1st Feb. was estimated at 17,813 bales, against 6,214 bales at the corresponding date of 1869, and 19,546 bales in 1868. The imports into the United States during the month of February were 4,875 bales, against 15,829 bales during February last year, and the quantity afloat on the 1st February was 37,931 bales, against 18,968 bales at the same date last year.

INDIGO.—The market for Manila continues very quiet, and the only sale reported has been 20 cases at $1.10 to $1.35 currency.

PRESERVED GINGER.—China is quoted $10 to $10.50 currency (duty paid).

RHUBARB.—The quotation for China is $1.50 to $2.50 currency (duty paid).

RICE.—East India is entirely out of demand, and there is no business to report beyond the sale of a few bags Rangoon for export at the figures previously ruling, viz., $3 to $3.25 gold. The stock of East India on the 1st Feb. was 7,506 bags, against 12.816 bags at the corresponding date last year, and 4,342 bags in 1868.

SILK.—These has been a slight accession of activity in the market, with moderate deliveries and small imports. In China and Canton descriptions fine qualities are scarce and command higher prices, good and common remaining steady; for Japans the inquiry is limited. The following are the current quotations:—Tsatlee, Nos. 1 and 2, none; Tsatlee, No. 3, $9.50 to 10; Tsatlee, Nos. 4 and 5, $8.50 to 9; Tsatlee, re-reeled, $9.50 to 10.25; Taysaam, Nos. 1 and 2, $8 to 8.75; Taysaam, Nos. 3 and 4, $6.75 to 7.25; Taysaam, re-reeled none; Haineen, $9 50 to 10.50; Canton, extra fine, $8.25 to 8 75; Canton, re-reeled, No. 1, $7.50 to 7.75; Canton, re-reeled, No. 2, $7 to 7.25; Japan, Mybash, nominal; Japan, Sodai, $8.50 to 9; Japan Oshio, re-reeled, $10; Japan, Koshu, $8.50 to 9. The imports from 31st January to 19th February were 536 bales.

SUGAR.—The market for West India is fairly active, but for East India there is an entire absence of inquiry, and prices are nominal. The stock on the 1st Feb. was of Java 810 baskets, against 310 baskets at the corresponding date last year; of Manila 230,253 bags, against 78,808 bags; of China 614 bags, against 1,000 bags.

SPICES are unsettled and inactive, owing to the proposed change in the tariff. We quote Cassia 43c. to 44c.; Ginger, 11½c.: Mace. $1.25 Pepper, 26c.; Nutmegs, 95c. to $1; Pimento, 17½c. to 18½c.; Cloves, 26c., gold. We note the sale of 10,000 mats Cassia, to arrive, at 23c., gold, in bond.

SAPANWOOD.—The current quotation is $30 currency, and the stock is estimated at about 300 tons.

TIN.—There has been an increased demand for Straits, resulting in sales of 600 slabs at 32c. gold, showing an advance of 1½c., and of 2,000 slabs, to arrive per Lorenzo, at 30½c. gold. Banca has likewise improved, being quoted 33½c. to 34c. gold. The stock in New York and Boston is estimated at 6,500 slabs Straits, with 13,000 slabs afloat.

SAN FRANCISCO MARKET REPORT.

COFFEE.—No business is reported in any description of East India.

OILS.—There is a good demand for China Nut Oil, and extensive sales are reported at $1.10 to 1.12½. The imports during the month of February were 860 boxes.

RICE.—Imports from Jan. 1st to Feb. 1st: China, 38,180 mats. There is a steady trade demand for China, with sales, in lots, of 2,500 mats, at 5¼c. to 5½c. Extra No. is held at 5¾c. to 6c.

SPICES.—Of Black Pepper, sales are reported of 40 bales, terms withheld; quotations, Cassia, $1.87½; Cloves, $1.50; Pepper, $1.25.

SUGAR.—We note sales of white China, to some extent, at 11c. to 11½c.; the import of China for February was 716 packages.

TEA.—Imports from Jan. 1st to Feb. 1st: China, 1,333 pkgs.; Japan, 3,481 pkgs. There is no special demand; the jobbing requirement is quite up to the average. "Basket" is held at 55c., though at auction 30 bales sold at 51c. We quote Japans at 65c. to 85c, according to quality and package.

SHIPPING.

ARRIVALS.—Feb. 4, at Boston, from Manila, Archer; 9, at New York, from Shanghai, Atma; 11, from Foochow, Mary Whitridge; 14, from Foochow, Queen of the Seas; 16, at San Francisco, from Hong Kong, Japan; at New York, from Ilo Ilo, Competitor; from Yokohama, Mary Lee; at Boston, from Manila, Mariano; 17, at New York, from Canton, Enrique; at San Francisco, from Batavia, Noord Brabant; 18, at New York, from Hong Kong, Willie Rickmers; from Singapore, Gemsbok; 23, from Shanghai, Everhard; March 2, from Amoy, Craigie Lee.

DEPARTURES.—Feb. 5, from San Francisco, for Manila, Daniel Mary; for Yokohama, Catalima; for Hong Kong, S. G. Reed; from Boston for Batavia, Fearless; 6, from San Francisco, for Manila, Asa Eldridge; 11, from New York, for Straits, Zephyr; from San Francisco, for Manila, Horatio Harris; 12, for Hong Kong, Clothilde; 14, for Yokohama Nightingale.

LOADING.—At San Francisco, for Hong Kong, North Star; at New York, for Batavia, W. A. Farnsworth; for Hong Kong and Shanghai, Samuel Russell; for Shanghai, Game Cock.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Feb.22	Gauntlet	Sutherland	Macao, &c.	London
— 23	Elizabeth Cushing	—	Manila	Downs
Feb.22	Alfred	Gronow	Rangoon	Bremerhaven
— 23	County of Ayr	M'Nicol	Padang	Brouwershaven
— 25	Sarah Newman		Rangoon	Liverpool
— 23	Somerset	Hicks	Batavia for Amstdm.	Off the Lizard
— 16	Jourdain	Armandeau	Macao	Callao
— 28	Empress	Cooper	Foochow	London
— 28	Pak Wan	Shiell	Canton, &c.	Do.
— 28	Edward P. Bouverie	Tilly	Foochow	Do.
— 28	George Shotton	Bailly	Do.	Do.
— 28	Rollo	Taylor	Shanghai	Deal
— 28	Lizzie Iredale	Wilding	Do.	Do.
— 28	Vincenza	Bassich	Manila	Do.
Jan.17	Louisa Canevaro	Dimozo	Macao	Callao
— 13	Runnymede	Hore	Zebu	Coquimbo
— 28	Zeibendi (?)	Jollie	Batavia for Amstdm.	Off Falmouth
Mch. 1	Kvik	Lorange	Amoy	London
— 2	Taffarette	Rocher	Hong Kong	Havre
Feb.28	Wynand	Jones	Colombo	Off the Lizard
— 27	Noach II.	Hoefman	Batavia	Brouwershaven
— 27	Willem Poelman	Kettler	Do.	Do.
— 27	Krusebjorn	Fongt	Samarang	Do.
Mch. 1	Solide	Schmidt	Bangkok	Falmouth
— 2	Taunton	Hogg	Shanghai	London
Feb.28	Aimo	Engberg	Batavia	Texel
— —	Ridderkirk	Bunk	Pasaroeang	Brouwershaven
Mch. 2	Passover	Pearson	Colombo	London
— —	Sumatra		Batavia, for Rottrdm.	Deal
— —	Eurydice	Betts	Do., for Amsterdam	Off Dungeness
Feb.28	Insulinde	Jollie	Batavia, for Rottrdm.	Off Falmouth*
Mch. 2	Senior	V. Det	Do., &c.	Texel
— 2	Sydney	Poe	Samarang	Do.
— 3	Christian Ranken		Bangkok	Marseilles

* With loss of iron foreyard.

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DEPARTURES.

Date.	Ship.	Captain.	For	From
—	Lord of the Isles	Petrie	Java	Shields
Feb. 18	California	Deinum	Sourabaya	Plymouth*
— 17	Auguste	Bach	Manila	Cardiff
— 19	Koningin Augusta	Pritzen	Batavia	Liverpool
— 20	Aurora	Basterrechea	Manila	Do.
— 21	Kingdom of Belgium	Smith	Singapore	London
— 20	Zuid Holland	—	Batavia	Shields
— 22	Clara	Power	Shanghai	London
— 19	Far East (str.)	Swaffin	Singapore, via Suez C.	Port Glasgow
— 22	Floris	Ellis	Yokohama	Liverpool
— 22	Diomed (str.)	Crompton	Penang, Sing, China, &c., via Suez Canal	Do.
— 22	Golden Hind	—	Anjer	Do.
— 23	Devana	Thomson	Hong Kong	London
— 21	Ringleader	Hamilton	Do.	Cardiff
— 21	Ferdinand Brumm	Voss	Singapore	Do.
— 24	Belle Marguerite	Dusaussay	Cardiff and Galle	London
— 23	Ellen Lamb	Braithwaite	Singapore	Liverpool
— 22	Bothwell Castle	Stewart	Do., &c.	Glasgow
— 25	Geraint	Watt	Shanghai	London
— —	Fuhlee	Gibbons	Do.	West Hartlepool
— 26	Shooting Star	McKenzie	Colombo	London
— 27	W. G. Russell	Jewett	Shanghai	Liverpool
— 28	Eleanor	Norrie	Penang	London
— 26	Fortuna	Gautschow	Singapore	Cardiff
— 28	Singapore		Yokohama	Liverpool
Mch. 2	Surbiton (str.)	Marshall	Colombo, &c., via Suez Canal	London
— 4	William Fruing	Chevalier	Hong Kong	Do.

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At London.—For Nagasaki and Chefoo: Zohra. For Yokohama: Lota, Espiegle, Rollo, Pak Wan. For Yokohama and Hiogo: Pegasus. For Tientsin and Newchwang, George Shotton. For Shanghai: Hindostan, Glenavon, Jungfrau, Blackadder, Northampton, City of Hankow: Lizzie Iredale, Taunton. For Hong Kong: Invincible, Sir Harry Parkes, Joseph Sprott, Lord Macaulay, Lufra. For Singapore: Windermere. For Singapore, Hong Kong, Shanghai, Nagasaki and Yokohama (*via* Suez Canal): Nile (str.). For Colombo: A.O.A., Gauntlet, Wynaud.

At Liverpool.—For Nagasaki, Hiogo and Yokohama: Oberon. For Shanghai: Jumna. For Manila: Hong Kong, Maria Fidela. For Singapore: Knight Templar, Malacca. For Batavia, Sourabaya and Samarang: Spirit of the Day. For Colombo, &c. (*via* Suez Canal). Statesman (str.).

At Glasgow.—For Hong Kong: Kildonan. For Manila and Ilo Ilo: Aureliana. For Singapore: Roslin Castle. For Batavia and Sourabaya: County of Lancaster.

SPOKEN.

Marle, Hong Kong to Havre, Dec. 16, 27 S., 54 E.
Tavistock, Shanghai to London, Dec. 6, 22 S., 70 E.
City of Dublin (?), Ceylon to London, Dec. 8, 22 S., 68 E.
Christina Margaretha, Batavia to Amsterdam, Dec. 12, 25 S., 62 E.
Cecilia, Hong Kong to Falmouth, Jan. 8, 25 S., 3 E.
Martha Kay, Liverpool (?), to Japan, 138 days out, Nov. 10, 4 S., 125 E
Taeping (ship), London to Shanghai, Dec. 28, 33 S., 19 W.
Albert Victor, China to London, Jan. 3, 33 S., 32 E.
Bestevaer (Dutch vessel), Java to Amsterdam, Jan. 13, 35 S., 22 E.
Peter Mann (Dutch vessel), Canton to New York, Jan. 15, 35 S., 17 E.
British Crown, Shields to Singapore, 106 days out, Dec. 3, 7 S., 104 E.
County of Ayr, Padang to Rotterdam, Dec. 16, 13 S., 10 W.
Buston Vale, London to Penang, Dec. 18, 30 S., 26 W.
Wild Rover, Manila to Boston, Dec. 20, off the Cape of Good Hope.
Royal Visitor, Cardiff to Galle, Jan. 5, 12 S., 33 W.
Belted Will, London to Hong Kong, Dec. 31, 28 S., 27 W.
Elien (brig), Batavia to Rotterdam, Jan. 22, 14 N., 36 W.
Polar Star (brig), from Foochow, Jan 21, 4 S., 19 W.
Betty, Amsterdam to Batavia, Jan. 4, 21 S., 32 W.
Glance, Plymouth to Ceylon, Dec. 31, 27 S., 31 W.
Diana, Bordeaux to Hong Kong, Nov. 14, at entrance of Gaspar Straits.
Emma David (N. G. barq.), Bangkok to Falmouth, Jan. 21, 1 N., 23 W.
Dutch Ship, Amsterdam to Batavia, Jan. 4, 2 N., 24 W.
English Vessels, No. 2938 or 2908, Ldn. to Shnghi, Feb. 22, 38 N., 19 W.
Maas Nymph, Cardiff to Galle, Dec. 28, 20 S., 30 W.
Thyatira (Eng. sh.), Lndn. to Shnghi., strg. S.W., Feb. 13, 38 N., 21 W.
Duncan, London (?) to Shanghai, Feb. 22, 38 N., 19 W.
Adriana, Rotterdam to Batavia, Dec. 12, 38 S., 25 E.
Amstelstroom, Amsterdam to Batavia, Dec. 27, 11 S., 33 W.
Ellen Hunter, Batavia to Rotterdam, Jan. 22, 14 N., 36 W.
Amadies (Dutch schr.), China to Falmouth, Dec. 29, 34 S., 63 E.
Osceana (?) (Dutch), Bangkok to Falmouth, Jan. 6, 46 S., 56 E.
Rainbow, Penang to Boston, Jan. 4, 24 S., long. —.
Panama, Liverpool to Hong Kong, Nov. 16, in Banca Straits.
J. W. A. Lorenzen, Singapore to Boston, Jan. 12, 12 S., 11 W.
Jacoba and Christina, Batavia to Amsterdam, Jan. 19, 5 S., 17 W.
Benvenue, Penang to London, Dec. 33, 35 S., 23 E.
Dalhousie, Batavia to Amsterdam, Feb. —, 47 N., 13 W.
Perceptor, Ilo Ilo to New York, Nov. 13, in the Straits of Sunda.
Rome, Hong Kong to London, Jan. 12, off Ascension.
Burdwan, London to Hong Kong, Jan. 21, 4 N., 22 W.
Adler (N. G. brig), Canton to Hamburg, Feb. 7, 58 N., 31 W.
Tavistock (brig), Shanghai to London, Jan. 17, 6 S., 17 W.
Bride, Sunderland to Galle, Dec. 24, 36 S., 13 W.
Chinaman, London to Shanghai, Dec. 5, 2 N., 26 W.
Queen's Own, Sunderland to Singapore, Dec. 30, 34 S, 1 E.
Westward Ho, Cardiff to Singapore, Dec. 5, 29 S., 26 W.
Batavia, Rotterdam to Batavia, Jan. 25, 1 N., 22 W.

FREIGHTS AND CHARTERS.

There have been a great many arrivals since our last issue, and the berths to the Eastern ports are well filled; rates remain about the same coal freights from the Northern outports are without improvement.

Current rates of freight for vessels on the berth:—To Yokohama 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meas t. At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £35. For Shanghai: £41. For Hong Kong: £30. For Singapore: £26 For Galle: £25. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £1 15s. For Shanghai: £2 2s. For Hong Kong: £1 7s. For Singapore: £1 4s. For Saigon: £1 5s. For Galle: £1 5s.

CASUALTIES.

The Engineer, which put into Pentewan, Feb. 21, reported that on the 17th, 50 miles S.W. of Scilly, she boarded the County of Ayr, of Glasgow, McNicol, from Padang to Rotterdam, with loss of bulwarks, some of the crew sick, and short of provisions, and supplied her with bread and potatoes.

The Crown, Aubin, from Yokohama to London, which arrived at St. Helena, Jan. 26, reported having experienced a hurricane on the 14th and 15th Dec., 22 S., 71 E., during which she lost sails, water-casks, &c.

The Clara, Power, from London to Shanghai, was in collision off Southend, Feb. 24, and parted from an anchor and 35 fathoms of chain; she was in consequence detained there, and arrangement had been made to recover the anchor.

Advices from Alexandria, dated Feb. 25, state that the Otterburn (str.), from London to Colombo, via Suez Canal, had stranded, Feb. 23, at the entrance of Aboukir Bay, near Rosetta (mud bottom), and the H.M.S. Himalaya, accompanied by a tug, had left to assist in getting her off.

The Fuh Lee (str.). Gibbons from West Hartlepool to Shanghai, arrived at Gravesend Feb. 28; was in collision with a brig during the night of Feb. 24, and lost foretopmast and a part of bulwarks.

The Enrique, Orcutt, which arrived at New York, Jan 17, from Canton, had experienced heavy gales, during which she sprung foremast and sustained other damage.

The Menam, Wilson, from Sunderland to Galle, which put into Capetown, Dec. 19, was discharging.

There are rumours of the Nell Gwyn, from Java to Holland, being lost, as several bales of tobacco with marks of her cargo have been picked up and landed at Havre, Dieppe, and Trouville, on the French coast.

MISCELLANEOUS.

At Table Bay, Jan. 4, Daphne, Osuldsen, from Frederickstad, and sailed 6 for Shanghai; 8, Cataluna (str.), Exzodello, from Macao and left 11, for Havana; 16, County of Forfar, Lamont, from Sourabaya; 19, Manila (str.), Rochford, from Waterford, for Manila; 6, Wilhelmina Emma (str.), Donaldson, from Glasgow, left for Yokohama.

At St. Helena, Jan. 13, Ida Elizabeth, Dooren, from Batavia, and sailed 14 for Rotterdam; Angela, Onate, from Manila, and sailed 15 for Plymouth; 14, Hollandia, Niewenhuijs, from Macassar, and sailed for Amsterdam; Nantib, Prentice, from Amoy, and sailed 15 for New York; 15, Elizabeth, Feenstra, from Batavia and sailed for Amsterdam; Catharina Maria, Van Aurerangen, from Tjilatjap, and sailed 16 for Schiedam; Asphodel, Bayfield, from Colombo, and sailed for Boston; Jeannie, Cromwell, from Foochow, and sailed 16 for Boston; 16, Affghan, Fisher, from Singapore, and sailed for Liverpool; 17, Indiana, Cooper, from Bangkok, and sailed for the Channel; 18, Koning Willem II., Besseling, from Batavia, and sailed 19 for Amsterdam; 23, Annie Fleming, Garrick, from Samarang, and sailed 24 for Clyde; 26, Dordrecht II., Rotgans, from Padang, and sailed for Amsterdam; Crown, Aubin, from Yokohama, and sailed 27 for London; Ceylon, Davie, from Foochow, and sailed for London; Panuco, Beattie, from Foochow, and sailed 28 for London; 28, Wilhelmina and Clara, Van Herwerden, from Batavia, and sailed for Amsterdam; 29, River Eden, Valder, from Canton.

Off St. Helena, Jan. 14, Polar Star, from Foochow, for London; Minister Fransen van der Putte, from Batavia, for Rotterdam; Southern Cross, from Colombo, for London; Stad Dokkum, from Java, City of Paris, from Colombo, for London; 26, Messenger, from Manila, for Boston.

At St. Vincent, C.V.—Feb. 6, Merrie England, M'Mahon, from Cardiff, and sailed 7 for Yokohama.

At Suez.—Feb. 11, Chu Kiang (str.), Warden, from London, for Singapore, Penang, &c.

At Malta.—Tszree (str.), from London, for Japan (via Suez Canal), ten days from Plymouth.

At Port Said.—March 3, Erl King (str.), Steele, from London, for Singapore, China, &c., would partly coal and proceed on 4th.

The Salvage Association have issued a report relating to the wreck of the Spindrift, in which the following paragraph occurs:—"There is hanging about the broken iron, ribs, and beams, a very large quantity of calico, velvet, and all sorts of stuff out of the broken cases, spun up like ropes by the action of the sea and tied into innumerable knots, so that it is sometimes dangerous for the divers to go down amongst it."

The Glenduror was towed off the main on the morning of the 19th ult., making but little water, and was safely docked into the Victoria Docks the same day.

Advices from Vannes received at Nantes Feb. 17, state that great anxiety was felt there concerning the Behrend (Ger. ship), Nagel, which sailed from Bordeaux Jan. 28, for Yokohama; a case, the marks and contents of which are said to have been perfectly recognised as those of one shipped by that vessel, having been found ashore near Vannes.

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A.D. 1870.

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TEN DAYS AND A-HALF.

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I take this occasion to thank the Gentlemen who subscribed their names to establish GRANT'S TRANS-MONGOLIAN TELEGRAPH SERVICE. Having now repaid the whole of the Capital advanced to me, I have reduced the charges on Telegrams, to prove that I am not unmindful of the confidence they showed me.

C. MITCHELL GRANT.

KIACHTA, January 10, 1870.

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STRAITS SETTLEMENTS ASSOCIATION.

At a GENERAL MEETING, held on TUESDAY, the 22nd inst. the following Resolution was passed on the subject of THE PROPOSED SUPPLEMENTARY TREATY WITH CHINA.

That the Straits Settlements include altogether a population of 260,000, of which fully one half are Chinese, and the Association are of opinion that the appointment of a Chinese Consul in the colony under Art. No. 2 of the Supplementary Convention to the Treaty of Tientsin, is inexpedient, and highly to be deprecated, because—

1. It is well known that officials of the Chinese Government act under a system which, if it does not tolerate, is certainly attended with the practice of extortion and the most flagrant abuse of authority.

2. The Chinese system and usage unfortunately admits of such malpractices being carried out, not only against the individual, but upon his family and connections resident in China, and the threats of a Consular officer in this direction would seldom fail of effect, and make his office a source of anxiety and dread to all within the reach of his authority.

3. The number of Chinese in the Straits who are British subjects is large and steadily on the increase, and it would be a manifest injustice to allow of such undue influence being exerted over them as might be exercised in the way described.

4. The Chinese inhabitants of the Straits Settlements are fully alive to the advantages they enjoy under the British Government, and the Association believe that they would deprecate the appointment of a Chinese Consul on the grounds that it would materially interfere with their personal security and social comfort.

P. F. TIDMAN, Hon. Sec.

21, St. Swithin's-lane, 23rd February, 1870.

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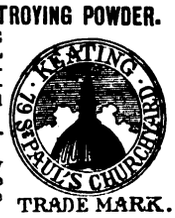

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NOTICE

MORRIS'S DIRECTORY for CHINA, JAPAN, and the PHILIPPINES, &c., to be published on the 1st Jan., 1870, contains a Revised List of the Foreign Residents at all the open Ports of the China Sea, including Saigon, which has never yet been included in any similar work; together with the Time Tables of the different Steamship Companies, Rates of Postage, Local Ordinances, and such other matter as will be useful to all interested in the China trade. No trouble or expense has been spared to make this the most accurate publication of the kind ever offered to the public.

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"THE CHINA MAIL,"

No. 2, WYNDHAM-STREET, HONG KONG.

NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co," was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT

NOTICE TO ADVERTISERS.

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WM. CLOUGHTON, Managing Director.
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Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.

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China, 1st January, 1870.

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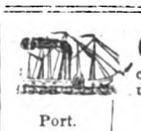

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Do.	Omba	A1 16 yr.	E.I.D	To follow
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THE NEW CHINA CONVENTION.

DEPUTATION TO LORD CLARENDON.

On Monday, the 28th ult., a deputation of members of Parliament, merchants, and others interested in the China trade (about ninety in number), waited on Lord Clarendon at the Foreign-office to state their objections to Sir R. Alcock's new Convention. A list of those present will be found below. With Lord Clarendon were Mr. Otway, M.P., Mr. Hammond, Sir L. Mallet, and Mr. Shaw-Lefevre, M.P., Under-Secretaries to the Foreign-office and the Board of Trade. The deputation was introduced by Mr. Crawford, M.P., who spoke as follows:—

MR. CRAWFORD: My Lord, I have been requested to undertake the formal duty of introducing this deputation to your Lordship, and to state in a few words what is the object we have in view in asking your Lordship to receive us here to-day. In a meeting containing so great a number of members of Parliament, as you see here present, I need hardly go through the task of introducing individuals to your Lordship. Although we have the presence here to-day of a great many gentlemen from various towns and ports in England, the deputation is essentially a deputation from the City of London. The object the deputation has in view is to represent to your Lordship the views they entertain with regard to this supplemental Treaty, which has been concluded in China by Sir Rutherford Alcock. It is essentially a matter of detail, and, on that account, I will, with your Lordship's permission, ask other gentlemen, who are more familiar than I am with the Treaty, or rather with the operation, which it is supposed it will have on our commercial relations with China, to bring the subject before your Lordship. Mr. Hugh Matheson will first address your Lordship.

MR. HUGH MATHESON: It cannot be surprising to your Lordship that the merchants of London should take a warm interest in this China Convention. The great territory of China, with its vast population, estimated at 400,000,000, was partly opened to our trade, as your Lordship is well aware, under the Treaty of Nanking; but it was more particularly opened under the Treaty of Tientsin, concluded by Lord Elgin in 1858, which Treaty was completed in 1860. I should like in the name of the merchants of London to pay a tribute of warm respect to the memory of the Earl of Elgin, who brought to the consideration of that great Treaty the most distinguished ability, and who showed so much knowledge, consideration, and appreciation of the magnitude of the interests involved in it. Under the Treaty of Tientsin a very large extension of the British trade with China has taken place, so much so that, from a recent parliamentary return, we find that the value of exports and imports into China, not including Hong Kong, in the year 1868, amounted to no less a sum than forty-five millions sterling. Of this fully one half is represented by British trade, and, independently of indirect advantages to the Chinese from this trade, the amount of duties levied by them at their ports was about three millions sterling. Unquestionably there was mutual benefit to the Chinese and to British subjects from the opening of China under the Treaty of Tientsin, which is the one under which we are now trading. It is quite true, as has been alleged, that the Treaty was negotiated after the successful operations of our troops; but, at the same time, it is equally true that the Earl of Elgin forbore to press upon the Chinese Government the exaction of advantages which, as a conqueror, he might have claimed, naturally wishing to show them, as a Government, all due respect, and fearing that if he were to press too hardly upon them he might injure their position and prestige with their countrymen. Under your Lordship's instructions, therefore, and with a magnanimity for which his memory is entitled to, and receives, the very highest honour, he did not press the Chinese. He felt it might go hard with them if he were to do so; but he laid down principles, the recognition of which he obtained from the Chinese, which were calculated to develop the intercourse between the two nations, and gradually to open up that great country, with its highways and especially its vast water-ways, to the trade of foreign countries, and particularly of Great Britain. He provided also that after the experience of ten years a revision might take place of the terms of the Treaty. It is in connection with that revision we are here to day; and when it was announced that the revision was to take place during the present year, which I believe was as long ago as 1867, we confidently expected that provision would be made for the removal of various hindrances and obstacles that we had found practically in the way of the extension of trade, and for the introduction of still greater facilities than we had heretofore enjoyed for the progress of commerce, which has certainly enriched us, and which has as certainly enriched China. Everything looked favourable. We had in Sir Rutherford Alcock, the British Minister at Peking, an officer of great and varied experience in China; and we had, moreover, despatches from him addressed to the various mercantile communities, in which he invited suggestions from them, and in answer to his invitation a very large body of information was conveyed to him by the Chambers of Commerce in China. These are all public documents. We, therefore, confidently expected that we should have, in the Convention, distinct advantages for trade, and it would be very much more satisfactory to us, my Lord, to be here to-day to congratulate Her Majesty's Government on a great success, rather than to take what is a painful and very ungracious attitude, namely, that of criticising what has been done. (Hear, hear.) But we have no alternative, because, in several respects, the great object to which I have referred, the opening up of China for the free expansion of trade, has not been sufficiently guarded by Her Majesty's representative out there in negotiating this Convention. It has been attempted to be shown that there is a diversity of opinion among the mercantile body upon this subject. I should be very glad if we could entertain the suspicion that we were deceiving ourselves, but I am afraid we are deprived of that entirely, because nearly all of the Chambers of Commerce have spoken in the same sense in which we have felt compelled to speak in the memorial which we have had the honour to send to your Lordship. We find the Shanghai Chamber of Commerce have spoken quite as emphatically as we have done; the Hong Kong Chamber, and, in this country, the important Chambers of Manchester and Glasgow, besides the Amalgamated Society of Chambers of Commerce in London, have passed resolutions to the same effect. Therefore, I am afraid we are at one in wishing that more inquiry be made before the ratification of this Convention. We think it has been hastily got up, without due regard to the experience and the opinions of the merchants, who, at very great expense, and with very costly establishments, have been carrying on the trade there. My Lord, the details of the measure will be referred to by some gentlemen around me who have them thoroughly at command. Mr. Bower, a merchant of large experience in this country, as well as in China, will refer especially to the question of transit dues, upon which, I think, there ought to be no difference of opinion whatever, because the term "transit dues" was made use of by Lord Elgin distinctly and clearly to mean all internal taxation whatever. It is so specified in despatches over and over again that the term transit dues was to be applied to all inland taxation whatever. That is an important key to our opposition to the terms in which these transit dues are now dealt with in the Convention. Mr. Bower will, therefore, speak on that subject. Mr. Gilman, an old merchant connected with China, indeed, resident there as a merchant before the Treaty of Nanking, will address your Lordship on the silk duties, and Mr. Magniac will follow and take up the remaining points.

Lord CLARENDON: Perhaps I had better hear you all before I make a reply.

Mr. BOWER: I have been requested, my Lord Clarendon, by the merchants of the City of London and others interested in the China trade, to submit to your consideration the reasons which have compelled them to send to Her Majesty's Government, through your Lordship, a memorial against the ratification of this Convention, so far as those considerations relate to the system by which the textile products of this country are imported into China. It is to be observed in the outset that the new arrangements under this head propounded by this Convention are those upon which the authors of this Convention chiefly rest their claim to our gratitude. It is to be noted further that they are the very conditions to which we most emphatically and strenuously object. Our opposition, therefore, as Mr. Matheson has said, is truly an ungracious one. We recognise most completely the zeal for our interest of Her Majesty's Minister in China, but we believe that he has been utterly mistaken. I must claim your indulgence while I divide this question into two heads—I think we shall consult brevity by doing so. The first is, what the Convention contains as compared with what we enjoyed under the Treaty, supposing Convention and Treaty were alike fully observed. If I succeed in showing that, as I believe cannot be doubted, the Convention is highly disadvantageous as compared with the Treaty, it would yet remain to be considered whether its provisions, though less advantageous, were so much more likely to be practically observed that it was desirable to adopt them. My Lord, the Treaty of Tientsin, under which we have carried on our trade since 1858, provides, in short, this—that when our goods reach China they shall pay a fixed rate of duty equivalent to about five per cent. *ad valorem*. That duty frees them through the Custom-house; and next—China being a country in which internal transit and other dues are current—we, if we wish to free our goods from the port of entry to any other part of China, clear of all further taxation whatsoever, have the option of doing so upon making a further payment equal to half the import duty. But, my Lord, the Convention provides very differently. It provides that this extra duty, or transit duty, shall cease to be optional, and shall become compulsory, and payable in all cases upon importation. It provides that in nine provinces out of the eighteen of which China consists, and in the whole of the territories not comprised in these provinces, this compulsory payment shall free us from transit duty only, construing transit as applying to goods in motion; but, as regards all other internal duties, shall leave us in the hands of the local Governments to exact what they may please. Now, it is plain that under the Treaty five per cent. import duty and 2½ per cent. for internal dues would free us of all China, but that the Convention would leave us, as regards nine provinces out of the eighteen, subject to that which Sir Henry Pottinger in 1842, and Lord Elgin in 1858, took infinite pains to free us from, namely, the capricious internal exactions of Chinese officials spread throughout the country. If I have rightly described what is conceded to us under the Treaty as compared with what is conceded to us under the Convention, I think no one can doubt that the Treaty is the more advantageous to us. But it is proper to state that Sir Rutherford Alcock utterly denies our construction of the Treaty of Tientsin. He says, "True, you have the option of paying this 2½ per cent. as transit duty, but transit means something in motion, and when your goods get to their destination they are free no longer, they are exposed to whatever charges the local Governments may exact from them. If, my Lord, Sir Rutherford Alcock is correct, then have we, the merchants of China—then, so far as we know, have all the officials—then, so far as we know, has the Foreign-office in London, for a quarter of a century, from the year 1842, when Sir Henry Pottinger made the Treaty of Nanking, down to some two or three years ago, been wholly mistaken as to what was provided for in that Treaty. My Lord, I think that this very important question is capable of being effectually cleared up. You are well aware that Lord Elgin, one of the clearest-headed men that it was ever my lot to meet, took the greatest pains for many months, as shown by numerous despatches, in the consideration of this subject and a satisfactory arrangement of it. What does Lord Elgin say was his conclusion? I quote from correspondence relating to the Earl of Elgin's special Mission to China and Japan, 1857-59, presented pursuant to an address of the House of Commons, July, 1859:—"I have the honour" (this despatch was addressed to your Lordship's successor, Lord Malmesbury) "to remi-

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herewith a tariff of duties and accompanying rules or articles. . . . Rule 7 applies and extends the principle respecting transit duties which is laid down by Article 28 of the Treaty of Tientsin. Henceforward, on payment of a sum in name"—observe the phrase—"in name of transit duty, which for simplicity's sake has been fixed at one-half of the tariff rate of duty, goods, whether of export or import, will be free to pass between the port of shipment or entry to or from any part of China without further charge of toll, octroi, or tax of any description whatsoever. I confess that I consider this to be a most important point gained in the future interest of foreign trade with China. In every representation on the general subject of trade which I have received from mercantile bodies or individuals since I came to China, the system, or no system, under which transit duties are now levied has been pressed upon me as a grievance. I have always thought that the remedy was to be sought in the substitution of one fixed payment for the present irregular and multiplied levies. At the same time, in a country where duties of octroi are habitually resorted to as an expedient for supplying the wants both of the local and Imperial treasuries, it was obviously difficult to devise a scheme for the commutation of transit duties which, without creating great financial disturbance, should prove an effectual protection to the importing and exporting merchants. The rule now under consideration has been very carefully framed, and will, I trust, in practice, afford a reasonable security against both of the two classes of evils which I have indicated." My Lord, I cannot imagine even the clearest despatch-writer—and Lord Elgin was one—saying anything more conclusive upon the point in difference between us and Sir R. Alcock. But I have said the Convention, being in itself a restriction of our rights, it might yet be possible that the smaller rights left to us under the Convention would be better observed than the larger ones secured to us by the Treaty. I must note, therefore, for a moment the causes of the failure of this transit duty clause under the Treaty. In part it has been this, that when we paid our 2½ per cent., took out our certificate and sent our goods into the country, we found, not always, but in a great majority of cases, that further taxes were levied quite irrespective of the Treaty, quite irrespective of the payment we had made at the port. Now it is very difficult to obtain proof of such exactions. The Chinese are not a people who complain readily of their own officials, but cases did happen which we could establish by indisputable evidence. Then began our miseries—correspondence with the Consul; Consul writing back; and next, applications to Peking; correspondence there—months elapse, and the matter is at length referred to the Home Government, and in the end altogether abandoned. In some cases it happens that the Chinese Government finds itself compelled to admit that a wrong has been done, and redress is promised. What follows? The claim is ordered to be paid and the matter settled; but we are then no nearer a settlement, and in the majority of cases we do not get a penny. Numbers of admitted claims, with orders to pay them, exist to this day, and still unpaid. Well, what is now proposed to be done? For a single moment consider what the Government of China is. The Central Government at Peking is known to the eighteen provinces, of which this enormous empire mainly consists, chiefly as the feudal lords of the annual tribute which the provinces must provide—amounting to some fifteen millions sterling. For the rest, the provincial authorities collect their own revenues, it is supposed some forty or fifty millions more, and administer their own Government. There is a great army of officials spread over the country who conduct their duties on the principle of small pay eked out from what are expressively called "squeezes." The Chinese people make no particular objection to this. The usage is so ancient, and so universal among them, that they regard it as a part of the law of nature. The business then of these officials is to furnish the established amount to the revenue, and to retain as handsome a balance for themselves as circumstances will permit, short of driving the people to extremity. Now the dues on transit, and other local taxes, are part of the recognised revenues of the country, due to the local Governments, and necessary to their existence. It is the weak point of the Tientsin Treaty that in commuting them for a fixed payment, it made that payment to the Central Government, to the detriment of the local Governments, and so made the latter hostile to the provision. But does the present Convention do anything to remedy this difficulty? On the contrary, it removes from the Central Government the only inducement it possessed to take measures to see the Treaty properly observed, by withdrawing our option to refrain from paying if we found the equivalent wanting, for they are now to get the whole commutation paid at once, and paid always. We are, therefore, brought to the conviction that this Convention is inexpedient and unsound. My Lord, I would only say, in conclusion, that this is not a time at which to try novel experiments in our trade with China, based upon new readings of the probable result. We know from our manufacturing districts that the home market has lost much of its elasticity, that the continental markets are closing against us, and the horizon is anxiously scanned for larger and more profitable outlets. We need not look in vain. It requires only that the rights secured to us under the Treaty of Tientsin should receive a little careful management by patience combined with firmness, and the flood-gates will be opened which will admit in rapidly increasing quantities the products of our looms into the centre of a multitudinous, and, so far as their alien rulers will permit, a friendly people. It is the object, as it would be the result, of this Convention, if it is unhappily ratified, to bar those gates anew against us. We come before your Lordship to entreat you to deliver us from it. We beseech—nay, do we presume too far if we claim from the Government of the Queen, that it will preserve to us, unimpaired by this mistaken Convention, the privileges obtained for us by the greatest Minister that ever England sent to China—the rights solemnly granted to us by the Treaty of Tientsin.

Mr. GILMAN: The subject on which I have to address your Lordship is happily a much less complex one than that which has been treated by the gentleman who has preceded me. He has anticipated me in many remarks I proposed to make as to how it has happened that this Convention should contain provisions so very different from those which were expected of it, and I have the satisfaction of feeling, in addressing myself to this subject, that I have the British Government on our side. I find by Sir Rutherford Alcock's despatches, that the Board of Trade expressed the wish that duties should not be increased, and your Lordship also a doubt as to the expediency of the reception of a Chinese Consul at Hong Kong. Now, my Lord, the duties are increased very greatly, and your Lordship's sagacious doubt has been disregarded. How has this happened? I think it is sufficiently explained by the fact that the Convention was negotiated by Mr. Hart. Now, my Lord, who is Mr. Hart? A gentleman of character and ability: I have nothing to say in his disparagement, and if I had I should not say it here and in his absence. But what is Mr. Hart? He is the Inspector of Chinese Customs at Shanghai; and I venture most respectfully to remark that I think it behoves the British Government to watch somewhat cautiously the movements of the class of men to which Mr. Hart belongs. They are in the employ of the Chinese Government, they are paid by them; bound up in Chinese interests, they become in the course of time imbued with Chinese ideas, and the necessary effect of their position is to render them more or less, according to their particular characters, to some extent denationalised. I think that to men of this class our national interests—more particularly our commercial interests—should not be entrusted. (Loud cheers.) I would make another remark; and it is, whether it was a wise measure to abolish the office of Superintendent of Trade, or rather to vest the office in the person of a high political officer, resident not among the merchants, but remote from them—resident at Peking. We, my Lord, consider this Convention to be one great mistake; but in it there are many minor mistakes into which a man of Sir Rutherford Alcock's ability would not have fallen had he been in a situation in which he could have had the advantage of learning merchants' opinions, not by cumbrous correspondence, but in moving among them, learning, in short, the views on matters of business of business men. I hope I may be pardoned for these observations. I feel I have been treading on dangerous ground; but if I have said anything which I was not entitled to say I beg your Lordship's pardon.

Lord CLARENDON: Not at all.

Mr. GILMAN: On the Consular question I need not speak, as it has been made the subject of a separate memorial to the Colonial-office, and no doubt will receive due attention. As to opium, I have nothing to say except to express my individual opinion that, whatever may be the merits or the demerits of the trade, it is entitled to as much protection as that in any other commodity. I now proceed to the more immediate subject with which I am charged, namely, the increased duty on raw silk, an article, I need not say, of prime importance. This increase is justified on various grounds, and first as a set-off against certain concessions made to us, the value of which has been inquired into by the gentleman who has preceded me. It has been shown that Sir Rutherford Alcock is mistaken as to the price he has paid for these supposed advantages, inasmuch as he calculated the increased duty on silk at a trifle over 1 per cent., whereas your Lordship will see from our memorial that it is actually considerably over 3 per cent. Such a mistake as this could not possibly have been made had Sir Rutherford Alcock possessed the advantages to which I have alluded. But even were the advantages obtained as great as they are said to be, I do not see on what principle one particular article of trade should be called on to pay for them. I do not see why the silk duty should be doubled because advantages are given to other branches of our trade. Passing from that, it is said that we cannot expect concessions unless we are prepared to make concessions. Now, what have we to concede to the Chinese? The whole course of our legislation, for years past, has been favourable to them in every respect; the subjects of China can, of course, come here: they can trade where they please; they can do what they please; they have every privilege which the subjects of the British empire have. As to our commercial legislation, there is no duty on raw silk, there is no duty on camphor, rhurbarb, cassia, or any of the other articles with which China supplies us; all these have been abolished. The duty on tea some years ago amounted to 2s. 2½d. a pound. It is now reduced to 6d., and we hope somewhere about April next to hear it has been abolished altogether. (Laughter and cheers.) Under this liberal system the importation of tea, which in the East India Company's time was only thirty-two millions of pounds, last year amounted to one hundred and thirty-three millions. If we consider the thousands and hundreds of thousands of people employed in this vast trade, it is hardly necessary to point out what an immense boon this is to the Chinese nation. The Chinese Government cares nothing for this; but they do care for and understand how their own revenue has been increased by the extension of trade in this one article alone. They claim from us, however, an increase in the duty on silk, on grounds which Sir Rutherford Alcock says are irresistible.—(Mr. Gilman here read an extract from Sir Rutherford Alcock's despatch, justifying it on the ground of the duty now paid being far below what it should be on the basis of 5 per cent. adopted by Treaty, and proceeded to say):—It is quite true, my Lord, that, according to the present prices of silk, this addition is justifiable except as regards Canton silk. A very extraordinary degree of favour has been shown to a description of silk which is brought to market in really such small quantities that one is left to wonder why it should be thought of, that is Scechuen silk, of which the average production is about 300 bales per annum; and, in favour of that a differential duty is to be established; but on Canton silk, of which the annual export is 5,000 bales, or fifteen per cent. of our whole supply, and which is all of low quality, no difference has been made. Again, here is an oversight which could not possibly have occurred had Sir Rutherford Alcock had men of business at hand to advise him. Well, my Lord, with this exception, the additional duty may be justified according to the present scale of prices, but it must be remembered that the present scale of prices is altogether an abnormal one. I have taken great trouble to look into the record of the prices of former years. I have looked

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through dusty documents of about thirty-five years past, and I find such prices as now rule have until the last few years been without example. The present duty is a perfectly fair one on the natural value of the article. The present increase of value is due to various causes. One cause is the exactions of the Chinese Government. The Chinese have gone on gradually levying and increasing the inland dues, and in that way raising prices. A greater cause of the advance, however, is doubtless the Chinese rebellion, the devastation in the silk districts produced by it, and the consequent diminished production. The third and greatest reason of all is the lamentable disease which has spread over Europe of late years—the disease in the silkworm itself. My Lord, as to the Chinese exactions being removed, I have no very lively hope; but the rebellion is now repressed, mainly by our aid, and in some degree at our cost. It may be hoped that its effects will pass away, and it certainly should be the object of the Chinese Government to foster their own trade, to encourage and not burden it with fresh taxation. The third and great cause of the advance in price, the silkworm disease, we may hope will be removed like other such diseases have been, such as the murrain among cattle, the disease in the vine, and the potato; and, were that to happen, doubtless we should have in time a return to our former scale of prices. The high prices are not the result of increased use but of diminished production, and the high price is the strongest argument that can be used—not for, but against increased taxation. I have so far, I think shown (and I have very little more to say) that the increased duty is illiberal and impolitic. I have now to show that, so far from the Chinese case for an increase of duty being irresistibly just, it is most unjust when compared with the duty levied on other articles. The only other important article the Chinese have to send us is tea. The average value of tea cannot be taken at over twenty taels per picul. The duty, therefore, according to the 5 per cent. basis, should be one tael. The duty actually levied, and which has been cheerfully paid, is 2½ taels. Therefore, the duty is, as stated in our memorial, 12½ per cent. instead of 5 per cent.; and on this article the Chinese Government receive £748,000 per annum, instead of £299,000, which is all they are entitled to. I think the same justice may be demanded for tea which is by them demanded for silk. I cannot see why, if the duty on silk is to be brought up to the 5 per cent. level, the duty on tea should not be brought down to it. Having now shown that the increase proposed is illiberal, impolitic, and unjust, I leave the case of this great branch of our national industry, unhappily a struggling and declining one, with confidence in your Lordship's hands.

Mr. MAGNIAC, M.P.: I have been requested, my Lord, to bring to your Lordship's notice the remaining points in this Convention not touched upon by the previous speakers. I propose to take Sir Rutherford Alcock's own headings in his despatch to the French Minister, but I believe I can dispose of ten or twelve of them in a very few words. If not occupying too much time I should like to read them, because it is desirable that those concerned should know what value we attach to them. The first twelve, to take them as numbered in Sir Rutherford Alcock's despatch, are Nos. 7, 9, 10, 11, 16, 17, 8, Duty-free Articles, Drawbacks, Tea Bonds, Manifests, Tonnage Dues, Rules for Sycee, Dock Stores. These are so trifling that we think they might have been settled by the Consul without referring to Her Majesty's Minister. No. 5 is Poyang Lake steamtug. Sir Rutherford Alcock disposes of that concession in his own despatch covering Mr. Swinhoe's report on the Yangtsze, in which he says that he does not expect it will be of any value. No. 13, Coal Mines, is a doubtful point on which we do not desire to speak at present. For many years these coal mines have been worked, and it depends on the goodwill of the Chinese whether they will be of any value whatever. The last heading on the small list is that of Duties Remitted. They amount to £7,000 a-year only, and I need not trouble your Lordship with them. The first important point I am called upon to speak about is comprised in Nos. 1 and 2 in the list, which include Inland Navigation and the Renting of Houses in the interior. I believe I am quite correct in saying that, if there ever was a point of importance to our trade, it is that included under these two headings. It was not so much that people desired to go and live in the interior of China, but that they regarded this concession as a means to an end. By these means they hoped to overcome the obstructions of the Chinese officials, and to check the undue exactions which were charged on their goods sent into the interior. The Chamber of Commerce at Shanghai, in answer to a circular from Sir Rutherford Alcock, who begged them to express their opinion as to the chief points which should be arranged in the revision of this Treaty, placed these two subjects in a most prominent position. The words are:—"The Chamber cannot impress too strongly upon his Excellency the necessity of urging this point upon the Peking Government." Well, my Lord, what was our surprise when we came to examine the text of this Convention to find that not only had the negotiator not impressed these points on the Peking mind, but that they had put us in regard to them in a far worse position than we were in before. I will not take up time by giving the exact words of the Tientsin Treaty; but in Article 9 it states, in effect, that British subjects may travel for purposes of trade in all parts of the Empire. They have power, under Article 12, "whether at ports or at other places," to build houses, warehouses, churches, &c., and may, under Article 14, hire boats, and so on. It was in compliance with the desire of Lord Elgin that the right to enjoy these privileges was waived to a certain extent. In fact, the right has not been pressed by the Europeans in China out of consideration to the representations made to them urging them to give time to allow the first novelty of the European presence in China to pass away; but certainly I must say we did not expect that a less power would be agreed to in this new Convention, and then that it should be flaunted in our eyes as something gained. If this Convention is carried out I need not say that the very limited extent to which these rights have been exercised will be further restricted, because the limitations in the new clauses are so serious that there will be no possibility for a European to fix his permanent residence in the interior—and why should he not? I believe I am strictly within the truth when I say that there is not a single instance of any man who is a real *bona fide* trader having made himself obnoxious to the authorities in the interior. (Hear, hear.) We heard with great pain, and I say it with reluctance in your Lordship's presence, but, as there are reporters here, I think that people's minds should be disabused of a false impression—but we have heard a very obnoxious term used to describe the dealings of the Europeans with the Chinese. It is some years ago since I was in China, but I was there fifteen years ago.

Lord CLARENDON: I beg your pardon for interrupting you, but by whom is this supposed?

Mr. MAGNIAC: It is an expression which has been used in this country. It has been stated as indicating the way China merchants treat the Chinese.

Lord CLARENDON: I have not heard of it.

Mr. MAGNIAC: We also feel very strongly that this impression is strengthened by a running accompaniment of adverse criticisms towards the merchants throughout the whole of Sir Rutherford Alcock's despatches. (Hear, hear.) We have felt very much pained and grieved at some of the expressions he has used. There is one expression that I shall have to notice later. We feel that there is an opinion that we are not dealing with the Chinese as we should like to be dealt with ourselves. I believe that is a most mistaken notion. Many of us have had Chinese friends who are quite as friendly with us as any friends we have in England, and I can sincerely say for myself, and for many Chinese merchants, that we feel for a Chinaman of equal rank, and treat him exactly in the same way as we would a European. (Hear, hear.) My Lord, I was about to mention that Sir Rutherford Alcock has contrasted us with the Russians. He said that the Russians lived in better harmony with the Chinese than we do. But Sir Rutherford Alcock ought to know that, though they are Russian subjects, from their race and Calmuck origin, they are much more Chinese in manner, speech, and appearance than natives of our distant country can possibly be. We know that ninety-nine Europeans out of one hundred, if allowed to go into China for the purposes of trade, would confine themselves to their trade, and would be much greater fools than I take them for if, instead of selling their goods and realising a fortune, and getting home as soon as they can, they set up their backs and determine to have a "row" with the people with whom they are dealing. (Cheers.) There are, further, three points which I need not waste time about—Commercial Code, Bonded Warehouses, and Hong Kong Transhipment; they are called concessions, but hardly require a Treaty to make them binding. That concludes the list of concessions made to us, with the exception of the opening of new ports—Wuhu and Wenchow. The Chamber of Shanghai stated that Wahu, as an experimental port, might be considered valuable, but they were not speaking of the general merits of ports in China, but only, at the request of Sir R. Alcock, as to the comparative merits of five or six ports named. The port of Wenchow is probably well situated, but, as I said before, the merits of these two are merely comparative. It has always been pressed on every Minister as the first point claiming his intervention, that we ought to have more inland points. People in this country do not speak of a place inland as a port, but they are so in China; and the magnificent rivers are the evident means of opening up the country. If intercourse with China is to become general, it must be by opening a port 1,000 miles inland, with access to it by steam. (Loud cheers.) If, my Lord, China were canvassed on the subject, I believe that would be the one stipulation for which they would be willing to concede everything that could with any right or propriety be conceded. When I have said the distance at which these ports are situated I need not say it would be an illusory gift if it was not accompanied by steam navigation. To drag a boat by means of tracking against a current at the rate of two miles an hour is certainly a long proceeding, and, if our trade is to be opened in China, it must be by opening the Treaty Ports on the great rivers, with free access to them by steam. I must now refer to points we have conceded. The increased duties enable China to levy fresh revenue amounting to £800,000 a year. That is no small sum. If, when the former treaties had been ratified, it had been supposed that the revenue from those duties would have amounted to that, everybody would have said we were over sanguine. But this small addition will benefit them to the extent I have named. A concession which Sir Rutherford Alcock supports in very strong language, and about which there is a good deal of feeling, is that of the appointment of Consuls in Hong Kong; he says if there is to be any reciprocity in the mutual relations between China and England this cannot be refused. If China were England, and England still England, reciprocity would be reciprocity; but as we know how things really are, we have a right to examine the proposal carefully. We have mentioned, in our memorial, a certain course of action that we feel persuaded will be adopted by the mandarin who is appointed to the duty of Consul at Hong Kong. Sir Rutherford Alcock's reason for pressing the appointment of this Consul is to prevent smuggling at Hong Kong. He says in his despatch that "Hong Kong is confessedly a great smuggling depot," and he further states that "the appointment will control the smuggling propensities of the Chinese in league with the foreign merchant." It is impossible to deny, and we, who are acquainted with the place, do not wish to deny, that there is smuggling to a considerable extent among the Chinese; but much, though illegal, is not smuggling. We think it was quite uncalled for on the part of Sir Rutherford Alcock to describe Hong Kong as a great smuggling depot, as if nothing went on there but smuggling. If we look at the map we shall find that there is no Treaty Port south and west of Hong Kong but Canton, the consequence of which is that there is a great deal of illegal shipping. This is not smuggling in our sense of the word, and it is due to the obstinacy of the Chinese, who put these restrictive regulations upon trade. The port of Kiung Chow is situated in a part of China exactly where it was wanted, and we are told that a large trade would have been done there, and that it would have been a death-blow to a great deal of these illegal shipments. (Hear,

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hear.) We should only be too glad if proper means are found for putting an end to illegalities of this kind in China. The cause, however, of one-half of them is the extortion and corruption of the Chinese authorities themselves. That is a fact which many gentlemen here know perfectly well. (Hear, hear.) I have reserved to the last a point upon which we feel very strongly, and which we believe, with one exception, to be the most important in the whole Convention. It is contained in the first article of the Treaty—the Favoured Nation Clause. I feel very diffident of arguing such a subject in the presence of your Lordship.

Lord CLARENDON: I believe I may say that we do not insist on that article. (Loud cries of "Hear, hear.)

Mr. MAGNIAC: I need not say, my Lord, that all present feel very great pleasure in that expression of your Lordship's intention, and everyone, both here and in China will, I am sure, be delighted to find that this article has been given up. (Hear.) I had proposed briefly to sum up our gains and concessions; but I hardly know whether it will be necessary for me to do so, for, putting it most favourably, we give far more than we acquire ourselves. We gain two treaty ports and some very shadowy advantages. In consideration of that we give to the Chinese power to levy £800,000 a-year revenue; we relinquish rights for the circulation of goods over half of China; we give the right to create disturbances at Hong Kong and are asked to consent to a most mischievous Favoured-Nation Clause. Compare our position with what it was when the Treaty of Nanking was signed. In some respects we find ourselves placed in a materially worse position than we were then—twenty-seven years ago—and certainly in a worse than under Lord Elgin's Treaty. (Hear, hear.) I believe on this subject the merchants of London are quite unanimous, and the merchants in China are of the same opinion; and we do hope and trust that the assurance your Lordship has given with regard to one article may be extended to the other points we have touched upon. I believe I am stating the feelings and sentiments of all the gentlemen here when I say that we feel so strongly the restrictions placed on our trade by this Convention that we should infinitely prefer to see the existing Treaty fairly carried out, feeling at the present moment perfectly satisfied that if it were patiently and judiciously pressed upon the Chinese, not unduly pressed upon them, it would afford a better prospect for the extension of trade and the promotion of mutual intercourse than the proposed Convention. Rather than see this Convention ratified, we should be quite content to place ourselves in your Lordship's hands and say, press fairly our rights under this Treaty, and leave it to time to give it further extension. (Hear, hear.)

Lord CLARENDON: Gentlemen, even if I were able to enter into all the minute details which have been very properly brought forward, I cannot help feeling there will not be time left for doing so before many of us must go to our respective Houses of Parliament. I must, therefore, be rather short in the answer I give you. I will, in the first place, say that I am sure that Mr. Matheson is correct when he says that this numerous and highly respectable meeting would far rather have come here to uphold and ratify, by their opinion, the Convention which has been negotiated by Sir Rutherford Alcock than to criticise it in the way they have. That I am perfectly aware of, and I am sure he will be certain the Government would be glad if it had been so. I must say I was not prepared for so unqualified a condemnation, both of Sir Rutherford Alcock and of the Treaty which he has negotiated. I must, in justice to Sir Rutherford Alcock, say that it is a great mistake to suppose that he has acted in haste or without sufficient information. We have ample proofs in the Foreign-office of the care, the assiduity, and the attention, he has bestowed upon this matter. In the opinion of those who must be taken to be well cognisant of their own interests, he may have been considered to have made a mistake, but that that mistake arose from any want of care must, from my own information, be corrected. I must also say that it is a great mistake to suppose that Mr. Hart, or any of those gentlemen who compose the committee of management of the Chinese revenue had anything to do with the Treaty in a sense hostile to English interests. I believe Sir Rutherford Alcock may have derived information from Mr. Hart, as he would derive information from any other person capable of furnishing it; but I am quite sure that there is nothing, of which I know at least—and I can only speak of my own knowledge—which could be injurious to any British subject. I must also say, with respect to the concessions, that you should remember that although, as Mr. Matheson, I think, said, Lord Elgin showed great consideration for the Chinese feelings, and did not wish to press them so far as British interests might require, still there was not a single thing he got from the Chinese which was not unwillingly given, and which they did not consider extorted by force; and I cannot help thinking that they believe, to the present day, that their consent was extorted at the cannon's mouth. I am sure gentlemen acquainted with China must be aware that the Chinese have always looked upon that Treaty of Tientsin as a degradation. They have derived benefits from it, and to a certain extent, I must say, they have acted up to it; but it has been because we have always been enforcing it; and if we were to allow that Treaty to go on in its natural course, and had no watch over it, I think a great deal of that Treaty would have fallen into desuetude. We must remember, also, that having a Treaty with China, we place her where she was not placed before, namely, in the rank of a civilised nation. We must treat China *qua* China as our equal. We must endeavour no longer to acquire things by force. We must proceed, as we did with France ten years ago, and as we have with Austria lately, by mutual concession. You, gentlemen, think that these concessions made by Sir Rutherford Alcock are all on our side, and that there is nothing that they have given us as an equivalent for what we have given them. Mr. Gillman considers that we have made a great concession to them by the reductions in our duty on tea; but I think nobody will contend that we thought more of China than of any other country when we reduced our duty on teas. We reduced them entirely because we thought that such reduction would not only be a great relief to consumers, but a great addition to the revenue, and I do not think we could pretend that it was done in any way for their advantage. They have derived advantages no doubt the same as all other countries have done; but then we never pretended but that it was done for our advantage solely. But, as I said before, I am not able to enter into all those details that have been propounded to-day, and I do not see that there would be any particular utility in my doing so, because we are not coming to a definitive vote on the subject, as if in the House of Commons, but we have only met to exchange ideas. I think it was not only the right but the duty of the mercantile community of the City of London, representing, as I dare say they do, many interests in different parts of the country, to communicate freely with the Government; and I need scarcely assure you that it is a very great advantage to the Government to receive the opinion of such men, however they may differ from them. Of course, I need not say that the Government has no interest different from that of the trading community. As a Government, we have no interests to serve in China. All that we desire is to promote to the best of our power the British interests in China; and if arrangements have been made which the mercantile community consider adverse to their interests, it is their right and duty to represent it to the Government, and I need scarcely say it will be taken into due consideration. (Hear, hear.) You sent me a very important memorial signed on behalf of people representing vast interests, whose opinions are certainly entitled to very great weight. I thought that the best way would be, by way of placing on record what the opinions of the Government are upon this Treaty, and how far they agreed or differed with those of the mercantile community, to put down on paper our answer to that memorial, and we have done so. I will read it to you. You will probably not approve of it, because it is in some respects different from what you have said; but I am sure that those I have the honour of addressing are too candid and fair not to admit that there are two sides to every question. I will, therefore, with your leave read our answer, and I do not think I shall be much longer than some of the speeches that have been made. (Laughter, and Hear, hear.) You must remember how very large were the expectations of the mercantile community in China. Those expectations were that the Chinese would concede everything, and the most earnest expectations were based upon things which the Chinese are the most indisposed to concede. Therefore, as the Chinese have not yet conceded those points, the discontent of the expectants is not surprising.

Lord CLARENDON then read the answer to the Memorial:—

His Lordship then proceeded to read the following answer:—Her Majesty's Government are not surprised that the memorialists have learnt the nature of the provision of the Convention in question with a certain dissatisfaction, for it cannot be denied that, compared with the recommendations and claims of the interest which they represent, urged upon Sir R. Alcock prior to the recent negotiations, the advantages obtained may appear somewhat inconsiderable. Her Majesty's Government, however, have held a very different opinion from that of the memorialists as to the limits within which it was desirable in the general and permanent interest of our commercial relations with China to confine the recent negotiations, and Her Majesty's Government believe that the provisions of the Convention are better calculated to promote that interest than treaty engagements, which would have more nearly secured the objects sought by the memorialists and those whom they represent. It is unnecessary to enter at length into a consideration of those provisions of the Convention which consist of what are termed by the memorialists "minor concessions" to British trade, referred to in paragraphs 4 to 7 inclusive of the memorial; as, although it appears to Her Majesty's Government that, in some respects, the memorialists greatly undervalue their importance, it is admitted that, taken by themselves, and not considered as a set-off to the so-called concessions made in the Convention to China, these stipulations would be received with satisfaction. Her Majesty's Government will, therefore, proceed at once to an examination of the opinions expressed by the memorialists with regard to the British concessions, which consist of increased export duties upon opium and silk, and also with regard to the most important provision of the Convention, viz.,—that which is contained in Article 3, by which new stipulations are made for the importation and transit of British textiles in the Treaty Provinces, and which the memorialists consider as a concession to China, but which ought, in the opinion of Her Majesty's Government, to be regarded as an arrangement mutually advantageous to both contracting countries. The memorialists themselves pass by the question of the increased duty upon opium as one rather affecting the revenues of British India than the interests of merchants in this country, and Her Majesty's Government will, therefore, confine their remarks to the increased duty upon silk. Upon this point it must be observed that, as the proposed increase amounts to nothing more than a readjustment of the duty to the rate stipulated by the Treaty of Tientsin—viz., 5 per cent.—it was impossible to expect that any revision at all of the commercial articles of that treaty could have been entered upon by the Chinese Government without such augmentation, and that it would have been impossible for Her Majesty's Government to have resisted this readjustment of the duty, if it had been insisted upon by that Government, irrespective of any other considerations. The intention of the Treaty of Tientsin was that China should receive a revenue calculated at the rate of five per cent. on the value of silk exported, and the specific duty fixed by that treaty for administrative convenience having been for some years considerably less than that which was intended by both contracting parties, it became a matter of simple justice to allow of its rectification, although it is no doubt to be regretted that the period of revision should have coincided with an enhanced cost of the material. By acting on this principle on the present occasion the absence of any fixed term for a further revision will enable Her Majesty's Government at any future time, should a fall in the price of silk enable them to do so, to fall back upon the stipulations of the Treaty of Tientsin on this point, which are only in abeyance during the existence of the Supplemental Convention, and to found an equitable claim on the

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Government of China for a corresponding reduction in the tax. In view, moreover, of the inland taxation to which this article is at present exposed, Her Majesty's Government are inclined to believe that the transit arrangements secured by the present Convention in return for the proposed increase in the export duty will more than counterbalance the enhancement of cost which may result from it, and that the increased fiscal interest possessed in this branch of trade by the Imperial Government will tend to operate as an inducement to them to exert gre influence in restraining internal exactions. With respect to the remarks contained in the paragraph of the memorial on the subject of those exactions and to the passage quoted from the memorial of the Shanghai Chamber of Commerce, it is to be observed that neither in the French Treaty nor in any other treaty concluded with Her Majesty's Government with any independent Power has it been attempted to interfere with the right of internal municipal taxation. All that has been demanded in such engagements is that imports and exports in foreign trade shall not be subjected to higher internal taxation than similar goods in the internal trade. There is nothing in the French Treaty to prevent the imposition of local taxes on British textiles in France, provided similar taxes are imposed on similar French textiles on the contrary, the ninth Article expressly stipulates for this mutual right on the part of both countries. The Shanghai Chamber of Commerce is, therefore, altogether in error in supposing that we are submitting in this respect in China to anything to which we should not equally submit in France or any other independent country; on the contrary, the special privileges conceded by the Treaties of Nanking and Tientsin to foreign products and foreign subjects are such as could not have been proposed to a Power with which we were treating on equal terms. It might as well be urged that the licence to tea dealers, until last year enforced in this country, was a violation of international equity to China, as to charge the Chinese with ill-faith for issuing licences to trade in silk. Her Majesty's Government will now proceed to consider the bearing of the provisions of the treaties of Nanking and Tientsin, as well as those of the Convention under discussion, upon the question of the transit of British goods from the ports of importation to the interior, and of native produce destined for exportation to a foreign country from the interior of the port of shipment. The text of these provisions is as follows:—

"Article X.—His Majesty the Emperor of China agrees to establish at all the ports which are by the 2nd Article of this treaty to be thrown open for the resort of British merchants a fair and regular tariff of export and import Customs and other dues, which tariff shall be publicly notified and promulgated for general information, and the Emperor further engages that when British merchandise shall have once paid at any of the said ports the regulated Customs and dues agreeably to the tariff to be hereafter fixed, such merchandise may be conveyed by Chinese merchants to any province or city in the interior of the empire of China, on paying a further amount as transit duties, which shall not exceed per cent. on the tariff value of such goods."

This treaty was followed by a declaration of the Plenipotentiaries of both countries on the 26th of June, 1843, by which it was determined that the further amount to be paid as transit duty by the 10th Article should not exceed the rates then in force, which were described as moderate. Under this arrangement, it must be remarked that all that is conceded is that British merchandise which has paid import duties may be conveyed by Chinese merchants (not by British) from the port to any province or city in the interior, on payment of the stipulated transit duty. No provision whatever is made by this treaty for the transit of exports. The 28th Article of the Treaty of Tientsin is as follows:—

"Whereas it was agreed in Article 10 of the Treaty of Nanking that British imports having paid the tariff duties, should be conveyed into the interior free of all further charges, except a transit duty, the amount whereof was not to exceed a certain percentage on tariff value, and whereas no accurate information having been furnished of the amount of such duty, British merchants have constantly complained that charges are suddenly and arbitrarily imposed by the provincial authorities as transit duties upon produce on its way to the foreign market, and on imports on their way into the interior, to the detriment of trade, it is agreed that within four months from the signing of this treaty, at all ports now open to British trade, and within a similar period at all ports that may hereafter be opened, the authority appointed to superintend the collection of duties shall be obliged, upon application of the Consul, to declare the amount of duties leviable on produce between the place of production and the port of shipment, and upon imports between the consular port in question, and the inland markets named by the Consul, and that a notification thereof shall be published in English and Chinese for general information. But it should be at the option of any British subject desiring to convey produce purchased inland to a port, or to convey imports from a port to an inland market, to clear his goods of all transit duties by payment of a single charge. The amount of this charge should be leviable on exports at the first barrier they may have to pass, or on imports at the port at which they are landed; and on payment thereof a certificate should be issued, which should exempt the goods from all the further inland charges whatsoever. It is further agreed that the amount of this charge should be calculated as nearly as possible at the rate of 2½ per cent. *ad valorem*, and that it shall be fixed for each article at the conference to be held at Shanghai for the revision of the tariff. It is distinctly understood that the payment of transit duties by commutation or otherwise should in no way affect the tariff duties on imports or exports, which will continue to be levied separately and in full." This Article is explained and amplified by Rule 7 of an agreement signed by the Plenipotentiaries at Shanghai, on the 8th of November, 1858, which is to the following effect:—"Agreement. Shanghai, November 8, 1858. Rule 7. Transit Dues. It is agreed that Article 28 of the Treaty of Tientsin shall be interpreted to declare the amount of transit dues legally leviable upon merchandise, imported or exported by British subjects, to be one-half of the tariff duties, except in the case of the duty-free goods liable to a transit duty of 2½ per cent. *ad valorem*, as provided in Article 2 of these rules, merchandise should be cleared of its transit dues under the following conditions: In the case of imports, notice being given at the port of entry from which the imports are to be forwarded inland of the nature and quantity of the goods, the ship from which they have been landed, and the place inland to which they are bound, with all other necessary particulars, the collector of Customs will, on due inspection made, and on receipt of the transit duty due, issue a transit duty certificate. This must be produced at every barrier station, and viséd. No further duty will be leviable upon imports so certificated, no matter how distant the place of their destination. In the case of exports, produce purchased by a British subject in the interior will be inspected and taken account of at the first barrier it passes on its way to the port of shipment. A memorandum showing the amount of the produce, and the port at which it is to be shipped, will be deposited there by the person in charge of the produce; he will then receive a certificate, which must be exhibited and viséd at every barrier on his way to the port of shipment. On the arrival of the produce at the barrier nearest the port, notice must be given to the Customs at the port, and the transit duties due thereon being paid, it will be passed. On exportation the produce will pay the tariff duty. Any attempt to pass goods inwards or outwards otherwise than in compliance with rule here laid down, will render them liable to confiscation. Unauthorised sale *in transitu* of goods that have been entered as above for a port will render them liable to confiscation. Any attempt to pass goods in excess of the quantity specified in the certificate will render all the goods of the same denomination named in the certificate liable to confiscation. Permission to export produce which cannot be proved to have paid its transit dues will be refused by the Customs unless the transit dues shall have been paid. The above being the arrangement agreed to regarding the transit dues, which will thus be levied once and for all, the notification required under Art. 28 of the Treaty of Tientsin, for the information of British and Chinese subjects, is hereby dispensed with."

Her Majesty's Government are unable to discover in either of the articles which have been recited, or in the rules which explain them, anything which gives colour to the view of the mercantile body in China as to the scope of these provisions in exempting foreign produce from municipal taxation, whether general or local, when it has once passed into circulation in the country. The fair construction which ought, in the opinion of H.M.'s Government, to be placed on these provisions, whether viewed in their legal bearing or with reference to international usage, is, as regards imports, that foreign produce may be imported on payment of 5 per cent., and circulate in equal competition with similar Chinese products at the port and its vicinity, and may be placed at any specified place in the interior also for purposes of equal competition with such Chinese produce, on payment of a transit duty of 2½ per cent. in addition to the import duty; and, as regards exports, that for purposes of transit and exportation no more than 2½ per cent. and 5 per cent. shall be respectively levied on native produce destined for foreign markets. In neither case can it, they think, be legally contended that there is anything to prevent the Chinese from charging whatever general municipal taxes are leviable on Chinese goods at the port or in the interior, as regards imports, equally on foreign goods when once they enter into general circulation and consumption, and, as regards exports, upon Chinese produce before it has been purchased for exportation. But even if Her Majesty's Government had shared the view expressed by the memorialists as to the construction which should be placed upon the treaty stipulations bearing on this question, it would have been in their opinion very desirable that those stipulations should be revised and modified. It has been found, after ten years' experience, that those stipulations are of a kind which the Chinese Government are, on the one hand, unable, even if they were willing, to fulfil, and which Her Majesty's Government, on the other hand, would be unwilling, even if they were able, to enforce. When treaty engagements are thus condemned in practice, the sooner they are revised the better; for their continuance can lead to nothing but dispute, inconvenience, and disappointment. It remains to consider how far the provisions of the present Convention afford a prospect of more satisfactory results. They are contained in the 4th Article, and are as follows:—

"It is agreed that native produce purchased in the interior by British merchants furnished with the documents prescribed by the supplementary regulations shall pay all inland dues and charges on its way to the treaty port. On the other part, China agrees that any such native produce, having paid all inland dues and charges on the way to the port from the place of purchase, shall be entitled to the return of any amount that may have been thus paid over and above the treaty transit due (half export duty), provided exportation by British merchants to a foreign port takes place within twelve months. It is further agreed that native produce shipped to another treaty port shall not be entitled to such refund."

The memorialists state that, although if certain immunity from external exaction could be secured in the Treaty Provinces, the addition of 2½ per cent. to be paid upon importation might not have been too high a price to pay for it, they doubt the possibility of this result, and therefore think that a certain loss will be inflicted on foreign trade for the sake of an uncertain advantage. Upon this statement it must be observed, first, that Her Majesty's Government are bound to give great weight to the deliberate opinion expressed by Sir R. Alcock in his despatch of the 28th of October, that he has little doubt that the proposed arrangements, if ratified and carried into operation, will fairly secure the total exemption of textiles from further taxation in the nine Treaty Provinces, and that, as no attempt could be made to strike a blow at the "Peking" tax without a compulsory payment at the port of entry, it is an experiment well worth trying. Secondly, that it is improbable that the Chinese Government would make, as regards so large a part of the empire, a concession of sovereign rights which they have so long and so strenuously resisted on sufficient and equitable ground, unless they had seen their way to executive arrangements which would enable them to give it effect, and to maintain equality of taxation between foreign and native products. Thirdly, that the

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Treaty Provinces being more within reach both of Consular interference and of the control of the Imperial Customs Executive, it may be supposed that abuses will be more readily detected, and redress more promptly obtained. Fourthly, that if after trial the proposed system should be found to fail, Her Majesty's Government will be free at any time to reopen negotiations and seek other combinations; and, fifthly, that public opinion in the Consular ports of China, as far as it has been yet collected, appears to be very much divided as to the merits of the proposed arrangements, and that some portion of the mercantile community view them with favour and approval. While, therefore, the memorialists (as Her Majesty's Government are disposed to think) underrate on the one hand the probable advantages of the stipulation under consideration, they appear on the other greatly to exaggerate and in some respects to misapprehend the disadvantages with which it may possibly be attended. In the 12th paragraph it is stated, "It appears from the 4th clause of the 1st supplementary rule of the Convention that whenever British goods leave the Treaty Provinces and reach their declared destination they become liable to an impost which the local authorities may think proper to levy, and that, instead of being a step in advance, this stipulation is a distinct forfeiture of a former treaty privilege, and that the effect of the regulation will be to discourage the use of British manufactures in one half of China." This statement rests upon the view taken by the memorialists of the rights conceded by the Treaties of Nanking and Tientsin, which has been already fully explained. According to the construction which Her Majesty's Government place upon the terms of those treaties, no change whatever will take place in the legal liabilities of British goods in transit in the non-Treaty Provinces, except that they will in all cases be charged with the 2½ per cent. transit duty upon importation as will as with the import duty of 5 per cent. Under the present regulations British goods are carried inwards, either with or without transit passes. If with such passes, they are in precisely the same position as they will be under the present Convention. If the merchant declines to take out a pass, his goods are liable to all the risks of extortion and internal taxation which have been so forcibly dwelt upon by the mercantile community, and which amount in most cases, unless unrecognised means are found of evading them, to exceed very greatly the 2½ per cent., and if, as is stated, in the province of Manchuria (where be it observed the Chinese Government has stated that the 2½ per cent. duty shall not for the present be levied) no internal taxes are now levied, and the 2½ per cent. if at any future time imposed would, therefore, constitute a new charge upon trade. It must be remembered that whatever may have been the case in the past, British trade possesses no security for the future, and that it is no slight advantage to have a fixed commutation of all possible prospective charges which it was always within the competence of the Chinese authorities to impose. The memorialists make no remark on the effect of the regulations under Rule 2 of the new Convention, with respect to the transit of native produce intended for exportation, and Her Majesty's Government hope, therefore, that they concur with them in thinking that they will prove advantageous in their tendency to prevent controversy and delay, by throwing the onus of keeping the transit dues within the treaty limit upon the officers of the Imperial Government at the port. It will be seen from these remarks that Her Majesty's Government do not concur in the view taken by the memorialists, as to the probable effect of the proposed stipulations with respect to the transit trade, but, on the contrary, they are of opinion that by simplifying existing regulations, equalising the treatment of British and Chinese owned goods, and defining more clearly our treaty rights, they are calculated to encourage and protect the legitimate interests of British trade. They are bound, however, to observe that, owing to the long continuance of what they believe be a misapprehension of treaty rights—a misapprehension which appears to have been shared in some respects by Her Majesty's representatives in China, and which has only been clearly brought to light during the recent negotiations—the mercantile community in China have naturally learnt to regard them as more extensive than Her Majesty's Government believe them to be, and interest and expectations have arisen which are entitled to great consideration. The observations of the memorialists in paragraph 18, with reference to the recognition of Chinese Consuls in British possessions, do not call for any special remark, as it seems to Her Majesty's Government that the appointment of a Chinese Consul at Hong Kong, which is the only place where the clause will at present have any practical operation, appears to be a necessary corollary to its constitution as a treaty port, and that the memorialists make no suggestion as to the mode in which the contraband trade from Hong Kong could be checked without Consular supervision. With respect to the provisions of Article 1, referred to in paragraph 19 of the paper before them, Her Majesty's Government concur in the objections advanced by the memorialists, and they propose to suggest the omission or modification of the Article in question, which they think need involve no serious difficulty with the Government of China.

Gentlemen, I thought that was the most respectful way of answering the Memorial which you have presented. You have observed, no doubt, that though we do not quite agree with you, we have stated fairly on what points we do disagree, and we ask you to consider our point of view just as we will consider yours. We have but a common interest together. I think there is some little alarm expressed, both in London and in the country, that this ratification will be hurried through. There is no intention of doing that. We shall have abundant opportunities of again exchanging opinions, and if we can come nearer to agreement than we have done to-day I am sure it will be a source of great satisfaction to me. (Loud cheers.)

Mr. MATHESON: Before the deputation separates I should like to say, in the name of the merchants of London, that we are deeply grateful to your Lordship for the great trouble you have taken in listening to us and reading your reply.

Lord CLARENDON: I am very much obliged to you, I need hardly tell you, that, although I have felt very great pleasure in meeting you here to-day, it is still my duty to do so. Whenever you think that the time has come for a further exchange of ideas, I shall be most happy to meet you and place myself entirely at your disposal. (Cheers.)

THE DEPUTATION.

EDWARD AKROYD, M.P., Halifax
G. ARMITSTEAD, M.P., Dundee
THOS BARING, M.P., Huntingdon
HUGH BIRLEY, M.P., Manchester
G. SCLATER BOOTH, M.P.
EDGAR A. BOWRING, C.B., M.P.
T. BRASSEY, M.P., Hastings
JACOB BRIGHT, M.P., Manchester
R. W. CRAWFORD, M.P., London
HENRY W. EATON, M.P., Coventry
A. ORR EWING, M.P., Dumbartonshire
W GRAHAM, M.P., Glasgow
S. R. GRAVES, M.P., Liverpool
EDWARD HERMON, M.P., Preston
R. JARDINE, M.P., Dumfries
Hon. ARTHUR KINNAIRD, M.P.
WM. LAWRENCE, M.P., London
GEORGE LOCH, M.P., Wick
R. A. MACFIE, M.P., Leith
CHARLES MACGNIAC, M.P., St. Ives
ALEX. MATHESON, M.P., Ross and Cromarty
D. McLAREN, M.P., Edinburgh
THOMAS McCLURE, M.P., Belfast
GEORGE MELLY, M.P., Stoke
T. A. MITCHELL, M.P., Bridport
OSBORNE MORGAN, M.P., Denbighshire
R. N. PHILIPS M.P., Bury
W. RATHBONE M.P., Liverpool
PETER RYLANDS, M.P., Warrington
Lord SANDON, M.P., Liverpool
R. SHAW, M.P., Burnley
J. K. SHUTTLEWORTH, M.P., Hastings
Colonel SYKES, M.P., Aberdeen
CHARLES TURNER, M.P., Lancashire, S.W.
JAMES WHITE, M.P., Brighton
W. R. ADAMSON
J. A. ARBUTHNOT
R. J. ASHTON
Sir WILLIAM BAYNES, Bart.
JAMES BRAND
FREDERICK BOWER
W. S BROWN
WM. BROUGHALL
TRAVERS BUXTON
J. M. CANNY, Chinkiang
H. COKE
J. D. CRUM-EWING.
E DEACON
JAMES DOW
R. DURANT, Jun.
N. ELIAS
JAMIESON ELLES
HORACE FARQUHAR
C. A. FEARON
T JONES GIBB
R. J. GILMAN
YEATS GOLDSMID
F. H. GROVE
ELDRED HALTON
FRAS. A. HAMILTON
C. P. HENDERSON
JAMES HOGG, Shanghai
W. HOW
THOS. JACOMB
WILLIAM KERSHAW
C. J. KING, Shanghai
WM LIDDERDALE
SAMPSON LUCAS
J. J. MACKENZIE
JAS MACANDREW
H. M. MATHESON
J. A. MAITLAND
GEO. G. NICOL
E. H. PALMER
JOHN PENDER
J. S. RANKEN
A. A. RANKEN
JAMES REISS
J. R. ROBERTSON
C M. ROBISON
M E. RODOCANACHI
R D. SASSOON
SAM LEO SCHUSTER
ARTHUR SMITH
D. SPRINGFIELD
T. W. SUTHERLAND
A. THORNE
W. WALKINSHAW
J. WHITTALL
ALEXANDER ZANZI

THE HOME PRESS ON THE NEW CONVENTION

(THE TIMES, MARCH 1ST.)

The deputation which yesterday waited on Lord Clarendon represented, beyond doubt, not only the interests of a very important trade, but a very grave concurrence of opinion. The population of China, as was observed, is not less than 400,000,000, and the total value of the Chinese trade already reaches £45,000,000 sterling. A convention which influences the development of such a present and future commerce is of more consequence to the welfare of both countries than many a European treaty of historic fame. The China merchants, again, are the class whose interests the Government are most directly concerned in promoting, for the benefits we desire for the people of both countries can only be secured through their agency. It is, therefore, at first sight, a strong objection to any convention that such persons are, as a whole, dissatisfied with it. At the same time it is proper to bear in mind that merchants, like all other classes, are liable to take more narrow views, even of their own interests, than can be adopted by an impartial observer, and that it may be the duty of a Government to promote arrangements which may be distasteful at the moment for the sake of an ultimate advantage. This is a consideration which is not obscurely suggested in Lord Clarendon's frank but courteous reply. He does not shrink from saying that "Her Majesty's Government have held a very different opinion from the memorialists as to the limits within which it was desirable, in the general and permanent interests of our commercial relations with China, to confine the recent negotiations. The truth is that we have of late entered in some respects on a new policy in our intercourse with the Chinese Empire. We have resolved to deal rather with the central than with the local Governments, and traces of this change are clearly to be seen in the present Convention. It would not be unnatural if the mercantile community, having built up their trade under the old system, looked for extension in the old direction, and disliked the prospect of adapting themselves to the new methods. There can be no doubt that in similar cases it has more than once been the duty of our Government to act on a wider view of mercantile interests than was adopted by merchants themselves.

In this instance, moreover, it is important to observe that mercantile opinion appears by no means unanimous. Lord Clarendon is abundantly justified in saying that "public opinion in the Consular ports of China, so far as it has been yet collected, appears to be very much divided as to the merits of the proposed arrangements, and that some portion of the mercantile community view them with favour and approval." If so, it is fairly certain the matter is not so, plain as the apparent unanimity of opinion among merchants in England would seem to imply. In fact, it is clear from Lord Clarendon's answer that not only the Deputation, but the mercantile community generally, have been under material misapprehension in respect to our present position. His reply is not a mere argumentative retort, but adduces substantial considerations which have hitherto been neglected. He brings to light what almost amount to new facts on the subject, and it is very possible our merchants may modify their opinions after taking into account these fresh elements in the question. The discussion has practically eliminated all points of dispute except two—the increased duty on silk and the re-arrangement of the transit dues. With respect to the first of these, Lord Clarendon represents that we have really made no new concession at all, but have simply submitted to an existing regulation, the fulfilment of which the Chinese had a right to demand of us. "The intention of the Treaty of Tientsin was that China should receive a revenue calculated at the rate of 5 per cent. on the value of silk exported." For administrative convenience a spe-

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cific duty was fixed; but, in consequence of the rise in the price of silk, this has for some time been less than that which was intended by both contracting parties, and it became a matter of simple justice to allow of its rectification. Unless this be an erroneous statement of facts, we do not see there is room for any further complaint on this head. But we, moreover, apprehend that we were not our own masters. Mr. Magniac said he would have preferred to rest contented with the Treaty of Tientsin, and to trust to time. But that Treaty expressly provides that "either of the contracting parties may demand a further revision of the tariff and of the commercial articles of that Treaty at the end of ten years," so that, if we were to keep faith with the Chinese, we might have been compelled to accept this increase independently of any counter concessions. It is a very important and advantageous point in the present Convention that no time is fixed for a further revision. It will consequently be in the power of our Government at "any future time, should a fall in the price of silk enable them to do so, to fall back upon the stipulations of the Treaty of Tientsin, and to found an equitable claim on the Government of China for a corresponding reduction in the tax."

It would seem, then, that the only point really open to debate is that of the transit dues. This is the point on which the chief misapprehension of our present position has prevailed. We may roughly state that under the old system foreign and native produce was liable to an import or export duty of 5 per cent., and to a transit duty, levied by the local officers, of 2½ per cent. Now, the mercantile community, and, according to Lord Clarendon, some even of Her Majesty's representatives in China, have supposed that these payments exempted such goods from any further municipal taxation, whether general or local. Consequently, when it is arranged by the present Convention that foreign goods, after paying import and transit dues, shall circulate without further charge in the Treaty, but not in the non-Treaty Provinces, it is objected that the exception of the non-Treaty Provinces is a decided step backwards. According, however, to Lord Clarendon, no such exemption is secured in our former Treaties, and, in fact, "neither in the French Treaty nor in any other Treaty concluded with any independent Power has it been attempted to interfere with the right of internal municipal taxation." The French, for example, have a perfect right to impose local taxes on British textiles, provided they impose similar taxes on French textiles. This being the case, it follows that in the non-Treaty Provinces matters are left just as they were, while in the Treaty Provinces we are at least promised the unquestioned advantage of exemption from all charges, of whatever kind, in addition to the fixed tariff and transit dues. Lord Clarendon points out that under the old system we had no security against any future increase of municipal taxation, however arbitrary, whereas we are now promised "a fixed commutation of all possible prospective charges." Here, again, unless the statement of facts be erroneous, the case of the memorialists in great part falls to the ground. The criticisms which have been passed on the subject have been conceived in ignorance of the facts. It is a most unfortunate misapprehension, for which Lord Clarendon seems to admit that the representatives of the Government are in some degree to blame. He allows, indeed, that, in consequence, "interests and expectations have arisen which are entitled to consideration;" but how this consideration is to be afforded he omits to state.

The matter, then, appears finally reduced to one limited consideration. Supposing that the 2½ per cent. transit dues paid at the port of entry will really relieve foreign produce from any further charge, it is admitted on all hands that the privilege would be cheaply bought at the price of the compulsory payment. The question is whether such exemption is likely to be secured in practice, and perhaps it is a question which it is almost impossible to answer beforehand, Lord Clarendon justly says that it is a point on which the Government are bound to give great weight to Sir Rutherford Alcock's deliberate and responsible opinion. He states that "he has little doubt the proposed arrangements will fairly secure the total exemption of textiles in the nine Treaty ports." It would be very difficult for the Government to accept the judgment of merchants in England in direct antagonism to that of an experienced representative on the spot. But it may be asked what motive the Chinese Government have for making this concession, if, like other portions of the treaty, it is so decidedly in our favour. A possible answer is not hard to discern. Hitherto the transit dues have been locally levied, and the local authorities have derived the chief advantage from them. Under the new arrangement the dues will go to augment the Imperial revenue, and this is an object for which the Chinese Government might concede a good deal. But, it will be replied, the Imperial Government will secure this advantage to itself, and will then allow the local Governments to recoup themselves by illegitimate extortions. This objection has been anticipated by Sir Rutherford Alcock. The new arrangement will, he says, give the Imperial Government a more decided interest than it had before in the foreign trade. It will consequently be rendered more and more sensible of the advantage of encouraging commerce, and it will thus be strongly interested in protecting foreign merchants from local exactions. It may at this point occur to our readers that the Convention, in this respect, exactly falls in with the principles of policy recently adopted. As we observed at the outset, we have resolved to deal more with the central and less with the local Governments. It is just possible that the mercantile community may feel themselves more secure in dealing with the local authorities, but it might be the duty of the Government to act on a broader principle. Admitting, however, that the question thus stated is fairly open to discussion, there remains the security that this Convention is liable to revision at any future time. Sir Rutherford Alcock thinks it would be desirable, at all events, to accept the proposed plan as "an experiment." If the experiment fails, it is in our power to seek other arrangements.

(MORNING POST, MARCH 2.)

We published in our impression of yesterday a report of a discussion that took place between the great commercial firms who may be regarded as representing the trade of this country with China and the Secretary of State for Foreign Affairs, which, in point of importance and interest, has rarely been equalled. Sir Rutherford Alcock, who, as Minister Plenipotentiary and Chief Superintendent of Trade at Peking, represents Great Britain at once in her political and commercial character, has concluded with China a Convention modifying in many particulars the Anglo-Chinese Treaties of 1858 and 1860. That Convention is now awaiting ratification, and our great China houses, who view with strong disapprobation the provisions agreed to by Sir Rutherford Alcock, have come forward with an urgent protest against its ratification. A committee of the trade have presented a memorial to the Foreign-office, and Lord Clarendon has since received a deputation of unusual weight and importance, with whom he has fully gone into the provisions of the Treaty. It is almost needless to point out that our trade with the Eastern world is yearly becoming of more importance. The general public have probably to some extent become aware of the fact, even if want of observation and absence of special knowledge prevent them from appreciating the high degree of its influence. Those, however, who have carefully watched the phenomena of manufacturing development on the Continent of Europe have become impressed with a conviction that the rapid advance of our nearer neighbours and customers, consequent on the accumulation of capital encouraged by prolonged peace and security for property, is year by year restricting the elbow-room which we have enjoyed for more than a century, and that it is daily becoming a more generally recognised truth, that sound commercial policy demands that we should betime look to the East and its half-civilised peoples for new openings, and that we should endeavour to find and establish there the position which we have hitherto held among the nations of the West. Lord Clarendon, it is manifest, clearly sees and keenly appreciates this fact, and it is, we cannot doubt, this perception and appreciation that have prompted the construction of the Convention which Sir Rutherford Alcock has concluded, and which the China merchants utterly condemn.

The objects which are most prominently put forward in opposition to the Convention are that Sir Rutherford Alcock has acceded to a disadvantageous increase in the export duties on silks; that he has consented to the establishment of a Chinese Consulate at Hong Kong; that his provision with regard to the payment of drawbacks is defective, as well as that with regard to bonded warehouses; that he has made a mischievous muddle in meddling with the most favoured nation clause; that he has not secured equivalence of concessions; and, finally, that in his rearrangement of the system of transit duties he has involved our merchants in the hazard of great exactions. It will be seen that most of the objections thus put forward concern details rather than principles, and details which are capable of present adjustment or future modification. On most of these points Lord Clarendon's answers were plain and sufficient; and it may with advantage be pointed ont to our traders further, that they misunderstand the character of the Commercial Treaties, of which that between England and France was the first example. Under the Protective system those treaties were necessarily were necessarily treaties of reciprocity, and each contracting nation expected—and properly expected—to obtain from the other perfectly equivalent concessions. That international position obtains no longer, and all that we now look for is the securing by treaty a practical advancement of Free Trade doctrines, which experience has shown us we cannot procure by the influence of abstract dogmas We invite our merchants to take this view of the treaties of the present day into consideration.

The real point, however, upon which the difference of view between Lord Clarendon and the China traders turns is, as it appears to us, one of Imperial policy, which is only collaterally connected with commercial systems or commercial details. We have hitherto treated China as a country decentralised in the highest degree, and we have dealt with the outskirts of her civilisation and the offshoots of her Imperialism instead of with the theoretical centre of her power. We have looked to mandarins governing districts instead of to the Monarch governing an Empire. Ourselves and the French broke through that system of treatment, no doubt, when we invaded China and burnt the Palace of the Emperor in his capital; but still we have hitherto generally conducted trade by coercing or bribing local authority. Lord Clarendon thinks that the time has arrived when policy and justice demand that this system should be abandoned, and when China, as an Empire, should be treated and dealt with internationally on a footing of equality, as we treat with France or with Austria. This is really the idea which underlies, as it seems to us, the present Convention, and which has dictated the changes which Sir Rutherford Alcock has been instructed to introduce into the system of transit duties. We do not feel quite sure—for their language on this head is not so distinct as it might be—whether our China traders perceive Lord Clarendon's idea. They, however, resist it, possibly not consciously, but nevertheless strongly, if indirectly, by their opposition to the new arrangement for paying the transit duties in block at the port of import instead of, as heretofore, having them levied literally *in transitu*. Lord Clarendon's object is that the duties should go direct into the Imperial Treasury. It is with him, as we have remarked, a matter of State policy. The traders, avoiding the question of policy, oppose the change proposed, because they do not believe in the value of the "pass" which the Central Government will give them, and are intimately convinced that the mandarins, with their local powers, which the Imperial Government has no sufficient control over, will get the money out of the passage of the English goods just as they did before the Convention was agreed to. That, we take it, is the real issue between the Foreign-office and the trade. Which is right can only be decided by actual experiment, and the question which we now, therefore, come to is this—Has the time arrived at which it is politic and fitting to make that experiment? Upon this the observations of the trade throw no light—a circumstance much to be regretted, as Sir Rutherford Alcock, a man not only of tried ability, but of remarkable appreciation of Eastern character and Eastern phenomena, has, beyond doubt, strongly recommended Lord Clarendon now to try the experiment, and to make an attempt to place the Central Government in relations to ourselves constituted on European models.

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(STANDARD, MARCH 1.)

Lord Clarendon addressed a long and rambling reply to a deputation he received yesterday, in reference to the new Chinese Convention, but it is singularly difficult to extract any substantial comfort from his remarks. He considers that the increase in the import duty on opium and the export duty on silk, and also the new stipulations for the importation and transit of British textiles in the Treaty Provinces, instead of being a concession to China, as they are regarded by the memorialists, should be accepted "as an arrangement mutually advantageous to both contracting countries." Would Lord Clarendon be disposed to consider that the commercial classes of France, for instance, would regard an export duty on English coal, and an import duty established by this country on French wines, an arrangement mutually advantageous to both contracting countries? That would be one precisely parallel at all events to the arrangement instituted under the new Convention. Continuing his defence of that document, the Foreign Secretary discovers an argument in its favour no less remarkable in its way than his opinion on the point just noticed. The absence of any fixed term for a further revision of the Treaty will enable Her Majesty's Government at any future time to fall back upon the stipulations of the Treaty of Tientsin; that is to say, the Convention, which pretends to be an improvement on that Treaty is to be accepted with gratitude because if it is conclusively proved by experience to be injurious to the interests of trade it will be possible to revert to the old system. At the outset of his remarks, and before reading his prepared reply to the memorialists, Lord Clarendon said that, with respect to the concessions that had been obtained by the Treaty, "there was no single thing to be got which was not extorted by fear, and, as it were, at the cannon's mouth; but under the altered circumstances of the case, and having placed China in the rank of civilised nations, they had now to endeavour no longer to carry their point by force." But by whom has China been placed in the rank of civilised nations? First of all, Lord Clarendon commits one mistake, and then, paying no attention to various remarks which have been made on that head, he defends a second by an appeal to the first. We fear that future efforts to vindicate the teachings of common sense and experience in reference to our policy in China must be made elsewhere than in his lordship's room at the Foreign-office.

(THE DAILY NEWS, MARCH 2.)

During the period when the late Mr. Burlingame was endeavouring to place the relations between the Emperor of China and the Western Powers on a sensible footing, the representative of Great Britain at the Court of Peking was engaged in negotiating a new Convention with the Chinese authorities. In the Treaty of Tientsin provision was made for its revisal every ten years. On both sides the propriety of some changes being made has been acknowledged. The British merchants desired fresh concessions, while the Chinese Government claimed the assent of our representatives to several alterations. Most important among the privileges which the merchants of this country wished to enjoy was that of forwarding goods from the seaboard to the interior without their being liable to duties on the way, and of covering and extinguishing every claim by making a single payment. Divided as China is into provinces nearly as large as the most important States in the American Union, and much larger than several of the European kingdoms, the question as to the right of transit has always been a knotty one. The Governors of these provinces have always been accustomed to levy what taxes they pleased, and to do so in a way best calculated to ensure a return. Practically they have acted with entire independence of the Central Government. There is nothing singular or barbarous in this arrangement. It is not unlike that which prevailed in France when the several provinces had their own Custom-houses; and the existence of a similar state of things has chiefly contributed to prevent the unity of Germany from becoming an accomplished fact. Just in the same way the circumstance that the Chinese local magnates have so much personal power, and the provinces so great an amount of independence, operates adversely to the consolidation of that huge Celestial Empire. Yet this drawback is one for the consideration of the Chinese themselves, rather than a subject about which we should take action. Our representatives must deal with things as they are, and make as good a bargain as can reasonably be concluded. In this case they have done all that lies within their power. The Convention provides for the transit of goods through the provinces in such a way as to remove the abuses hitherto complained of, and gives increased security to foreign merchants. . . .

The London merchants trading with China are by no means satisfied with these terms. They have made a formal complaint to Lord Clarendon, but have failed to convince him that his view is erroneous, and that their demands are just and politic. The increase of the duty on opium is one, he told the members of the deputation, which affects the revenues of British India much more than it does the business which any one of them conducts. As for the increased duty on silk, it simply amounts to a readjustment of the provisions of the Treaty of Tientsin, such as the Chinese authorities had special grounds for demanding, irrespective of any concessions to be made in return. The complainants considered it a grievance that the Chinese Government should impose taxes on foreign produce when once it had passed from the merchants' hands and got into general circulation; and that licences should have been issued to authorise certain persons to trade in silk. This is equivalent, as Lord Clarendon shrewdly remarked, to setting up a claim to dictate to the Chinese on the subject of municipal taxation, and the same reasoning would have justified them in complaining of our conduct in issuing licences to dealers in tea. In reply to the complaint as to the appointment of Chinese Consuls in British possessions, Lord Clarendon told the deputation that after Hong Kong shall become a treaty port, the presence of a Consul there is indispensable in order to check contraband trade. He might have added that the appointment of Consuls by the Government of China within the dominions of Great Britain was but a corollary to the appointment of Consuls in China by our Government. Unless this reciprocity be practised, it is absurd to contemplate carrying out the principles of international equity, or the enforcement of international law between this country and China. . . The Chinese difficulty is only an example of the way in which disputes arise between the nations of the East and West. A treaty is extorted at the sword's point. The Eastern Power does its utmost to disregard obligations which it did not willingly concede, while the merchants who follow in the track of the victorious army or navy conduct themselves as if their treaty rights were co extensive with their desires and their pecuniary interests. This is not the way in which the people of two European States act towards each other, nor is it the way in which a State which boasts of its enlightenment and civilisation ought to deal with another which it looks upon as sunk in darkness and barbarism. To enforce this obvious, but often forgotten maxim, the late Mr. Burlingame exerted himself with creditable zeal. Not satisfied with negotiating treaties with one or two Powers, he had resolved to bring all the Great Powers of the world to an understanding with the Empire of China, and thus pledge them to treat that Empire as they would treat one of their own number. The difficulties of the task are not those which lie on the surface so much as those which escape the eye of the ordinary observer. Treaty making is an occupation in which the most debased, as well as the most cultivated of nations, can engage. The wildest tribes in Africa and America are always ready to make a treaty, provided they are of opinion that something is to be gained thereby. The puzzle is how to make them observe a treaty as a solemn and binding contract, one which no trifle will alter and no temptation sway. If the savage thinks the occasion opportune for adding to the number of his wives or horses, or enlarging his ghastly collection of the forefingers and scalps of his foes, he never scruples to dig up the hatchet, smear himself with war-paint, and sally out on the war path. A treaty influences him no longer than it suits his purpose to acknowledge its obligation. The Chinese are very different persons from the intractable Indians of America. They can boast of a civilisation far older than our own; of a learning as recondite as that of the most highly educated among the nations. Yet the solemnity of treaty obligations has never been adequately apprehended by the Government of China. They have made promises with the apparent intention of breaking them at the most convenient season. They have inspired no confidence either in their ability to discharge their international duties, or their anxiety to act as they would have others act towards them. In the opinion of Mr. Burlingame, the determination to turn over a new leaf had been seriously arrived at by the Chinese Government. His labours were undertaken with the single object of convincing the world of that which had become his own deliberate conviction. Unhappily his career has been cut short before the proof of his assertions could be supplied. Nevertheless, the views which he entertained have not died with him. Lord Clarendon has given unmistakable tokens of his desire to afford the Government of China no excuse for complaining that it is harshly and exceptionally treated. Had it been otherwise, his answer to the deputation representing the merchants of London would have been couched in a very different tone. Should his policy be as successful as it deserves to be, the thanks of every friend of rational progress and honourable peace will be accorded him in unstinted measure. It is as much for the profit of England as of China that a policy of bluster enforced by gunboats should be superseded by discussions terminating in formal, satisfactory, and binding treaties.

(ECONOMIST, MARCH 5.)

It can hardly be said that Lord Clarendon, in his reply to the deputation which waited upon him on Monday, makes out a case for the ratification of the Chinese Convention. One important article—that which binds us not to take the benefit of any concessions to one foreign country unless upon the conditions under which the concession is granted, which would have placed our commercial interests at the mercy of every other foreign Power—is to be abandoned. This resolution itself discredits our envoy very much, for he argues very strenuously in his despatch in favour of the clause, though the Government are obliged to give it up as indefensible. The ground of defence for the other points again is often very different from that of Sir Rutherford Alcock's despatch. The Government make a great deal, for instance, of the fact that a revision of the Treaty was unavoidable, and that we could not have refused an increase of the silk duty, whereas Sir Rutherford Alcock, though mentioning this defence, expatiates chiefly on the slight importance of the additional duty. But this new defence is manifestly insufficient. It was our business at least both to press on the Chinese Government the expediency of not increasing any export duty for their own sakes, and to insist that the proposed increase was unreasonable, although the price of silk had been high, on account of that increase being due to exceptional and temporary causes. With a vigorous Silk Supply Association established at home to foster the growth of abundant and cheap silk, it is very strange to find our diplomatists coolly basing their arrangements on the assumption that silk will be dear. In regard to the new import duties again, the defence simply is that the Government felt bound to place a great deal of weight on the authority of Sir Rutherford Alcock. He thinks the experiment of the willingness of the Chinese to prevent irregular exactions in certain parts of the interior worth trying. But Sir Rutherford Alcock appears to have so obviously miscalculated the working of other clauses, that, though he must be supposed to understand the Chinese Government best, the confidence of the Foreign-office in his opinion cannot really be very great. The Chinese Government with their prejudices have no motive to carry out the arrangements. They get the increased duty compulsorily at the ports, leaving the task of fighting the provincial officials to the merchants. If they were really anxious for the arrangement, nothing would be easier than to carry it out voluntarily, as the merchants would most thankfully submit to the extra percentage if they perceived that it really secured them freedom from subsequent exactions. Another strong point of Lord Clarendon is the supposed ease with which the Treaty can be revised and amendments made in future. But this is equally true of existing arrangements, and no argument at all for a new and doubtful experiment. We had better remain as we are till some evidence appears of a more favourable disposition in China towards commercial intercourse.

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FRENCH MAIL EDITION.

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

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Latest Advices.

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PORTS.	OUTWARD. From London	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	Nov. 25	Jan. 15	Jan. 23
Yedo	—	—	Jan. 22
Osaka and Hiogo	—	—	Jan. 19
Hakodadi			
Nagasaki	—	—	Jan. 22
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	—	—	Jan. 21
Kiu-kiang			
Chin-kiang			
Shanghai	Dec. 3	Jan. 22	Jan. 26
Ningpo			
Foochow	—	—	Jan. 25
Formosa			
Amoy			
Swatow			
Hong Kong	Dec. 17	Jan. 31	Feb. 1
Canton			
Macao			
PHILIPPINES— Manilla			
COCHIN-CHINA— Saigon	—	—	Feb. 6
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	Feb. 4
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	Dec. 31	Feb. 4	Feb. 9
Penang	Dec. 31	Feb. 2	Feb. 6
CEYLON—Galle	Jan. 20	Feb. 14	Feb. 16
Colombo	Jan. 20	Feb. 15	Feb. 15

THE MAILS, &c.

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The above mail reached Marseilles per *Hooghly* on the 12th, having come direct from Hong Kong through the Suez Canal. The next mail is due on the 21st, with dates from Hong Kong to the 8th Feb.

Telegrams have been received in advance of the Hong Kong mail of Feb. 22, *via* Galle; and *via* Kiachta the first messages have arrived with dates to Feb. 19 from Shanghai. Telegrams from Japan *via* San Francisco, with dates to Feb. 23, are due on the 18th.

List of Passengers.

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PASSENGERS INWARD.

By this mail to Marseilles, per French mail steamer *Hooghly*, arrived March 12.—From Yokohama: M. le Comte de Montebello, M. Fontaine. From Shanghai: Mr. Krauss From Hong Kong: Mgr. Guillemin, Mr. Giles, Mr. and Mrs. Cunho, Mdme. Ortunio. From Saigon: Messrs. Dussutour, Taron, Mayer, Daubas, Gaudence, Denis, Wibaux; Mdme. Ingerman. From Batavia: Messrs. Kliss, Riviere, Schellenbach, Scarfo, Van Delden, De Brabant, Von Burg, Verbey, Goethort, Wumsum, Mr. and Mrs Vanderhorst, Mr. and Mrs. Saagmansward, Mr. and Mrs. Kruyer, Mr. and Mrs. Bornaud, Mrs Parker. From Singapore: Messrs. Andineau, Mitford. From Galle: Messrs Henry, Morrison.

Per *Japan*, from China and Japan, arrived at San Francisco Feb 16.—Rev. D. B. Morris and wife, W. N. Olmstead, B. Bininger, and wife, J. Costel, J. B. Walker, P. Heinneman, J. Middleton, F. Heinaman, A. J. Little, 261 Chinese, and seventeen European passengers in steerage.

PASSENGERS OUTWARD.

Per P. and O. steamer *Pera*, from Southampton, March 5.—To Yokohama: Mr. E. Fraser, and two second-class passengers. To Shanghai: Capt. F. W. Lodge, and four second-class passengers. To Hong Kong: Mr. Alexander, R.E., Commodore J. A. Price, Mr. W. J. Cannon, Mr. G. Bishop, Mr. J. McGregor. To Singapore: Mr. and Mrs. Murray and five children, and one second-class passenger. To Ceylon: Mr and Mrs. J. G. Thomson, Mr. T. Farr, Capt. Harris, and one second-class passenger.

Per P. and O steamer *Ripon*, from Marseilles, March 13.—To Yokohama: Capt. and Mrs. Kinder, Mr. Tookey, Miss Tookey, Mr. J Goddard. To Shanghai: Mr. J. R. Bromley, Mr A. Hickling and brother, Mr. and Mrs. Dow, Miss Dow, Mr. and Mrs. Brazley, Mr. W. Pugh, Mr. A. Schroers, Mr. Baker, Mr. F. S. Deacon, Mr. A. Milsom. To Hong Kong: Mr. T. Merry, Mr. E. Deacon, Mr. and Mrs. D. R. Crawford, two children, and servant, Mr R. A. Houston, Mr. James Whittall, Mr. H. Hughes, Mr. Wilson, Miss Aspinwall, Mr. Marshall, Miss Wyllie, and two second-class passengers. To Ceylon: Mr. F. J. Brown.

Per P. and O. steamer *Nyanza*, from Southampton, March 19.—To Shanghai: Mr. E. Stewart. To Hong Kong: Mr. H. K. Jones. To Ceylon: Capt. Sharpe, Mr. D. H. Freeland.

Per P. and O. steamer *Bangalore*, from Marseilles, March 27.—To Shanghai: Mr. J. M. Canny, Mr. T. Wood, Mr. M. Hautrey, Mr. Skeggs, Mr. J. G. Weston, Mr. T. G Paget, Mr. Dyce, Mr. Drysdale, Mr. E. Wheeley. To Hong Kong: Mr. and Mrs. Patterson, Mr. and Mrs. Wild, Mr. and Mrs. Galton, Mr. E. P. Galton, Mr. and Mrs. Paul Ehlers and child. To Penang: Mr. Bernard Rodyk.

Per P. and O. steamer *Nyanza*, from Southampton, March 12.—To Ceylon (*via* Bombay): Mr. J. Martin.

Per P. and O. steamer *Ceylon*, from Marseilles, March 20.—To Hong Kong (*via* Bombay): Mr. E. L. Jones.

Per P. and O. steamer *Tanjore*, from Southampton, April 2.—To Ceylon; Mr. V. E. Schalch.

Per P. and O. steamer *Pera*, from Marseilles, April 10.—To Shanghai: Mr. G. Munro. To Hong Kong: Mr. J. C. Ridge. To Singapore: Mr. J. Young, Mr. W. W. Willans.

Summary of News from the Far East.

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JAPAN.

YOKOHAMA.

From this port our advices by to-day's mail are to Jan. 23, but they have been anticipated by the Pacific mail, which last week brought correspondence to the 24th. The outward French mail of Nov. 25 was received Jan. 15. By this opportunity we receive the first number of a new paper, called the *Japan Weekly Mail*, which takes the place of the *Japan Times*.

We have now particulars of the two fires already briefly announced by telegraph. The *Weekly Mail* says: "On the evening of Tuesday last (Jan. 18) the house known as the Junior Mess of the Mercantile Bank was discovered to be in flames. The alarm quickly spread throughout the settlement. A detachment of French troops with a small engine was soon on the spot, followed at a short interval by a larger force from the more distant English camp, with another engine. But, to tell the old story again, there was no supply of water. The house, which stood detached in the Main-street, was soon past all help; and such feeble play as could be coaxed from the engines was directed upon the skeleton of a building opposite, in course of erection for Messrs. Kirby and Co., and Mr. Berger's house at the other corner of the street. The troops and native firemen showed admirable pluck and spirit, but the flames seemed jealous of opposition, and every now and then leaped over towards the mass of scaffolding opposite, as if in fierce anger at being foiled. But powerful assistance was at hand. A large American hose was brought to bear on the fire, a good supply of water was obtained from the bund, a strong party of blue jackets from the *Ocean*, under command of Lieut. Rougemont, came to the front, and the fire succumbed gradually to the united efforts of its enemies. The engines were kept at work on the blazing ruins, and by eleven P.M. all danger of the fire spreading was over. The crowd disappeared, and the settlement went to rest.

"But scarcely was quiet restored before another alarm was given, and it was found that No. 79, tenanted by Mr Sitwell, was in flames. Such engines as could be spared were soon brought to the spot; but the house was slightly built, and in spite of every effort was soon reduced to ruins. Both houses were insured; but we regret to hear that Mr. Sitwell's furniture was not covered, and that he only had time to save a few valuables before leaving the house."

There are great complaints of the lawless condition of the settlement, which seems to grow constantly worse. The *Mail* says:—"We desire most earnestly to call the attention of residents of all nationalities in this settlement to its most alarming condition, which is well illustrated by the events that took place on the occasion of the recent fires. During that which destroyed the 'Junior Mess' of the Mercantile Bank, European, American, and Chinese ruffians entered the house of the Compradore, produced knives and pistols, and gave him and the shroffs the option of surrendering their boxes or their lives. Ten trunks, besides

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bedding and other articles, were carried off; no offer of resistance was possible, and the behaviour of the miscreants was fearless and determined. What occurred during the fire which destroyed Mr. Sitwell's house may be best gathered from a letter which will be found elsewhere in our columns, and to which we refer our readers." The following is an extract from the letter alluded to, written by Mr. Charles G. Leggatt:—"Occupying the premises immediately adjoining those of Messrs. Sitwell, Schoyer, and Co., which were so speedily reduced to ruin, I was in no small fear that the fire would have extended to my own. Confined to my bedroom, and only just recovering from a severe illness, I was unable on the alarm reaching me to do more than direct my servants what they should do in the event of my feared extension of the fire. Hardly, however, had I entrusted to their custody a few valuables, when a crashing sound from below made me hasten or rather scramble downstairs, when picture my amazement at seeing a tide of human beings pouring in at the back entrance of my house, which had been forced open; ruffians they were of the lowest stamp, including a bevy of English and American loafers, Cantonese, Malay, and Japanese thieves, who were ransacking my lower rooms of almost their entire contents, which eventually ended in my being unhoused." The affair ended in Mr. Leggatt's house being entirely sacked by these ruffians.

The following items are also from the *Japan Mail*:—

It is currently reported in Shanghai, and is stated in the *Shanghai News-Letter* of the 11th January, that the Japanese Government has conceded to Mr. J. F. W. Trautmann, of Messrs. Trautmann and Co., the right to construct three hundred miles of railway in Japan. We are authorised to state that neither Mr. Trautmann nor Messrs. Trautmann and Co. have anything whatever, whether directly or indirectly, to do with the construction of the railway.

Nothing can well be more unfortunate than the loss of the *Elleray*, for whose arrival the Lighthouse Department of the Government had long been anxiously looking. She had on board two lanterns, two fixed illuminating apparatus of the first order, two iron aseismatic towers, and a variety of important tools. Every article was of that particular kind which it is impossible to replace without great loss of time, the glass lenses, for instance, being manufactured by only one house in England, whose engagements may easily prevent their replacing them for many months. Mr. Brunton had hoped to show permanent lights from at least three lighthouses within two or three months, but these hopes have now been frustrated. Cape Sagami, Oosima, and Nagasaki, may be permanently shown before the middle of the year, while Rook Island, Siwo-misaki, and Chichakoff must wait until the present losses can be repaired, and meanwhile be content with whatever temporary apparatus can be picked up. But most annoying is the delay which must occur in the erection of the aseismatic towers, the success of which is an object of the greatest interest and curiosity among scientific men. (These towers are fitted in a peculiar manner, with a view to avoiding any damage from earthquakes.)

A notification has been issued that in future all coal exported in foreign steamers shall be held to be shipped for ship's use, and shall therefore be passed by the Custom-house free of duty; while all native coal exported in foreign sailing vessels shall pay the export duty of the tariff attached to the Convention of Yedo, 1866. This is calculated to encourage the consumption of native coal for steam purposes.

The *Japan Herald* says there is a chance of one of the late Mr. Hoey's murderers being brought to justice. It seems that the Japanese police have been set on their track in earnest, and one of the officers arrested a man whilst in the act of selling some of the clothes of which the houseboy was despoiled. The prisoner is a painter by trade, but the general impression appears to be that persons of higher rank were concerned in the crime, and other arrests have been made on suspicion.

H.M. Consul has been engaged in trying several important cases, one of which, Pitman *v* Campbell, possesses some interest. It was an action to recover the sum of $1,179 advanced by plaintiff to defendant with interest. Defendant did not deny the debt, but pleaded contra claims, especially one for joint interest in a quantity of telegraph wire sold by the plaintiff. The wire was shipped by Messrs. Christy and Co., of London; Mr. Campbell, according to the plaintiff's evidence, had formerly been offered a share in the venture, and had declined it; but on learning that it had been sold by Mr. Pitman at a large profit, he claimed a one-third share. The defendant said he had a joint interest with Mr. Pitman and Mr. Christy in some steam-lighters and other things, and from Mr. Christy's letters and Mr. Pitman's verbal statements, he concluded he had a share in the telegraph also. After a patient investigation, lasting three days, Mr. Consul Lowder decided that there was no evidence that defendant had a joint interest in the wire. Of the other items some were given in favour of either party. [The decision appears in all respects a just one, for we have seen a copy of a letter from Christy and Co. (not produced in Court), wherein Mr. Campbell is requested to hand the bill of lading for the wire (which was at first sent to him) over to Mr. Pitman, as he (Mr. Campbell) had declined taking any share in it.]

A fire occurred in Yedo about ten days back, which destroyed half the War department.

The following changes of firms are notified:—

The partnership between Messrs. James Davison and George R. Davis is dissolved, and Mr. Davison continues the business under the firm of Davison and Co. The partnership between Messrs. James S. Barker and Robert Goddard is dissolved, and the firm of Ross, Barber and Co. goes into liquidation. Mr. R. Goddard has established himself as a public Silk Inspector and Commission Merchant. Mr. R. Linden has retired from the firm of Walsh, Hall and Co. Mr. R. S. Schwabe becomes a partner with Mr. N. P. Kingdon, whose business will in future be conducted under the title of Kingdon, Schwabe and Co. Messrs. Hecht, Lilienthal and Co. have admitted Mr. F. Geisenheimer a partner in their firm.

HIOGO AND OSAKA.

The following account of the launch of a steamer at Osaka is from a correspondent of the *Hiogo News*:—

Our first Osaka launch took place on Monday last, when an elegant little iron screw steamer, intended for coasting or river traffic, was set afloat. She has been christened the *Adler* (Anglice, *Eagle*), I believe. The following are her dimensions:—Length, 75 feet; breadth of beam, 15 feet over all. She is about 80 tons, and her engine is effectively 30-horse power. The *Adler* is the property of Messrs. Lehmann, Hartmann, and Co., and was brought out from Europe in pieces, together with another boat of a similar description, only somewhat smaller, and which is now being put together. The *Adler* is admirably adapted for river work, I should fancy, but whether our bar will suit her remains to be seen. Though her dimensions are comparatively small, she is so well contrived that it is said she will accommodate one hundred and fifty passengers for a short trip.

It is worthy of notice that a direct trade with America has been inaugurated at Hiogo. At the date of our last advices Messrs. Kniffler and Co. were loading the *Esperanza*, a British barque of 384 tons, for New York.

NAGASAKI.

From this port we have advices to the 22nd Jan. A new weekly paper, called the *Nagasaki Express*, has been started at this port, and in the first number are the following remarks on the persecution of Christians which formed the subject of our correspondent's letter by last mail:—

The question just now, perhaps, which most excites the serious attention of residents in Nagasaki is the destination or ultimate disposal of the cargoes of native Christians departing from this port within the past few days. The native Christian question of to-day defies solution. What becomes of them eludes us. These facts we know. More than a thousand, some (a few) in European employ—some not needing employ, but well to do, not coolies—the majority of whom would rank in many of our countries as high amongst the middle class—more than a thousand have been arrested and carried hence; some with wife and children—others alone. We know precisely what has been done with the Christians of a by-gone age. Is this a continuance of the barbarity? Surely the embarkation here is done to outrage us. Will no Consul step forward and take the responsibility of unveiling this business, when his war-ship is in port? How strangely these placards would have read to us not many years ago:—"The perverse religion of Jesus, the teacher from Heaven, is a calamity which menaces the empire," &c., &c. These documents are supplemented by the native official view. This assumes a peculiar formula:—"It is quite right they should be sent away from their birthplace, they have committed irregularities, they are criminals because they are Christians." We would we could make clear this Christian question. It is one demanding our keenest watching and regard.

The *Nagasaki Shipping List* of Jan. 22 says:—The Japanese steamer *Governor Higginson*, belonging to the Prince of Gayshew, which vessel left here on the 8th inst. with a large number of native Christian exiles, is on the beach outside Papenberg, having struck on a rock at Spex Straits, after discharging her cargo, somewhere about Hirado. News was received yesterday afternoon that the Japanese steamer *Feloong*, belonging to the Prince of Simabara, which left this on Sunday, the 9th inst., with a number of Christians, is also a wreck at Hirado, having likewise struck on a rock at Spex Straits, after having discharged her passengers. This is the third vessel that has come to grief, after carrying native Christians into exile; and the natives firmly believe that it is a punishment from God.

We have just learnt that the steamer *Coila*, leaving for Hiogo this afternoon, takes a further shipment of one hundred exiled Christians from this port, although their destination is at present secret; we hope to be able, on the return of the steamer, to afford our readers more information on the subject.

CHINA.

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SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Jan. 25.

The English mail of the 3rd ult. arrived per *Ganges*, on the afternoon of the 22nd inst., bringing telegrams to the 28th D[illegible]c

A fire broke out in the evening of the 19th in the Rue de Con-

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sulat, French Concession; some twenty-five native houses were burnt. It is thought that the fire was the work of incendiaries.

The *Melrose Abbey*, from Glasgow, which got on shore on the Beacon shoal, got off with little, if any, damage.

There was a meeting of the subscribers to Trinity Church held on the 21st; the attendance was small—under a dozen. The following report was read and adopted:—

The trustees congratulate the subscribers that on the 1st of August they were enabled to open the New Trinity Church for divine worship.

The financial position of the society has improved during the year, a total sum of Tls. 12,882.74 has been received by the treasurer, enabling him to pay the regular disbursements, a portion of the debt due to the builders, and to provide the necessary church furniture.

A reference to the accounts will, however, show that the trustees are not yet clear of their difficulties.

The New Church stands at debit ...	... Tls.	68,183.65
The Building Fund has only to the credit ...		61,972.26
Leaving a deficiency of ...	... Tls.	6,211.39
The Parsonage stands at debit		4,500.00
The Trustees' General Account at debit ...		2,880.90
And there is still required to pay for the new pulpit		165.00
Making the total liabilities ...	Tls.	13,757.29

to which may be added an amount, not yet ascertained, due to Mr. Gilbert Scott.

An application to H.M.'s. Principal Secretary of State for Foreign Affairs for assistance to the extent of £1,500 has been made, copies of the correspondence are appended to this report. To provide for the remainder of the liabilities, say Tls. 10,000, the trustees are endeavouring to raise the amount by a loan on debentures bearing interest at eight per cent. per annum, the securities offered being a lease of part of the Church Compound to Mr. Iveson for fourteen years at Tls. 1,200 per annum, and the revenues derived from the church and church property.

Main Guard.—The trustees have arranged to lease this building to the Gymnastic Corps for three years at Tls. 200 per annum, the corps to provide all alterations required, and to leave the room open for the use of chairs on Sundays.

The trustees have the pleasure to announce that a larger attendance at church is secured than was the case in the temporary building, and they recommend to their successors a reduction in the pew rents so soon as the present financial difficulties are overcome.

Messrs. Michie, Bell, and Rowley Miller were elected trustees for the current year. The monuments taken out of old Trinity Church are to be placed in the new church. The rate of pew rent, Tls. 18.75 per seat, was to be continued. Some conversation took place regarding the building of the spire, in the course of which Sir Edward Hornby suggested they should start a lottery for £60,000. Give £30,000 in prizes, and build church and spires and clocks with the balance. He stated that lotteries were regarded as immoral in England; but how did that arise? Government used to raise large sums by lotteries; and it came to be thought unconstitutional and dangerous that the executive should raise money otherwise than through the legislature. But Parliament could not tell royalty the plain truth; and so they put them down as immoral, when they only meant that they were unconstitutional. On this the *North China Herald* remarks that, "Our grandfathers who speculated in lottery tickets were not worse than those of their descendants who connect themselves with Albert Insurance Companies. An age which has produced Overend, Gurney and Co. need not talk about the immorality of lotteries. Throwing all sentimentalism aside, then, we ask the question frankly, why should not a lottery be got up for the payment of public debts? This is a peculiar community. We have made exceptional and splendid sacrifices to secure public ends, and we have every reason to be proud of our position; but accidents have arisen that have hampered several of our great undertakings with inconvenient pecuniary burdens. Why not rid ourselves of the incubus by doing, on our own account, what Manila now does for us? In plain words, why not start a lottery for Tls. 60,000; give Tls. 40,000 in prizes, and get the church and various other institutions clear with the balance?"

Admiral Sir H. Kellet left in the *Salamis* for Japan on the 23rd.

The water is so low in the Yangtsze, a few miles above Kiukiang, as to allow only three of the river boats (*Hirado, Kiangloong*, and *Tunsen*) to run up to Hankow. The steamers run as usual, connecting with the above boats at Kiukiang.

An interesting letter from Mr. M. J. O'Brien, Professor of English in the Peking College, has been published in the *North China Daily News*, who, in commenting on it, observes that it throws much light on the circumstances of that abortive institution. Few people have known very certainly whether the college ever did exist, otherwise than in name; whether, we mean, it has ever had a pupil or has done any practical work; and it is pleasant to have this point cleared up. The only classes that have ever been opened, were for the instruction of a few men in English and French, the pupils being in some cases so old that articulation of the unfamiliar barbarian sounds was a sheer impossibility, and resulted only in amusement to the 'waggish boys of forty or fifty,' their juniors. Even these have latterly disappeared, under the influence of an intelligent system of examination, devised and carried out personally by the members of the Tsungliyamên, not one of whom knows a word of the language they are inquiring about. Partly to this interference, and still more to the bitter hostility of the literati, Mr. O'Brien attributes the failure of the college. It is held disgraceful to belong to it; those who did join, enticed by the offer of an allowance and free board and lodging, were ashamed to own the connection, and were regarded as renegades and ostracised by their fellows."

The Concordia Club gave a concert on the 22nd The Amateur Theatrical Corps performed "The School for Scandal" on the 21st.

The *North China Daily News* has the following from Nanking:—Our readers will remember a report we mentioned, about three years ago, that Li-hung-chang, the Governor-General of Nanking, was bent on fighting the Americans, in case the latter brought up a fleet—as he, for some reason or other, apprehended they would do—to Nanking. It was also said that, when he visited Nanking after the Yangchow affair, he spoke very violently, and declared he would have fought had he been in Tseng-kwo-fan's place. And now, for the third time, a similar rumour is current. It is said that he advised Ma to resist the French by force, employing the new Arsenal gunboats for the purpose. Ma, however, had better sense. If Li is so anxious to try his strength against foreigners he will shortly have an opportunity at his own capital, when M. de Rochechouart proceeds on his expedition.

The Tun-ka-doo Dock has passed into the hands of Messrs. S. G. Farnham and Co. The steamer *Glengyle* will be the first vessel docked under the new management.

The cases before the Mixed Court have been of a routine character In the Supreme Court Capt. Blanche, of the *Newcastle*, has been committed for trial for the wilful murder of Harvey, late carpenter of the vessel, at Foochow.

The Customs' cruiser *Ogna Sing* returned to Shanghai on the 24th inst.; she picked up on the North Saddles a pirate, who confesses to having witnessed the death of Stevens, the pilot.

THE KIANGNAN ARSENAL.

In a recent issue we gave (in an abbreviated form) an account of the Chinese Arsenal at Foochow, which appeared in the *North China Daily News*. From the same source we take the following on the Kiangnan Arsenal:—

The Kiangnan Arsenal, situated on the left bank of the Wong-poo, about two miles above Tun-ka-doo, cannot fail to engage the attention of those who pass that way in making excursions up the country. The tall chimneys, the residences of the foreign engineers, the college just completed, the little town where the native mechanics live, the rows of workshops, foundries, and godowns, the dockyard where two steamers are being built, and the wharf with vessels loading and unloading, present a scene of activity not unlike some of our large establishments at home. The rapidity with-which such an extensive place has sprung up and is still enlarging, contrasts strongly with what is generally expected from the dilatory Government of China.

This establishment dates its origin from the year 1865, when Ting yih-chang, at that time Taoutai of Shanghai, commenced a small manufactory at Hong-que under the direction of Tsêng-kwo-fan and Li-hung-chang. Muskets, shell, and cannon were made there in considerable number. The site of the present Arsenal was fixed upon and purchased in 1867. During the following year the machinery was moved over from the establishment at Hong-que into the new buildings which had been erected. The number of operatives was then gradually increased, and work on a much larger scale was planned. During the year just past the site and buildings of the Arsenal, being still far too contracted for the extensive operations carried on, a large space was purchased and annexed on the north-west side. The machinery at present consists of the usual appliances for the manufacture of cannon, rifles, and steam engines in all their details. The newest improvements in every case have been adopted where practicable. In a short time large rolling mills and other requisite machinery for manufacturing bar and plate iron will be in operation. The whole of the lathes, planing machines, rolling machines, hemmers, saws, &c., are at present worked by two steam engines.

In the dockyard there are two steamers being built, one of which is near completion. The three gunboats already launched are so well known in Shanghai that it is superfluous to attempt to describe them. The last one was launched with her boilers and engines already fixed. Larger steamers will hereafter be built, either for transport service or ships of war. The success of the boilers and engines manufactured under many disadvantages in the Arsenal shows the perfection which is aimed at and attained by the foreign engineers. The dock when completed will accommodate vessels as large as any the Government is ever likely to build.

The whole responsibility and control of the arsenal devolves upon the general managers, Fung and Ching, who reside in the official quarters, and with whom are associated as a matter of necessity the Taoutai of Shanghai, the arsenal being situated within his jurisdiction. The native mechanics number nearly 500, and are paid by the managers according to their supposed qualifications, from seven or eight to seventy or eighty dollars per month. In addition there are generally about 500 labourers and coolies working in different parts of the premises. The hours of labour are from 7.30 A.M. to noon, and from 1.30 to 5 P.M.

The current expenditure amounts to about Tls. 150,000 per annum. The whole sum expended since the commencement is estimated at about Tls. 1,000,000. The greater part of the funds are drawn from the Imperial Maritime Customs of Shanghai. It

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is said that one-fifth of Custom duties received at this port is regularly set apart for this purpose, and when this sum is not sufficient the deficiency is made up by the Provincial Government from the *e-kim* and other taxes.

FORMOSA.

The following account of the late outrage in Formosa is, we are informed, reliable :—

The following events of late occurrence in the northern part of the island of Formosa call for interference between foreigners and the Chinese authorities in such a way as will for the future ensure safe trading and observance of the treaty :—

Messrs. Elles and Co.'s agent, Mr. Pickering, having bought a quantity of camphor at Oulan (or Howlung), a maritime station at the west coast of the island, about forty-five miles below Tamsui, was desirous of shipping the same to Takao, for transhipment in a foreign vessel, the Imperial Customs and the Consuls at both Tamsui and Takao having cognisance of the matter. The mandarin, however, at Oulan stopped the junks which had been chartered to carry the camphor, and intimated that he should seize the goods. The injunction was subsequently withdrawn, and a portion of the camphor actually on board the cargo boat, when the mandarin again stopped the shipment, and, in accordance with instructions received from the Taoutai of Taiwanfoo, posted placards offering a reward of $200 for Mr. Pickering's head, and inviting all Chinese to attack him and seize his goods.

Mr. Pickering then abandoned the camphor and left for Taiwanfoo, overland, where he has doubtless arrived in safety. As Mr. Pickering was travelling under passport signed by the Taoutai, no reason can be assigned for this outrage. The day after he left (Jan. 2), the Tamsui Ting forcibly seized Mr. Field, another British merchant, trading in camphor at Oulan, placed him in irons, after having robbed him of everything he possessed, and sent him to Tamsui under a guard of soldiers. Mr. Field at the time of the seizure being without arms, and offering no resistance whatever, his hong was emptied of about 1,000 piculs camphor, besides other goods and specie, all of which were taken by the mandarins. Mr. Field was provided with a passport at the time, signed by the mandarin. This, however, was of little use, as the Tamsui Ting denied the right of foreigners to travel in the country, purchase produce, or rent hongs, except at treaty ports. Both Messrs Pickering and Field had applied personally to the local authorities requesting them to take the lawful dues to enable shipments to be made to Takao, but were insulted on each occasion of their visits. It will be interesting to see whether these outrages will be dealt with by the British Consul at Tamsui and Takao in the same spirit as the outrages of 1868 were settled.

HONG KONG.

The present mail brings dates to 1st February. The outward mail of 17th December arrived on the 31st January with telegrams to the 1st January.

The ship *Panther*, from San Francisco, reports that on touching at Honolulu she found the Austrian ship of war *Donau* in harbour and undergoing repairs. The *Donau* had put into the Sandwich Islands completely disabled, fore and main topmasts carried away, sternpost started and rudder lost ; she was steered into port with broken foremast serving as a jury rudder. Mr. J. G. Murray is a passenger by the *Panther*, and proceeds on to Foochow as Vice-Consul and Interpreter.

On the meeting held to consider the question of amalgamation of the two dock companies, the *Daily Press* says :—The meeting of the Hong Kong and Whampoa Dock Company, which it was generally anticipated would have been productive of some elaborate discussion upon the question of amalgamation, went off remarkably quietly, there being apparently a general feeling of surprise that so important a matter should elicit no remarks beyond those made by the chairman in opening the proceedings. The end of all the discussions and negotiations, which have so long occupied the public attention, is simply the record of a vote against the measure. Though the motion was negatived by a somewhat large number of votes by shares, it is noticeable that the show of hands was in favour of it, a circumstance which seems to indicate a concurrence in the view expressed by the Hon. Mr. Keswick, that the step would be advantageous, and would tend to an increase of the company's dividends. Assuming that this view of the subject is correct, it may be questioned whether the course adopted by the Union Dock Company of firmly adhering to their "ultimatum" was altogether wise. It was certainly as much to their interests as to those of the Hong Kong and Whampoa Dock, that an arrangement should be come to ; and their definite declaration that no modification of the terms proposed would be acceded to, appears to have had the effect of making the meeting unwilling to discuss the subject, whereas, had they done so, it is not impossible that its advantageousness would have presented itself to them in a more definite light. It seems, so far as can be judged, that the measure has really failed simply on a question of price ; and when it is remembered what large interests are at stake, it certainly appears a pity that the arrangement should fall through on such grounds.

THE CHAMBER OF COMMERCE MEETING.

The special meeting of the Chamber of Commerce, called for the purpose of taking into consideration the proposed expedition of Mr. M. Moss into the South of China, was held on Jan. 28. There were present—Hon. Wm. Keswick, chairman, Hon. J. B. Taylor, Messrs. Zimmern, Pyke, Walker, Belilios, Vogel, Melchers, Delbanco, Behre, Buxey, Sassoon, Macaulay, Andre, Joost, Coughtrie, Aug. Heard, Arthur and Davis.

The Secretary having read the notice convening the meeting, the Chairman remarked that the subject before the meeting had already been before the Chamber, but that on a previous occasion, after considerable discussion had taken place, it was thought desirable that the members should have further information as well as further time to consider the expedition to the South of China in all its bearings, before any final decision was come to on the matter. Since then Mr. Moss had published a small pamphlet, in which he had set out at length the objects of the proposed expedition and the results to be obtained. The expedition was a most important one, and the expense would be considerable, if it was carried out as proposed. The results to be obtained were of great importance, but they were such as would be long delayed in any direct good they might accomplish, instead of being of immediate benefit. With these considerations in view, and also bearing in mind the comparatively limited means of the Chamber, it was his opinion that for the present it would be much better to confine the route to be taken to a province more nearly situated to this colony, and more immediately affecting its trade, and one of which was now very little known, viz., Yunan. Very little immediate advantage could be gained by this expedition, the advantages being such as would be felt could be realised in the future, but nevertheless, they were important in view of the future Government policy to be pursued in China. He thought the meeting should be very careful how they parted with the funds of the Chamber, and it should not be deprived of the only means it possessed without due care and consideration. He hoped there would be the fullest discussion on the subject. He therefore begged leave to offer the following resolution :—"That the expedition of Mr. Moss be not carried out at present"

Mr. Delbanco said he had much pleasure in seconding this proposition He did not mean to infer that if a proper person could be found it would be well and advisable to fit out an expedition, but Mr. Moss was wholly unacquainted with the Chinese language, and, therefore, he thought the expedition had better be deferred until some proper person could be found who would be willing to go.

Mr. Taylor said he thought this proposition ought not to go to the meeting without some other members being heard on the subject, and without further discussion. The expedition in itself was most important, and Mr. Moss had taken very great trouble and spent much time to put the members of the Chamber and the community generally in possession of his views, and the scope and objects to be gained ; it ought not, therefore, to be so summarily disposed of. The expedition was most desirable, and the more light that could be thrown upon the interior of China the sooner would the country be opened up to foreign intercourse and trade, and the better enabled would all be to do their duty, both as merchants and officials, while out here. Perhaps Mr. Moss was not the best man that could be sent on such an errand as was now proposed—he himself did not say that he was ; but it was most difficult to meet with a man out here who would be entirely and in every respect fitted. No one besides Mr. Moss had offered ; none of the members could go ; it was not likely that anyone would come out from Europe for such a purpose as this. Mr. Moss proposed and offered to go on very favourable terms ; he asked for no salary, but merely to have his expenses paid. It could not be denied that one great drawback was Mr. Moss's ignorance of the Chinese language ; but should they ever be able to get a person who did thoroughly understand Chinese ? Mr. Moss was well acquainted with the piece goods business, as well as with general trade in China, and he thought he possessed many qualifications that recommended him for the proposed position.

After some remarks from Mr. R. S. Walker, who did not consider Mr. Moss properly qualified, the following resolution was put by Mr. Augustine Heard, and seconded by Mr. Pyke :—"That the sum of $2,000 be appropriated from the funds of the Chamber for carrying out the proposed expedition of Mr. Moss, and that the committee be empowered to solicit subscriptions from the public in furtherance of the scheme, and make all necessary arrangements for its completion." This was put to the Chamber, and carried by a vote of twelve to five, and the meeting then separated.

A meeting of the subscribers to the British Church at Canton was held on Jan. 25, D. B. Robertson, Esq., H.M.'s Consul, in the chair. The chairman read a despatch from the Foreign-office, from which it would be seen that the assistance of H.M.'s Government, as extended in former years, has been to some extent withdrawn, to the great detriment of the fund. The accounts for 1869 showed a heavy deficit ($1,378.98), which would, however, be converted into a surplus should the Government grant be renewed, as there was some reason to hope might be the case, Sir R. Alcock having promised to represent the matter very strongly at head-quarters. Should this hope not be realised it would be

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necessary to close the church, the community being quite unable to support it without aid. In the meanwhile there was nothing to be done but to wait the result of a renewed application to Government.

BORNEO.

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LABUAN.

The following observations on the satisfactory results of Governor Pope Henne-sy's rule in this colony are from the *Straits Times*:—"The fact that a colony so recently dependent upon a subsidy from the Home Government for support should, under Governor Hennessy's management, not only be able to relieve the Imperial Government of its burden, but be enabled to show a surplus on the credit side of its budget, speaks very highly for the ability and tact that has been displayed in the administration. The astonishing increase in the value of the revenue farms has no doubt contributed much towards this desirable end; but we are pleased to observe, also, that with increased revenue the Government has shown a disposition to reduce taxation, having abolished the duties on gambier and salt. The success which has attended the coal mines is a source of congratulation, not only to the coal company, but to the colony, whose importance is so materially affected by it. The value of the colony to the Home Government, as his Excellency very justly observes, will, be greatly enhanced by the facilities offered for coaling Her Majesty's ships, and every assistance and encouragement is given to the manager. Now that convicts from the Straits are allowed to be sent to Labuan, it is anticipated that the supply of labour for the mines will be sufficient for the demand, and that in a short time the intended improvements there will materially cheapen the cost of transit from the mines, and afford convenience for loading vessels."

SARAWAK.

Letters from this port describe the festivities held to celebrate Rajah Brooke's marriage. A great Malay feast was given in the principal mosque, which some eight hundred attended; a public breakfast to the European community, and some boat-races followed. The breakfast was a great success, and the healths of the Rajah and Ranee were received in the thorough old-fashioned English style. The boat-races in Sarawak are so different from anything of the kind in Europe or other countries, that we think a slight account may not be inappropriate. The boats used for the great races are generally owned by the Europeans and the native chiefs, and are usually about fifty-five to sixty-five feet in length by about three feet nine inches in breadth at the beam, and are manned by some forty to fifty men in each, all as a rule picked pullers. Prizes are given in money to the crews of the first and second boats, and the owner of the winning boat gets a cup or piece of plate. The course for the cup races is about one and three quarter miles, and time taken by the winning boat about ten minutes; the whole scene is a most aminated one, the banks of the river lined with thousands of natives in every variety of costume and colour. There were two prizes for the large boats, one the "Ranee's Prize," the other a "Subscription Cup," both of which were taken by Europeans; at the last year's races, the late Rajah Sir James Brooke's prize was carried off by the Datu Bandar of Sarawak.

The trade for 1869, from rough calculation, has exceeded that of 1868 by more than one-fourth; in fact, when the whole of the outstation returns are rendered it will prove still more. This increase very likely in part is no doubt owing to the heavy shipments of gutta and cinnabar—the latter from the Tagora mines, which continue to yield vast quantities of ore, and new machinery is being erected for reducing the ore to quicksilver. There will be a greater stimulus given to the workers, all of whom are earning a good living, inasmuch as it is difficult to get either Chinese or native labour, notwithstanding the great immigration by every steamer that arrives.

JAVA.

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Letters from Batavia state that the shares of the Tramway Company, which at one time stood at 1,800, are now current at 100 guilders. As we pointed out at the time, the speculative rise was most injurious. The cars fill very well, but the expense of maintaining horses is very great; they are said to die off like rotten sheep.

Mr. Dakordes, the engineer of the Samarang Railway, left by the last mail for Holland; the line is still far from being complete. The Batavia-Buitenzorg Railway, on the other hand, is being rapidly pushed forward, but its construction is said to be very unsubstantial as compared with the English and British-Indian lines.

STRAITS SETTLEMENTS.

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SINGAPORE.

Our advices from this port are to the 9th February. The outward P. and O. mail of December 31 was received on the 4th February. The *Travancore*, which brought this mail, fell in with a coal-laden ship on fire, on her voyage from Galle to Penang, and towed her into the latter port. The mail was not detained more than an hour or so by the occurrence; the *Travancore*, with the ship in tow, steamed about eight knots per hour. The following is the captain's report:—

"At 0.30 P.M. of the 31st January, in lat. 6.01' N., lon. 95·15'30" E., Pulo Rondo bearing N., 43· W., and western extreme of Pulo Way S. 16· E., I sighted a barque three points on our starboard bow, between Pulo Way and the north end of the island of Sumatra, with Russian ensign flying half-mast. Bore down to her and made out the signals 'I am on fire!' and 'Can you assist me?' At 1.15 P.M. I stopped and sent the mail boat with the chief officer on board. The commander of the barque wished to be taken in tow, being afraid to run his vessel on shore on account of the proverbial treachery of the natives, and having been already six days on fire. I consulted with Captain Purvis, R.N., Naval Agent, who coincided with me as to the necessity of towing the vessel to Penang. Accordingly, we at once passed a hawser to her, and at 2.20 proceeded full speed on our voyage, arriving at Penang at 9 A.M. of the 2nd February. I ran the vessel close on to the mud bank, where she was to be scuttled. The vessel's name was the *Ystavat*, of Finland ,from Hull, bound to Rangoon, coal laden."

The following items are from the *Singapore Daily Times*:—

The Chief Justice has left this for Penang, in the Colonial steamer *Rainbow*, for the purpose of holding the criminal session there. He anticipates remaining there about ten days, after which he will, we learn, return to Singapore, instead of calling at Malacca, as it was thought he would.

The Civil Sittings here are closed. The case against the owners of the powder hulk *Statesman*, for the value of certain gunpowder transhipped into the powder hulk *Princess Royal*, and lost when the latter vessel sank, was concluded, but judgment has not yet been given.

The Government roads are at present in such a disgraceful state that to call some of them roads at all is a farce. The Bukit Timah and Changhie roads are all but impassable. The Tiong Bahru road has ceased to be a thoroughfare, and is a hopeless quagmire, over which it is useless to attempt to pass with a vehicle of any description. A number of others might be named, but we have drawn attention to the worst, and think the Government should take them in hand as early as possible.

The Municipal Commissioners have approved of a scheme of the Colonial Engineer to bring the water into town by means of iron pipes, from the reservoir to the foot of Fort Canning Hill, and say that when this is done they are quite prepared to undertake its distribution, provided the Government will assist them in raising the necessary funds. An opportunity will now be afforded of learning how far his Excellency is in earnest in the matter, and whether he really intends to make good the undertaking of the Indian Government, which failed through the pertinacity of its engineer in a scheme disapproved of by nearly every one save himself. His Excellency, we are well aware, is averse to doing this—one of his reasons being that he does not think it right to spend money raised on all the Settlements in improving one of them! If this be really his opinion, it is easy to account for the neglect of public works in the Colony during his administration. But we are inclined to think the true reason is, he is loath to admit that the aqueduct is a failure, and still more loath to go to the expense of constructing a new one, if by any possibility it can be avoided, or the Commissioners induced to do it themselves. It would be some satisfaction to the public to know what the cost of some of these schemes would amount to, so that it might learn what the sum is that the Government and Commissioners are stickling at.

The banks and mercantile community observed Saturday, the 5th February, as a general holiday, in honour of the fifty-first anniversary of the settlement of Singapore.

As our readers are aware, the Straits are no longer under the jurisdiction of the See of Calcutta—by an order in Council, the three settlements have been transferred to the diocese of Labuan and Sarawak. For the additional duties imposed on the Bishop, he will, we understand, receive from the Colonial Government the sum of £100 per annum.

CEYLON.

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GALLE.

The steamer *Sakana*, from London to Japan, has arrived, also the Prussian frigate *Hertha*, for Japan. The *Wm. Miller* touched at Colombo and Galle, and left for Singapore, &c., on the 16th Feb. The telegraph wires to London were again in very bad order.

CHINA AND JAPAN AFFAIRS IN PARLIAMENT.—We understand that the China Convention will be brought forward for discussion in both Houses. Questions will also be put on the subject of the recent outrage in Formosa, and the French Minister's visit to the Viceroy of Nanking, the expulsion of Christians from Nagasaki, and the postal service between China and Japan ports.

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Commercial Report.

(*For dates see First Page.*)

IMPORTS.

YOKOHAMA.—Both Woollen and Cotton Goods were completely neglected, there having been an entire absence of transactions during the interval; quotations were nominally the same as those given in our last report.

SHANGHAI.—In Cotton Goods during the interval a moderate business had transpired, principally for clearance next China year. In Grey Shirtings no change in prices can be quoted. T-Cloths were again firmer, and the run on White Shirtings previously noticed had continued, leading to a further advance of 5 candareens per piece on some counts. American Drills were beginning to attract attention, and offers had been made at an advance on previous low rates without leading to business. Woollens: Scarlet Long Ells may be quoted slightly higher, but assorted were again lower. For Camlets a better feeling had been shown. In other kinds no change can be noted. Metals: 3,000 bundles Nail Rod Iron had been sold on speculation entirely at Tls. 2.20 per picul. These figures show an advance on last quotations, but they were not sufficiently improved to induce importers to realise. Probably nothing more would be done till the holidays are past, when we look for higher figures. Lead: As predicted in the last issue, a slight decline can now be noted, offers of L.B. large pigs had been made at Tls. 5.2.0, but no buyers. The arrival of the Prymont from Hamburg with 2,000 pigs Saxonia would still further reduce prices. Coals: Three arrivals from Australia had rather depressed this market; sales of Sydney at Tls. 6.25 per ton, and other kinds without change. Quotations (duty paid):—Grey Shirtings, 7 lbs., per piece, Tls. 2.0.4 to 2.0.6; 8.4 to 8.6 lbs., Tls. 2.2.1 to 2.2.5; 9 to 9.12 lbs., Tls. 2.5.0 to 3; White Shirtings, per piece, Tls. 2.1.5 to 2.7.0; T. Cloths, 6 lbs., per piece, Tls. 1.4.0 to 1.6.5; 7 lbs., Tls. 1.6.5 to 1.8.5; 8 to 8.4 lbs., Tls. 2.0.5 to 2.1.5; XX Tls. 2.4.0; American Drills, 40 yards, Tls. 3.7.0 to 3.8.5; American Jeans, 30 yards, Tls. 2.8.0 to 2.9.0; American Sheetings, 40 yards, Tls. 3.4.5 to 3.7.5; English Drills, 40 yards, Tls. 3.4.0 to 3.6.5; Dutch Drills, 40 yards, Tls. 3.3.5 to 3.5.5; Chintz, per piece, Tls. 1.5.0 to 1.9.0; Camlets, English, SS, per piece, Tls. 11.5.0 to 12; SSS, Tls. 10.5.0 to 11; Spanish Stripes, per yard, Tls. 0.5.0 to 0.5.5; Medium Broad and Habit Cloth, Tls. 1 to 1.5.0; Long Ells, Scarlet, per piece, Tls. 6.0.5 to 6.2.0; Assorted, Tls. 6 to 6.1.0.

HONG KONG.—No alteration had taken taken place in the tone of the market for any of the principal staples, and quotations remained at the range given in our last report.

SINGAPORE.—The following were the closing quotations for the leading articles of import:—No. 40's Mule twist, 150 to 155; 8¼ lbs. Shirtings, 2.97½ to 3; 7 do. do., 2.50 to 5.52½; 5 do. T Cloths, 1.60 to 1.57½; 6 do. do., 1.85 to 1.82½; 7 do. do., 2.10.

SAIGON.—During the month the market had shown more animation, but since the arrival of the outward mail prices had receded. Quotations were Grey Shirtings, 8¼ lbs., $3; 7 lbs., $2.55; Grey T-Cloth, 6 lbs., $1.75 5½ lbs., $1.65 to 1.70; 5 lbs., $1.60; 4½ lbs., $1.55; White Irishes, $2.30

EXPORTS.

TEA.

OSAKA.—The news by the American mail being of a favourable character brought buyers into the market, and some 300 piculs were settled, at rates showing an advance of Rios 2 to 3 for Good Medium to Fine. The improved value of the native currency tended however to check purchases. Stocks were about 5,000 piculs, which were held for high rates, and consisted principally of the lower grades. Quotations:—Common, 16 to 18 rios; Good Common, 20 to 23 rios; Medium, 24 to 30 rios; Good Medium, 31 to 34 rios; Fine, 35 to 40 rios; Finest to Choice, 41 to 45 rios.

YOKOHAMA.—A steady business had been done in medium to finest leaf to the extent of about 6,000 piculs; and prices had gradually advanced from $1 to 2 per picul on last quotations; for some few parcels of fine tea as high as from $3 to 4 per picul higher had been paid, native holders having been very firm in their demands. Stocks were much reduced, and from what could be gathered from the native dealers there was but very little more to come forward. Should this be correct, prices would be fully maintained. The Westbury sailed on the 9th Jan. with 320,700 lbs. for New York; the P. M. S. S. steamer took for New York 88,467 lbs., and for San Francisco 79,173 lbs. The Crest of the Wave and Havelock were loading for New York, and the Alphonsine for Boston. The current quotations were:—common, $22 to 24; good common, $25 to 27; medium, $28 to 31; good medium $32 to 34; fine, $36 to 38; finest, $39 to 44; choice, nominal.

SHANGHAI.—There had been very little of interest to notice in the Tea market during the week. In Black Tea rather more enquiry had existed, at about previous rates; say: Tls. 15.50 for Shanghai packed, and Tls. 16.50 to 20.00 for very inferior, common to inferior 3rd crop Teas. Settlements 3,400 chests. Stocks 9,400 chests. Green Teas had been dealt in to a moderate extent, and some further concessions in the price of low Fychows had induced a few purchases, which show fair value. Good to fine Teas were as firm as ever, and Teamen, who had apparently now made their arrangements for holding over the native New Year, did not appear very anxious to sell. Settlements, 9,690 chests. Stocks, 45,600 half-chests. Prices paid had been, Fychows Tls. 21.50 to 31.50; Teenkais and Moyunes, Tls. 30.00 to 40.00; Shanghai packed Tls. 22.00.

SILK.

YOKOHAMA.—An animated tone had been maintained in consequence of encouraging advices to hand from Europe. Notwithstanding the inferiority and insufficiency of the stocks, several transactions had been settled at firm rates. There was, however, no decided advance to note, otherwise than that rates, which in our last were quoted nominal, had become steady. The arrivals amounted to about 300 bales, whilst settlements were estimated at about 800 bales. The stock had diminished to 1,500 bales. The quotations were:—Mybash and other Hanks, extra nominal; best, 30s. 6d. to 32s. 5d.; medium, 27s. 9d. to 27s. 11d.; inferior, 24s. 9d. to 26s. 8d.; Oshu, extra, 34s. 4d.; best, 31s. 7d. to 33s. 3d.; medium, 28s. 8d. to 30s. 11d.; inferior, 24s. to 26s. 8d.; Koshiu, best, 27s. 1d. to 28s. 8d.; medium, 24s. 9d. to 26s. 8d.; Sodai, best, 24s. 9d. to 26s. 8d.

SHANGHAI.—The English mail left on the 19th January, with 2,065 bales of Silk on board and fully 500 bales had been settled for the present mail. Prices had an upward tendency (influenced by improved home advices, and the reduced stock on offer estimated at about 600 to 700 piculs), and in some instances an advance of Tls. 5.00 to 10.00 was reported. The purchases consist chiefly of market grades, though some "chicks" No. 3 are said to have been bought at Tls. 560 per picul, the latter being the only classic Tsatlees settled. The Chinese estimated the probable arrivals for the remainder of this seaseon at 3,000 piculs. These added to the export of 35,800 piculs, and stock of 700 piculs, gives 40,000 piculs for total yield.

COCHIN CHINA AND STRAITS PRODUCE.

SAIGON.—Messrs. Kaltenbach, Engler and Co. report as follows:—Rice: Round Gocong grain. The contract at $1.48 noticed in our last report was followed immediately after departure of last mail by another one of 1.55½. In spite of considerable supplies from the interior up to the Chinese of New Year prices declined but slightly, as shipments to Japan continue on a large scale. Owing to favourable reports from these quarters and a heavy amount of shipping engaged in China and Japan the demand has taken quite an extraordinary proportion and prices have greatly advanced. Last contracts have been closed at $1.80 with long terms of delivery, and to-day our Chinese being heavily engaged refused to sell under $1.85 to 1.90 per picul. Long Vinhlong grain had declined to $1.38, but has since followed the upward tendency of the market and may be quoted $1.55 per picul. Paddy: Has slightly advanced in value; we quote nominally 90 cents per picul. Hides: Owing to a direct opportunity for shipment to Europe hides are in better demand, and somewhat higher prices have been allowed. We may quote $8¼ to 8½ per picul for Buffalo and $11½ per picul for Cow. Horns: Buffalo are very scarce, and eagerly bought up at last quoted prices, say $8¾ per picul. Black Pepper: No contracts of any importance have been reported and prices are nominally $9 per picul. Cocoanut Oil: Arrivals continue scarce; some small lots have changed hands at $9¾ to 10 per picul. Gamboge: Nothing has come to hand; prices are nominally $62 per picul.

SINGAPORE.—The closing prices for the leading articles of export were:—Gambier, $3.07½; Black Pepper, $7.35 to 7.40; White Pepper, $10.50 to 10.75; Sago Flour, $2.40; Pearl Sago, $3.10; Tin, $28½ to 29½.

TEA SHIPS EXPECTED.

Date Sailed.		Ship's Name.	lbs.
FROM SHANGHAI.			
1869.			
Sept. 17	...	L'Imperatrice	946,200
Oct. 30	...	Tavistock	640,200
Nov. 20	...	John Lidgett	1,044,000
,, —	...	Annesley	1,171,000
,, —	...	Fluellin	675,500
,, 24	...	Corea	717,100
,, 27	...	Dundonald	756,200
,, 30	...	Araby Maid	1,067,000
Dec. 2	...	Dora	526,700
,, 4	..	Barbadian	942,500
,, 6	...	Nyassa	987,000
,, 7	...	Aracan	935,200
,, 29	...	Figaro	394,800
1870.			
Jan. 6	...	Omba	1,136,500
,, 8	...	Fontenaye	670,800
FROM FOOCHOW.			
1869.			
Aug. 16	...	Chusan	1,122,800
Oct. 26	...	Ospray	789,000
Nov. 5	...	England's Glory	1,094,200
,, 8	...	Albert Victor	1,189,700
,, 12	...	Carmarthenshire	1,062,500
,, 15	...	Pannca	379,500
,, 16	...	Ceylon	760,000
,, 23	...	Kalimaas	345,500
,, 30	...	Tyburnia	1,237,600
Dec. 8	...	Beemah	1,134,000
,, 11	...	Valkyrien	707,900
,, 14	...	Glamorganshire	605,300
,, 15	...	Earl Dalhousie	1,391,500
1870.			
Jan. 14	...	Red Riding Hood	961,800
,, 17	...	Diamond	557,500
FROM CANTON.			
1869.			
Dec. 8	...	Petchelee	362,900
,, 22	...	James Shepherd	1,138,900
,, 31	...	Esmeralda	29,600

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6¾d.	4s. 6¾d.	4s. 7d.
Shanghai ,, ,, ...	6s. 0¼d.	6s. 0¾d.	6s. 1d.
Canton ,, ,,	4s. 5d.	4s. 5⅝d.	4s. 5¾d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 5⅝d.	4s. 6¼d.	4s. 6¼d.
Manila ,, ,, ...	4s. 3d.	4s. 3¼d.	4s. 3¼d.
Colombo ,, ,, ...	par	1 to 2 dis.	1 to 2 dis.

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MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	300 to 301	221
„ Hong Kong	26½ to 26⅝ dis.	—
Bar silver	111.6.0	9½ prem.
Mexican dollars	73.4.5.	¼ prem.

Bons, at Yokohama, 337 to 360 per 100 dols.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Jan. 19, Carrick Castle; 23, Undine; from Hamburg, Pyrmont; from New York, *via* Hong Kong, 22, Kjobenhavn.

At HONG KONG and CANTON.—From New York, Jan. 25, Ariel (str.); from London, Jan 31, Norman Court.

At SINGAPORE.—From Cardiff, Feb. 6, Picard.

At SAIGON.—From Antwerp, Jan. 30, N.D. de Bon Port; from Marseilles, Feb. 1, Mille Tonnes.

At SHANGHAI (by telegram).—From London, Feb. 3, Lahloo (95 days), since arrived at Hong Kong partially dismasted.

DEPARTURES.

From YOKOHAMA.—For Boston, Jan. 19, Alphonsine.

From SHANGHAI.—For London, Jan. 21, Callisto; for New York, 22, Good Hope.

From FOOCHOW.—For London, Jan. 19, Portland; 20, Coulnakyle.

From HONG KONG and CANTON.—None.

From SINGAPORE.—For Glasgow, Feb. 9, Hermon.

COMMERCIAL POSTSCRIPT.

The underwriters and others interested in the treasure sunk in the *Hamilla Mitchell*, near Shanghai, have despatched some competent divers to endeavour to recover.

The first arrival of Assam teas took place to-day *via* the Suez Canal, the entire passage from Calcutta having occupied forty-five days.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—March 10, at Falmouth from Bangkok, Mikado; 8, at Scilly, from Bangkok, Oscar Mooyer; 9, off Scilly, from Canton, for Hamburg, Adler; Feb. 24, at Fayal, from Samarang, for Amsterdam, Allahabad; March 12, at Deal, from Shanghai, Ornate; at London, from Bangkok, Solid; at Deal, from Shanghai, L'Imperatrice; at London, from China and New York, Ada.

DEPARTURES.—March 10, from London, for Yokohama, Espiegle; 9, from Portland Roads, for Penang, Eleanor; 8, from Penarth Dock, for Singapore, Midnight. Off the Wight, for Batavia, Electric; 11, from Shields, for China, Monkchester; 12, from London, for Hong Kong, Invincible; for Yokohama, Lota.

LAID-ON.—At Liverpool, for Manila, Matilde; at Glasgow, for Batavia and Sourabaya, County of Ayr. At London, for Yokohama and Hiogo, Lorton; at Liverpool, for Shanghai, Carricks; for Batavia, Grefoe Berg.

CASUALTIES.—A telegram from Alexandria, dated March 10, announces the arrival there of the Otterburn (str.), Stevenson, from London to Ceylon (*via* Suez Canal), which was stranded near Rosetta; she would have to be repaired before proceeding on her voyage; about 250 tons of her general cargo (which she had been compelled to discharge) had previously reached Alexandria.

LATEST TELEGRAMS.

THE "BOMBAY" AND THE "ONEIDA."

(RECEIVED VIA GALLE, MARCH 12.)

HONG KONG, Feb. 22.—The Naval Court of Inquiry into the disastrous collision between the American war vessel Oneida and the Peninsular and Oriental Company's steamer Bombay, off Yokohama, has terminated. Captain Eyre, of the Bombay, has had his certificate suspended for six months. The Lahloo has arrived here dismantled

(REUTER'S TELEGRAM, RECEIVED MARCH. 12.)

HONG KONG, FEB. 22.—Grey Shirtings, 6½ catties 8¼ lbs., $2.82. Cotton Yarns, 16-24, $1.42. Tea: Nothing doing at any port.

SHANGHAI, FEB. 16.—Grey Shirtings, 6½ catties 8¼ lbs., Tls. 2.25 to 2.28, good demand. Exchange on London bank bills, six months' sight, 6s. Latest London date, Jan. 21.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BUTTERY—On the 10th March, at 5, Queen's-crescent, Glasgow, the wife of John Buttery, Esq., of a son.

COSTA—On the 27th Feb., at Hong Kong, the wife of Mr. J. P. da Costa, of a daughter.

KWAST—On the 3rd Feb., at Singapore, the wife of A. P. Van der Kwast, of a daughter.

MORETON—On the 21st Jan., at Bon Accord, Penang, the wife of the Rev. Julian Moreton, a daughter.

MUIRHEAD—On the 19th Jan., at Pootung, Shanghai, Mrs. D. Muirhead, of a daughter.

WILTON—On the 6th Feb., at Helston Lodge, Oxley-hill, Singapore, Mrs. H. E. Wilton, of a son.

MARRIAGES.

GALTON—BREWERTON.—On the 10th March, at Friern Barnet Church, by the Rev. James Hild, M.A., vicar of St. Paul's, Nottingham, cousin of the bride, assisted by the Rev. Robert Morris, M.A., rector, John H. Galton, M.D., London, of Three Oak Villa, Upper Norwood, late of Foochow, China, to Jeannie, younger daughter of Charles Brewerton, Esq., of Walfield, Whetstone, Middlesex. No cards.

HAMPSHIRE—EVEREST.—On the 24th Jan., at St. Andrew's Church, Singapore, Frederick Knowlton Hampshire, M.D., Assistant Colonial Surgeon, Malacca Straits Settlements, to Jessie Clara, third daughter of George Everest, Esq., of Southfield, Wandsworth.

JONES - TANFIELD.—On the 26th Feb., at St. John's Cathedral, Hong Kong, by the Rev. R. O. Callaghan, W. A. Jones, Esq., R.N., to Rachel, fourth daughter of Thomas Tanfield, Esq., of Thirsk, Yorkshire.

WHITLOW—SNOW.—On the 24th Feb., at the parish church, Putney, by the Rev. A. Whitlow, M.A., brother of the bridegroom, William Whitlow, late of Shanghai, to Emma Jane, youngest daughter of the late Edward Snow, Esq., of Maidahill, London.

DEATHS.

COATES—On the 22nd Jan., at Yokohama, Lieut Coates, R.E.

DOWDELL—On the 3rd Jan., at the Naval Hospital, Yokohama, of peritonitis, Lieut. Dowdell, R.N.

DUNCANSON—On the 21st Jan., at Hong Kong, China, suddenly, James Pender, youngest son of Mrs. Duncanson, 26, Orsett-terrace, Hyde-park.

WOOLLETT—On the 9th March, at North Town, Maidenhead, the wife of William Woollett, Esq., late of the firm of Rangel, Woollett and Co.

THE LATE MR. BURLINGAME.

The late Mr. Burlingame addressed the following letter to a friend shortly before his journey to St. Petersburg, where he died:—

"Berlin, 7th January, 1870.

"MY DEAR COLONEL,—

* * * * * *

"My mission prospers. In all that has been said against it there is no word of truth. I am sorry to say there is a party in England, and, indeed, in China which assumes that it will be a bad thing to treat the Chinese with justice. This is natural. Under the old system of force, this party found means to settle everything from its own point of view, and in its own favour. This system has been destroyed by the arrangement concluded between Lord Clarendon and myself. This arrangement is that England should treat China with consideration, that force should not be employed but to protect life and property, and that all difficulties should be treated diplomatically before any resort to force. Such a loyal system ought without doubt to be received with acclamation, but you cannot reason with such men.

"See what magnificent support the President has given to the mission. With Grant, Napoleon, Clarendon, and Bismark, the men who wish to humiliate China will not succeed.

"ANSON BURLINGAME."

TEA BROKERS' COMMISSIONS.

The adjourned meeting of the Tea-Brokers' Association was held to-day, at the Commercial Sale-rooms, in Mincing-lane; Mr. Rothwell was voted to the chair, and a committee was formed, consisting of Messrs. Rothwell, Bowyer, Wood, and Sentance, to transact the business of the Association.

Mr. J. C. Sillar brought forward the resolution, of which notice had been previously given, that, "In the opinion of this meeting, it is desirable that the 'trade customs' of selling tea should be made similar to those of silk, viz., sold for cash, with three months to complete the contract, no allowance being made upon the purchase-money; that the Queen's weights be taken both by buyer and seller; and that the buying brokerage of one-half per cent. be retained, payable upon completion of the contract, as is customary in the silk trade." Mr. Sillar proceeded to show that in the other great trades of rice, indigo, saltpetre, silk, &c., there was no deduction allowed from the purchase-money, and the commission for purchasing was included in the invoice, and paid upon completion of the contract. He further stated that the disastrous state of the tea trade could be traced to a great extent to the existence of these customs. Some discussion followed, and at the request of the chairman, who said that he agreed in a great measure with what had been stated, Mr. Sillar agreed to postpone his motion to a future occasion, as he considered it would be premature to take the opinion of the Association upon so important a subject. The meeting then terminated with a vote of thanks to the chairman.

MR. EDGAR BOWRING, M.P., AND MYSORE.—Public meetings have been held at Mysore and Bangalore to devise means of perpetuating Mr. Bowring's connection with the Mysore State. At the Mysore meeting the chairman stated that nowhere in India, from Bengal to Comorin, was such evidence of progress to be found as in Mysore under Mr. Bowring's administration; and that his knowledge of the languages had done much to confirm the loyalty of the natives. The Bangalore meeting gave even a better proof of Mr. Bowring's popularity by subscribing on the spot a large sum for a testimonial.

THE "SIN NANZING."—Our attention has been called to a paragraph in the Hong Kong summary of news in our issue of the 7th, which states that the steamer *Sin Nanzing* was forty-five days seven hours under steam from the Clyde to Hong Kong, via Suez Canal. The total time occupied was ninety days, as she called at Bombay and other ports *en route*.

THE *Lufra*, China clipper, the launch of which we have already noticed, has been placed in the new docks at Poplar, lately opened as an extension to the East and West India Company's system. She is loading by Messrs. Robertson and Co., brokers, for Hong Kong.

THE gunboat *Wun-yo-Maroo*, Capt. Gibson, belonging to the Japanese Government, arrived at Plymouth Sound on Saturday (March 12), on her way from Aberdeen to Yokohama.

AMONG the presentations at the Levee held by the Queen at Buckingham Palace, on the 11th inst., we notice the name of Mr. Marcus Flowers, H.M.'s Consul at Nagasaki.

BY a Calcutta telegram we learn that Mr. Cooper, the explorer, who started to travel into China from India, by way of Assam, has been compelled to return. He was stopped on the Thibet frontier.

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Literature.

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JAPAN ILLUSTRATED.*

Some of the productions of the Paris press throw our most gorgeous Christmas gift books quite into the shade, and M. Humbert's new book on Japan is an instance of this. Our first impression on opening these volumes is that they surpass anything we have ever seen for beauty and clearness of type, fineness of paper, and above all, for the profusion and excellence of the illustrations. And a closer study of the work not only confirms these first impressions, but proves that it possesses literary merit of a high order. To dwell for one moment longer on the sumptuous "get-up" of the volumes, we know of no English books of travel that can at all compare with them. The illustrations—480 in number—are highly finished wood engravings, some being taken from photographs and some from original sketches; while others again are facsimiles of Japanese drawings and caricatures. All these, without exception, are marvels of artistic taste and careful execution. And, admirable as these illustrations are, the accompanying letterpress is more than worthy of them.

M. Humbert's visit to Japan was made in the capacity of Envoy Extraordinary and Minister Plenipotentiary of the Swiss Republic and his object was to obtain a commercial treaty similar to those which had been concluded by other European States. In this he was ultimately successful; but circumstances arose that delayed the negotiations and condemned him to long intervals of diplomatic inaction, which were redeemed from being tedious by the researches which are now given to the world. Our author landed at Nagasaki, and commences his book with a vivid description of that town and its surroundings, and with sketches of some of the most familiar spots in the neighbourhood. Thence he describes his passage through the Inland Sea, arrival at Yokohama, sojourn at Yedo, and excursions in different directions from that starting-point, but at every step he chronicles some note-worthy fact or makes some shrewd observation; and his occasional digressions into politics and history are characterised by a vivacious style that invests even an old story with fresh interest. Like all intelligent observers who take the trouble to study Japanese character closely, M. Humbert ends by conceiving a high opinion of the people, an opinion that we cordially endorse. As a nation they are proud and reserved, but honourable. In trade, they are too often found guilty of trickery and evasion; but then it must be remembered that from time immemorial the trading class has been regarded as the lowest of all, and having been so long treated with suspicion and contempt, they cannot be expected to rise at once to the level of our own merchants. Until very lately, the best of Japanese traders belonged to a class no higher than the petty shopkeepers in the poorer districts of our metropolis—and *they* would certainly carry off the palm for chicanery, adulteration, and false weights and measures, against any Chinese or Japanese. Besides, have our own traders in Japan been entirely free from blame? The early history of foreign trade at Yokohama forbids us to answer affirmatively. Then, with regard to some of their social customs that are offensive to European delicacy, M. Humbert justly maintains that many of our own habits are quite as revolting to them. We affect to be greatly shocked at the Japanese practice (not nearly so common as supposed) of the two sexes bathing together. To a refined Japanese the sight of a London or Parisian *belle* in full evening dress is quite as distasteful. The Japanese are fond of the bath; the exigencies of their domestic life (so different in all respects from ours) sometimes render it convenient for the sexes to bathe together; and they do so without any offence, or intentional indelicacy. A Japanese would argue—Why should we lay so much stress on the necessity of seclusion during necessary ablutions, when our ladies, when fully dressed, expose their charms (or otherwise) so freely? The insufficiency of drapery on the upper part of their person is not involuntary, or necessary for any useful purpose, but is intentional, and expressly meant to invite attention. A writer on ball-room morals recently remarked that any observer who wished to form an accurate idea of the nude female form might visit, first, any theatre where a burlesque or a ballet was being performed—where one moiety would be amply displayed—and then need only drop in at an ordinary evening party in Belgravia to complete his study. This is too true, and is not the only instance of an European custom which may not unreasonably excite aversion among people possessing a civilisation different from our own. A good many travellers who have visited Japan, more especially in the early days of our intercourse, made it their first and principal business to look for whatever they had previously heard of as objectionable. At Nagasaki, for instance, they would promptly insist on visiting "Yama-matchi," or the quarter wherein are congregated all the houses of ill-fame. Then after, a short stay chiefly devoted to exploring this region and inquiring into its peculiarities, they would take leave with the remark, "Well, this is certainly a beautiful country; but what a pity it is inhabited by so demoralised a race." M. Humbert is not one of this sort. He took Japanese life and character as he found it, impartially noted its good as well as its bad points, and arrived at the conclusion that the former largely predominated. He is quite justified, for instance, in his belief that the latitude in conversation and manners that undoubtedly exist in Japanese society are in great measure compensated for by the strictness with which the marriage tie is observed. Not only are the Government, politics, customs, and religion graphically depicted, but M. Humbert discourses pleasantly on the literature and art of the country. In the latter he finds an almost inexhaustible mine of wealth, of which he freely avails himself in his illustrations; these alone, as he remarks, would of themselves form an interesting volume, which might be entitled "The Japanese Drawn by Themselves." The series of enigmas which this Sphinx of the Far East (as he terms Japan) propounds to the Western world, have their solution in a language accessible to all nationalities, in the marvellous wealth of illustration afforded by native art—for it *is* art, and in many cases of a high order, as the facsimiles in these volumes can testify. The limits of our space forbid us to follow our pleasant guide any further: but we cannot take leave of M. Humbert without expressing a hope that his work may soon be translated into our own tongue.

* *Le Japon Illustré.*—Par Aimé Humbert, Envoyé et Ministre de la Confederation Suisse au Japon. 2 tomes. Paris: Librairie de L. Hachette et Cie.

FROM THE PACIFIC TO THE ATLANTIC.

M. RODOLPHE LINDAU, returning to Europe after a residence of some years in Japan, reached San Francisco a short time before the opening of the Pacific and Atlantic Railway, and had the rather questionable good fortune to cross the great American continent by the first through train. He and his fellow travellers arrived however, as we know, without accident, and M. Lindau has described his journey and the people and places he saw in the pages of *Revue des Deux Mondes.** M. Lindau's descriptions of San Francisco and Sacramento are lively, his conclusions being greatly in favour of the former. The ladies of San Francisco certainly owe him a grand reception should he ever visit that city again, for he speaks of them in terms glowing enough to make every man's breast heave with emotion and every woman's, out of San Francisco, with envy. There are some humorous sketches of the notabilities of the Queen of the Pacific, amongst others of the "champion shoeblack of the world," who wore a belt covered with silver plates, and challenged any other member of the profession to black from twenty to one hundred pairs of boots against him for $50 to $200 and the champion's belt, and yet who had the modesty not to charge M. Lindau more than a shilling for cleaning his boots in the most masterly style; the horse-dealer who, offered a trotting nag who could do a mile in three minutes with ease, and who would not turn his eye to see what was the matter even if a hundred boilers were to burst under his nose at the same moment; and the tailor colonel, who, having made his fortune, employed merely for his amusement an army of workmen making coats, waistcoats, &c. for himself, and favoured those who were specially introduced to him by selling them some of his superfluities at magnificent prices—are highly diverting, but we must not linger any longer on the Pacific shore.

The description of the struggle between the constructors of the Central Pacific and the Union Railways is capitally told. The former laid six miles of rails in a single day, and called the spot where the feat was terminated Challenge Point; the challenge was taken up by the Unionists, who made more than 7½ miles of ironway in twenty-four hours; but the Californians were not to be beaten, they gathered all their forces and in one day succeeded in laying ten miles of road, the first 240 feet of rails were placed in eighty seconds, and the second lot of the same length in seventy-five seconds. The whole of the rails, weighing about a thousand tons, were laid by eight men, but they had 10,000 assistants! Of these labourers a considerable portion were Chinese, whose steady, industrious character raised them high in the estimation of the engineers and overseers of the works, and who finally won the admiration even of the Irish navvies themselves by a grand faction fight, the cause of which no one could ever find out, but which resulted in the death of several of the combatants, after which the rest went to work, perfectly satisfied and gaily as ever, while the directors with sound policy decided to know nothing about the affair. In California, says M. Lindau, there is but one opinion about the Chinese, which is that they are the very best possible labourers to employ on a railway; they not only do as much work and bear as much fatigue as Europeans, but they take a pleasure in their duties, and above all their sobriety is exemplary. Whilst constant and severe watch had to be kept to maintain even an appearance of order amongst the Americans, Irish, and Germans, it was scarcely necessary to look at the Chinese; their task being set, they divided it amongst them so as to get it well done, they received their money, and gave no trouble whatever. The organisation which regulated everything amongst them worked smoothly and efficiently—a lesson for us Europeans.

M. Lindau's descriptions of the Sierra region—in the elevated parts of which the snow lies on the surface in depths varying from ten to forty feet, and of the snow sheds erected to shield the line—are certainly not calculated to induce any one to undertake the week's journey on the new railway in the winter months, in spite of the ingenuity and perseverance that have been exhibited in providing against accident. The description of the desperadoes whom M. Lindau saw in the neigbourhood of Promotory and Corinne, and the descriptions of those places and of Wasatch, are certainly not en-

* Numbers of Nov. 1 and Dec. 1, 1869, and March 1, 1870.

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ticing. Corinne is described by a well-informed Californian journalist as the worst place that ever existed in California or Nevada, and this is certainly high rank. One of the most satisfactory results that may be expected of the Pacific and Atlantic Railway is the gradual purification of such dens of vice as the places above named, and the extirpation of that loathsome Mormon haunt called Brigham City, which has been puffed and painted up more by English writers of a pseudo-philosophic and prurient school than, we are ashamed to say, by anyone else. The rotten fabric is now shaken by internal dissension, and we doubt not that the Pacific and Atlantic Railway will soon bring it crumbling down into its native mud.

M. Lindau, like all Europeans, is struck with the self-complacent boastings of our Transatlantic friends, though he is in no way censorious or narrow- minded in his observations; and he is truly philosophic when he says that, whatever real faults or shortcomings the members of old civilisations may see in new communities, youth, after all, has the best of the bargain.

M. Lindau takes a sober, fair view of the great works, the energy, the perseverance, the capacity, as well as the foibles of the Americans, with a full appreciation of the magnificent future which awaits them; and we heartily recommend every one who can to read his entertaining and instructive pages. For the comfort of those who would prefer an English version, we may add that we believe a translation will be published in this country shortly. It would certainly be a popular work.

The Photographic Art Journal. (London: Sampson Low and Son.)—This is the first number of a new monthly journal, edited by Mr. Thomas Sutton, and illustrated with photographs printed in permanent pigments. The text comprises a complete *résumé* of the news in the photographic world, important original articles, accounts of new inventions, &c. The illustrations are specimens of various newly-discovered processes (three in number), and are all excellent. The subjects chosen will be copies of fine modern paintings and works of art, fac-similes of works by the old masters, views, portraits of eminent persons, &c.; so that subscribers will at the end of the year find themselves possessed of a collection of fine and handsomely-mounted photographs, the choicest works of the leading firms and artists, and as permanent as letterpress. Amateur photography being so popular a pursuit in the East, this journal ought to become popular among our readers.

Straits Produce.—With the new year appeared in Singapore the second issue of this vehicle for the combined wit and humour of the colony. As might have been expected, it shows a great improvement on the first. The visit of the Duke of Edinburgh and its attendant festivities is, of course, the subject of a good deal of loyal *badinage;* the tiger-fight at Johore, snipe-shooting in the jungle, the bicycle mania, &c., afford subjects for some of the sketches, while others are aimed at the Governor, who, it is hardly necessary to say, is not very tenderly dealt with.

Headlands, Islands, &c., of the Coast of China and Japan, by Capt. W. B. Andrews, of the P. and O. Company's service, is a very useful set of sketches of the principal points along the coast of China and Japan, together with a table of distances. This is one of the most valuable adjuncts to the charts, &c., used by the navigators in those parts. The publishers in London are Messrs. Maclure, Macdonald, and Co., 37, Walbrook, and copies have, we understand, been sent to China and Japan for sale.

NEW SONGS.—Messrs. R. Cocks and Co. send us a few of their late publications. The one most worthy of notice is "O Fair Dove"—a setting of Jean Ingelow's beautiful words, by Mr. Alfred Gatty, who is not the first composer that has taken them for a theme. He has succeeded in producing a very charming air. "The Smiles of those we Love" (W. F. Taylor) is pretty and pleasing, but of a far lower order of merit. "Angel of Peace" is the title of a sacred song, the words of which (by the Rev. J. B. Dalton) are set to a beautiful and inspiring air by Annie Fricker. Another sacred song, "O, when wilt thou come to me," by Miss M. Lindsay, is good, but will hardly bear comparison with some of her former productions—"Absalom" and "Resignation" to wit. "The Musical Box," a *caprice* for the piano, by Immanuel Liebich, is a difficult, but, when fairly mastered, a sparkling little piece, with more individuality than works of this kind can generally boast of.

OPIUM *VERSUS* CHRISTIANITY.

(FROM A CORRESPONDENT.)

To the extra duty imposed by the new Convention, or even double the amount, few would have any objection if the Chinese would guarantee to put a stop to the native growth of the drug, but so long as the native drug is grown so largely, I see no good reason why an extra duty should be imposed on the foreign grown drug.

Out of all the above-mentioned articles on opium and its evils, you do not meet with one writer who does not almost wholly confine himself to the foreign importer, and by the foreign importer is evidently meant the European or American importer, whereas the fact is, that Europeans and Americans have comparatively little to do with it, the trade in the foreign drug being mostly in the hands of the natives of India, and has been so for years. Little or nothing, also, is said condemnatory of the Chinese growers, the thunders of the writers being launched almost exclusively against their own countrymen.

The Rev. Dr. Collins says:—"Accusations of overstatement have been made against those who plead against the opium trade, but only by those who have but a superficial or limited acquaintance with this people." It would be well if such be the case; let your readers judge for themselves, from the statements made in the articles, whether it is so or not. The following remarks on the statements contained in the articles in question may aid them in forming their opinion.

The Rev. Dr. Graves, in the January number for 1869, says:—"On the whole I think we would be below rather than above the mark in saying that one-fourth of the adult male inhabitants of China are addicted to the use of opium." We usually hear that China contains one-third of the human race, and the popular estimate of the number of inhabitants of China is 360,000,000; allowing there to be six to a family, and but one male adult in each family, this would give us sixty millions of male adults (which would be under the mark), and allow one-fourth of them to smoke opium (this would also be below the mark, according to Dr. Graves), and we have fifteen millions of adult male smokers of opium in China. Dr. Dudgeon, in the February number, gives us the quantity smoked as follows. The maximum quantity is two taels in twenty-four hours, and the minimum five candareens to begin with. In 100 smokers the percentage is about the following:—

30	smoke from 3 to 4 mace, say, 3m. 5c.		=	105 mace.
20	„	2 mace ...	=	40
20	„	1 mace ...	=	20
20	„	5 candareens ...	=	10
10	„	1 tael, or ounce, and upwards		100
100				275

or two mace, seven candareens, five cash of opium is the average quantity consumed daily by the male adult smokers, whom Dr. Graves computes at one-fourth of the male adults in China, and these we have shown to be 15,000,000.

For some of your home readers the following table of weights in use in China may be useful:—10 cash = 1 candareen; 10 candareens = 1 mace; 10 mace = 1 tael; 16 taels = 1 catty; 100 catties = 1 picul; 1 picul = 133·33 lbs. avoirdupois; 1 catty = 1·333 lbs. avoirdupois; 1 tael = 1·333 oz. avoirdupois; 1 lb. avoirdupois = ¾ of a catty, or 12 taels; 4 oz. = 3 taels. With this table before them they may find out the quantity of opium consumed in China from the number of smokers given by Dr. Graves, and the quantity smoked as given by Dr. Dudgeon, taking the popular estimate of the number of inhabitants. Dr. Dudgeon does not give the number who smoke, nor does Dr. Graves give the quantity smoked. We must, therefore, take the two accounts to give the quantity consumed.

Reckoning the actual male smokers as before at 15,000,000, and the quantity smoked by each at 2m. 7c. 5c. we have the amount smoked as follows:—

15,000,000
× 275
4,125,000,000 cash of opium.
412,500,000 candareens of do.
41,250,000 mace of do.
16 ÷ 4,125,000 taels of do.
100 ÷ 251,562 catties of do.
2,515 62-100 piculs of opium consumed daily.
× 365
918,201 30-100 piculs of opium consumed yearly.

It is estimated, also, that about one-tenth of the female adult population smoke. Allowing them only half the quantity the men smoke, we have the following:—

6,000,000		Adult males	918,201 piculs.
× 14			
84,000,000	candareens	Adult females	191,625 do.
8,400,000	mace		
16 ÷ 840,000	taels		
52,500	catties		
525	piculs of opium daily.		
× 365			
191,625	piculs of opium yearly		
	Total per year ...	...	1,109,826 piculs.

But as the smoked opium is prepared, and loses 25 per cent. in preparation, we add 25 per cent. to make it the same as grown or imported (277,456). Total opium consumed during the year, 1,387,282 piculs, as shown by the statements of Dr. Dudgeon and Dr. Graves. From this amount deduct the foreign import, of 81,000 piculs, and we have left for native growth 1,306,282 piculs.

But as I have no desire to take advantage of the writers of the articles in any way, we will reckon the population at 250 millions instead of 360 millions, as being nearer the actual population of China, not on account of depopulation, but assuming that a larger number has not existed. Taking the same quantity of opium, and reduced population, by the same mode of calculation we have consumed by male adults, 1,790 30-100 piculs per day.

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Which, multiplied by 360, gives	663,459 piculs per year.
Add for female adults ...	151,313
	814,772
To which add as before 25 per cent	203,691
Total consumption	1,018,461 piculs per year.
From which deduct foreign imports	81,000
Leaving as native growth	957,465 piculs per year.

As none of the writers of the articles give us full accounts, we must pick up the information as best we can from the different writers, and in Dr. Collins's article in the October number we find the next link in the chain, namely, the time occupied in smoking a certain quantity. Dr. Collins says:—"One evil incidental to opium smoking which I have heard bemoaned by a native is the great loss of time involved. An ordinary amount of opium—two candareens—occupies in smoking one to two hours daily, so that the higher amounts, one ounce and upwards, must take a large portion of available time in a day."

Let us see how long it does take. If two candareens take, say, one hour and a half, how long will two mace, seven candareens, five cash—Dr. Dudgeon's average—take? It would take twenty hours and a-half; even this small average quantity one would think would occupy a large part of the available time in a day, let alone an ounce and upwards; take the ounce at eight mace, or eighty candareens, the time occupied in smoking this, at the rate given by Dr. Collins, would be sixty hours *a day;* but as this was not enough, such cases being frequent, he tells us—it is an ounce, and upwards. Dr. Dudgeon says the minimum is ten taels; we will take ten taels, or 100 candareens, bearing in mind that the opium smoker's day is a short one, and the time it would take to smoke 100 candareens, or one tael, is seventy-five hours! The doctor does not mention how many hours after smoking this quantity is available for food, sleep, work, &c., out of the twenty-four hours.

We may carry the calculation one step further, and see what time is lost to the world by these opium smokers in smoking alone, that is if the Missionary calculations are to be believed. The male adult smokes, at twenty hours and a-half each, in time no less than 24,583 years daily, or in a year, 8,900,000 years. Female smokers, as they only smoke half the quantity, will likely only take half the time to it, or 1,910 hours a day; this will give 1,756 years daily, or 1,736,111 years in one year. Therefore, according to the combined calculations of the doctor above quoted, the 14,553,532 smokers of opium, male and female, consume of time daily 29,139 years, or 10,666,111 years in one year in smoking alone. That the Rev. Dr. Collins's calculations are correct few will be so bold as to deny, for he tells us "accusations of overstatement are only made against those who plead against the opium trade by those who have but a superficial or limited acquaintance with this people." I fear I shall have to bear the accusation of the worthy doctor, for I really believe his statement to be exaggerated, notwithstanding he has had the article in view for some months, and tells us—"In what I have said I have simply related my own experience, I have not drawn upon my imagination, nor do I wish to call that of my readers' into exercise. I do not wish to prejudice my readers by what may *appear* exaggeration," &c., &c. If this statement is really correct—and Dr. Collins vouches for it very strongly—it is no wonder that the Chinese are so slow to move onward in the direction of progress.

SPURIOUS TEA.

Under this heading we noticed in our last issue the report of Dr. Letheby on some recent importations of the now notorious "Maloo Mixture." Since then the attention of Parliament has been called to the matter, Mr. Stapleton having asked in the House of Commons whether the Board of Trade was aware of what was going on, and whether any measures would be taken to protect the public. To this Mr. Shaw-Lefevre replied that he "believed" the stuff in question had been imported to a considerable extent, but was not aware whether it had got into consumption in this country, and that, as the Excise Department exercised considerable power of seizing adulterated tea wherever it might be, he was not prepared to say that the law required any amendment. This abominable rubbish has been imported for some time, though it has only lately been brought prominently to public notice. As far back as April, 1868, we published a letter written by a city tea-broker (Mr. J. C. Sillar) stating that quantities of stuff called tea, but utterly unfit for consumption, were being sold, and suggesting that the stocks in the warehouses should be examined, and all found to be unwholesome condemned. This sensible advice was not acted on, but at last—at the instance of the Commissioners of Sewers—a seizure has been made of six chests forming portion of a large shipment, and an application made to the magistrate at Guildhall to condemn it. The case is not yet decided, but the following extracts from the police reports will show what has transpired so far:—

At the Guildhall, on the 9th, Mr. Baylis, solicitor to the Commissioner of Sewers, addressing Alderman Stone, said he had a case to bring before the Court, but he did not know whether, under the peculiar circumstances, he should be able then to proceed with it. By order of Dr. Letheby, six chests of spurious tea had been seized at Nicholson's Wharf, and when they went to remove it there was an embargo laid upon it by the Customs until the duty was paid. The tea had been seized because it was totally unfit for human food, and, if used, certain to be most deleterious to health. Mr. Waller, who appeared for the owners of the tea, said he could not let that statement go uncontradicted. Alderman Stone said he was of opinion that he had no power to hear the case until the bulk was before him. Mr. Waller said that the value of the tea was about £15,000, and the duty about £15,000 more, and the Board of Customs would not let it go until the duty was paid. He wished to know whether the Commissioners of Sewers were prepared to pay that sum before they proceeded. Mr. Baylis replied that the Commissioners of Sewers were prepared to do anything to prevent the people of London being poisoned, although he was not authorised to pledge them to any such amount. He must say that he had to complain very much of the conduct of the wharfingers at Nicholson's Wharf and the owners of the tea, for the manner in which they had acted. There were at their wharf 240 chests of tea of precisely the same brands as the six that had been seized, and for the convenience of the wharfingers and owners of the tea, he had arranged that only six chests should be seized, and the rest should remain to abide the result of the magistrate's decision. However, within twelve hours after that agreement was entered into, the owners and wharfingers had, with great expedition, removed the whole of it, and taken it out of the jurisdiction of the Court. He could not help saying that it was tricky conduct on their part. A solicitor for the wharfingers said it was out of their power to stop the tea; he was proceeding to explain when Alderman Stone interrupted him, and said he could not go into the matter until it came regularly before him. The parties then left the court.

On the 11th inst. the application was renewed, the six chests being brought into court. The solicitor who appeared for the owners of the "mixture" said he was not prepared to contend that it was wholesome or fit for food. He grounded his defence on the assertion that it was not either "food" or "a vegetable" within the meaning of the Act; that it could not legally be seized before it was offered for sale, which had not been done; and that, not being intended for sale here, but for re-exportation to Hamburg, it did not come under the jurisdiction of the Court. Mr. Lane (who appeared for the proprietors of the wharf) referred to Mr. Baylis's statement on the last occasion, in which he said the conduct of the wharfingers was "tricky," and he wished to explain that there was no arrangement made specifically with Mr. Baylis, but six chests of tea only were seized, and then the owners came down with their warrants, and the wharfingers had no power to refuse to give up the tea. Mr. Baylis allowed that he did say there was something tricky in the conduct of the owners in having the tea removed, but after the explanation that had been given he saw the wharfingers could not help themselves, and he wished to withdraw all imputation from them. Alderman Stone decided that sampling the tea was an exposing for sale within the meaning of the Act. Both he and the Common Serjeant were clearly of opinion that tea was a vegetable, and that it was an article of human food, and if he should be of opinion that it was unfit for the food of man he should condemn it; but he should have no objection to give a case for a Superior Court. He would make the order, but suspend its operation until the decision of the Court above was known. Dr. Letheby, Medical Officer of Health, and Food Analyst for the City of London, said he had seen the tea in question, and tried it by making an infusion of it. He was of opinion that it was composed of leaves that had undergone putrefaction. They had a putrefactive odour, which was brought out very distinctly by infusing them in boiling water. He produced an infusion of the leaves, and said that they were so putrid as to be unfit for human food. The tea in all the chests was of the same character. Mr. Waller cross-examined Dr. Letheby at great length as to the properties of tea and its nutritive qualities. Dr. Letheby said that he did not believe the tea in question could be sold and used by itself; it might be mixed with good tea and used. He knew that it was decomposed because the stalks were soft and pulpy, which would not be the case with tea in good condition, even though it was common tea. The leaves, if they were good, would not have broken in consequence of a quarter of an hour's boiling. At the conclusion of Dr. Letheby's evidence the case was adjourned, Mr. Waller intimating that he would call scientific witnesses, and instruct counsel on the next occasion.

THE HONG KONG HOUSE-OWNERS' MEMORIAL.

A meeting, comprising most of the subscribers to this memorial (which was published in our last), was held on the 9th inst., Mr. R. J. Gilman in the chair. The reply of Lord Granville, which Mr. Gilman read, was as follows:—

"I am directed by Earl Granville to acknowledge the receipt of your letter of the 31st ult., enclosing a memorial from owners of house property in Hong Kong, urging objections to the supplementary convention to the Treaty of Tientsin, and requesting that his Lordship will receive a deputation on the subject. I am to inform you in reply that the arguments of the memorialists will receive the consideration of Her Majesty's Government, and that Lord Granville will name a time for receiving the proposed deputation after he has received a communication on the subject, which is expected from the Governor of Hong Kong."

After some general remarks, in which Mr. Walkinshaw pointed out that restrictions placed on the traders of Hong Kong by a Manadrin Consul would assuredly drive the trade over to Macao, and that at present the exports to the coast amounted to twenty-two million dollars, it was decided that the gentlemen present should form a deputation to Earl Granville on the subject.

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PROPOSED PACIFIC TELEGRAPH.

We have more than once noticed the proposal to lay a telegraphic cable between the United States and Eastern Asia, and replied to the objections of some writers who characterised it as a wild and visionary scheme. The following, extracted from the *New York Times*, shows that the probabilities of its being carried into execution are on the increase :—

The Committee on Commerce has reported without amendment the Bill to encourage telegraphic communication between the Eastern and Western Hemispheres, or, in other words, the Pacific Cable Bill. The Bill provides that the starting point for the cable shall be south of Cape San Juan, in Washington Territory. The line which the American and Asiatic Telegraph Company originally estimated, and to which substantially, we presume, they still adhere, was about 5,000 miles long. But the islands of the Pacific offer a great advantage in breaking this long line; and in this respect the enterprise is less hazardous, so far as the establishment of the line is concerned, than its Atlantic predecessors. The distance from San Francisco to Cape San Juan, in Washington Territory, is 700 miles, and this part of the line is already built. There begins the ocean cable proper, which, proceeding north-westerly, finds its first station at Sitka, a distance of 630 miles. Thence, proceeding due west 500 miles, it touches Kodiak where we have or lately had, a military post. Thence, stretching south-westerly along the Alaska peninsula and the Aleutian group of islands 450 miles, it touches Oonalaska. From that point it leaves American islands behind, and, 660 miles to the west, reaches the island of Attou, and with 650 miles more, Urup, the latter on the Asiatic shore. Another stretch of 300 miles carries it to Hakodadi, in Japan, where its mission proper as an ocean cable may be said to end. But, with a northerly move of 200 miles, it reaches Poseyat, where, on the mainland of Asia, it will connect with a branch, already built, of that great Russian overland route which continues to the mouth of the Amoor River. From Posey at a southerly trend of 650 miles (also submarine) carries the cable to Nagasaki, whence an easterly branch may continue 600 miles to Yokohama, and a westerly one of 450 to Shanghai, the latter to connect with the East India Telegraph Company's line, so encircling the globe. These were the stations, we say, and these the distances estimated a year or more ago, and if they have been, or shall be slightly changed, it can only be in the way of improvement. Even as they are, it is clear that no distance between adjacent points in the long line is greater than 700 miles, which is a trifle in ocean telegraphy. And, again, it is clear that the strict trans-Pacific course—say from from San Juan to Hakodadi, is only 3,190 miles in length, while that from Sitka to Japan is only 2,490. It is evident that the project is perfectly practicable, and that it need not be long before we have daily news here in New York from Japan and China, as we have it now from England and California.

THE LOSS OF THE "ONEIDA."

(THE TIMES, MARCH 8.)

Particulars have at length been received of the fatal collision between the *Bombay* and the *Oneida*. We earnestly trust that in this account there may be still something wanting, and that its statements, though undoubtedly authentic, may be imperfect, for otherwise we must deeply regret conduct which is nothing less than an outrage on humanity, as well as a disgrace to the British flag. . . How far the accident was inevitable, or how, or in what proportions, the blame should be distributed, are questions to be settled by the professional evidence and official inquiry. Our present concern is with the graver incident of the neglect or indifference shown by the captain of the *Bombay* in the duty of succour and rescue. As the American ship did not go down immediately, but only "soon" after the collision, and as two of her own boats succeeded in saving sixty lives, it appears morally certain that the aid of the British vessel, promptly rendered, would have sufficed to snatch the rest from destruction. Is it, then, true that the *Bombay*, according to the American account of the affair, "never stopped after the collision," but steamed on as if nothing had happened, leaving the *Oneida's* crew to their fate? We fear it is, for these are the words of Mr. Henry's message referring to the incident :—"The *Bombay* felt the shock so little, that Captain Eyre did not think the *Oneida* could have been much damaged, and continued his voyage on to Yokohama." As we earnestly trust, for the sake of humanity, that some further justification or explanation of such a course may yet be forthcoming, we cannot omit to point out that no mention is made of the signal guns said to have been fired by the sinking ship, and which would aggravate the case against the British commander. Nevertheless, we feel at a loss to conceive how any seaman could have imagined that such a collision as is described could have occurred without "much damage," or without some demand for the assistance of his ship. . . . So far as we can judge at present, the British commander is not to be blamed for the actual collision itself. That seems to have been the fault, if it was anybody's fault, rather of the American pilot, though in such a night as is described it is possible that no great blame could be ascribed to any one. The catastrophe, in short, would of itself have provoked little comment except for the alleged heartlessness of the English captain, and here we are compelled to acknowledge that the official report does contain some ground for the American version of the occurrence. When the news first arrived nobody in this country could believe that the *Bombay* did really steam on without stopping after the fatal collision, but it is now proved that she did so, and that upwards of a hundred men were left to drown who might otherwise, according to all human probability, have been rescued from death. It is not said that the weather was rough, or that there was any cause to prevent the *Bombay* from stopping and lowering her boats in aid of the sinking crew; indeed, the very fact that the *Oneida's* boats saved without difficulty as many as they could carry proves with what ease and certainty the relief might have been extended. To all appearance, the only possible justification of Captain Eyre must consist in his own reported assumption that no assistance was required. The *Bombay*, it seems, received not the least damage from the collision, and her commander, therefore, jumped to the conclusion that the other vessel escaped with as little harm. Whether such a conclusion could under the circumstances be warrantable is a question for professional opinion; but that it was unfortunate in the extreme is, unhappily, beyond all doubt. We wait, however, for the complete elucidation of the case, though we wish we could do so with greater confidence in the result.

(PALL MALL GAZETTE, MARCH 9.)

When the news came from America that the captain of the *Bombay*, after running down the *Oneida*, had calmly pursued his course, leaving the crew of the sinking ship to perish, we at once expressed a confident belief that the story would prove to be untrue. Indignation at the Britisher is a favourite pastime in the United States; and that an American ship of war should be run down by a British packet-boat, a mere mail-steamer, seemed very likely indeed to arouse susceptibility and to stimulate accusation. We now suffer the humiliation of suspecting that our confidence was not quite justified by the facts. So far as they are known, they quite account for the indignation which seems to have spread throughout the Union like fire in prairie grass. The ships came into collision apparently by the fault of the *Oneida's* officers; but that is nothing to the point, nor would it be of much effect even if the vessels had been engaged in just and open war. The ships struck upon each other. The shock to one of them was so great that she presently sank with 115 men on board. Sixty-one escaped in two boats. In America it is asserted that when the *Oneida* knew her danger she fired her guns to signal her distress; and that the *Bombay* nevertheless went on her way regardless. That still seems to us an almost incredible story. But what is the explanation (as far as we know it) on the other side? It is said, on behalf of the captain of the English ship, that he was quite unaware that the collision was at all serious: "he did not think the *Oneida* could have been much damaged, and continued his voyage to Yokohama." Certainly this is very strange. A shock so great as to destroy a ship of war is felt so little by the vessel which struck her, that her captain carries on without a suspicion that any harm has been done. Nor does he hear the distress-guns. Surely there must be some explanation of all this which does not yet appear; most earnestly we hope so, and cling to the belief that the story is not yet complete. Bad as appearances are for the captain of the *Bombay*, it is not possible that he should pursue his course simply indifferent to so dreadful a calamity; still it is difficult now to avoid very grave doubts as to whether he exercised that care and caution the absence of which under such circumstances almost amounts to a crime. However, it is too soon to condemn him. We only hope it is not necessary to say, meanwhile, that this calamity weighs very heavily upon all England; and that our anxiety about it is at least as great as the indignation of America.

THE CHINESE MISSION.

(STANDARD, MARCH 11.)

It has been stated that Mr. Burlingame, the chief of the Chinese Embassy, who died very recently at St. Petersburg, is to be succeeded by Mr. Brown, the secretary to the Embassy. This is rather a puzzling arrangement. If an ambassador dies in the ordinary course of things, it is natural enough that the business of his mission should be transacted, until the appointment of his successor from the country he represents, by the senior diplomatist of his staff. But promotion in the higher ranks of the diplomatic service is not quite such a matter of routine as would be implied by the idea that, in such a case, the second in command should take the title and rank of the deceased, just as the eldest son of a peer succeeds his father. Whether Mr. Burlingame ought to have been received as ambassador was always an open question as far as the policy of the step was concerned; but at all events he was appointed ambassador by the Court of Peking. But Mr. Brown's claim to be regarded in the same light can hardly be considered susceptible of discussion at all. He may be an acting *chargé d'affaires*, but he can no more be an ambassador than a Great Mogul. It may be possible that in the course of time he will be appointed to the vacant dignity by the Chinese Government. Indeed, if the Chinese Government does not in this way mark its sense of the extraordinary and altogether unhoped-for success with which the embassy has discharged its functions, by hoodwinking the British Government, and generally obstructing the progress of European intercourse in China, it will be guilty of the basest ingratitude; and considering that with a Chinaman—in a higher degree than with any other human creature—gratitude signifies a lively sense of favours to come, it is very unlikely that on this occasion the Chinese Government will be ungrateful. Still, for the present, it will be manifest to anyone who bestows a moment's thought upon the principle involved, that it would be premature to recognise Mr. Brown's ambassadorial character. And while his appointment is pending we cannot refrain from pointing out once more—although as far as the present Government is concerned it may be feared that all such remonstrances are useless—that in the nature of things a Chinese Embassy is necessarily a delusion and a snare for unwary foreign secretaries, and nothing else whatever. Everthing which the Peking Government can possibly desire to do with the view of advancing civilisation and facilitating foreign intercourse, it can do with the help of the foreign representatives at Peking. European Powers must always negotiate through their own representatives or bring the interests of their own subjects to grief. The Chinese Embassy cannot be anything more than a buffer, and its recognition simply misleads the Chinese rulers, inspires them with false hopes that are certain to be disappointed in the end, and exerts an effect on the relations between China and the Western Powers which is purely prejudicial.

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The London & China Telegraph.

LONDON: MONDAY, MARCH 14, 1870.

CONSUL SWINHOE'S REPORT ON THE YANGTSZE.

THE circumstances attending Sir HENRY KEPPEL'S expedition up the Yangtsze, in June last, are now pretty well known. It was accompanied by Consul SWINHOE, who was instructed to report his observations to the British Minister, and by Messrs. MICHIE and FRANCIS, on behalf of the Shanghai Chamber of Commerce. The admirable report of these gentlemen on the commercial facilities they found to exist at the various places visited was published some months since, and commented on in these columns; that of Mr. SWINHOE, with its numerous enclosures, was forwarded to the Foreign-office in a despatch from Sir R. ALCOCK, which, with all its contents, is now before us in the shape of a Parliamentary paper. Mr. SWINHOE'S report may be divided into three sections, the first of which contains a short description of his visit to the Upper Yangtsze. In this he fully confirms the statement of Messrs. MICHIE and FRANCIS, that the expedition was in nearly every place welcomed with kindly feeling. Sir R. ALCOCK himself, in his covering despatch, admits that they "met with no hostility on the part of the riverine popu-"lations, and in the majority of towns were well received as "pioneers of commerce." Here, we may observe by the way, is strong official evidence in favour of the assertion we have so often put forth, that the mass of the population would welcome foreigners in almost all parts of the country were they permitted to do so by the ruling classes. This view is further borne out by Consul MARKHAM, who stated, in his account of a visit to Shantung, read the other day before the Geographical Society, that the result of his experience, gathered in several journeys in the interior, was "that the middle and lower classes of China were, as a "rule, inclined to be friendly to strangers, and that all acts "of offence are instigated by the governing class of man-"darins." But, to return to Consul SWINHOE, we find but little information of any direct commercial value in this part of his report, which is probably due to the fact of his having purposely left such items to the care of the Chamber of Commerce delegates; but he makes it quite clear that no steam navigation is possible higher than Ichang. As Sir R. ALCOCK says, these observations have lost much of their interest now that all thought of obtaining access to the Upper Yangtsze has been relinquished for the present.

The second part of the report is devoted to the Poyang Lake and the commerce of the surrounding district. In view of the proposal to open this lake to steamers, three ports in it were suggested as "ports of call," to be subsidiary to the treaty port of Kiukiang. They are Jao-chow, Woo-ching, and Jui-hung, each of which is situated at the mouths of two rivers flowing into the lake. All these streams communicate with tea districts, some with silk-producing provinces, others with coal mines. Mr. SWINHOE indulges in some rather glowing anticipations of the important trade to be developed through these channels by the introduction of steam, and no doubt these would be fully justified by the results, if the experiment had but a fair trial. But the arrangement for a single tug-boat to be allowed on the lake, and that one in Chinese hands, is a wretched compromise; and it is worthy of note that Sir R. ALCOCK himself says in the despatch enclosing Mr. SWINHOE'S report, that "he has collected a good "deal of useful information, the general bearing of which is "to discourage the idea that any advantage would be gained "by placing a steam-tug, as proposed by the Chinese "authorities, on the lake." To this part of Mr. SWINHOE'S report are appended copies of a long correspondence carried on in the Shanghai papers on the question of substituting Hookow for Kiukiang, as a treaty port; of a memorial from the Kiukiang merchants to the British Minister, on the importance of opening up the Poyang Lake; and of a sketch-map of the lake region. We now come to the concluding section of the report, devoted to the proposed "landing-places" on the lower Yangtsze, suggested in the memorials on treaty revision. The first, Kiang-yin, some ninety miles by river from Shanghai, is said to be very desirable, but of several others mentioned, Woo-hoo (or Wu-hu), is the only one that receives very favourable mention, although Mr. SWINHOE thinks that Ta-tung and An-king "might be accepted." He suggests that these three places should be under the control of a Vice-Consul, who could make the circuit of the three once a month, having his head quarters at Kiukiang or Chinkiang. By degrees, Mr. SWINHOE thinks, these would develop, by their own natural growth, into regular Treaty ports. On this Sir R. ALCOCK remarks that Mr. SWINHOE is mistaken in assuming that it was ever intended to make Consular ports of these; the proposal was only to establish a small Customs' station, with the necessary facilities for landing and shipping goods. Of what use this would be, without any official to protect British interests, it is hard to say; the experiment, however, is not to be tried. Wu-hu—one of the places recommended — becomes a treaty port under the new Convention; of the others we shall probably hear nothing more. In conclusion, we may remark that Mr. SWINHOE'S report is ably compiled and very instructive, but unfortunately its chief use is to show us what advantages *might* have been secured to British trade had the task of treaty revision been carried out in a proper manner.

STRAITS SETTLEMENTS ASSOCIATION.

A GENERAL meeting was held on the 4th inst., at which the Report of the Finance Committee was presented, and ordered to be printed for transmission to the Colonial-office. We have not yet seen the report, but we believe it will be found to fully bear out the views we expressed on the subject of the Straits finances in our issue of January 14th. The Auditor-General, in his comments upon the representations made by the Association, has been compelled to have recourse to special pleading. He devotes all his energies to exposing a few errors in detail, but evades the real point of the discussion, viz., that, on his own showing, Sir H. ORD'S administration has entailed upon the colony an additional annual expenditure of over £40,000 per annum. It matters nothing that, through good luck more than good management, the revenue of the colony has rapidly increased. The fact is acknowledged on all hands, but it will be a novel line for them to take if our present economising Government recognise in such a state of things a warrant for a governor appropriating every farthing of an accruing surplus to purposes mainly his own. Already the fears expressed by the Association a year ago as to the exorbitant cost of Governor ORD'S palace are being realised. An official return, called for by Mr. W. R. SCOTT, reveals the fact that already this modest edifice has cost the colony $175,000, and there are rumours many heavy items have yet to be added; so that it is probable enough that the total expenditure upon the palace will fully equal its cost as estimated by the Association, viz., $200,000. Now, as Earl GRANVILLE distinctly stated in May last that not half of such an amount would be sanctioned, it remains to be seen what his lordship will say when the facts are before him.

IT is said that the Russian Consul at Kuldscha, in Eastern Siberia, has crossed over to Sze-chuen, with a view to ascertain the disposition of the people and the likelihood of their supporting a scheme to establish a mercantile route between that province and the Russian territory. It is possible that a route connecting these two points may be made practicable, as it entirely avoids the necessity of passing that at present impassable barrier, Thibet.

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GALLE HARBOUR.

THE scheme for the improvement of Galle Harbour continues to be the subject of a controversy in which public opinion is strangely divided. One party objects to the plan altogether, on the ground that a suitable work cannot be constructed for much less than double the amount of the loan to be granted; another party does not doubt the feasibility of the work, but thinks the Home Government ought to pay for it; a third is quite willing to defray the outlay out of the Colonial revenue, but would remove the *locale* of the proposed harbour works to Colombo, which is doubtless the mercantile capital of the island; while a fourth party—which to us seems the most sensible and practical of all—recognises the importance of Galle as a future focus of Eastern trade, and, failing any actual grant of funds from home, is willing to accept, and make the best of such help as is offered, in the shape of a loan repayable on tolerably easy terms. We quite admit the probability of the final cost of the breakwater and other necessary works exceeding the amount of the loan; but there need be no uneasiness on this point. The home Government having distinctly admitted the principle that the entire plan is dependent on a loan to the Colony, cannot stop half-way, if it is shown that an increase in the amount, with a corresponding extension of the time allowed for repayment is absolutely necessary, we cannot for a moment doubt that such accommodation will be granted. Of those who oppose this view, the most reasonable section consists of the advocates of an improvement in the harbour of Colombo. They argue that instead of spending the money of the colony in providing accommodation for the whole trade of the East, at Galle, it should be devoted to Colombo, the commercial emporium of the island. To pay for a breakwater at Galle, they say, would be generous, but to improve Colombo Harbour would be just, and that is obviously the better course. To this we may reply, that notwithstanding the drawbacks that Colombo may suffer from, it is already a prosperous and flourishing port—and if an opportunity offers of raising Galle to a similar pitch of prosperity, why not take advantage of it? That the proposed improvements will, if properly carried out, work a vast change in the importance of Galle, cannot be denied. It is already a great focus for many lines of steamers, and but for the evil reputation of its anchorage would be equally available as a port of call for sailing vessels. The Suez Canal will bring a great accession to the traffic that already seeks shelter there; and the increased importance and wealth that must come with the completion of these long-needed harbour works cannot fail to react in a beneficial way on the general prosperity of the colony. The Ceylon public would like to have all this free of cost to themselves. No doubt; but they should bear in mind that "half a loaf is better than no bread," and be thankful for such aid as is vouchsafed them. Considering the niggardly views of our present Government, and its narrow-minded Colonial policy, it is a marvel that they have obtained any assistance at all. By all means get Galle Harbour made safe at once—and then see about Colombo.

WE understand that Mr. J. W. BIRCH, at present one of the Government Agents in Ceylon, is to be the new Colonial Secretary for the Straits Settlements. Mr. BIRCH has proved himself an able and energetic public servant, and has been selected entirely on account of his good services. He has done more for irrigation works, probably, than any other officer in Ceylon, and has been mentioned favourably in the official despatches of Sir H. WARD, Sir C. MACCARTHY, and Sir H. ROBINSON. This appears to be a really good appointment, and one that should give satisfaction both in Ceylon and Singapore.

WE regret to learn that the persecution of native Christians still continues in Japan. To what extent it is really carried has never been quite satisfactorily ascertained, but a letter by last mail from our Nagasaki correspondent details some terrible cruelties. Sir HARRY PARKES made an effort during his visit to Nagasaki to procure some mitigation of the severities practised, but without success. It is unaccountable that a Government that shows so liberal and enlightened a disposition in many other respects should in this one remain obstinately deaf both to reason and humanity.

THE memorials from the Shanghai and Hong Kong Chambers of Commerce, and from the colony of Hong Kong, on Sir R. ALCOCK'S Convention have been received here with much satisfaction. They greatly strengthen the position of the London merchants, because they entirely dispel the idea which had gained ground in some quarters, that a diversity of opinion existed between the mercantile community in China and the London Committee, and thus help to refute one of Lord CLARENDON'S strongest arguments. The Hong Kong General Memorial—if we may so term it, to distinguish it from that of the Chamber of Commerce—is exceedingly well drawn, and in this respect is, in our opinion, one of the best documents ever sent home from the Far East.

A VERY painful sensation has been created by the telegrams announcing the collision between the *Bombay* and the *Oneida*, and its terribly fatal consequences. In the United States it is roundly asserted that Captain EYRE deliberately left the crew of the *Oneida* to their fate, and the indignation against him is extreme. The nature of the sentence passed by the Naval Court at Hong Kong (suspension of certificate for six months) seems to indicate that this grave charge has not been proven; still, we await fuller details with much anxiety.

SILKWORM REARING.

(FROM OUR PARIS CORRESPONDENT.)

Any one would be extremely rash to say either that the silkworm will flourish freely, or that it will prove an utter failure in one or other of our islands, but the stir that has been wisely made of late respecting silk supply and silk spinning will certainly cause a great many experiments to be tried. The season is now approaching when the business of the silkworm rearer commences, and we think it will be well to give an extract from the hints and instructions furnished by one of the highest authorities on the subject in France, namely, H. Raibaud-Lange, director of the farm school of Paillerols, in the Basses-Alpes, and an active co-operator with M. Pasteur in the selection of the seed, or eggs, by microscopic means.

M. Raibaud-Lange says that the malady which has caused such sad destruction in France and other countries, the *pebrine* or *gattine*, is conquered by the selection above alluded to, but there still remains the disease common to the worms, and known in France as *flacherie*, which is all the more to be dreaded from the fact that it makes its appearance at the fourth stage of the insect's life, when nearly all the cost and trouble of rearing have been incurred. This well-known disease is especially to be dreaded when the spring is early and the changes of temperature frequent. It is at this period, then, that particular precautions are necessary. Between the fourth change and the commencement of the cocoon the silkworm eats five times more food than previously, and requires consequently great regularity in feeding and temperature. Sudden variations must be guarded against with all possible care; if a hot south wind begins to blow, as in the south of France, the windows must be shut against it, and the air in the breeding house changed by a slight fire in a chimney or otherwise, the floor and walls must be watered several times a day, wet cloths hung against the windows, &c., until the thermometer shows that the ordinary temperature is restored. All accumulation of dirt and spoiled leaves must be carefully avoided, as in hot weather they produce ammoniacal gas, which is fatal to the worms. In the case of sudden chills in the weather equal care must be taken, means of heating must be provided, and the house must be watched during the night as well as the day, for on the avoidance of brusque transitions depends success or failure. To these special hints respecting the critical period, M. Raibaud-Lange adds general instructions, which we give in the most concise terms possible. Keep the cards of eggs in their layers in a dry and well-aired apartment, having a northern aspect. Let the breeding-house be prepared by washing with lye or lime-wash; and, if very dirty, every corner, as well as the fittings, must be carefully washed with a plasterer's brush, and a mixture of one part of sulphuric acid and six parts of water. Begin the breeding early, late frosts are not to be feared; this is one of the best elements of success. Let the chambers be small, and keep different kinds of worms quite separate, as the bad will infect the rest; above all, never place the Japanese worms with the yellow races, or the latter will certainly suffer. A month before the time of hatching, place the eggs in a somewhat warmer place than before, but do not commence the hatching until the eggs are well swollen and begin to turn white. The hatching should be effected in a temperature gradually increasing from 59 deg. to 73 deg. Fahrenheit, and slightly humid. Worms hatched at the same time should be kept together, in order that they may sleep and wake at the same time. During the first and second stages the worms require four meals a day, the leaves being cut up and even peeled or cleared of the coarser portions; during the third and fourth stages, three meals, but more abundant, must be given of leaves as picked from the tree;

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during the last period the meals must be increased to four. When the worms begin to sleep, diminish the supply of food, and when nearly all asleep, cease the supply entirely; let them thoroughly wake up before recommencing to feed them, they get no harm for fasting for twenty-four, thirty-six, or even forty-eight hours; if, after a time some are awake and others still asleep, divide and feed them separately. The leaves must be changed and the refuse removed at least twice during each stage, and more frequently during damp weather; this must be done by means of netting or paper, so that the worms are never touched with the hand. Let the temperature be increased from about 68 deg. in the commencement to 75 deg. to 77 deg. at the most after the fourth change; maintain the greatest cleanliness without dust or noise; ventilate frequently by means of traps or windows, but shade the worms by curtains or screens; let plenty of light in, and in damp weather make a bright flaming fire. Let the leaves be fresh, but not with the dew on them; the best are those of seedling trees which have not been pruned, and which grow in elevated spots. M. Raibaud-Lange says that in the Basses-Alpes, when these directions are followed, they obtain from 100 to 160 lbs. of silk from one ounce of eggs.

DIPLOMATIC AND CONSULAR STAFF IN JAPAN, 1870.

YEDO AND YOKOHAMA.

Sir Harry Parkes, K.C.B.	Minister Plenipotentiary, &c.
F. O. Adams	Secretary Legation
Alex. von Siebold	Interpreter
W. G. Aston	Interpreter
H. S. Wilkinson	Accountant
J. B. Siddall	Medical Officer
Martin Dohmen	Dutch Interpreter
Russell Robertson	Vice Consul

STUDENT INTERPRETERS.

G. J. Hodges	J. C. Hall
John O'Driscoll	J. H. Longford

YOKOHAMA.

J. F. Lowder	Acting Consul
C. E. Schmidt	Dutch Interpreter

OSAKA AND HIOGO.

Abel Gower	Consul
J. J. Enslie	Acting Vice Consul

NAGASAKI.

A. A. Annesley	Acting Consul
J. J. Quin	Interpreter

HAKODADI.

Richard Eusden	Consul

NEE-GATA.

James Troup	Acting Consul

DIPLOMATIC AND CONSULAR STAFF IN CHINA, 1870.

PEKING.

Thos. Wade	Charge d'Affaires
Hugh Fraser, Richard Conolly	Second Secretaries
Thos. Adkins	Acting Chinese Secretary
Rev. J. S. Burdon	Chaplain
S. W. Bushell	Surgeon
Ed. McKean	Acting Accountant
A. Frater	Assistant

STUDENT INTERPRETERS.

Ed. C. Baber	Colin McKenzie Ford
Aug. R. Margary	C. W. Everard
B. C. G. Scott	W. C. Hillier
Pelham L. Warren	C. J. Andrews
Henry B. Bristow	W. R. Carles

TIENTSIN.

Jas. Mongan	Consul
H. G. Howlett	First Assistant

TAKU.

——	Acting Vice Consul

NEWCHWANG.

Walter E. King	Acting Consul

CHEFOO.

W. H. Lay	Acting Consul
Ed. Solbé	Acting Interpreter

SHANGHAI.

Walter H. Medhurst	Officiating Consul
R. J. Forrest	Acting Vice Consul
J. P. M. Fraser	First Assistant
A. S. Harvey	Third Assistant
W. H. Tapp	Shipping Clerk

CHINKIANG.

W. G. Stronach	Intr. in charge of Consulate

KIUKIANG.

P. J. Hughes	Consul
W. M. Cooper	Acting Interpreter

HANKOW.

G. W. Caine	Officiating Consul
A. Davenport	Interpreter
E. G. Oxenham	Acting Assistant

NINGPO.

W. H. Fittock	Consul
H. F. Holt	Acting Interpreter

FOOCHOW.

Chas. A. Sinclair	Consul
J. G. Murray	Vice Consul and Interpreter
Pelham Warren	Assistant

PAGODA ANCHORAGE.

Thos. Walters	Acting Vice Consul

AMOY.

W. H. Pedder	Consul
Geo. Phillips	Interpreter

SWATOW.

Chal. Alabaster	Acting Consul
B. C. G. Scott	Acting Assistant

TAKAO.

W. M. Cooper	Acting Consul
H. A. Giles	Assistant

TAMSUI.

Wm. Gregory	Vice Consul
H. P. McClatchie	Assistant

CANTON.

D. B. Robertson	Consul
W. F. Mayers	Vice Consul and Interpreter

WHAMPOA.

H. F. Hance	Vice Consul

SIAM.

BANGKOK.

T. G. Knox	Consul General
W. H. Newman	Acting Interpreter

PHILIPPINES.

G. T. Ricketts	Consul, Manila
Walter Spencer	Vice Consul
W. G. Kerr	Vice Consul, Cebu
John Higgins	Vice Consul, Ilo Ilo

BORNEO.

John Pope Hennessy	Consul General
G. T. Ricketts	Consul, Sarawak

COCHIN CHINA.

J. G. Caswell	Consul, Saigon

JAVA.

Jas. McLachlan	Consuls, Batavia
J. McLean	Samarang

ON LEAVE.

JAPAN.

A. B. Mitford	M. O. Flowers
E. M. Satow	P. B. Walsh

CHINA.

C. A. Winchester	Chas. Gardner
R. Swinhoe	G. D. Jones
John Markham	Charles Carroll
J. B. Goddard	C. F. R. Allen

SIAM.

H. Alabaster	H. G. Kennedy

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, March 9.

There are several interesting and important subjects to communicate to-day, but that which has caused the greatest excitement, not only at Berlin but over the whole of Germany, is the resolution passed by the Reichstag for the abolition of capital punishment. On the 27th ult., which was the day appointed for the second reading of the new Criminal Code, several members took exception at the very first paragraph of the preamble containing a definition of crimes, misdemeanors, and offences, crime being described as "an act punishable with death, imprisonment with hard labour (*zuchthausstrafe*), or detention in a fortress for more than five years." Several amendments were moved by different members, but all agreeing in one object—viz., to leave out the words "with death." A lively debate then ensued, capital punishment being warmly defended by Reichensberger, Count Schulenburg, Dr. Leonhardt (the Minister of Justice), Count Bismark, and others, whilst the opponents mustered in strong force and made excellent speeches. The debate lasted for three days, and was finally decided on the 1st inst. by a division, the result of which was that the punishment of death is abolished throughout Germany by 118 to 81 votes. Reichensberger made an admirable speech, but it was not convincing, nor did it contain any new features. The Minister of Justice spoke like a barrister addressing a jury and acting from the instructions in his brief; it was evident that he pleaded in favour of retaining the clause more from policy than conviction. The great speech of the debate was that of Herr Lasker, in favour of the abolition of capital punishment, and it made a deep impression on the House. Many of the speeches contained a deal of German sentimentality, others were full of metaphysical disquisitions, and not a few entered into the religious elements of the question, and quoted freely chapter and verse from the Holy Scriptures in support of their views. Count Bismark somewhat lost his temper at seeing the great majority against him, hinted that the Federal Council would never consent to strike out the words, at least he could answer for Prussia, and even threatened to withdraw the whole Criminal Code if the division were adverse. The Saxon Privy Councillor, Dr. Schwarze, who is the principal judge of the Criminal Tribunal at Dresden, gave his experiences on the subject of death punishments, which made a deep impression on his audience. He said he spoke against the penalty not only because it had been lately abolished in the Kingdom of Saxony, but from honest conviction. The Crown Prince of Prussia was present on each day of the debates, and was seen to take copious notes, especially during Lasker's speech. A report has been in circulation at Berlin that the King objects to the abolition of capital punishment on the ground that the right of clemency and the commutation of sentences is one

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of the highest and most undoubted privileges of the Crown, which would be encroached on if repealed; but whether there is any ground for the rumour deponent sayeth not. After the division the House went on with the reading of the Bill *seriatim*, when another hitch occurred at Clause 11, which ordains that death shall ensue by decapitation; but this was quickly got over by simply striking out the obnoxious words, and it gave rise to no debate nor even a division, Ministers not caring to risk another defeat, after being left in such a signal minority on the chief question at issue. The German press in general takes a favourable view of the result, and it is only the small Conservative party that still growls at their defeat; for they one and all defended capital punishment as an institution to be preserved intact as proceeding from the most remote antiquity, specially ordained by the Divine Legislator for the Jews, and kept up in all ages and by all nations down to the present day.

With reference to the foregoing subject it is worthy of note, that at the sitting of the *Bundes-Rath*, or Federal Council, at which the Criminal Code was finally agreed to, a clause was added repealing such of the criminal laws of the separate States as contain anything militating against the new Federal code, which is to come into general operation on January 1, 1871. And another thing worthy of remark is, that many privileges and exemptions hitherto enjoyed by the nobles are swept away; and, indeed, there is no mention at all of nobility in the whole code, from beginning to end, but all classes of society are placed on the same level in the eye of the law.

A Bill to facilitate marriages of Germans, and provide for efficient registers of births and deaths in countries out of Europe, has passed the *Bundes-Rath*, and been read a first time in the *Reichstag*. It extends the functions of German consuls abroad, enabling them to perform the marriage ceremony in the absence of a duly ordained clergyman, and to keep such registers, which shall have due force in all courts of law in Germany with respect to the disposal of property and payment of legacies, whilst wills may be deposited at the consulates and certified copies sent home. The Bill makes only special mention of marriages between Protestant Germans; but it is said that on the second reading amendments will be moved to extend the stipulations to marriages between Germans of any or no religious denomination, and not to limit the enactment to consulates out of Europe, but to place them all on the same footing of equality.

In the last sitting of the Federal Council a Bill was introduced by Prussia to facilitate the commercial intercourse between the Confederation and South Germany by legalising the decimal weights and measures stamped in due form by any of the Southern States, and allowing them to be used in North Germany on condition of due reciprocity being observed.

COMMERCIAL.

The frost has at length broken up, but the Elbe is still full of ice-fields, which drive up and down with the tide and prevent the navigation by sailing vessels, though steamers make their way through it. Owing to the consequent absence of fresh supplies, the markets are generally firm, and in some instances higher. There has been a moderate demand for teas; Congou is firm, and Pekoe decidedly higher. Importers have just sold 200 chests of good ord. and 196 middl. Moning Congou at full rates. Pepper is calm, and there is no alteration in Cassia Lignea. Star Annis is in great favour, and prices have advanced in proportion as the stocks grow lower, and wear still an upward tendency. Raw Camphor in great request, and a considerable rise established. Several parcels have been sold for delivery on arrival; among others 200 chests afloat per Adler. Refined Camphor is also held at higher prices, but no transactions are reported. There is an increased consumptive demand for Gum Damar, and a corresponding improvement in the prices paid. Higher prices are also required, and paid, for Oil of Peppermint, especially H.G. Hotchkiss. Spelter is held for 13⅛ mks. bco.; but buyers act cautiously, and, with the exception of one small lot, no dealings are reported. Tin is higher, and a fair amount of business has been done since the improvement set in

SHIPPING.

LOADING. — Sea Mew, for Shanghai; Felicie, Fetish, Turandot and Clarendon, for Hong Kong; Ceres, for Macassar and Hong Kong St. Pauli, for Macassar and Macao; and Adolf, for Singapore.

AUSTRIA.

(FROM OUR OWN CORRESPONDENT.)

VIENNA, March 7

For some time past hopes, hitherto fallacious, have been entertained of the possibility of competing with France and Italy for the transit of the overland mails by opening up a new line through Germany and Austria. The Trieste route proved a failure, not so much from the incapacity of the Austrian Lloyd's steamers, as from the now generally acknowledged fact that no steamers can compete with parallel lines of railway; besides which the mountainous nature of the country and the consequent roundabout way to get to Munich and the comparatively flat parts of Germany, precluded the possibility of competing with Marseilles and Brindisi. But another new route is now projected, as containing all the elements of success, and combining the great desideratum of offering a shorter and quicker route for the conveyance of the overland mails through Austria and Dalmatia. It is now proposed to include the port of Santi Quaranta as a port of call and for coaling purposes—perhaps in substitution of Corfu—in the steam voyage between Trieste and Alexandria, and to construct a railway through Delvino and Yanina, to connect the Turkish lines through Albania and Bosnia with the Austrian and Hungarian systems. Of course, none of your readers ever heard of Santi Quaranta; but it is a little port on the west coast of Albania, opposite the northern end of the Island of Corfu. Though now deserted and nearly uninhabited, it was once—in the time of the Venetian rule—a place of some importance in a commercial point of view, and the ruins now extant of its piers and quays indicate its former maritime activity. The harbour is said to contain deep water, easily accessible, and sheltered from all winds—in fact land-locked, and thus peculiarly well adapted for the use of steamers. It is 120 miles nearer to Alexandria than Brindisi, and is not so exposed a route, being sheltered from the scirocco and other violent winds prevalent in the Mediterranean, and would be still further sheltered, and also shortened by another hundred miles, by passing through the Gulf of Corinth, when the navigable ship canal through the Isthmus is completed, which, by the terms of the "concession" already granted by the Greek Government to a French company, must be open for public traffic in eighteen months, or by the summer of next year.

RUSSIA.

(FROM OUR OWN CORRESPONDENT.)

ST. PETERSBURG, March 8.

A plan for establishing a university in Siberia, that was under consideration two years ago and then abandoned, has been again revived, in connection with the reforms and alterations about to be introduced in the administration and geographical division of that distant part of the Russian dominions. Several of the Polish nobles and other exiles now in banishment at Irkutzk, Tobolsk, and Omsk, have intimated their readiness to accept chairs as professors of the different faculties, and are willing to undertake the obligation of qualifying themselves for giving their lectures in the language of the country, by the time the university shall be inaugurated. There are ten such men of literature and science who have graduated at German universities, and eight priests who have received their education at seminaries in Germany, all of whom are candidates for the new professorships.

The number of Poles arrested on the charge of being implicated in the late "nihilistic" conspiracy against the life of the Emperor has not been exaggerated, and the Russian official organs confess that they exceed three hundred. As the Government has from the experience of former years come to the conclusion that the presence of the large number of Poles, exiled for taking part in the revolutionary movement of 1863, had prejudicial influence on the inhabitants of Siberia, both in a political and moral point of view, an Imperial Ukase has just been promulgated, creating the Island of Sachalin, opposite the mouth of the Amoor, as the future seat of punishment for criminals and place of detention for political exiles; and arrangements are now being made to transport the above-mentioned Poles on being convicted of participation in the late nihilistic conspiracy to that island.

Since my last letter another sitting of the Society for Promoting Russian Industry and Trade has been held, to take into further consideration the subject of the Siberian Railway, when, after a warm discussion, the majority decided in favour of the northern line.

RUMOURED DISPUTE BETWEEN RUSSIA AND CHINA.

The *Eastern Budget's* correspondent at St. Petersburg, writing on the 2nd inst., says:—

"A dispute has broken out between the Russian and Chinese Governments. The Chinese authorities have refused to allow the Russian inhabitants of the new commercial town of Kalgan to construct storehouses, and they oppose the establishment of a Russian Consul in the town. The latter point is not much pressed by the Russian Government, as, if a Russian Consul were allowed, the Chinese Government could not refuse to sanction an English Consul also, the consequence of which would be that the Russian trade would suffer from competition with English merchants. As to the storehouses, the Chinese Government appeals to a treaty by which the Russians are not to build storehouses of a certain size in the town of Kalgan, while the St. Petersburg Cabinet urges that there is nothing in the treaty to prevent Russians from purchasing land on which the storehouses could be afterwards built. The Ministry here even attempted to obtain a revocation of the treaty from the Chinese Mission; but this they declined to do, saying that their Government had not given them power either to make or to revoke treaties. The matter is, I hear, now the subject of negotiation at Peking."

DENMARK.

(FROM OUR OWN CORRESPONDENT.)

COPENHAGEN, March 7

It is considered here not at all impossible that the Danish frigate *Tordenskjold*, which is now fitting out to accompany the expedition for carrying out and submerging the submarine telegraph cable for the line between Shanghai and the new port of Vladivostock, will be able to go out by way of the Suez Canal. It depends on whether the submarine blasting operations are sufficiently advanced by the middle of April to allow her to pass with safety over the sunken rock of Serapeum, as she now draws eighteen feet of water, and when loaded with her share of the telegraph cable will certainly require at least twenty-three feet.

The Danish artist, Fritz Melbye, who lately died at Shanghai, is not to be confounded with the eminent marine painter, Professor Melbye, whose name is Anthony, or with his brother Wilhelm.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, March 10.

The Agrarian Bill for India has at length become a subject for discussion in the Second Chamber of the States General, and now that the sluices of eloquence are fairly opened it seems that the debate will have no end; since the 28th ult. the members have been sitting every day from eleven till four, and every member will have his say about the questions of finance and law resulting from this Bill. Nearly all the members of the Opposition have spoken against the measure, which undoubtedly will, when called into action, virtually secure the natives, not perhaps absolutely and in all cases, from hardship, but assuredly against oppression and injustice. It recognises a claim on the part of the native to a regulated permanence in his holding for seventy-five years, and a liberal compensation will be given to him whenever that permanence is invaded on behalf of the Government. Besides the tenant-right, the right of transfer is given him. The question whether he can be really proprietor of land is of later date; the present simple but efficient Bill only decides the principles upon which tenant-right can be claimed; it will secure that right by a statute of the realm, leaving to the Colonial Government to apply the principle according to the different circumstances. It is impossible to give the minute details of the de-

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bate upon this measure; to effect this my letter would assume the dimensions of a volume. Eliminating a legion of old arguments, the objections made by the Conservatives were—that the King is proprietor of the soil of Java, of which, therefore, no one has the power to dispose; that this Bill will entirely annihilate the culture system; that the natives will become the victims of dishonest fortune-hunters; that the Javanese will be "squeezed" by speculative foreigners (the Conservatives especially hold Englishmen *en horreur*); that the Dutch will eventually be expelled, and that the goose which lays the golden eggs will be killed. Such like, and other complaints and grievances, were made, mixed up with arguments about the *leges Agrariæ*. Instead of so generous a Bill being, as it should have been, cordially accepted by both parties, the Opposition is as factious as it can well be, and does not recognise the principle that the magnitude of the interests involved should override the impulses of political rivalry. This Bill is thus made a party question, which simply means that its opponents want something very different from the justice which they pretend to claim for the Javanese. The Liberals, on the contrary, are fighting manfully to secure for the cultivator of the soil in Java the right that he is justly entitled to, and there is, I am confident, not the least doubt but that this Bill will be carried; indeed, I hope to be able to telegraph to you this happy result before the mail leaves.

It is most probable that, when the discussions upon the Agrarian Bill are finished the members will proceed with that regulating the sugar-culture in Java. The Minister has already replied to the Section Report, and I regret to say that he has not made the least endeavour to meet the grievances and complaints made against the measure by some leading men of the Liberal party. The Bill in fact remains unaltered. I have already had the opportunity of alluding to these grievances; the principal one of which is that the Minister proposes that the intervention of the Government with regard to the sugar-culture is not to cease before 1890; that for twenty years longer the Javanese are doomed to bear and suffer the greatest injustice. That the law is contrary to justice and right is acknowledged by the Minister himself. Indeed, can anyone contradict, it when it is of public notoriety that, not only the labour of the natives but also their own grounds, cleared for their own use, are arbitrarily disposed of? The Conservatives are even less content with this Bill than the Liberals. They are of opinion that its tenor is too *Radical*. Their *beau ideal* is that private industry must be checked; and they maintain that it is not too much that the natives pay for protection with their sweat and blood, in the form of several millions a-year. Their principles of protection go so far that they oppose the proposal of the Minister to indemnify the Javanese when the Government takes possession of their grounds for the State sugar-culture. These indemnifications, they demonstrate, will annihilate that lucrative culture, which must continue to be maintained although contrary to justice and right.

To-day the Bill to establish a Diplomatic Mission in China was laid before the members of the Second Chamber. Some Conservative papers foretell that it has not the least chance of being carried, but of course this is a very speculative assertion. In the meanwhile, the Minister continues to be overloaded with addresses in favour of establishing the Mission. On behalf of this Bill the Minister asks a credit of f.18,000, and demonstrates that while Holland is not represented by a Diplomatic Agent at Peking, the Dutch who live in China cannot find the necessary protection. Mr. Peter, who since 1866 has been our paid Consul, has never been officially acknowledged by the Chinese Government. All the endeavours to obtain this recognition have been futile, and thus Dutch residents are deprived of the necessary security for their trading operations; and it is impossible, without the appointment of a Diplomatic agent, that their trade can be extended. The salary of the Consul is f.10,710, so that the Minister asks only an increase of f.7,290. The Minister fears that some members will be of opinion that the salary for the Diplomatic Minister is too small, and in that case he wishes that an amendment may be proposed to augment the sum. Mr. Roest further objects to an amalgamation of the Missions in China and Japan, which would not give the required results in reference to trade and shipping interests and the personal security of the Dutch in China. The Government of Italy has already attempted such an amalgamation, which was found not to work satisfactorily.

The contract between the Minister of the Colonial Department and the Commission for promoting the national steam line between Holland and Java (Messrs. C. J. Boelen, J. C. Bunge, and J. Boissevain) was published some days ago by the *Staats Courant*. The principal stipulations I mentioned some weeks since, and I have only to add that the Commission is granted a delay until the 15th May to establish the company. When that date has elapsed, unless the endeavours are crowned with success, the Minister can declare the contract void. No details are yet known of the project, and some papers are complaining thereabout. The Commission, however, seems not quite ready. The King has shown a good deal of sympathy with this enterprise; but, on the other side, there is a strong opposition on the part of the Protectionists, who in their organ, the *Industrieel*, grumble most vehemently because the Commission ordered five steamers to be built in England instead of employing national industry for a national enterprise. Of course the paper warns capitalists against giving their money to pay for English vessels. I need not add that these arguments will have no effect, and that the general opinion is that the capital will be subscribed so soon as the particulars of the plan are published.

The most vehement complaints are being made by the Hague paper, *Het Vaderland*, that none of the officers of the East Indian army were decorated on the occasion of the King's birthday, when a shower of crosses was spread over the officers of the home army. "This," says the journal in question, "is shameful, and the Minister of the Colonial Department deserves to be blamed for such enormous negligence." Thereupon, the *Nieuwe Rotterdamsche Courant* replied that the Minister gave, some time ago, directions to the Governor-General to make the necessary proposals to those persons who deserved distinction, but that Mr. Myer, having neglected to make these proposals, no cross could be conferred on any officer of the East Indian army. Thus, observes the *Courant*, the Governor-General has made the blunder and not the Minister.

The First Chamber of the States General only met for one day, and carried in that sitting several Bills, which had been previously approved of by the Second Chamber. Our Lords will not meet again until after the Colonial Land and Sugar Bills are voted by the Second Chamber.

The Minister of the Financial Department has laid before Parliament a Bill to introduce a uniform postage of 5 cents for a single letter. The Bill, however, meets with general opposition, because the Minister wishes to abolish the one cent postage for printed matter, and to substitute a postage of 2 cents for every 40 grammes.

The Luxembourg journals have reported some political manifestations recently made in the Grand Duchy, in favour of annexation to Belgium or France. It is, however, now announced that this attitude has been taken up only by a few foreign workmen. The inhabitants, both of the town and country districts, are opposed to any change, and are desirous of retaining their autonomy.

The birthday of Prince Frederic, Grand Master of the Freemasons lodges in Holland, was celebrated in the usual way throughout the country. Her Majesty the Queen remains, as you know, in England, while the King is on a trip to Paris—of course incognita.

The committee to promote the erection of a monument at Batavia, in memory of the late Jan Pieterszoon Koen, has again made an appeal to the Dutch public. A sum of 25,000 guilders is wanted, and only 11,000 guilders have been contributed.

His Majesty has signed the decree stipulating that our army and navy, both at home and in the colonies, are to be armed with breech-loaders made according to the Beaumont system.

COMMERCIAL.

The weather has become very mild, the ice has broken up, and the river is again open for shipping. But very little activity is perceptible in our leading articles of colonial produce, and for most of them prices remain nominally the same. Sugar has been in better demand, whilst the late advance of Tin has made some further progress, and higher prices have been paid for Nutmegs and black Pepper. The Trading Company's Sugar sale for this month, and their spring sale of Tin are advertised.

A further reduction of ½ per cent. in the rates of discount of the Netherlands Bank has been announced. The rates for bills is now fixed at 4 per cent., and for acceptances 4½ per cent.

COFFEE.—Buyers offer the Company's Java at the prices of the late public sale, but no advance can yet be obtained over the same. A revival of the demand is, however, confidently anticipated. To-morrow the Trading Company will advertise its auction to be held this month. About 950 bags Macassar, afloat per Vrachtzoeker, have been disposed of at secret prices. Good ordinary Java is quoted 35c. to 35½c. The total stock of Coffee is 567,000 bags, with 472,700 bags floating.

RAW SUGAR.—The demand for export has been more active, and white sorts have also been inquired after for home refiners. About 8,000 baskets changed hands at f.1⅞ to f.2 under November value, and 1,590 baskets, ex Peri, No. 13 were sold at f.2¼ under November value; 430 bags Batavia, No. 9¾, ex Norsk Vlag, at f.31¾. The Trading Company's first public sale of Sugar for this season is to take place at Amsterdam, on the 22nd instant, comprising about 56,200 baskets Java, stored in different ports. The stock of raw Sugar in bond was on the 1st of March, 25,710,491 kilo.; the unsold stock of the Trading Company, 82,318 baskets, and the private stock, 2,153 baskets.

RICE continues neglected. Only 5,074 bales Java, ex Strathblane, were sold at f.7⅛.

SPICES.—An active speculative demand prevails for Nutmegs, which have been selling at further advanced rates, say No. 1 at 118c. up to 122c., whilst No. 2 were held for 115c. to 117c. Pepper has also been in brisk request, and several shipments, together with 4,663 bags Black, to arrive by sundry vessels, met buyers afloat at 23½c. in bond. The market closed, however, with a duller tone. Stock on warrants in the Trading Company's stores: Nutmegs, 3,240 casks; Mace, 190 casks; Cloves, 2,749 casks; Cinnamon, 45 packages; Pepper, 100 bags.

TEA.—In waiting for the forthcoming auction to be held in Amsterdam, the market is quiet. In this auction 1,230 chests China, ex St. Andrew's Castle, will be offered. Within a month or so two cargoes are expected, 4,500 chests, ex Kali Mass, and 6,000 chests ex Ensign.

JAVA TOBACCO.—There is a good demand for covers for cigar making purposes, the stock of Manila being nearly exhausted. The other sorts meet also with a good demand. The arrival of the new crops is anxiously awaited. The stock only comprises about 6,000 bales.

MANILA CIGARS.—The stock is very large, so that prices are somewhat lower.

DRUGS are quiet, without any alterations in the market value of the different articles.

PRESERVED GINGER.—100 chests at auction were sold at 65 cents.

JAVA INDIGO continues in fair demand at late prices. A couple of small lots of Java changed hands at an advance of 25 cents over the valuations, and lower offers have been refused.

TIN.—Prices continue to creep up. Banca sold last week for usual prompt up to f.69½, and for delivery ex the next spring's sale at f.68. But since the Trading Company's spring sale was advertised prices further advanced for both positions respectively, up to f.70 and f.69. The public sale is to take place on the 31st inst., and will comprise 76,800 slabs Banca and 1,700 slabs Billiton, being the whole of the stock on hand. No reserve has been made to increase this quantity by further shipments still to arrive, and complaints are made thereabout in the leading papers. The directors, however, have given notice that until their autumn sale of this year no other Tin than the quantity now declared will be offered for sale by the company, nor will any Government public sales of this metal be held in the interim in Netherlands India. This intimation does not apply to Tin belonging to other parties. Stock on warrant on the 1st of March, 43,375 slabs Banca, and 100 slabs Billiton; new stock, 76,868 slabs Banca and 1,691 slabs Billiton.

SHIPPING.

ARRIVALS.—Feb. 23, at Brouwershaven, from Padang, County of Ayr; 27, at Brouwershaven, from Batavia, Noach II., Willem Poolman (tugged by two English steamers); from Samarang, Krusebjorn; at Texel, from Batavia, Norske Vlag; 28, at Brouwershaven, from Samarang, Eudora; at Texel, from Batavia, Aimo, Somerset; March 1, at Brouwershaven, from Passaroeang, Royal Arthur; 2, at Texel, from Batavia, Insulinde, Senior; from Samarang, Sydney; 3, at Brouwershaven, from Batavia, Sumatra, Minister Fransen van de Putte, Ridderkirk, Anna; 4, at Texel, from Banjoewangie, Stad Dockum; 8, at Brouwershaven, from Passa-

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roe ing, Ægidia and Pauline; at Flushing, from Batavia, Baron von Pallan t van Roosendaal.

DEPARTURES.—March 5, from Brouwershaven, for Batavia, Nederland an l Oranje; 6, from Brouwershaven, for Batavia, Aletta Augusta.

PASSENGERS INWARD.—From Java, per Noach II., Mrs. Macdonald, Mrs. Ziedses des Plantes and child, Mr. Pfeiffer and family, Messrs. P. J. Roest, L. H. E. Crois, Kraayenbrink, Miss van Porhen Wiessen; per Willem Poolman, Mr. P. E. Z. Moltzen, Mr. C. H. van Drougelen, Messrs. E. Stitzinger, Goudry, Korrelmeyer, G. Borst; per Insulinde, Messrs. Oosting, de Grys, Hirschmann, Mrs. Blazius, Miss Malkenboer; per Senior, Mr. W. F. Betz and family, Mrs. F. Tromp-Crevecoeur, Miss Berkelie; per Minister Fransen van der Putte, Messrs. H. Voigt, J. J. Hoogeboom, Stokman and family; per Anna, Messrs. Thierens and de Haan.

FREIGHTS.—The Trading Company has chartered the ship Jupiter to transport soldiers to Batavia, and the follow vessels to convey coals from English harbours to Java: Nehalennia, Johannes, Captain J. Kramer; Cornelia, J. R. de Boer; H. W. M., A. G. M. Bruijns; Auguste, J. van Tubergen; Baltimore, W. de Wijn; Gijsbertus Hermanus, Niedfeld; Maassluis, J. G. Kuchler.

(BY TELEGRAPH FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, March 11.

The Agrarian Bill for Java has been carried, with but little alteration, by a majority of six; eight of the amendments proposed were rejected by the Chamber; three members were absent from the final division.

Arrived.—Baron Pallant.

SWEDEN.

(FROM OUR OWN CORRESPONDENT.)

STOCKHOLM, March 6.

The great event of the day that I have to record is an act of toleration which does credit to the Swedish Parliament. A Bill has just been passed for the extension of religious liberty by enabling members of all religious persuasions, including even the Jews, to be elected members of both Houses of Parliament, and appointed to all offices of the Government, with the exception of Ministers of State and Professors of the Theological Faculty at the Swedish Universities. The Bill passed the Upper House by 93 to 18 votes, whilst the division of the Lower Chamber showed 116 ayes and 58 noes. Thus, a great reaction has come over public opinion in Sweden, for when a similar measure was introduced three years ago it was rejected by the Parliament and scouted by the press. But now the principal organs are loud in their praises of the spirit of toleration evinced by the representatives of the people, and re-echoed by the whole nation. It is worth mentioning, as showing the tolerant spirit of the Bench of Bishops, that one of the prelates, in supporting the Bill in his place in the Upper House, made use of these remarkable words:—"It is by no means contrary to the intentions of our Saviour, with regard to the punishment inflicted on the Jews for their unbelief, if we take off the trifling pressure that still weighs on them in the social disabilities under which they now suffer in Sweden."

Parliament has unanimously resolved to postpone till next session the revision of the Act of Union between Sweden and Norway. On the other hand, they have accepted and passed all the Liberal amendments to the new law for the freedom of the press in Sweden.

Monetary and Commercial.

Business generally remains in a depressed state, and the demand for money does not improve. The rate, however, for the best three months' paper is maintained at 3 per cent., the charge for six months' India and China Bank Bills being 3½. Telegraph Shares, lately the favourite investment, have been weaker, partly owing to numerous rumours of new schemes, and partly, it is believed, to a combination of unscrupulous operators, such as was formerly directed against the joint-stock banks.

At a meeting of the creditors of Pauw Scheinder and Co. it was agreed that all goods and yarns held by the firm for third parties should be returned to the creditors. An offer of 3s. 4d. in the pound by the firm was accepted, on the understanding that a further sum of 3s. 4d. should be paid to the creditors by Mr. Pauw, by annual instalments of £1,000 each year for five years, out of property settled on his wife in her own right.

The prospectus of the Franco-Egyptian Telegraph Company (Limited), with a capital of £410,000, in 41,000 shares of £10 each, has been issued. The prospectus states the object of the company to be to provide a direct line of telegraph between England, France, Algeria, and Egypt, hereafter to be extended to India and China, as may be determined by the shareholders.

At the meeting of the London and San Francisco Bank (Limited) the report was adopted, together with the recommended distribution, and the progress of the bank, which has now a paid-up capital of £500,000, was described to be in every way satisfactory.

A meeting of the London Chamber of Commerce was held on the 9th, when Mr. C. Reed, M.P., and Mr. W. T. Charley, M.P., in succession took the chair. A large addition was made to the list of members, including bankers, merchants, manufacturers, and traders of London. A provisional council was appointed, and the meeting was adjourned for a fortnight, with a view to the number of members being still further increased.

A five-mile section of the wire-tramway, intended for Ceylon has been temporarily erected on Brighton Downs, where it will be exhibited in action. The entire line is to be sixty miles in length, and will be used for the carriage of coffee.

The case of Mr. James Innes, tea broker, of 90, Great Tower-street, has been before the Bankruptcy Court. The debts were £6,414, the assets £86 8s. 9d. The failure was attributed to unfortunate trading with China and Japan, and the bankrupt obtained his discharge without opposition.

The rates for Bank Bills at sixty days' sight on Singapore, China, and Japan are as follows:—Singapore, buying, 4s. 5½d.; selling, 4s. 3d.; Hong Kong, buying, 4s. 5¼d.; selling, 4s. 3d.; Shanghai, buying, 6s. 2d.; selling, 5s. 8d.; Yokohama, buying, 4s. 7d.; selling, 4s. 3d.

BOARD OF TRADE RETURNS.

The Returns of the Board of Trade for the month of December last give the total estimated values of the exports for the year 1869, the quantities of the imports, and the estimated values of the imports for the eleven months ending 20th November. Beginning with the exports, the total declared value for the year of exported British and Irish produce and manufactures was £190,045,230. The comparison with the last three years stands thus:—Exports in 1867, £180,961,923; ditto, 1868, £176,677,812; ditto, 1869, £190,045,230. The exports were spread over the year thus:—Jan., £13,621,114; Feb., £13,485,026; March, £15,697,465; April, £15,624,475; May, £16,316,540; June, £16,740,645; July, £17,394,951; Aug., £17,364,691; Sept., £16,365,725; Oct., £16,454,896; Nov., £15,287,820; Dec., £15,594,978. As compared with the two preceding years, the total for the month of December, the latest index of the state of trade, the return for 1869 shows an increase of £955,988 over 1868, and an increase of £2,342,386 over 1867. Turning to the details, it appears that the items under which the increase is found on the year as compared with 1868 are chiefly the following:—Cotton manufactures, about £100,000; woollen and worsted manufactures nearly £3,100,000; iron and steel, unwrought, nearly £4,500 000; machinery, about £300,000; hardware, £558,000, and the manufactures of jute, leather, apparel, earthenware, painters' colours, paper, silk, and telegraphic apparatus; also in the export of beer, and of most of the unwrought metals. A decrease in each case appears in the following:—Gunpowder, alkali, coal, cordage and twine, cotton yarn, linen manufactures, and thrown silk. If we consider quantities as well as values, the comparison is, on the whole, more favourable, on account of the generally higher range of prices last year. The total value of cotton manufactures is put at £53,001,551, against £52,971,873. The totals in yards were £2,866,113,363, against £2,977,106,551 for 1868.

The computed real value of the principal articles imported during the eleven months ending Nov. 30 was £217,070,924, a decrease as compared with the year preceding of £1,791,427. The total for 1867 was £208,602,539. The imports are thus made up:—Jan., £11,493,405; Feb., £18,148,799; March. £19,448,515; April, £17.858,517; May, £19.727,937; June, £20,385,565; July, £20,960.848; Aug., £20,559,578; Sept., £23,138,033; Oct., £23,759,824; Nov., £21,590,003. The month of November shows a slight increase over last year, and a considerable increase, amounting to over four millions and three quarters sterling, over the year 1867. Turning to quantities for the whole year, which give a better idea of the actual imports, we find an increase in cocoa, sugar, tobacco, wine, living animals, provisions, corn, wheat meal, fruit, rice, and woollen manufactures. There was a decrease in tea, coffee, spirits, raw cotton (of 954,000 cwt.), flax, hemp, hides, quicksilver and several other metals, flaxseed, linseed and rapeseed, raw and thrown silk, timber and tallow. Although the import of tea is less, the total entered for home consumption was rather greater. The total imported was 139,223,298 lbs., against 154.845,863 lbs. The decrease in coffee was from 173,902,467 lbs. to 173,416,332 lbs.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East:—

IMPORTS.

TEA.

	1867.	1868.	1869.
Quantity for the month ended 31st Dec. ... lbs.	22,482,967	17,771,265	16,985,415
Quantity for the twelve months ended 31st Dec. lbs.	128,028,726	154,845,863	139,223,298
Value for the month ended 30th Nov.	£632,888	£2,640,485	£1,647,059
Value for the eleven months ended 30th Nov. ...	£8,231,594	£11,042,625	£9,115,828

RAW SILK.

From	For the Month ended 31st Dec. 1867.	1868.	1869.
China... ... ... lbs.	—	40,246	17,481
British India... ... ,,	—	—	6,999
Egypt* ... ... ,,	426,586	350,961	396,449
Other Countries ... ,,	167,269	187,193	149,044
Total ... ... ,,	593,855	578,400	569,928

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		For the Twelve Months ended 31st Dec.		
China...	lbs.	40,016 ...	90,270 ...	272,348
British India... ...	,,	2,469 ...	32,103 ...	17,845
Egypt*	,,	3,850,281 ...	5,175,416 ...	4,265,320
Other Countries ...	,,	1,956,882 ...	1,738,388 ...	1,017,853
Total	,,	5,849,648 ...	7,036,177 ...	5,573,366
		Value for the Month ended 30th Nov.		
China		— ...	— ...	£5,595
British India... ...		£2,067 ...	£8,410 ...	2,044
Egypt*		276,066 ...	£788,969 ...	619,015
Other Countries ...		302,691 ...	268,605 ...	258,368
Total		580,824 ...	1,065,984 ...	885,022

*In transit from India, China, and Japan.

COFFEE.

From		For the Month ended 31st Dec. 1867.	1868.	1869.
Ceylon	lbs.	6,195,476 ...	6,711,067 ...	11,603,905
Other British Possessions	,,	1,534,850 ...	1,545,326 ...	1,298,615
Total from all parts ...	...	9,360,686 ...	11,576,781 ...	14,854,749
		For the Twelve Months ended 31st Dec.		
Ceylon	lbs.	83,472,850 ...	101,929,153 ...	95,103,970
Other British Possessions	,,	20,319,462 ...	34,291,997 ...	29,544,964
Total from all parts	,,	137,729,716 ...	173,902,477 ...	173,416,332

RAW SUGAR.

From		For the Month ended 31st Dec. 1867.	1868.	1869.
Java & Philippine Islnds.	cwts....	23,310 ...	135,604 ...	82,692
Total from all parts	,,	611,507 ...	805,453 ...	831,751
		For the Twelve Months ended 31st Dec.		
Java & Philippine Islnds.	cwts.	347,644 ...	904,647 ..	870,565
Total from all parts	,,	10,545,315 ...	11,796,161 ...	11,041,423

HEMP.

From		For the Month ended 31st Dec. 1867.	1868.	1869.
Philippine Islands ...	cwts.	10,306 ...	47,756 ...	6,816
Total from all parts ...	,,	135,001 ...	236,589 ...	137,280
		For the Twelve Months ended 31st Dec.		
Philippine Islands ...	cwts.	88,053 ...	175,118 ...	92,642
Total from all parts ...	,,	878,574 ...	1,076,198 ...	1,055,769

RAW COTTON.

From		For the Month ended 31st Dec. 1867.	1868.	1869.
China...	cwts.	— ...	— ...	1
British India ...	,,	440,852 ...	580,171 ...	486,532
Egypt...	,,	187,464 ...	242,421 ...	268,606
United States ...	,,	409,436 ...	635,730 ...	699,313
Total from all parts ...	,,	1,119,732 ...	1,584,482 ...	1,596,221
		For the Twelve Months ended 31st Dec.		
China...	cwts.	4,707 ...	— ...	4
British India	,,	4,449,259 ...	4,408,095 ...	4,298,012
Egypt	,,	1,127,541 ...	1,153,419 ...	1,427,568
United States ...	,,	4,715,733 ...	5,128,971 ...	4,683,562
Total from all parts ...	,,	11,272,651 ...	11,857,893 ...	10,903,813

CLEARANCES FOR HOME CONSUMPTION.

		For the Month ended 31st Dec. 1867.	1868.	1869.
Tea from all parts ...	lbs.	6,223,672 ...	8,141,896 ...	8,223,452
Coffee from Ceylon ...	,,	1,301,924 ..	1,078,568 ...	1,175,001
Do. from all parts...	,,	2,219,570 ...	2,058,145 ...	2,146,915
Raw Sugar from Java & the Philippines ...	cwts.	48,856 ...	50,168 ...	84,452
Raw Sugar from all parts	,,	638,721 ...	831,407 ...	791,697
		For the Twelve Months ended 31st Dec.		
Tea from all parts ...	lbs.	111,059,387 ...	106,918,069 ...	111,889,113
Coffee from Ceylon ...	,,	19,632,235 ...	18,761,966 ...	16,044,387
Do from all parts...	,,	31,560,677 ...	30,608,237 ...	29,109,113
Raw Sugar from Java & the Philippines ...	cwts.	557,651 ...	730,487 ...	798,605
Raw Sugar from all parts	,,	11,266,561 ...	11,140,569 ...	11,188,081

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st Dec., 1869, compared with the two previous years :—

		1867.	1868.	1869.
Coffee...	lbs.	44,900,545 ...	51,501,572 ...	66,008,761
Tea	,,	84,094,438 ...	96,179,197 ...	88,483,338
Unrefined Sugar ...	cwts.	2,311,828 ...	2,698,675 ...	2,162,542

EXPORTS.

COTTON YARN.

To		For the Month ended 31st Dec. 1867.	1868.	1869.
China and Hong Kong	lbs.	1,082,679 ...	362,722 ...	878,190
Japan	,,	940,590 ...	885,740 ...	1,338,495
Straits Settlements ...	,,	242,800 ...	123,500 ...	467,600
Ceylon	,,	33,950 ..	16,400 ..	30,500
Total to all parts ...	,,	15,374,169 ...	14,603,698 ...	16,588,053
		For the Twelve Months ended 31st Dec.		
China and Hong Kong	lbs.	8,525,261 ...	6,603,143 ...	5,510,912
Japan...	,,	4,166,381 ...	4,302,110 ...	6,131,631
Straits Settlements ...	,,	3,111,030 ...	1,632,400 ...	1,833,525
Ceylon	,,	389,701 ...	410,510 ...	416,034
Total to all parts ...	,,	169,096,708 ...	174,262,196 ...	169,517,575

COTTON MANUFACTURES.

To		For the Month ended 31st Dec. 1867.	1868.	1869.
China and Hong Kong	yds.	40,643,033 ...	24,350,718 ...	39,376,117
Japan	,,	6,470,747 ...	8,423,780 ...	2,776,470
Philippine Islands ...	,,	1,931,200 ...	2,358,600 ...	2,444,900
Java	,,	7,015,362 ...	3,161,304 ...	6,308,800
Straits Settlements ...	,,	6,584,433 ...	5,181,298 ...	7,350,286
Ceylon	,,	2,841,616 ...	2,709,094 ...	2,461,451
Total to all parts ...	,,	262,613,030 ...	238,743,046 ...	261,322,475
		For the Twelve Months ended 31st Dec.		
China and Hong Kong	yds.	229,755,059 ...	328,697,194 ..	310,071,254
Japan	,,	30,976,866 ...	22,834,439 ...	18,956,607
Philippine Islands ...	,,	84,276,717 ...	35,914,119 ...	30,823,839
Java	,,	46,838,936 ...	29,960,071 ...	23,886,057
Straits Settlements ...	,,	74,930,212 ...	56,974,235 ...	63,542,896
Ceylon	,,	21,829,734 ...	26,082,591 ...	24,253,923
Total to all parts ...		2,832,023,707 .	2,977,106,551 .	2,866,113,363

WORSTED STUFFS.

To		For the Month ended 31st Dec. 1867.	1868.	1869.
China and Hong Kong	yds.	1,789,254 ...	1,445,503 ...	2,222,216
Japan	,,	525,300 ...	288,387 ...	80,740
Total to all parts ...	,,	11,195,083 ...	15,717,602 ...	16,009,232
		For the Twelve Months ended 31st Dec.		
China and Hong Kong	yds.	22,782,790 ...	19,072,874 ...	22,318,114
Japan	,,	17,432,449 ...	3,154,758 ...	3,124,512
Total to all parts ...	,,	200,469,996 ...	224,367,464 ...	250,225,983

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 31st Dec. 1867.	1868.	1869.
China and Hong Kong	yds.	93,488 ...	85,823 ...	120,599
Total to all parts ...	,,	1,962,715 ...	2,047,499 ...	2,096,098
		For the Twelve Months ended 31st Dec.		
China and Hong Kong	yds.	1,374,531 ...	1,704,371 ...	2,025,082
Total to all parts ...	,,	31,189,209 ...	24,622,230 ...	28,203,102

LEAD.

To		For the Month ended 31st Dec. 1867.	1868.	1869
China and Hong Kong	tons	761 ...	730 ...	2,615
Total to all parts ...	,,	2,183 ...	2,700 ...	4,601
		For the Twelve Months ended 31st Dec.		
China and Hong Kong	tons	4,614 ...	10,144 ...	16,293
Total to all parts ...	,,	29,119 ...	43,885 ...	51,524

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and twelve months ended 31st Dec., 1869, compared with the corresponding periods of the two preceding years, is returned as follows :—

To	For the Month ended 31st Dec. 1867.	1868.	1869.
China (exclusive of H. Kong)	£648,268 ...	£502,414 ...	£778,534
Hong Kong	364,870 ...	168,748 ...	285,513
Japan	201,854 ...	155,103 ...	174,384
Straits Settlements	148,512 ...	152,460 ...	195,203
Ceylon	76,465 ...	93,446 ...	85,399
Philippine Islands	69,321 ...	57,039 ...	60,490
Java	164,465 ..	94,522 ...	157,054
Siam	159 ...	2,650 ...	5,644
	For the Twelve Months ended 31st Dec. 1867.	1868.	1869.
China (exclusive of H. Kong)	£4,996,469 ...	£6,312,175 ..	£6,846,215
Hong Kong	2,471,809 ...	2,185,972 ...	2,131,388
Japan	1,545,386 ...	1,112,804 ...	1,442,054
Straits Settlements	2,068,910 ...	1,539,181 ...	1,739,491
Ceylon	771,879 ...	828,183 ...	796,100
Philippine Islands	1,042,468 ...	956,140 ...	832,956
Java	1,239,040 ...	834,193 ...	660,274
Sumatra	445 ...	2,681 ...	—
Borneo	— ...	— ...	896
Siam	4,244 ...	3,072 ...	25,846
Cochin China	612 ...	431 ...	—

THE RETURNS FOR JANUARY.

The publication of the above returns has been supplemented by the issue of those for the month of January, from which we append the following figures :—

IMPORTS.

TEA.

		1868.	1869.	1870.
Quantity for the month ended 31st Jan. ...	lbs.	16,385,368 ...	19,092,809 ...	22,425,319
		1867.	1868.	1869.
Value for the month ended 31st Dec.		£1,836,554 ...	£1,388,829 ...	£1,203,597
Value for the twelve months ended 31st Dec. ...		£10,068,324 ...	£12,431,454 ...	£10,319,420

RAW SILK.

From		For the Month ended 31st Jan. 1868.	1869.	1870.
China	lbs.	— ...	5,160 ...	19,314
British India ...	,,	— ...	— ...	—
Egypt*	,,	472,371 ...	388,689 ...	262,548
Other Countries ...	,,	114,422 ...	40,070 ...	83,888
Total	,,	586,793 ...	433,919 ...	365,750
		Value for the Month ended 31st Dec. 1867.	1868.	1869.
China		— ...	£31,025 ...	£20,046
British India		— ...	— ...	7,787
Egypt*		£501,239 ...	404,001 ...	455,104
Other Countries		254,694 ...	345,601 ...	215,717
Total		755,933 ...	780,627 ...	698,654
		Value for the Twelve Months ended 31st Dec.		
China		£49,807 ...	£102,759 ...	£319,185
British India		2,617 ...	38,046 ...	20,556
Egypt*		4,745,499 ...	5,990,434 ...	4,916,777
Other Countries		2,758,539 ...	2,609,806 ...	1,556,813
Total		7,556,462 ...	8,741,045 ...	6,812,831

* In transit from India, China, and Japan.

COFFEE.

From		For the Month ended 31st Jan. 1868.	1869.	1870.
Ceylon	lbs.	3,356,034 ...	1,242,707 ...	1,567,401
Other British Possessions	,,	1,048,142 ...	707,465 ...	865,819
Total from all parts...	,,	6,304,208 ...	3,749,838 ...	2,873,708

RAW SUGAR.

From		For the Month ended 31st Jan. 1868.	1869.	1870.
Java & Philippine Islnds.	cwts.	74,807 ...	14,552 ...	22,167

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Total from all parts ...	„	603,081 ...	486,371 ...	586,046

HEMP.

From		For the Month ended 31st Jan. 1868.	1869.	1870.
Philippine Islands ...	cwts.	4,931 ...	5,984 ...	—
Total from all parts ...	„	8,240 ...	18,575 ...	13,723

RAW COTTON.

		For the Month ended 31st Jan. 1868.	1869.	1870.
China	cwts.	— ...	— ...	—
British India	„	33,357 ...	91,103 ...	42,180
Egypt	„	14,986 ...	49,221 ...	128,493
United States	„	111,931 ...	193,116 ...	553,532
Total from all parts ...	„	193,174 ...	366,001 ...	794,102

CLEARANCES FOR HOME CONSUMPTION.

From		For the Month ended 31st Jan. 1868.	1869.	1870.
Tea from all parts ...	lbs.	8,764,421 ...	9,464,657 ...	9,278,008
Coffee from Ceylon ...	„	2,008,497 ...	1,554,597 ...	1,613,998
Do. from all parts...	„	3,289,124 ...	2,825,707 ..	2,740,916
Raw Sugar from Java and the Philippines	cwts.	47,337 ...	37,901 ...	90,513
Raw Sugar from all parts	„	689,816 ...	779,530 ...	872,174

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st Jan., 1870, compared with the two previous years :—

		1868.	1869.	1870.
Coffee...	lbs.	42,687,552 ...	46,185,068 ...	57,031,829
Tea	„	90,547,003 ...	104,960,979 ...	99,594,936
Unrefined Sugar ...	cwts.	2,189,969 ...	2,387,805 ...	1,866,719

EXPORTS.

COTTON YARN.

To		For the Month ended 31st Jan. 1868.	1869.	1870
China and Hong Kong	lbs.	591,436 ...	90,400 ...	179,569
Japan	„	417,400 ...	244,922 ...	333,600
Straits Settlements ...	„	321,000 ...	68,215 ...	313,200
Ceylon	„	30,000 ..	8,700 ...	10,500
Total to all parts ..	..	15,694,203 ...	14,081,346 ...	13,632,531

COTTON MANUFACTURES.

To		For the Month ended 31st Jan. 1868.	1869.	1870.
China and Hong Kong	yds.	28,939,282 ...	23,163,963 ...	14,166,629
Japan	„	3,015,305 ...	1,528,682 ...	—
Philippine Islands ...	„	2,474,120 ...	3,145,700 ...	2,476,100
Java	„	150,102 ...	1,950,100 ...	1,361,580
Straits Settlements ...	„	10,080,807 ...	3,218,444 ...	5,050,805
Ceylon	„	1,593,977 ...	1,191,691 ...	1,714,756
Total to all parts ..	„	217,666,029 ...	233,131,122 ...	229,297,332

WORSTED STUFFS.

To		For the Month ended 31st Jan. 1868.	1869.	1870.
China and Hong Kong	yds.	1,172,588 ...	1,548,493 ...	1,004,668
Japan...	„	246,040 ...	257,407 ...	33,840
Total to all parts ...	„	16,063,604 ...	20,129,693 ...	19,974,543

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 31st Jan. 1868.	1869.	1870.
China and Hong Kong	yds.	150,092 ...	149,508 ...	52,316
Total to all parts ...	„	2,139,188 ...	1,983,889 ...	2,256,597

LEAD.

To		For the Month ended 31st Jan. 1868.	1869.	1870.
China and Hong Kong	tons	285 ...	1,051 ...	1,561
Total to all parts ...	„	2,339 ...	3,365 ...	3,966

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Feb., 1870, compared with the corresponding periods of the two preceding years :—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th Feb., 1870, 3,591,949 yards; for the twelve months, 43,921,279 yards; for the twelve months, 1869, 50,465,278 yards; for the twelve months 1868, 58,320,838 yards. Decrease for 1870 against 1869, 6,543,999 yards.

COLOURED COTTONS.—Export for the month ended 16th Feb., 1870, 263,536 yards; for the twelve months, 1,933,681 yards; for the twelve months, 1869, 1,305,929 yards; for the twelve months, 1868, 2,647,219 yards. Increase for 1870 against 1869, 627,752 yards.

PRINTED COTTONS.—Export for the month ended 16th Feb., 1870, 138,950 yards; for the twelve months, 961,021 yards; for the twelve months 1869, 2,219,724 yards; for the twelve months, 1868, 858,784 yards. Decrease for 1870 against 1869, 1,256,703 yards.

COTTON YARN.—Export for the month ended 16th Feb., 1870, 286,069 lbs.; for the twelve months, 5,364,209 lbs.; for the twelve months 1869, 5,623,800 lbs.; for the twelve months 1868, 7,798,494 lbs. Decrease for 1870 against 1869, 259,591 lbs.

VALUE.—For the month ended 16th Feb., 1870, £164,546; for the twelve months, £1,276,465; for the twelve months 1869, £1,332,254; for the twelve months 1868, £1,777,359. Decrease for 1870 against 1869, £55,789.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th Feb., 1870 11,576,650 yards; for the twelve months, 219,852,944 yards; for the twelve months 1869, 235,111,410 yards; for the twelve months 1868, 167,077,267 yards. Decrease for 1870 against 1869, 15,258,466 yards.

COLOURED COTTONS.—Export for the month ended 16th Feb., 1870 1,211,218 yards; for the twelve months, 14,857,209 yards; for the twelve months 1869, 6,214,720 yards; for the twelve months 1868, 9,428,859 yards. Increase for 1870 against 1869, 8,642,489 yards.

PRINTED COTTONS.—Export for the month ended 16th Feb., 1870 724,577 yards; for the twelve months, 5,604,128 yards; for the twelve months 1869, 2,875,857 yards; for the twelve months 1868, 5,505,874 yards. Increase for 1870 against 1869, 2,728,271 yards.

COTTON YARN.—Export for the month ended 16th Feb., 1870, 70,000 lbs.; for the twelve months, 512,863 lbs.; for the twelve months 1869, 313,700 lbs.; for the twelve months 1868, 352,100 lbs. Increase for 1870 against 1869, 199,163 lbs.

VALUE.—For the month ended 16th Feb., 1870, £242,336; for the twelve months, £4,357,342; for the twelve months 1869, £4,031,029; for the twelve months 1868, £3,215,379. Increase for 1870 against 1869, £326,304.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th Feb., 1870, 1,202,340 yards; for the twelve months, 16,522,866 yards; for the twelve months 1869, 18,407,045 yards; for the twelve months 1868, 26,452,195 yards. Decrease for 1870 against 1869, 1,884,179 yards.

COLOURED COTTONS.—Export for the month ended 16th Feb., 1870, 192,640 yards; for the twelve months, 1,991,530 yards; for the twelve months 1869, 1,145,984 yards; for the twelve months 1868, 3,573,896 yards. Increase for 1870 against 1869, 845,546 yards.

PRINTED COTTONS.—Export for the month ended 16th Feb., 1870, *nil*; for the twelve months, 580,624 yards; for the twelve months 1869, 846,029 yards; for the twelve months 1868, 780,828 yards. Decrease for 1870 against 1869, 265,405 yards.

COTTON YARN.—Export for the month ended 16th Feb., 1870, 511,407 lbs.; for the twelve months, 6,206,085 lbs.; for the twelve months 1869, 4,423,492 lbs.; for the twelve months 1868, 4,275,948 lbs. Increase for 1870 against 1869, 1,782,593 lbs.

VALUE.—For the month ended 16th Feb., 1870, £56,100; for the twelve months, £767,941; for the twelve months 1869, £621,975; for the twelve months 1868, £888,197. Increase for 1870 against 1869, £145,966.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th Feb., 1870, 4,569,168 yards; for the twelve months, 51,493,306 yards; for the twelve months 1869, 44,084,099 yards; for the twelve months 1868, 69,059,932 yards. Increase for 1870 against 1869, 7,409,207 yards.

COLOURED COTTONS.—Export for the month ended 16th Feb., 1870, 408,694 yards; for the twelve months, 5,699,378 yards; for the twelve months 1869, 4,440,552 yards; for the twelve months 1868, 8,905,356 yards. Increase for 1870 against 1869, 1,258,826 yards.

PRINTED COTTONS.—Export for the month ended 16th Feb., 1870, 580,521 yards; for the twelve months, 5,317,567 yards; for the twelve months 1869, 2,091,040 yards; for the twelve months 1868, 4,146,913 yards. Increase for 1870 against 1869, 3,256,527 yards.

COTTON YARN.—Export for the month ended 16th Feb., 1870, 300,530 lbs.; for the twelve months, 2,154,283 lbs.; for the twelve months 1869, 1,409,234 lbs.; for the twelve months 1868, 3,249,708 lbs. Increase for 1870 against 1869, 745,049 lbs.

VALUE.—For the month ended 16th Feb., 1870, £113,539; for the twelve months, £1,208,089; for the twelve months 1869, £957,521; for the twelve months 1868, £1,750,685. Increase for 1870 against 1869, £250,568.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th Feb., 1870, *nil*; for the twelve months, 8,934,388 yards; for the twelve months 1869, 18,073,762 yards; for the twelve months 1868, 18,015,002 yards. Decrease for 1870 against 1869, 9,139,374 yards.

COLOURED COTTONS.—Export for the month ended 16th Feb., 1870, *nil*; for the twelve months, 8,130,697 yards; for the twelve months 1869, 7,174,160 yards; for the twelve months 1868, 12,627,723 yards. Increase for 1870 against 1869, 956,537 yards.

PRINTED COTTONS.—Export for the month ended 16th Feb., 1870, *nil*; for the twelve months, 4,801,470 yards; for the twelve months 1869, 4,766,980 yards; for the twelve months 1868, 12,684,695 yards. Increase for 1870 against 1869, 34,490 yards.

COTTON YARN.—Export for the month ended 16th Feb., 1870, *nil*; for the twelve months, 310,070 lbs.; for the twelve months 1869, 571,950 lbs.; for the twelve months 1868, 646,995 lbs. Decrease for 1870 against 1869, 271,880 lbs.

VALUE.—For the month ended 16th Feb., 1870, *nil*; for the twelve months, £464,433; for the twelve months, 1869, £632,730; for the twelve months 1868, £1,003,712. Decrease for 1870 against 1869, £168,297.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th Feb., 1870, 1,761,509 yards; for the twelve months, 15,815,906 yards; for the twelve months 1869, 19,144,429 yards; for the twelve months 1868, 15,817,395 yards. Decrease for 1870 against 1869, 3,328,523 yards.

COLOURED COTTONS.—Export for the month ended 16th Feb., 1870, 615,719 yards; for the twelve months, 10,510,265 yards; for the twelve months 1869, 16,199,522 yards; for the twelve months 1868, 14,032,276 yards. Decrease for 1870 against 1869, 5,689,257 yards.

PRINTED COTTONS.—Export for the month ended 16th Feb., 1870, 83,103 yards; for the twelve months, 1,030,337 yards; for the twelve months 1869, 1,400,408 yards; for the twelve months 1868, 961,691 yards. Decrease for 1870 against 1869, 370,071 yards.

COTTON YARN.—Export for the month ended 16th Feb., 1870, 47,690 lbs.; for the twelve months, 220,703 lbs.; for the twelve months 1869, 316,307 lbs.; for the twelve months 1868, 256,900 lbs. Decrease for 1870 against 1869, 95,604 lbs.

VALUE.—For the month ended 16th Feb., 1870, £48,896; for the twelve months, £567,596; for the twelve months 1869, £739,360; for the twelve months 1868, £722,587. Decrease for 1870 against 1869, £171,764.

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ARTICLES OF IMPORT.

TEA.

There has been no improvement in the market, the uncertainty prevalent as to what may be done with the duty still acting most prejudicially, the trade being afraid to operate. Importers, however, in the view of an early settlement of the question, refrain from pressing sales, and thus there is but little alteration to quote in prices. The agitation which has been started by Dr. Letheby for the destruction of the tea known as Maloo Mixture will, we trust, have a beneficial effect in, at all events, stopping further supplies from being sent to this market; but we think a still more efficacious effect will be produced by the heavy losses which have been incurred by those who have shipped it this season. The stock in the United Kingdom on the 28th ult. was estimated at 100,300,000 lbs., against 105,907,000 lbs., and the quantity afloat at 33,327,000 lbs., against 23,671,000 lbs.

CONGOUS.—The amount of transactions has been so small that it is hardly possible to give the particulars under the several heads as usual. We can only say common teas have been dull of sale, whilst good to fine have been firmly supported; the arrivals recently, consisting of good common to fair medium, which have been mostly withheld from the market. Oolongs: Souchong and Flowery Pekoes show no alteration. Scented Teas: Common to fair qualities have sold lower, good to fine, especially fine Canton Orange Pekoes, have sold at full prices. Uncoloured Japans have been neglected.

GREEN TEAS.—In these business has also been very limited, but the finer kinds have been well supported, the common to fair descriptions being neglected. Some sales of Canton Gunpowder have been made from 1s. 3d. to 1s. 6d. per lb. Japan Leaf: Several parcels of uncoloured have come to hand from Nagasaki, via Shanghai, which have been taken for shipment to Canada at 1s. to 1s. 1d. for knobby-leaf kinds, 1s. 2d. to 1s. 3d. for fair to good, 1s. 3d. to 1s. 5d. for medium to fine, and 1s. 10d. to 2s. for finest in boxes.

SILK.

Messrs. Kilburn, Kershaw, and Co. report as follows:—

The market has resumed its full activity after the slight pause which occurred in the month of February, and a large business has been doing of late at gradually advancing prices in China Silk, for which the chief demand just now exists; the transactions during the last fortnight have been of considerable magnitude, and, with the declining stocks of available Silks, have been of a nature to cause a rise of 6d. to 1s. 6d. on Tsatlees and Japans, and 6d. to 1s. on Cantons; the current quotations for Tsatlees being to-day:—24s. 6d. to 26s. for 5 to good 4½; 26s. 6d. to 27s. 6d. for fair to good 4; 28s. for Red Peacock; 28s. to 30s. for 3½; 31s. to 32s. for best chop 3rds. Taysaams of best descriptions are very scarce, and worth 25s. to 27s. 6d.; some recent arrivals have been sold at 24s. to 25s. for middling Ka Hing, and 23s. 6d. to 25s. 6d. for fair to good Chin Cum and Tai Kai. Hainins are the only China Silks for which demand has not yet arrived; and No. 2 Fatmow is still offering at 26s., with but few buyers at this price; as to inferior classes there is no inquiry whatever. Re-reels, on the contrary, which for so long were altogether neglected, have been lately in good demand, and have found ready sale at 25s. to 27s. for the coarse kinds, and 28s. to 31s. 6d. for good to finest. For Throwns there is also some inquiry, and a few sales at 23s. 6d. to 24s. 6d. for common Trams have recently been made. Canton Silk is still very quiet, although stocks of good qualities of Tsatlee and Loong Kong are so scarce; a slight advance in price to 21s. 6d. to 23s. for good to best sorts has taken place this week, but there is still very little inquiry, although the Silk is comparatively so cheap. In Japan Silk there is a recovery of fully 1s. in Mybash and other sorts, and with a fair business doing. Bengal Silk is comparatively neglected, and the only quotable change is 31s. for November Bund Sirdah, which price has recently been paid. The deliveries of Silk last month were very good, and since the 1st instant have been of unusual importance, say—China, 1,478 bales; Canton, 229 bales; Japan, 310 bales; Bengal, 132 bales: total, 2,149 bales from 1st to 8th instant.

COFFEE.

The supplies of Ceylon at the public sales continued to be brought forward in limited quantities only until within the past few days, when they have been larger than for some time previously. The offers both of Plantation and Native have, however, consisted chiefly of qualities for which there is but little request, and the greater portion has been withdrawn or bought in. The current quotations present very slight alteration from those of last mail, but owing to the limited demand and the few transactions effected, prices must be considered more or less nominal, and to effect sales a considerable concession would have to be granted, to which holders do not appear at present disposed. The following may be given as the ruling prices:—Plantation, low to good medium, 70s. to 81s. 6d.; triage, 41s. to 56s. 6d.; small grey, 60s. to 61s.; low middling grey, 67s. to 70s. 6d.; bold ditto, 70s. 6d. to 74s.; small coloury, 64s. to 68s. 6d.; middling coloury, 71s. 6d. to 77s.; good middling, 79s. to 80s.; peaberry, 76s. to 84s.; Native, good bold, 62s.; good ordinary, 58s.; small, 46s. 6d. The quantity afloat of Plantation is greater and that of Native less than at the same time last year, while the landings and deliveries both exhibit a decrease; the stock is considerably larger than in 1869. In East India Coffee other than Ceylon there are no transactions to report; 1,980 bags Manila were offered, and bought in, pale Indian sort at 57s.; fine bold pale at 63s.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 230,468 cwt., against 217,529 cwt. at the corresponding date of 1869; Native, 2.,310 cwt., against 55,166 cwt. The quantity afloat for the Continent is 2,694 cwt. Plantation against cwt., and 1,517 cwt. Native against 1,605 cwt. The quantity of Coffee landed in the nine weeks ended March 5, 1870, was of Ceylon, 2,730 tons, against 3,017 tons during the corresponding period of 1869; of all descriptions, 3,534 tons, against 6,492 tons. The quantity entered for home consumption was, of Ceylon, 1,595 tons, against 1,804 tons; of all descriptions, 2,824 tons, against 3,134 tons. The quantity exported was, of Ceylon, 3,426 tons, against 3,396 tons; of all descriptions, 6,161 tons, against 7,007 tons. The stock on March 5, was, of Ceylon, 11,573 tons, against 8,812 tons; of all descriptions, 18,768 tons, against 15,571 tons.

The Rio market at the date of last advices was without change; the unfavourable anticipations with regard to the crop had been partially confirmed; prices continued firm, and an advance was expected.

SUGAR.

The business throughout the interval has been greatly restricted by the uncertainty which prevails as to a reduction in the duties; prices show but little change from those of last mail. The business in East India has consisted wholly of Manila, of which about 32,000 bags are reported sold; Muscovado, at 25s. to 25s. 6d.; fine clayed (duty 8s.) at 30s.; superior (duty 9s. 7d.) at 31s. to 31s. 6d.

The quantity of Sugar landed in the nine weeks ended Mar. 5, 1870, was, of Penang, 269 tons, against 1,017 tons in the corresponding period of 1869; of Manila, Java, and China, 3,469 tons, against 6,734 tons; the quantity entered for home consumption was of Penang, 637 tons, against 450 tons; of Manila, Java, and China, 5,276 tons, against 1,531 tons. The quantity exported was, of Penang, 24 tons, against 35 tons; of Manila, Java, and China, 332 tons, against 12 tons. The stock on Mar. 5 was, of Penang, 1,938 tons against 861 tons; of Manila, Java, and China, 33,651 tons, against 37,035 tons.

CINNAMON.—At the periodical public sales held on the 28th ultimo a considerable supply of Ceylon was brought forward, amounting to 3,448 bales, of which a much larger proportion than usual consisted of very low, coarse, and spurious qualities. Holders having showed a willingness to sell, nearly the whole was taken off, fine and superior quill descriptions sold at an irregular decline of 2d. to 3d. per lb., medium to good kinds at about previous rates, coarse and very low at last sales' rates to a decline of about 3d. per lb. About 3,000 bales found buyers. 523 bales first sort, good to superior sold at 3s. 2d. to 3s. 7d., medium to fair 2s. 7d. to 3s. 1d., very low to ordinary 1s. 5d. to 2s. 6d.; 1,197 bales second sort, good to fine 2s. 11d. to 3s. 3d., middling to fair 2s 4d. to 2s. 10d., very low to ordinary, 1s. to 2s. 3d.; 765 bales third sort, good to superior 2s. 8d to 3d. 1d., medium to good medium 1s. 11d. to 2s. 7d., very low and inferior 9d. to 1s. 10d.; 407 bales fourth sort, superior 2s. 6d. to 2s. 7d., medium to good 1s. 6d. to 2s. 2d., very low and coarse 7d. to 1s. 4d.; 556 bales unsorted, common coarse 6d. to 9d., very low spurious 4d. to 5d. Since the sale about 150 or 200 bales low and ordinary qualities have been resold at a slight advance.

CAMPHOR.—There has been a speculative demand, and for a few days an eagerness to buy enabled holders to obtain a gradual advance, till 97s. 6d. has been paid for Japan, 92s. 6d. for China; and during the fortnight sales of about 1,800 packages have been made (including 650 cases to arrive in Liverpool per "Nestor," sold at 85s. to 87s. 6d.). There are, however, further sellers now at above prices, and much depends on our supplies from the East, as stocks in Europe and America are above an average.

COCOA-NUT OIL.—The market for Ceylon is quiet at previous rates, viz., £41 15s., and £42. The quantity of Ceylon afloat for Great Britain is estimated at 50,526 cwt., against 43,720 cwt. at the corresponding date last year, and 39,660 cwt. in 1868.

COIR GOODS.—Good and fine quality sells well, while common is very dull. Of Yarn, a new parcel, per Channel Light, from Cochin, of 1,094 bales, all sold; good bright £36 5s. to £37 10s.; middling mixed £30 5s., being rather higher. Very large parcels are advertised for the sales this day.

CUTCH.—The market continues very flat, and the parcels offered at auction were all bought in, viz., 123 boxes Singapore at 26s.; 573 boxes Penang at 25s. 6d. to 26s. 6d.; and 1,071 bags Calcutta at 26s. per cwt. Fine Pegu is nominal at 25s. 6d. per cwt. Afloat from Calcutta and Singapore to London and Liverpool 620 tons, against 168 tons same time last year; to the Continent 224 tons, against 170 tons; and to America 471 tons, against 434 tons. From Rangoon, &c., to U.K., 329 tons, against 544 tons.

ESSENTIAL OILS.—Aniseed: Rather more business has been done, 8s. 8d. to 8s. 9d. being accepted. Cassia neglected, and there are sellers at 5s.; large parcels of both now afloat. Nutmeg: 3 cases white sold at 7¼d., showing a decline.

GAMBIER.—The market is steady, but there is not much doing; 1,230 bales block in auction partly found buyers, good and fine at 17s. 3d. to 18s.; 1,216 mats 2,000 baskets free cubes being bought in at 20s. 6d. to 21s. per cwt.

GUMS.—Benjamin: Siam steady; 14 cases bold medium almond in loose block sold firmly at £19 10s. at £20 5s.; Sumatra, 2nds firm; 18 cases half sold: fair white almond at £10 10s.; rather brownish £9. Palembang very dull, 150 cases retired; good clean, 90s.; ordinary dull, 65s. at 75s. Copal still in demand, but several parcels coming to auction. Damar very dull; 125 packages retired. Gamboge steady; 5 cases soft clean pipe sold at £15; 11 cases mixed retired.

GALLS.—China have been in fair demand, and about 200 cases sold at 49s. to 50s. Japan are scarce.

HEMP.—The market for Manila continues to exhibit extreme dulness and lower prices are current, about 500 bales fair to good roping having been sold at £54 to £57 per ton.

INDIA-RUBBER.—The demand continues good for clean, and there have been sales of Borneo privately at 1s. 3½d., and of Assam at 1s. 1d. to 1s. 4d., but common earthy and sticky is neglected.

ISINGLASS.—Good qualities are in fair inquiry at former prices, and in some instances at a slight advance; common sorts are not in demand.

JAPAN WAX.—The market is dull, there is a large stock on hand with but little business doing; the transactions since our last report comprising only 30 cases fair saucers, which sold at 71s. 6d. to 75s. per cwt.

MUSK.—The improved tone of the market is still steadily maintained; in auction, 40 caddies Pod sold; good and fine flat thin at 30s. to 34s.; mixed and bally at 21s. to 22s.; 8 tins Grain also sold at 52s. to 55s. for fine, and 44s. to 47s. for middling.

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PLUMBAGO.—There has been an active demand for Ceylon, principally for dust, and holders have been enabled to realise rather better prices, as American buyers are again operating. Stocks however are large, and middling lump, being somewhat neglected, is difficult to dispose of. Of 333 barrels offered, a portion sold at 2s. 6d. to 14s. 6d. for dull and inferior lump; 9s. to 12s. chips; 7s. 6d. to 9s. 6d. dust. Finest quality is very scarce.

PEPPER.—Black has been in more active request, and considerable business has been done privately up to 4¾d. per lb for Acheen on the spot. Auctions have comprised 259 bags Singapore retired, and 1,601 bags Penang, all of which were sold at 4¼d. to 4⅝d. Parcels of Singapore offer for arrival at 5d. without finding buyers. White: The improvement noticed in our last has entirely subsided, and business to only a moderate extent, has been transacted privately; 534 bags Singapore have been brought to public sale, and all sold at 6½d. to 6¾d. per lb. for middling to fair. 50 bags Penang were also offered and retired.

RICE.—There is still very little disposition to do business, and the sales which have been effected have been at lower rates. The principal business has been in Madras, of which about 10,000 bags are reported at 8s. 9d. to 10s.; 3,000 bags soft grain at 8s. 6d. to 9s.; and 2,500 bags Bengal, Ballam at 8s., white at 9s. to 11s. 3d. per cwt. A cargo of field Siam off the coast has been sold at 7s. ex ship, and one of new crop Necransie at 9s. 6d., Continental terms.

RHUBARB.—No new arrivals of China have been offered, but 40 chests per overland route are advertised for sale. At the last auction 60 cases old lots were brought forward, and about half sold at steady prices; middling and fair pale pinky at 2s. to 3s.; rather common and rough at 1s. to 1s. 2d.

RATTANS are scarce and in good inquiry; the only sale has been of 565 bundles Singapore at 2s. 11d. to 3s. 1d. per 100.

ROOTS.—Colombo: The maket is very quiet. China: There have been no offers, but arrivals are expected.

SPICES.—Cassia Lignea: The market is quiet; 78 bales Vera at auction retired; 10 bales very superior Padang, with exquisite flavour, sold at 2s. per lb.; 3 cases buds were offered and retired. Mace is in limited request, but holders do not press sales, and the parcels offered, comprising 16 casks Java, were bought in at 2s. 8d. to 3s. per lb. Nutmegs sell pretty readily; 41 cases sold. Java 126 to the lb. at 1s. 8d., 95 2s., 87 2s 3d.; Penang, 107 to the lb. 1s. 10d., 106 1s. 10d. to 1s. 11d., 100 1s. 11d., 92 2s. 84 2s. 4d., and 68 3s. 6d. per lb. Cloves are not inquired for.

SAGO.—The market is quiet; all offers at the public sales have been withdrawn or bought in. Flour is slightly lower, a small sale of Singapore being reported at 13s. 9d. per cwt.

STICKLAC.—The market is dull.

SOY.—There is a full supply, with arrivals expected, and but limited demand; the only sale reported is of 6 casks China at 2s. 10d. per gallon.

SAPANWOOD.—All the offers at auction since our last report have been bought in, viz., 20 tons Ceylon at £9, and 41 tons Siam at £9 10s. to £10.

STAR ANISEEDS.—There have been some small transactions at the recent advance, which is firmly maintained.

TAPIOCA.—The market is steady, and fine qualities realise firm prices. The auctions have included 445 bags Singapore, sold at 3¾d. (one lot at 4d. per lb.) for very superior and brilliant; 572 bags Penang and 57 packages Pearl retired. 78 cases of flour of good quality sold at 2¾d. per lb.

TORTOISESHELL.—A quiet tone prevails at previous rates.

TIN.—Owing chiefly to the unexpectedly small quantity offered at the Dutch sale there has been a speculative demand for both Straits and Banca at higher prices, the current rates showing an advance of £3 to £3 10s. for Straits, £5 for Banca, and £4 10s. for Billiton, upon those of our last report, the present quotations being, Straits, £119 10s. to £120; Banca, £123; Billiton, £121.

NEW YORK MARKETS.

TEA.

The following is from Messrs. Beebe's Circular, dated 25th ult.:—The demand for Tea since the 11th inst. has been more active, and sales of Green and Oolong are reported to quite a liberal extent, as compared with the previous fortnight. Included in the transactions reported are sales of 13,300 half-chests Green (2,300 of which are to arrive); 23,100 half-chests Oolong, consisting of 13,000 old crop Amoy goods, ex John Wooster; 1,400 new Foochow, ex Ada; and 8,700 do., ex Mary Whitridge; 8,000 half-chests Japan (to arrive), and 300 half-chests Souchong.

The following are the current quotations:—Greens (Moyune, Twanki and Fychow): Gunpowder, common to good, 70c. to 105c.; fine to finest, 80c. 120c.; Imperial, common to good, 52c. to 95c.; fine to finest, 58c. to 110c.; Young Hyson, common to good, 47c. to 95c.; fine to finest, 50c. to 115c.; Hyson, common to good, 52c. to 85c.; fine to finest, 55c. to 100c.; Hyson Skin, 43c. to 53c.; Foochow Oolongs, common and good, 53c. to 60c.; superior and fine, 62c. to 75c.; finest, 80c. to 110c.; Amoy Oolongs, common and good, 52c. to 58c.; superior and fine, 60c. to 72c.; finest, 75c. to 80c.; Souchong and Congou, common and good, 44c. to 52c.; superior and fine, 54c. to 65c.; finest, 70c. to 85c.; Japans, common, nominal, medium, 67c. to 70c.; fine and finest, 77c. to 85c.; choice, 88c. to 95c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to Feb. 23, 1870, were as follows:—Greens, 4,851,981 lbs.; Japans, 448,540 lbs.; Souchongs, 1,313,278 lbs.; Oolongs, 2,564,679 lbs.; other sorts, 20,000 lbs.; total, 9,198,478 lbs. The stock on Jan. 1 was 9,866,167 lbs.; which, added to the above total, gives a result of 19,064,645 lbs. Subtracting from this total the exports from Jan. 1 to Feb. 23, 572,589 lbs., and the withdrawals for home consumption during that period, 4,764,207 lbs., there remains a total of 13,727,849 lbs., representing the stock on the last named date. The receipts from Feb. 9 to Feb. 23 amounted to 4,912,638 lbs.; the withdrawals for home consumption to 3,428,908 lbs.; and the exports to 269,931 lbs.

COFFEE.—The market for all East India sorts continues quiet, and we have no sales to report; the current quotations, which are without change, are:—Java (mats), 19c. to 21c.; do. (Government bags), 12½c. to 21½c.; Manila, 16c. to 17c.; Singapore, 18c. to 19c.; Native Ceylon, 17½c. to 19½c. gold (duty paid). The stock of Manila on the 1st Feb. was estimated at 2,627 bags, against 6,769 bags on Feb. 1, 1869; of Java (Government) at 1,385 bags, against 2,451 bags; of Java, 18,857 mats, against 27,808 bags; of Ceylon 2,000 bags, against 7,000 bags; of Singapore *nil*, against 2,270 bags.

CHINA MATTING.—The market is quiet at the following prices:—4-4 white, 30c.; 5-4 white, 35c.; 6-4 white, 40c.; 4-4 red checked, 35c.; 5-4 red checked, 40c.; 6-4 red checked, 45c. There is a stock on hand amounting to about 2,00 rolls, while the quantity afloat is considerable.

CAMPHOR.—China is quoted 18c. gold (in bond).

GAMBIER.—The current quotation is 4⅛c. to 4¼c. gold (duty paid) stock, small.

ESSENTIAL OILS.—Aniseed is quoted $2.12½; Cassia, $1.25 gold (in bond).

HEMP.—Manila is firm at 14½c. gold without transaction. The stock of Manila on the 1st Feb. was estimated at 17,813 bales, against 6,214 bales at the corresponding date of 1869, and 19,546 bales in 1868. The imports into the United States during the month of February were 4,875 bales, against 15,829 bales during February last year, and the quantity afloat on the 1st February was 37,931 bales, against 18,968 bales at the same date last year.

INDIGO.—The demand for Manila has improved, and there is a moderate demand at $1.20 to $1.37½ currency, showing a slight advance.

PRESERVED GINGER.—China is quoted $10 to $10.50 currency (duty paid).

RHUBARB.—The quotation for China is $1.50 to $2.50 currency (duty paid).

RICE.—The enquiry for East India continues inactive, and the only sale to record is of 200 bags Rangoon in bond, at $3.12½ to $3.25 gold. The stock of East India on the 1st Feb. was 7,506 bags, against 12,816 bags at the corresponding date last year, and 4,342 bags in 1868.

SPICES.—There are but few invoices of any description offering, either on the spot or to arrive, and the business is chiefly confined to jobbing parcels from dealers' hands; in this way there is a steady demand for most kinds; Pepper is in active request at a further advance in price, the market being very firm at the close at 26½c.; Cloves have moved freely, other kinds are steady and firm; the sales are 100 to 120 cases Nutmegs at $1; 25c. to $30 Mace, $1.25; a few casks, $1.20; 2000 bags Pepper, 26 to 26½c.; 750 bales Cloves, 26c, all gold; also 500 bales (8,000 mats) Cassia, 100 bags Pepper, and 50 bales Cloves, on private terms.

SUGAR.—We note the sale of 16,034 bags Manila, per Harriet Erving, at 9½c. The stock on the 1st Feb. was of Java 810 baskets, against 310 baskets at the corresponding date last year; of Manila 230,253 bags, against 78,808 bags; of China 614 bags, against 1,000 bags.

TIN.—There is slightly less activity in the market, but prices are firmly maintained; the quotations are:—Straits, 32½c. to 32½c.; Banca, 33½c. to 33½c., gold. Sales have been effected of 150 slabs Straits and 50 slabs Banca upon these terms.

SAN FRANCISCO MARKET REPORT.

COFFEE.—The stock is free, and, with a light demand, prices are nominal, there being no sales to report.

CORDAGE.—Imports from Jan. 1 to Feb. 15—coils, 2,832; packages, 1,510. There is an invoice of New Bedford laid Manila now offering upon the market. This, with very liberal local supplies, suffices to keep prices steady.

RICE.—Imports from Jan. 1 to Feb. 15—China, 38,180 mats. The stock is considerable, while the demand is so cut up and divided that the aggregate requirement is large, yet trade seems to be very dull. We quote China at 5¼c. to 5½c. Extra No. 1, 5¾c. to 6c.

SUGAR.—Imports from Jan. 1 to Feb. 15—China, 716 packages; Manila, 29,713 sacks. There are three cargoes known to be *en route* from Batavia, for refining purposes. These, with other imports, including heavy stocks in bond, cause more or less depression to the market.

TEA.—Imports from Jan. 1 to Feb. 15: China, 1,333 pkgs.; Japan, 3,481 pkgs. There is no special movement observable; prices are therefore unchanged. The steamship Japan has arrived with a large cargo.

SHIPPING.

ARRIVALS.—Feb. 23, at New York, from Shanghai, J. S. Stone; 24, at Boston, from Manila, Wild Rose.

DEPARTURES.—Feb. 25, From New York, for Anjer, Nesutan.

LOADING.—At San Francisco, for Hong Kong, North Star; at New York, for Batavia, W. A. Farnsworth; for Hong Kong and Shanghai, Samuel Russell; for Shanghai, Game Cock.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Mch. 5	Sourabaya Packet ..	Rolff	Batavia	Plymouth
— 3	Minister F.v.d.Putten	Bouwmeester.	Do.	Brouwershaven
— 3	Anna	Rok	Do.	Do.
— 4	Stad Dockum	Timmerman ...	Tjilatjap	Texel
Feb.27	Ægidius	Mahlmann ...	Takow (Formosa), for Marseilles	Gibraltar
Mch. 7	Lorton	Branscombe ..	Shanghai	Deal
— 7	Polar Star.....	Beynon	Foochow, &c.	Do.
— 7	Helen Finlayson	Seator	Colombo	Falmouth
— 6	Ornate	—	Shanghai	Off Scilly
— 7	Ægidia Panline	Hoogland	Pasaroeang	Off Brouwrshvn
— 8	Ros de Olano	—	Saigon	Marseilles

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DEPARTURES.

Date.	Ship.	Captain.	Fo	From
Mar. 3	J. Wishart	McCannon	Shanghai	Cardiff
— 6	Statesman (str.)	—	Clmbo.,&c.,viaSuezC.	Liverpool
— 2	County of Lancaster	Taylor	Batavia	Glasgow
— 3	Aberdeen	Gould	Yokohama	Shields
— 6	Deerfoot	Eason	Hong Kong	Do.
— 6	Joseph Straker (str.)	—	China	Do.
— 8	A. O. A.	Young	Colombo	London
— 8	Hindostan	Mitsford	Shanghai	Do.
—	Nederland and Oranje	Pfaff	Batavia	Rotterdam
— 6	Caringa	Ranger	Singapore	Cardiff
— 6	Navigator	Ross	Galle	Do
— 7	Engelbert	Balechi	Singapore	Do.
— 7	Charles	Pascoe	Ceylon	Do.
— 7	Lion	Engrod	Galle	Do.
— 6	St. Paul	Martin	Singapore	Penarth Dock
— 5	Wun-yo-maru (Japan gunboat)	Gibson	Nagasaki	Aberdeen
— 5	Ivy	Plummer	Tientsin	Marseilles
— 7	Queen of the Ocean	Corkery	Shanghai	Cardiff
— 7	Linda	Harper	Hong Kong	Do.
— 7	Eugene Leonie	Piollet	Singapore	Do.
— 9	Naworth Castle	Linklater	Shanghai	Sunderland

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Nagasaki and Chefoo: Zohra!. For Yokohama: Lota, Espiegle, Rollo, Pak Wan. For Yokohama and Hiogo: Pegasus For Tientsin and Newchwang, George Shotton. For Chefoo: Chingloo. For Shanghai: Glenavon, Jungfrau, Blackadder, Northampton, City of Hankow: Lizzie Iredale, Taunton. For Hong Kong: Invincible, Sir Harry Parkes, Joseph Sprott, Lord Macaulay, Lufra. For Singapore: Windermere. For Singapore, Hong Kong, Shanghai, Nagasaki and Yokohama (*via* Suez Canal): Nile (str.). For Colombo: Gauntlet, Wynaud.

At LIVERPOOL.—For Nagasaki, Hiogo and Yokohama: Oberon. For Shanghai: Jumna. For Manila: Hong Kong, Maria Fidela. For Singapore: Knight Templar, Malacca. For Batav a, Sourabaya and Samarang: Spirit of the Day. For Colombo, &c. (*via* Suez Canal), Historian (str.).

At GLASGOW.—For Hong Kong: Kildonan. For Manila and Ilo Ilo: Aureliana. For Singapore: Roslin Castle.

SPOKEN.

BUSTON VALE, London to Penang, Dec. 18, 30 S., 26 W.
WILD ROVER, Manila to Boston, Dec. 20, off the Cape of Good Hope.
ROYAL VISITOR, Cardiff to Galle, Jan. 5, 12 S., 33 W.
BELTED WILL, London to Hong Kong, Dec. 31 28 S., 27 W.
ELLEN (brig), Batavia to Rotterdam, Jan. 22, 14 N., 36 W.
BETTY, Amsterdam to Batavia, Jan. 4, 21 S., 32 W.
SEAT (?), bound to Galle, 5 N., 85 E.
IMPERATRICE, Shanghai to London, Jan. 30, 6 N., 24 W.
KINGDOM OF BELGIUM, London to Singapore, March 2, 49 N., 5 W.
STEVKES (?), Sunderland to Singapore, Nov. 17.
BRAVE (of Jersey), Cardiff to Japan, Dec. 13.
THERESA, Cardiff to Chefoo, 108 days out.
JOHANNES (Dutch), Java to Amsterdam, Dec. 18, 10 S., 12 W.
BILDERDYK (Dutch ship), Batavia to California, in the Gilolo Passage.
ISOLINE (?), Japan to Liverpool, Oct. 11, 23 S., 27 W.
PYRMONT, Hamburg to Shanghai, Dec. 23, 1 N., 137 E.
BEZOKKIE (Dutch ship), Rotterdam to Batavia, Jan. 7, 26 S., 82 W.
ELISABETH (Dutch ship, flag No. 0378), Batavia to Amsterdam, Feb. 28, near the Lizard.
MINA (?), Batavia to Rotterdam, Jan. 30, 8 N., 31 W.
WILD CURLEW, London to Bangkok, Jan. 24, on the Line 24 W.
HUNTLY CASTLE, London to Shanghai, Jan. 19, 5 N., 23 W.
EDINBURGH CASTLE, Clyde to Singapore, Jan. 19, 5 N., 23 W.
HENRIKTTA, Amsterdam to Padang, Jan. 5, 20 S., 31 W.
CHINA, Hamburg to Singapore, Jan. 23, 3 N., 23 W.
BURGERMEISTER, Hoffman, Batavia to Rotterdam, Jan. 1, 30 S., 42 E.
ANDROMEDA, Hong Kong to New York, Jan. 23, 37 S, 17 E.
RALEIGH, Amoy to New York. Jan. 10, 20 S., 75 E.
CAMEILLA (?) (English ship), Shanghai to London, Dec. 6, 25 S., 56 E.
CONSTANZA, Bangkok to Falmouth, Dec. 18, 32 S., 30 E.
BURDWAN (English ship), London to Hong Kong, Jan. 23, 3 N., 25 W.
ALBERT VICTOR, Colombo to London, Jan. 18, 29 S., 49 E.
PALESTINE, Colombo to London, Feb. 3, 28 S., 8 E.
SCINDIA, Java to Falmouth, Jan 31, 31 S., 13 E.
ENGLAND'S QUEEN, Foochow to London, Feb. 10, 17 S., 4 W.
TASMANIA, Sourabaya to Amsterdam, Jan. 26, 35 S., 28 E.
FRANCINA, Bangkok to Falmouth, Jan. 31, 34 S., 18 E.
JAVA, Sourabaya to Amsterdam, Feb. 10, 18 S., 2 W.
DUNDONALD, Shanghai to London, Jan. 23, 33 S., 30 E.
ELIZABETH GRAHAM, Ceylon to London, Jan. 28, 35 S., 21 E.
LORD CLYDE, Singapore to London, Feb. 2, 35 S., 19 E.
JACOB HANSEN LOVE, Bangkok to Falmouth, Feb. 9, 22 S., 1 E.
ARABY MAID, Shanghai to London, Feb. 10, 19 S., 3 W.
REGINA MARIS, Batavia to Rotterdam, Feb. 11, 17 S., 5 W.
JEANNIE, Foochow to New York, Dec. 30.
ALLAHABAD (ship), Samarang to Amsterdam, Jan. 23, 1 S., 22 W.
PIERRE (French barq.), Bordeaux to Saigon, Jan. 19, 4 N., 24 W.
JAVA, Batavia to Amsterdam, Feb. 14, — S., 10 W.

FREIGHTS AND CHARTERS.

There have been a great many arrivals since our last issue, and the berths for the Eastern ports are well filled; rates remain about the same; coal freights from the Northern outports are without improvement.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight. 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight. 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £35. For Shanghai: £41. For Hong Kong: £30. For Singapore: £26. For Galle: £25. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £1 15s. For Shanghai: £2 2s. For Hong Kong: £1 7s. For Singapore: £1 4s. For Saigon: £1 5s. For Galle: £1 5s.

CASUALTIES.

The Insulinde, Jollie, which arrived at Texel, from Batavia, March 2, reported having experienced very bad weather from 11th to 26th Feb., and received damage to sails and spars; the master also apprehended some injury to the cargo, as several of the deck seams were started.

Advices from Rotterdam, dated March 7, state that the Eurydice (Eng. ship), Betts, from Batavia to Amsterdam, had put into Brouwershaven leaky.

The Eleanor, Norrie, which sailed from London, Feb. 28. for Penang, has put into Weymouth, having slipped her cable in Prince's Channel.

The Europa, Glen, from Batavia to Amsterdam, put into St Helena Jan. 30. with loss of lower topsails, stavsails, &c., which damage she sustained during a hurricane, Dec. 17, 22 S., 78 E.

The Oceanus, Planten, from Banjoewangie to Rotterdam, put into St. Helena, Feb. 1, and reported that she experienced a hurricane in 23 S., 72 E., which lasted five days from Dec. 15, during which she was thrown on her beam ends, shifted her cargo, and started the seams of her decks.

The Noord Brabant, Van Overklieft, from Batavia, which arrived at San Francisco, Feb. 17, reported that in lat. 31 N., lon. 146 E., she experienced a heavy gale from S.W. with a heavy sea, the ship working badly and constantly under water, and starting deck seams; in lat. 33 N., lon. 152 E., encountered a heavy gale from S.W., tried the pumps and found the water strongly impregnated with sugar: in 34 N., 155 E., the weather moderated, crew came aft and requested the ship should put into the nearest port as she was leaking badly; in 35 N., 161 E., another heavy gale, and in 26 N., 163 E., a hurricane from N.W. to W.N.W., had to pump day and night to keep the vessel free, started deck-house and cabin, carried away rudder head, sprung fore and mainmasts, and lost rigging and sails.

MISCELLANEOUS.

At MALTA.—Feb. 28, Tszru (str.), Wake, from London, and left for Yokohama (via Suez Canal).

At SUEZ.—March 5, Erl King (str.), Steele, from London, for Singapore, China, &c., having passed through the Canal.

At ST. HELENA.—Jan. 29, Kenilworth, Butler, from Batavia, and sailed for Rotterdam; Drusus, Hansford, from Bangkok, and sailed for Cowes; 31, Europa, Glen, from Batavia, and sailed 31 for Amsterdam; St. Bede, Hunter, from Bangkok, and sailed 31 for Falmouth; Feb. 1, Oceanus, Planten, from Banjoewangie, and sailed for Rotterdam; 3, Maria Peters, from Batavia, and sailed 4 for Rotterdam. 11, Mr. Jacob van Lennep, v.d. Sprenkel, from Banjoewangie, and sailed for Amsterdam; Aracan, Jones, from Shanghai; John Lidgett, Polson, from Shanghai, and both sailed for London; Phaeton, Milligan, from Yokohama; Oliver Cromwell, Harwood, from Canton, and both sailed for New York; Daylight, Pearce, from Macao, and sailed for the Channel; 12, Helena and Anna, van der Valk, from Bangkok, and sailed for Falmouth.

Off ST HELENA.—Jan. 29, Merwanjee Framjee (ship), from Manila, for London; Feb. 9. Roxburgh Castle, from Singapore, for London; Pauline Constance Eleanor, from Tjilatjap, for Amsterdam; 10, Beemah, from Foochow, for London; 11, Jason, from Java, for Rotterdam; Tyburnia, from Canton; Corea, from Shanghai.

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"THE CHINA MAIL,"
No. 2, WYNDHAM-STREET, HONG KONG.

NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co," was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages: published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

Subscription, 12 dols per annum, payable to any of the undermentioned agents Postage added. Terms of advertising:—Same as in *Daily China Mail*.

AGENTS.—London: F. Algar, 11, Clement's-lane, Lombard-street, E.C San Francisco: White and Bauer, 518, Clay-street, San Francisco. Swatow: Drown and Co. Amoy: Giles and Co. Foochow: Thompson and Co. Shanghai: H. Fogg and Co. Manila: Karuth, Heinzen, and Co. Australia: Gordon and Gotch, Melbourne and Sydney. Singapore: Locke. Hongghee, and Co. Batavia: H. Van Dorp.

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THE STRAITS TIMES.—Daily, weekly and fortnightly editions; published in Singapore for circulation throughout the STRAITS SETTLEMENTS' JAVA, BORNEO, SIAM, FRENCH COCHIN CHINA, CHINA, and JAPAN.

This paper, which is the oldest in Singapore, and the most widely circulated throughout the FAR EAST, offers an excellent medium for the advertisements of shipbuilders, machinists, manufacturers, patentees, &c., in the United Kingdom.

Advertisements to be forwarded through an Agent in Singapore, or GEORGE STREET, 30, Cornhill, London.

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NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.

Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

NOTICE

MORRIS'S DIRECTORY for CHINA, JAPAN, and the PHILIPPINES, &c., to be published on the 1st Jan., 1870, contains a Revised List of the Foreign Residents at all the open Ports of the China Sea, including Saigon, which has never yet been included in any similar work; together with the Time Tables of the different Steamship Companies, Rates of Postage, Local Ordinances, and such other matter as will be useful to all interested in the China trade. No trouble or expense has been spared to make this the most accurate publication of the kind ever offered to the public.

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C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country, may ensure the confidence of customers.

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WM. CLOUGHTON, Managing Director.
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ADEN ...	,, ,,	,, ,,
*BOMBAY ...	,, ,,	,, ,,
GALLE ...		
MADRAS ...	Saturday, March 5, 2 P.M.	Sunday, March 13, 7 A.M.
CALCUTTA ...		
PENANG ...	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
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CHINA ...		
JAPAN ...		
AUSTRALIA ...	Saturday, March 19, 2 P.M. And every fourth Saturday thereafter.	Sunday, March 27, 7 A.M. And every fourth Sunday thereafter.

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19 February
19 March
16 April
14 May
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Shanghai ...	Northamptn.	A1 16 yr.	E.I.D.	March 21
Hong Kong	Lufra (new).	A1 13 yr.	W.I.D.	With des.
Chefoo ...	Chingtoo (n.)	A1 13 yr.	W.I.D	With des.
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Do. ...	Araby Maid	AA1	E.I.D.	To follow
Do. ...	Omba ...	A1 16 yr.	E.I.D	To follow
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LONDON AND CHINA EXPRESS.

HONG KONG.

THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870 The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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(Over the JERUSALEM.)

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, March 14, 1870.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XII.—No. 346.] LONDON, MONDAY, MARCH 21, 1870. [Price 9d., with Sup. 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.

Latest Advices.

—o—

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	Dec. 3	Jan. 25	Jan. 30
Yedo	—	—	Jan. 29
Osaka and Hiogo	—	—	Jan. 26
Hakodadi			
Nagasaki	—	—	Jan. 27
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	Nov. 25	Jan. 20	Jan. 24
Kiu-kiang			
Chin-kiang			
Shanghai	Dec. 3	Jan. 22	Feb. 2
Ningpo	—	—	Jan. 29
Foochow	Dec. 3	Jan. 22	Jan. 31
Formosa			
Amoy	—	—	Feb. 2
Swatow	—	—	Feb. 3
Hong Kong	Dec. 23	Feb. 5	Feb. 8
Canton	—	—	Feb. 7
Macao	—	—	Feb. 7
PHILIPPINES— Manila	Dec. 3	Jan. 20	Feb. 2
CHIN-CHINA— Saigon	—	—	Feb. 8
SIAM — Bangkok	—	—	Feb. 7
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	Feb. 16
Samarang	—	—	Feb. 8
Sourabaya	—	—	Feb. 7
MALACCA STRAITS— Singapore	Dec. 31	Feb. 4	Feb. 15
Penang	Jan. 14	Feb. 16	Feb. 17
CEYLON—Galle	Jan. 22	Feb. 22	Feb. 23
Colombo	Jan. 22	Feb. 22	Feb. 22

THE MAILS, &c.

—o—

The present inward mail was hardly expected to be delivered until to-morrow, owing to an accident during the transit through Egypt. The next inward mail, due on the 4th April, should bring the following dates:—Yokohama, Feb. 13; Shanghai, 16; Hong Kong, 22; Singapore, March 1; Galle, March 10.

A telegram by Atlantic Cable, in advance of the Pacific mail leaving Yokohama Feb. 23 was received on the 19th inst. Hong Kong telegrams of March 3 were received, *via* Galle, on the same day; this seems to indicate that the mail timed to leave on March 1 has been delayed two days. By Grant's Kiachta line Shanghai telegrams to March 1 were received this morning.

The outward French mails will be made up on Fridays, instead of Thursdays, as heretofore, commencing next month (see page 196).

List of Passengers.

—o—

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O steamer *Bangalore*, arrived March 19.—From Shanghai: Mr. Thorburn, Mr. S. Williams From Hong Kong: Mr. W. Broschen, Mr E. Schutz, Mr. Moul, Mr. de La Camera. From Singapore: Mr A. Koch. From Galle: Mr. Wattinne, and two second-class passengers.

To Southampton, per P. and O. steamer *Massilia* expected to arrive March 27.—From Hong Kong: Capt. Parr, and two second-class passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer *Delta* from Southampton, March 19.—To Shanghai: Mr. E. Stewart. To Hong Kong: Mr. H. K. Jones, Mr. Henry Browne. To Ceylon: Capt. Sharpe, Mrs. D H. Freeland.

Per P. and O. steamer *Bangalore*. from Marseilles, March 27.—To Shanghai: Mr J. M. Canny, Mr. T. Wood. Mr. M. Hautrey, Mr. Skeggs, Mr. J. G. Weston, Mr. T. O Paret, Mr Dyce, Mr. Drysdale, Mr. E. Wheeley, Mr. J. H. Anderson. To Hong Kong: Mr and Mrs Patterson Mr. and Mrs Wild, Mr. and Mrs. Galton, Mr E. P. Galton, Mr and Mrs. Paul Ehlers and child. To Penang: Mr. Bernard Rodyk. To Ceylon: Mrs. Monro and two children.

Per P. and O. steamer *Tanjore*, from Southampton, April 2.—To Yokohama: Mrs. Le Mare. To Ceylon; Mr. V. R. Schalch.

Per P. and O. steamer *Pera*, from Marseilles, April 10.—To Shanghai: Mr. G Munro. To Hong Kong: Mr. J. C. Ridge, Capt. W. B. Andrews, Mr. George Oliver. To Singapore: Mr. J. Young, Mr. W. W. Willans.

Per *Nile*, from London.—For Singapore: Mr. W. Cuppage and three daughters, Mr B. Gildemeister, Mrs. E. Parker and infant, Mr. J. Grant, Mr. J. McLean. For Hong Kong: Mr. H. C. Sherwin and Mr. H. Crawford. For Shanghai: Mr. O. Michie.

For Hong Kong (via Bombay): A. Dent.

Summary of News from the Far East.

—o—

JAPAN.

YOKOHAMA.

From this port our advices extend to the 30th Jan. The outward mail of Dec. 3 was received on the 25th Jan., per *Bombay* and the collision between this steamer and the *Oneida* forms the principal item of news.

The *Japan Herald* says, "According to versions gathered from passengers and others on board the *Bombay*, it would appear that the steamer was coming up to Yokohama. and first saw the *Oneida's* mast head light about twenty minutes past, six a little on the port bow. The whistle was sounded, and the helm ported, with the intention of passing her according to the recognised 'rule of the road.' The helm was kept a port until the *Oneida's* starboard light was shut in; but almost directly afterwards the *Oneida's* lights were both visible again, and the helm was again jammed hard-aport, directly after which the American was seen seanding directly across the *Bombay*, with all sail set and full steam on. Collision now appearing inevitable, the order was given to reverse the engines, but the P. and O. steamer had still some headway upon her, as the *Oneida* came down directly across her bows, and was run into on her starboard quarter. She almost cleared herself, then dropped alongside. and finally got clear off. The shock was not so great as might have been anticipated; indeed, so little shaken were the passengers that the current impression upon their minds was that the vessel had grazed a sand-bank. There appeared to be no persons on board the American ship, but some one on board hailed the *Bombay*. and was answered. Nothing further was heard or seen; neither cries for help nor minute guns, blue lights, rockets or any other signals of distress. Immediately after the collision the chief officer went forward and examined the bows of the *Bombay*, which he reported to have been pierced by a spar at the waterline, so that she was making water rapidly, while it was generally believed that the ship struck had not suffered such serious damage as themselves, and that she was proceeding duly upon her course.

"Some debate took place (it was blowing half a gale of wind at the time from the N. E.) on the propriety of beaching the *Bombay* then and there, but it was finally determined to clap on at full speed and make for Yokohama—where, if it was absolutely necessary to run her ashore, willing assistance could promptly be obtained. This course was pursued, and after arrival further examination was made of the injuries sustained in the collision, when it was found that the water in the forward compartment of the vessel was over ten feet; but that this compartment alone had been damaged."

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The *Japan Gazette* says that Captain Eyre gives "a plain account of his proceedings, and his reasons for passing on to Yokohama, such as must produce a very different impression on men's minds from the statement of the men who were saved from the wreck, and, if confirmed by further evidence, must remove the stigma of inhumanity from his name." The *Gazette* goes on to say:—"The excitement in the settlement has been very great, and, unhappily, some have been so injudicious as to speak of the captain's not having saved any of the *Oneida's* crew as a matter of national jealousy, as if any but a demon could see even his bitterest enemy struggling in water under such circumstances and not hold out a hand to rescue him. But in this case it was pitch dark. Those on board the *Oneida* did not know what steamer had run into her, nor were those on board the *Bombay* aware of the name or nationality of the vessel that had been struck, so that anything like such an unworthy motive is impossible. It is the more foolish and blameworthy even to mention the possibility of such animosity in a port like this, where, if anywhere, the Europeans and Americans have all lived together happily, without those antagonistic feelings that may be left elsewhere; and such a report naturally creates a very uneasy and uncomfortable feeling. As the facts of the case are elicited, no doubt the absurdity of such a charge will be admitted; and, even as we write, feeling is very much allayed, and altogether more reasonable. H E. Mr. de Long, the U.S. Minister, a lawyer by profession—permitted by the Court to cross-examine witnesses on behalf of the survivors—in the opening proceedings showed a great degree of asperity towards the captain of the *Bombay*, whom he pointed to and spoke of as 'that man,' and otherwise expressed himself in a manner deeply to be regretted. As the case proceeds, however, he assumes altogether a more appropriate bearing; and as the wish of all must be to elicit the exact truth with regard to the misfortune, his searching cross-examination can do no harm. Mr. Barnard, the barrister, is employed on behalf of Captain Eyre, who has also the assistance of Mr. Dalziel, the P. and O. Company's agent, and Capt. Edmonds, of the P. and O. steamer *Ottawa*, in watching the conduct of the case, and eliciting facts. Of course, both Mr. de Long and Mr. Barnard are merely allowed to act on sufferance by the Court; and as the Court is merely one of inquiry into the facts connected with an accident that has happened to a British ship, the *Bombay*, we consider that it is a great stretch of good nature on the part of the Court to give such permission."

THE COURT OF INQUIRY.

A court of inquiry was commenced in H.B.M.'s consulate, at Kanagawa, on the 27th January, to inquire into the circumstances attending on the collision. F. Lowder, Esq., H.B.M.'s Consul, presided assisted by Captain Tinkler, R. N., and Staff Commander Moore, R. N., of H.B.M.'s ship *Ocean*, Captain Gilfillan, master of the *Sultan*, and Captain Chapman, master of the *Rockliff*. Sir H. Parkes and the Hon. C. E. de Long, U. S. Minister, were present. Mr. Barnard appeared to watch the inquiry on Captain Eyre's behalf, and Mr. Dalziel, P. and O. agent, was also present. The facts given below are abridged from the report published in the *Gazette*.

Captain Eyre stated: Am in command of the steamer *Bombay*—was in command on January the 24th at 6½ P.M. in sight of the lighthouse. Saw a bright light half a point on port bow. Shortly afterwards I made out two side lights, green and red; I ported the helm and kept porting until I shut the green light in. The pilot and the chief officer were standing by me. On shutting out the green light, my pilot said, "we are well clear." My answer was "port still." The steam vessel then turned off. Almost immediately afterwards I observed the coming vessel putting her helm hard a starboard, crossing my bow with full sails and steam. I stopped my engines; when she came nearly ahead of me I put my helm hard a starboard to clear her, immediately after striking her behind the mizen gear, our starboard bow striking her on the starboard quarter—the shock not being more than a graze. I turned round to see what damage was done. I had sent the chief officer down to see if we were making water. I said to the pilot, "I don't think much harm is done, if there is we shall soon see signal rockets." My engines were stopped about ten minutes; the chief officer came and reported the ship making water forward. I then said, "I see no signals of distress, go ahead." Nor did I hear anything; and as the ship was making water I made speed for Yokohama. While looking at the vessel astern, I asked my pilot, "Supposing that ship hurt, or I should require it, where could we go for safety." The answer was, "Not the slightest fear; the Spit is near, you cannot go down." Even after I came to Yokohama I thought little of the collision. I had not the slightest idea of the harm done; I did not know what ship it was. I said when it passed me, "that is an auxiliary screw." . . . The ship was about one hundred feet distant when she crossed my bow; another twenty feet and I should have cleared her. I do not think I was going at more than seven to eight and a-half knots. The wind was against me, the night was dark. When I first saw the bright light I think the ship was a mile distant. The ship must have been going at the rate of fourteen knots. After finding the ship coming right down on me I starboarded my helm to clear her. I was on the bridge the whole time. . . . My engines were stopped a couple of minutes before the collision when I saw the collision was imminent. I did not hail the ship' I was too busy trying to avoid the collision. The concussion was very light. On my bow were hanging afterwards the other ship's gaff and a boom. I was not at all entangled in the ship. The *Bombay* is an old iron ship, her plates a quarter of an inch thick. A spar from the other ship has perforated both sides of my ship, and is sticking in broken off. It is below water mark. The spar has gone right through in the stem. Supposing I had turned round after the collision I don't think I should have reached her in less than half an hour, because the other ship was flying off before the wind. When two ships come in collision during a dark night I am not aware that it is customary for the one to ascertain if the other has suffered damage. Perhaps in the open sea, not in close proximity to land, blue lights and rockets are the proper signals of distress, also gun-firing, if you are within hearing distance. I did not send up rockets, as I wanted no help. My instructions as captain of a mail steamer are to stop for nothing but to save life. It was at that time my firm opinion that there was no danger. The pilot said, "The Spit is close to, if there is any danger." I cannot account how the spar could strike my ship below the water line; at that time I thought the spar might have struck out from the other ship's quarter. I struck abaft the mizen rigging, and presumed she could, at all events, easily beach on the Spit. . . . This is the first accident I ever have had. When two ships collide I do not consider it usual to communicate or stay by each other, unless you think the other seriously damaged. I did not think the other ship was harmed. I asked the pilot if he thought so, and he said, "No, there is the Spit."

Mr. Loggin, chief officer of the *Bombay*, corroborated the captain's statement. In answer to Mr. Barnard, he said:—The o her vessel came right against us; her steering caused her to come across us. It was the captain who ordered the helm a port, not the pilot. It was more than an hour after the collision that I found out the spar had gone through our ship. It was only after we had anchored I reported it to the captain, who by no possibility could know it before, and if he had said so, it must be an error. We had no sail set; the other ship had all her sails set; she was barque rigged. The wind was North-east, and she had the wind on her port quarter. The tide was in her favour. I have never been here before. I saw the smoke from the other ship, so she was under steam. I did not know the other ship's quality or nationality. Our speed was eight knots; our course was due North. The other ship's speed I suppose was about eleven knots. I saw no measures taken on board the other ship to avoid the collision. I heard no sound or voices from the other ship, nor saw or heard any signal from her. Until I went below to sound our ship I should have seen or heard such signals if there had been any.

Mr. Barnard, during the second day's proceedings, protested against any American gentleman cross-examining in a British Court. If the American Minister would swear allegiance to the British Queen he would not object to his appearing in this inquiry.

His Honour interrupted Mr. Barnard, and told him that if he persisted in saying that this was no competent Court he would have to treat him as guilty of contempt of Court, and make him leave the room. There was no appeal from this Court.

Mr. Barnard wanted it recorded that he protested against the jurisdiction of this Court in its present form because there had been no complaint made by any one interested in the *Bombay*, and because the interest of the owners of the ship or the cargo did not require it. He objected to any American gentleman being permitted to examine in a British Court. He had no objection to an American citizen watching the proceedings and making suggestions in writing.

Mr. De Long stated that if he there occupied a false position it was not solely his own fault, as he had conferred with the British Consul, with whose consent he had done what he had hitherto done, in search of truth. He had not stated yesterday in Court that he would prosecute Captain Eyre for murder; he said that he would prosecute him for what crime the evidence of this court of inquiry should bear out.

The matter was subsequently arranged, and the evidence was continued.

Mr. Loggin said further:—When we passed the light-ship we made our mail signal, and fired a gun, two rockets, and a blue-light. I saw no response given from the light-ship. It did not occur to me that the *Oneida's* injury might be serious. I did not make any suggestion to the captain that it might be better to stop and see. In addition to finding our cutwater taken away, I also found a spar gone right through our bow. The spar is about two feet in length and eight inches in diameter. It has passed through two iron plates, each a quarter of an inch thick.

Richard Connor, the pilot of the *Bombay*, an American, was not licensed, but had piloted some thirty vessels. After describing the collision almost exactly as Captain Eyre and his mate had done, he said—"If I had thought there was any danger of lives being lost in the other ship I should have desired the captain of the *Bombay* to stop. If I had been in the position of Captain Eyre I should have gone on as he did. I do not think the captain had any idea of the other ship being seriously hurt. Before the engines were stopped the *Bombay* was going at seven knots. The tide and breeze were against us; the tide was two knots and a-half, the wind was a full sail breeze. I saw no smoke; if she had not had her mast head light up I should have thought her a sailing vessel until after I saw her fan. After the colli-

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sion I saw her about two minutes. I did not see her clew up her sails. When I last saw her she must have been a cable's length distant." . . . . I thought of the *Bombay's* safety; I knew it was a mail and passenger boat. I saw no signal of distress from the other vessel, and I judged it best to go on with all speed to Yokohama. Had I known that the *Bombay* was in compartments my opinion might have been different. I heard no hail from the *Oneida*, "lie by us, you have cut us down!" I heard no word of command on beard the *Oneida*—heard no one speak. I heard a jar and crash of heavy timber cracking. I noticed the *Oneida* was a smaller vessel than ours, and I thought her deeply laden."

The Court then adjourned.

The following items are from the local papers :—

A sale of Bluff lands took place on the 17th January, when twenty-nine lots brought a total of $13,869.83. The quantity of land sold was 22,387 tsubos, something less than 19 acres. Besides this payment an annual rental is charged of $12 per 100 tsubos, or $82,686 on the entire quantity sold. So that for the privilege of paying a rental of £31 an acre on 19 acres of common arable country land, some of it in very indifferent positions, without any agreeable view, or anything to recommend it except the mere name of being in the country, our good citizens have paid at the rate of about £160 sterling per acre. What will landholders in the neighbourhood of London or New York say to this?

Lady Parkes returned to Yokohama by the P. and O. steamer *Bombay*, after a visit to England.

The following particulars of the railway, which is to be forthwith commenced in Japan under the auspices of Mr. H. N. Lay, will be read with interest :—The line is to be from Yedo to Osaka, with a branch line to Yokohama, and from Osaka, along Lake Brica, to Tsuruga, a port south of Niigata. It is anticipated that so soon as the line is inaugurated the supplies of rice, which have now to pass by a lengthened water route, will be brought down from Tsuruga by rail; and that the difference in distance will more than compensate for the extra cost of the improved carriage. Mr. Lay leaves for England by the present mail steamer.

An illicit powder manufactory has blown up in the south—five men being killed and fourteen wounded. As soon as the latter recover—if they do recover—they will be executed.

A pretty sharp shock of earthquake was felt on Thursday morning about half-past six, the duration of which, however, was but momentary. The earth-wave apparently vibrated from west to east.

The telegraph to Yedo is now open. The tariff is pretty liberal, being fixed at one boo for every hundred and fifty Japanese characters, and English messages charged proportionately. Messengers are charged half a boo per mile (Japanese).

A great fire is raging in Yedo, which has interrupted telegraphic communication. Rumour alleges that it will prove a terrible disaster to the city. Three thousand houses are said to be destroyed.

(FROM A CORRESPONDENT.)

The first section of the proposed railway in Japan is to be from Yokohama to Yedo, a distance of about twenty-two miles. This is to be completed in a year.

Public gardens at Yokohama have been proposed. The Commercial Department is going to undertake a large work in Yedo, reclaiming all the land, which at low tide is left uncovered, between the island (nearly opposite the hotel) and the forts, and make the channel so that good sized vessels can get up.

The *Ellery*, from Liverpool, has been lost on the coast; she was bringing out material for the lighthouses; this will cause a long delay in its erection. Great competition between the landowners and speculators of Yokohama and Yedo; the latter are afraid that the former will outdo them, and the capital will become deserted. The commercial portion of Yedo is full of life; the official deserted, dilapidated, and where houses formerly stood now gardens. The reclaiming work at Benten is finished; the speculator in this is said to have sold the ground to other speculators when the water was flowing over it, and has made a large fortune by it. The Commercial Department are buying foreign cattle and pigs, and are anxious to improve their breed. No meat can be better—not even English stall-fed—than that now coming from Kobé to Yokohama.

The late Shiogoon, who is now residing at, and who is the owner of, the province of Suringa, has established schools in every town and village, and ordered all the boys to be instructed in one foreign language; English is the most popular one. He has also started schools for medicine, &c., and others for the instruction of the army and navy. He encourages the cultivation of the land in every way, and I think he is the most pushing man of the day.

CHINA.

SHANGHAI.

Advices from this port are to the 2nd Feb. Since the arrival of the outward mail of Dec. 3 no later news had been received from home. The Chinese New Year holidays had brought the usual stagnation, and there is very little news. The following tems are from the *North China Herald* :—

A fire broke out in Messrs. Jardine and Matheson's hong last Sunday night, but was fortunately extinguished before it had done very serious damage. It made its appearance in the entrance hall and in the two bedrooms immediately over it, and the injury done by the flames was chiefly confined to these, though much other damage was of course done by the water thrown from the various engines. Had it not been for the ready attendance and timely exertions of the Fire Brigade, the result would probably have been most serious. The fire appears to have originated in the bedrooms, and to have burned through the ceiling.

H.B.M.'s Consul has lately received two visits from deputations sent by the opium guild, at the instance of the Taotai, with the object of securing consular co-operation towards the protection of the inland duty revenue on opium, from the evasion which is now so largely practised. Various schemes were proposed, more or less tending to restrict the free retail of the drug by foreigners to Chinese within the settlement; and it was even suggested that transfers of opium from the premises of one foreigner to another should be prohibited, save under special permit. We hear that H.M. Consul has persistently declined to lend himself to any proposition which in any way militates against the principle laid down in the tariff rule, or which relieves the Chinese from the onus of proving that the drug is Chinese owned, if they wish to claim the right to impose an inland tax upon its admission.

The Chinese steamer *Kwa-shing* has just returned from a cruise to the Saddle Islands, during which she managed to capture a pirate boat, and one man of the crew who seems likely to be able to throw some light on the murder of Pilot Stevens. The object of her cruise was to inspect the Gutzlaff light, and to enable Mr. Henderson to survey a spot for a proposed light on the Saddles; both of which duties she performed satisfactorily. And, strangely enough, on her way up to Shanghai on Monday, the *Kwa-shing* passed a mandarin boat towing a pirate junk which she had just captured, and which turned out to be one of the identical consorts. We have more than once urged, when news of piracies in our neighbourhood has arrived, that the Arsenal gun-boats should be employed to cruise about the islands of the archipelago; and the present incident naturally suggests a renewal of the demand. The Chusan archipelago is a natural resort for pirates, and it is little creditable to the provincial authorities that they should keep, lying idle, steamers admirably fitted for policing these waters. We are aware that our paper is translated for the information of the Futai, and we commend these remarks to his attention.

News has been received of the total loss, on the Pescadore Islands, of the British ship *Westburn*, from Foochow to London. The captain and crew were saved.

Small-pox is very prevalent at Peking; so the residents have been in quarantine, and have spent a dull New Year in consequence. We have had one or two rather cold nights—four above zero. Report says Chung-how, of Tientsin, is to come up to the Tsung-li-Yamên, to take the place of Wen-siang, who has resigned on account of ill-health.

We have received Tientsin letters to the 10th inst., but they contain no news, except that small-pox is as prevalent there as it is at Peking. Several men from the *Opossum* have caught it. The weather cold, but clear and pleasant.

Messrs. Muihead's new screw pile iron pontoon, recently erected off their Pootung property, offers great facilities for vessels requiring repair, which are enabled to go alongside and are in direct communication with the Workshops and Foundries on shore. We notice that the Steamers *Yuentszefei*, and *Dragon*, are at present both at the Pontoon undergoing a general overhaul. The *Nanzing* is in the Tunkadoo.

HONG KONG.

The outward mail of 23rd December arrived on the 5th Feb. Dates are now down to the 8th February.

A new fire insurance company has been established under the management of Messrs. Augustine Heard and Co., also a steam company for running steamers to the Straits, Saigon, &c. The capital of the first company is $1,500,000, and the latter $600,000. Another company has also been formed by Messrs. John Bond and Co., to run a line of steamers to the Straits and coast of China; capital, $500,000.

The following items are from the *China Mail* :—

No little surprise has been caused in Hong Kong by the return to its protection of a Chinese who, some twelve years ago, was transported hence to Labuan, upon a charge most conclusively proved of confederating with pirates. Machow Wong, the individual in question, was tried on the 2nd Sept., 1857, and, having been found guilty, was sentenced to a punishment, mild indeed for the offence committed, of fifteen years' transportation. While at Labuan undergoing his sentence he headed a conspiracy or mutiny, on the part of the convicts, for which he received a further sentence of two years, making in all a period of seventeen years for which Hong Kong should rightfully have been rid of his presence. But to universal astonishment he turns up here, having landed some eight or nine days since, just twelve years four months and some days before what is generally believed to be the proper expiration of his sentence. We may of course conclude that he has received a pardon; but a grave question then arises as to what powers are possessed by the local Government over a convicted malefactor who, without its concurrence being asked, is able to

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again take refuge under its paternal care, owing to his most righteous sentence having been partially remitted.

Machow Wong has, it is said, put in an appearance in order to obtain from the late Tam Achoy a portion of the sum of some $20,000 which he alleges were due to him. Still more strange is the fact that Machow Wong comes from the West Indies. What influence has been at work for his pardon, and what steps can be taken to prevent that relapse into crime to which the Chinese nature is so given, and why is he allowed to return at all without the consent of the local government? We must leave these questions in the hands of the local government for answer. We may add that owing to some successful trading operations in "chandlery" the gentleman in question is said to be worth some $20,000. This latter fact may be a useful hint as regards the native portion of our police.

Baron von Gumpach is, we believe, about to bring an action against Mr. Hart, at least so say the Shanghai papers. But it is not very clear what the action is about, as there does not seem to have been any failure to pay the salary agreed upon. It will be rather amusing if a jury should have to assess the damage inflicted upon a professor by his being made the object of public chaff, as a schoolmaster without pupils. When the action does come off we trust that our North China contemporaries will furnish verbatim reports. For our own part, we are rather incredulous of any such proceedings enlivening the tedium of the legal session at the "Model Settlement."

The case of F S. Huffam, official assignee of the estate of Lyall, Still and Co., *v.* Comptoir D'Escompte de Paris and Others came on the Feb. 2.

Mr. White, instructed by Mr. Hazeland, appeared for the plaintiff; and Mr. Hayllar, instructed by Mr. Caldwell, was for all the defendants. This Bill in Chancery was filed by plaintiff as official assignee of the bankrupt estate of Messrs. Lyall, Still and Co., and came on for hearing on Feb. 2. The facts and the proceedings connected with the assignment, made by Lyall, Still and Co. of certain property to the Comptoir d'Escompte and the Chartered Bank, are well known; and the main point now at issue is that the said assignment or bill of sale is legally fraudulent and void. Upon this ground the planitiff in his bill of complaint prays, "that the writing or document of the 22nd day of December, 1866, purporting to be an assignment by the said firm of Lyall, Still, and Co., to the said defendants, the Comptoir d'Escompte de Paris and the Chartered Bank of India, Australia, and China, of the said goods therein specified, is fraudulent and void, and that the defendants may be decreed to deliver up the said writing or document to the plaintiff as such official assignee as aforesaid, for the purpose of its being cancelled." Also, the plaintiff prays that all the goods, shares, premises, chattels, &c., which passed by virtue of the said assignment, be decreed to be delivered up to him as official assignee; that defendants might be ordered to render proper accounts of the said property (sums realised and dividends received), to execute transfers, and to pay the costs of the action. Judgment not given.

The half-yearly meeting of the Hong Kong and Shanghai Bank was held on the 3rd February; Mr. Lemann in the chair. The chairman, having read the notice calling the meeting, presented the report of the directors, which, as it had been circulated, was held as read. The report, the chairman observed, was sufficiently clear as to the position of the bank; but he would be happy to hear any remarks made upon it. After a pause, the chairman moved the adoption of the report; which proposition, having been seconded by Mr. Helland, was unanimously carried. The chairman then suggested that the re-election, or otherwise, of Messrs. Forbes, Joost and Sassoon, as directors, was the next business before the meeting. Mr. Whyte proposed, and Mr. Hart seconded, that the gentlemen named be re elected; which motion was carried unanimously. Mr. Walker proposed that Messrs. Macaulay and Vickers be re-elected as auditors; which motion, having been seconded by Dr. Dod, was unanimously carried by the meeting. Mr. Granville Sharp then proposed a vote of thanks to the directors for the manner in which, in difficult times, they had succeeded in giving so very favourable a report. The chairman returned thanks to Mr. Sharp and the meeting for the kind manner in which he had spoken of them. He hoped that the present year would be as successful as the last. He thought that considerable credit was due to all the officers of the Bank, and that their success was greatly due to them. The meeting, which was a very harmonious one, then separated.

COCHIN CHINA.

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SAIGON.

From this port we have no general news of any importance. The following commercial items are from the Circular of Messrs. W. G. Hale and Co.:—

RICE.—The demand for Japan has continued throughout the month at steadily increasing prices; sales amount to about 200,000 piculs, the market closing steadily at $1.54 (equal to 6s. 3½d. f.o.b.) for No. 1's, round grain; in long grain we note sales of about 20,000 piculs at $1.45 (equal to 5s. 11d. f.o.b.). For Europe there has been no demand, orders from that quarter being at far too low limits to admit of purchases. Recent advices from Japan render it probable that the demand for that country will continue some time longer, in which event we cannot look for such a decline in prices as would render the execution of European orders possible.

FREIGHTS.—The arrival of many seeking vessels has caused some decline in the market, and 43 to 45 cents is now the best rate obtainable for Japan. In home charters there is nothing doing.

EXCHANGE is without material alteration. We quote:—London, 6 months, with documents, 4s. 7d. nominal; Paris, 6 months, f.5.85; Mauritius, 60 days, f.6.10; Hong Kong, 30 days, 3½ to 3¾ per cent. dis.; Singapore, 3 days, par.

SIAM.

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BANGKOK.

Dates from this place are to the 5th Feb. The *Summary* gives the following items:—

A salute of twenty-one guns was fired from the front of the International Court-house at noon on the 17th January, when F. C. C. Kobke Esq., Danish Consul, with an autograph letter from the King of Denmark to the King of Siam, landed, *en route* to the place, to have a public audience with H.M the Wang Luang.

His Excellency Adolpho Palxot, Envoy Extraordinary and Minister Plenipotentiary for the Spanish Government to China and Siam, had a public audience with H.M. the Wang-na at noon on the 23rd Jan.

We are very happy to announce the return of the Rev. Messrs. McDonald and George late in the evening of the 24th from Cheangmai. They appear to be in good health and to have had a very exciting and interesting trip of it. On their way up they left Rahaang on the 13th ult., and were thirteen days thence to Cheangmai *via* the land route by a caravan of twenty elephants and about four times that number of men. They found the two mission families in quite comfortable health, though living in the greatest simplicity by the sweat of their own faces and doing with their own hands nearly all the work they had been accustomed to give to the charge of their servants. This was a natural result of the two executions that had taken place among the native Christians and the well known hostility of the Chief to the Christian religion. The mission dwellings were large and airy, but, being built only for a temporary purpose, were of frail material.

STRAITS SETTLEMENTS.

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SINGAPORE.

The dates from this port are to the 15th February. The outward mail of 31st December arrived on the 4th February with telegrams to 27th January. The following is from the *Straits Times* of 15th February:—The past fortnight has been, as usual during the Chinese New Year, a remarkably dull one. The festivities commenced on the 31st ult., and terminated last evening, with a deafening roar of crackers and squibs, lasting from dusk until a late hour of the evening.

The British ship *Dilbhur*, which vessel was towed here from Batavia for repairs, having grounded on the voyage from Zebu to London, sailed again for her destination, with her original cargo, which had sustained no damage. The civil sittings of the Supreme Court began on the 24th ultimo, and closed on the 4th instant.

A movement has recently been set on foot for the establishment of a regular line of steamers to ply between this port, Saigon, Hong Kong, Swatow and Amoy, to connect with the North China steamer Company's vessels for ports further north. The scheme will no doubt prove a paying one in the end, and one likely to encounter a lively opposition. If a good class of steam vessels are placed on the route, they will doubtless absorb the greater part of the traffic now carried on by sailing ships.

It is proposed to raise a joint-stock company for the purpose, and, somewhat singularly, two prospectuses were issued in Hong Kong within a day of each other, for the establishment of companies to engage in this traffic. Should the scheme float and become an established fact—and there seems at present little reason to doubt it—it cannot fail to be beneficial to Singapore and increase its importance as a centre of trade and as the "Key to China."

The chief mate and two of the crew of the North German barque *Peru* arrived at Singapore. They reported the total loss of that vessel on the Bombay Shoal, in the Palawan Passage. The *Peru* was from Amoy, and bound to Singapore and Penang, with 500 Chinese coolies on board. The chief mate states that, just as he was leaving, the ship was seen to break up, so that there is too much reason to fear that the rest of the crew and the passengers have been drowned. This is such a frightful calamity that we trust it will draw the attention of the North German Confederation and other Governments in Europe to the overcrowding of vessels sailing under their flags with Chinese passengers, and induce them to take measures similar to those adopted by Great Britain some years ago for checking this frightful abuse.

The following is the circulation of the Banks:—Chartered Bank of India, $209,800. Chartered Mercantile, $214,583. Oriental Bank, $208,000.

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Commercial Report.

(*For dates see First Page.*)

STRAITS, JAVA, CHINA, AND JAPAN IMPORTS.

SHANGHAI.—Grey Shirtings: Considering the season, it being Chinese New Year, there had been more than an average business doing on Chinese account, and a speculative one on foreigners' orders, who seemed to anticipate both a good demand and a rise in price on the resumption of business. Prices were unaltered. T-Cloths: Some speculative operations had been entered into, but no advance in rates can be quoted. White Shirtings: The demand for these goods had not relaxed, and inquiries were made at previous quotations. Drills and Jeans: For the former, outport accounts were rather better; Jeans and Sheetings without activity. Fancy Goods: Dyed, Brocades, and Spot Shirtings firmer. Woollens and Worsteds very depressed. Low prices in Figured Orleans had tempted buyers.

HANKOW.—Cotton Goods: Grey Shirtings: The market had been firm, and a fair amount of business had been done in 8¼ lbs. goods, at 2 to 4 candareens advance. 7 lbs. cloth scarce, and quoted 7 candareens higher. Heavy makes had found buyers at somewhat better rates. The market closed strong at Tls. 2.07 to 2.10 per piece for 7 l s., Tls. 2.22 to 2.26 for 8¼ lbs., and Tls. 2.80 to 2.95 for 9¾ lbs. goods. White Shirtings: A few small sales effected at last quotations. T-Cloths: Some enquiry for 8 lbs. at Tls. 2.06 to 2.09 per piece, and sales to a fair extent reported; 7 lbs goods taken in small quantities, at Tls. 1.75 to 1.77 per piece for good makes. Drills continued very dull. Fancy Cottons: Little had been done. Woollens and Worsteds—Camlets: Favourite makes, of good assortment, had found buyers to a small extent, but for other descriptions there had been no inquiry. Lastings neglected. Long Ells: A few retail sales constituted the business of the fortnight. Spanish Stripes and Medium Cloths not wanted. Figured Orleans and China Crapes: Some trifling sales at low prices. Metals.—Lead: Rather more business had been doing at last mails rates.

FOOCHOW.—The only transaction reported had been 450 pieces 7 lbs. T-Cloths, at $2.60 per piece.

HONG KONG.—The following is from Messrs. Olyphant's Report:—The Chinese New Year Holidays have considerably interfered with business. Cotton Yarn: Previous quotations are repeated, and no special change is noticeable in the state of the market. Settlements of Nos. 16-24 have been upon a liberal scale, as importers have readily met buyers' offers, and at ruling rates a continued good business bids fair to be kept up. Only one or two small parcels of Nos. 38-42 Yarns are on offer, and these continue to be held at dear figures. Piece Goods: Fair settlements have resulted, and the market has shown a somewhat strengthened tone for the staple manufactures. 7 lb. Grey Shirtings have advanced 2½ cents per piece, whilst 8.4 lb. are in steady demand at the extreme quotation last given; 9 to 10 lb. goods are being taken for shipment to the North at a rise of 5 to 10 cents upon previous prices. The inquiry for White Shirtings has strengthened, and fine goods are wanted, at somewhat hardened rates. Values of T-cloths are unaltered, but common 6 lb. have been in strong demand, whilst 7 lb. have met with fair attention; 8 lb. goods are in small supply, and are held at figures over quotations. No demand has as yet set in for Drills, and the late small sales show a decline in values; quotations for all descriptions are now nominally 5 cents lower, in view of the increased stocks; supplies of Jeans and Sheetings are very small, and in consequence former rates are maintained; common Turkey Reds are in some request; good Chintzes are still wanted. Woollens: Beyond a weakness in Spanish Stripes and Camlets there is no change to notice, as nothing of moment has transpired. Metals: Nail Rod Iron has been fairly dealt in, and has advanced 5 cents; Soft Bar is weaker; Hoop is out of stock; Wire is neglected; the demand for Lead has slackened, and values are somewhat weaker; best chops of Tin are held at an advance of $1; Tin Plates are in large supply and but little wanted; Quicksilver shows a further improvement, and Californian is held for still higher rates. Coal: Arrivals have been 3,385 tons Cardiff, the greater portion of which comes to consumers. A single sale comprises the business of the fortnight, being a cargo of 500 tons Sydney taken at the exceptional figure of $6 per ton. Ginseng: Dealers have been inquiring moderately, and a somewhat improved feeling is noticeable, whilst settlements of Crude Root to the extent of 100 casks have been reported, at prices ranging from $90 to $135. The current quotations were:—Cotton Yarn, per bale, 16 to 24, Tls. 140 to 145; 28 to 32, Tls. 142.50 to 150.00; 38 to 42, Tls. 175.00 to 185.00; Grey Shirtings, 7 lbs., Tls. 2.45 to 2.55; 8.4 lbs., Tls. 2.80 to 2.85; 9 to 10 lbs., Tls. 3.00 to 3.90; White Shirtings, Tls. 2.55 to 3.75; fine, Tls. 4.20; T-Cloths, 6 lbs., Tls. 1.95 to 2.05; 7 lbs., Tls. 2.12½ to 2.20; Mexicans, Tls. 2.30 to 2.40; 8 to 8.4 lbs., Tls. 2.65 to 2.80; Spanish Stripes, Tls. 0.65 to 0.74; Long Ells, per piece, H, Tls. 7.43 to 7.50; ditto, HH, Tls. 7.50 to 7.60; Blankets, Tls. 0.43 to 0.50; Camlets, SSS, Tls. 13.00 to 13.50; S.S., Tls. 15.00 to 15.75; S., Tls. 17.00 to 17.50; Iron Nail Rods, Tls. 2.30 to 2.50; Lead, L.B., Tls. 6.50; ditto, W.B., Tls. 6.55 to 6.75.

BATAVIA.—Grey Shirtings: There had been very little enquiry, but demand was likely to improve. Small sales of 39 inch 7 lbs. shirtings reported at f.7¼ credit, and for 8¼ lbs. f.8⅛ was offered. Madapollams placed to a moderate extent 8 lbs. saleable at f.3¼. Drills in light stock, but demand languid. White Shirtings very dull, only trifling sales practicable, 45 inch of prime quality offered at f.11, and some sales reported. Stocks of 15s. and 16s. Cambrics increased, holders anxious to realise, but in the absence of demand no reasonable offers obtainable. Last sales at f.4¾ short credit; 24s scarce and wanted at f.3.50 cash. Dyed Cambrics saleable only at very low rates. Grey Twist scarce in second hands, small sales of 40s. reported at f.440 credit; other counts in little request. Dyed Yarns unsaleable. Woollens, generally very dull. The market fully supplied with all descriptions of Metals; sales with difficulty effected.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—After the departure of last mail our Import market continued exceedingly quiet, but during the past few days business has been resumed with activity, and considerable transactions have taken place in some descriptions of goods. 39 inch Grey Shirtings:—8¼ lbs. in demand, and supplies being very scarce the price has advanced to $3; 7 lbs. also wanted and worth $2.52½ to 2.55; 6 lbs. in but limited demand at $2.10. 45 inch in but very small inquiry, rates weak; 8 lbs. only worth $2.80/85. 36 inch White Shirtings: Common descriptions saleable at fair rates; 64 reed in rather more demand, and sales at $3 to 3.15, according to quality; a few well-known makes of fine descriptions saleable at firm rates. 45 inch unaltered. 36 inch White Spots in demand, sales at $2.85/87½. 45 inch White Cambrics: 24s in less demand, a quality counting 16 by 16 sold at $20½ per corge; 15/16s saleable to a limited extent at $31¾ to 33 per corge. 30 inch White Madapollams saleable at last rates. 33 inch Imitation Irish Linens in better inquiry, sales at $2.05 to 2.12½. 32 inch Grey T-Cloths: Light weights in no demand; 5 lbs. sold to a limited extent at $1.55/60; 6 lbs. of good quality, in request at $1.82½ to 87½; 7 lbs. saleable at $2.10 to 12½ to a small extent. 32-inch Grey Madapollams: 3 lbs. sold at $21.75; demand small. 30-inch Grey Drills in increased supply, and but little demand. Small sales of 9½ lbs., English and Dutch, at $65 to 68 per corge. 32-inch Turkey Red Cambrics in rather better demand, but at lower rates. 2 lbs. 4 ozs., placed at $2.10 to 2.15, 2 lbs. 8 ozs., at $2.25 to 2.30, 2 lbs. 12 ozs., at $2.42½ to 2.45, 3 lbs. at $2.50 to 2.55. Grey Yarns: 18-24 in limited inquiry, at $125 to 127½. 30s wanted at $140 to 142½, 40s placed at $148 to 150. Coloured Yarns: Turkey Red sold at $155 to 157½ for 12 lbs.; Imperial Red, saleable at $78; Green placed at $82½ to 85; Orange worth $80 to 82½. Woollens unaltered in value, demand for all descriptions almost nil. Metals: Large clearances of Yellow Metal at $21½ to 21¾. Copper Sheathing in more demand at late rates. Transactions in Iron limited to small sales of Nail Rods and Govan Flat-bar at last quotations. Swedish Steel dull at $3.65. Pig Lead firm and in brisk demand, a sale to arrive at $6½.

PENANG.—The business had been on a very limited scale, owing to the Chinese New Year holidays. Grey Shirtings had hardly moved; one sale reported of 6 lbs. goods at $42¾ per corge. Grey Long Cloths: No transactions. Grey Madapollams not in stock; no business. Grey T-Cloths: A few sales reported of 6 lbs. at $38, and of 7 lbs. at $43 to 44 per corge. White Shirtings continued dull; a small quantity medium quality sold at $60 per corge; in fine no transactions, nor in 45-inch. White Cambrics of medium quality disposed of to a small extent at $26¾ and 27 per corge; stocks of low much reduced; Nos. 15/16 sold at $32⅛ to 32½ per corge. Grey Sheetings: A few buyers at $84 to 88 per corge. Almost all descriptions of Dyed Cottons had been very languid. One sale of Brocade reported at $80 per corge. A few sales of Turkey Red Cambrics at $42½ for 2⅛ to 2¼ lbs.; 2 lbs. 6 oz., at $44; and 2 lbs. 14 oz., at $51½ per corge. Grey Mule, No. 40, quiet, only a single sale at $150 per bale of 400 lbs. No. 30 not in stock; some little request at former prices; for Nos. 16-24 no demand. Small sales of Turkey Red Yarn, No. 40, at $144 per bale of 200 lbs., and of Green at $83. All other descriptions of yarn very dull.

STRAITS, SIAM, CHINA, AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—The market had been quieter during the fortnight, but prices had been maintained, and settlements made at last quotations to the extent of about 2,300 piculs of all grades from common to fine, almost entirely for the New York market. Arrivals having nearly kept pace with settlements, stocks were but little reduced. The P. M. S. S. Company's steamer Japan took 68,682 lbs. for San Francisco, and 106,658 lbs. for New York. The Havelock had sailed for New York with 472,650 lbs. The Crest of the Wave, Benefactress, and Cœur de Lion were loading for New York, and the Alphonsine for Boston. Quotations: Common, $22 to 24 per picul, nominal; Good Common, $25 to 27 ditto; Medium, $28 to 31 ditto; Good Medium, $32 to 34 ditto; Fine, $36 to 38 ditto; Finest, $39 to 44 ditto; Choice, nominal.

SHANGHAI.—Black: A very small business had been transacted. Arrivals from the River Ports had been insignificant, and the stock was unimportant. Prices of the few lots purchased were fully up to those previously current. Settlements for the fortnight, 4,100 chests; re-shipments on owners' account, 1,034 chests; stock, 26 chops, or 6,477 packages. Quotations (duty paid, exchange at 6s. 1d. per tael, freight at £2 sterling):—Hohow, common, Tls. 16½, 11½d. to 1s. 0½d.; Oonam, common, Tls. 17½, 1s. 0½d.; Ningchow, common, Tls. 19, 1s. 1¼d. to 1s. 1¾d.; Oopack, common, Tls. 18¾, 1s. 1¼d. to 1s. 1¾d. Green: Considering the undesirable quality of the Tea on offer a fair amount of business had been transacted, and full rates had been paid, especially for common chops, which commanded high prices when compared with previous settlements of good and fine Teas. The market was cleared of fine chops, and very few remain that can be classed with medium. Receipts of country Tea about 1,500 half-chests in excess of last year. Quotations:—Moyune and Teenkai, Tls. 31 to 41; Fychow, Tls. 26 to 36; Pingsuey, Tls. 30 to 31; Shanghai packed Tls. 25 to 30. Settlements for the fortnight, 10,910 half-chests; reshipments on owners' account, 653 half-chests. Stocks, 101 chops or 41,133 half-chests.

SILK.

YOKOHAMA.—The market must be quoted generally higher. The business done amounts to about 800 bales, and would probably have been larger had it not been for the scantiness of arrivals, the poor selections on offer, and the absence of many of the owners. The principal demand had been for Oshus, and the proportion of this class among the settlements was unusually large—high prices had been paid for it, viz:—$625 to $650 for Hamatsky, and $810 to $845 for best parcels. Quotations: Mybash and Sinchu Hanks, extra, 34s. 6d.; best, 31s. 10d. to 33s. 9d.; medium, 29s. 2d. to 31s. 6d.; inferior, 25s. 4d. to 28s. 5d.; Oshu, extra, 34s. 6d.; best, 32s. 2d. to 34s.; medium, 28s. 5d. to 31s. 6d.; inferior, 25s. 4d. to 27s. 7d.; Coshu, best, 27s. 2d. to 29s. 1d.; medium, 25s. 4d. to 26s. 10d.; inferior, 22s. 8d. to 24s. 7d.; Sodai, best, 27s. 2d. to 28s. 5d.; medium, 24s. 7d. to 26s. 6d.

SHANGHAI.—We derive the following from Messrs. Skeggs and Co.'s report, dated February 1:—The higher prices reported in our last issue were again advanced on an average of about 10 taels for the French mail which left on the 26th January, taking forward 562 bales; since then business has necessarily been limited, owing to the small available supply

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the Chinese New Year holidays, and the still more exorbitant prices asked by the few holders of stock, so that the present steamer will not likely take more than 300 bales. In Tsatlees, Tls. 565, equal to 29s. 9d. has been offered for Koo-fong-sings and Choopings chops. Tls. 470, equal to 24s. 10d. for Red Peacocks, and the commonest sorts fetch from 21s. 9d. to 22s. per lb. With such a limited business and selection little can be said of the various other descriptions of Silk, further than that all have shared in the higher rates paid, and still being demanded.

SIAM AND STRAITS PRODUCE.

BANGKOK.—Messrs. Markwald and Co. report as follows:—Rice: Supplies of grain have continued very limited, whilst on the other hand a very brisk demand prevailed for rice throughout the past month, which led to a further advance in prices. Our trade returns for 1869 show that the exports of rice during the past year amounted to nearly three millions of piculs, which is 600,000 piculs more than the exports of the previous year. The shipments, especially during the past three months, have been so large that stocks of old grain are now nearly exhausted; supplies of new grain were and are still very small, and in consequence thereof prices advanced towards the end of January even to $1.42 per picul for Steam Mill Garden, and $1.20 per picul for Steam Mill Field Rice. Our natives have endeavoured to despatch most of their chartered vessels before the Chinese, holidays, and there are now only some twenty foreign ships in port most of which are already partly laden. It may therefore be expected that the demand for rice will relax a little, and that a gradual decline of prices will be the consequence. The high rice prices here have of course led to a cessation of shipments to Europe, and some time must necessarily elapse before prices will again be low enough to allow the resumption of business for the home market. Sugar: Supplies of new white Sugar have made their appearance in the market and found purchasers for Singapore and Bombay. Of brown sorts there are no stocks, neither of old nor of new Sugars; supplies of new brown are expected in a month hence. Quotations are for White Superior, Tls. 10¼ per picul; No. 1, Tls. 10 per picul; No. 2, Tls. 9½ per picul; No. 3, Tls. 9 per picul. Quotations for brown are quite nominal. Black Pepper: None in the market. Sapanwood: Larger shipments have been made to China, and prices have experienced an advance. Stocks are light.

SINGAPORE.—Malacca Tin, for China, about 500 piculs of the most approved brand had been placed at $29 to 29¼; other good brands at $28¾ to 28 to extent of about 400 piculs; no demand for Europe or America. Gambier scarce; dealers employed in executing Pepper contracts, small engagements made at $3.07½ to 3⅛. Black Pepper in good inquiry, contracts made at $7.40 to 7.42½. White Pepper: Sales of about 1,000 piculs at $10½ to 11, according to quality. Sago Flour: An arrival of 2,000 piculs Sarawak brought $2.37½. Pearl Sago in good demand, about 3,500 piculs contracted for at $3.15 to 3.06 per picul. Tapioca: Sales of Flake at $4 to 4.15, and of Pearl at $3.75 to 4. Buffalo Hides still in demand; supplies unusually scarce, worth $10½ to 10¾ for good quality. Gum Damar: Good quality inquired for, and worth $17½; no arrivals. Rattans very scarce, no good quality on the market. India-rubber: No arrivals worth $36½. Gutta-Percha: 200 piculs best quality brought $84. Coffee: Sales of 4,000 piculs Bontyne at $12.50; stock small.

PENANG.—Tin: Purchases range at prices from $25.95 to $26.25 per picul. About 1,100 piculs of Black Pepper from Trang purchased at $7.30 and $7.35 per picul; a small quantity of White offering, of very inferior quality. In Nutmegs only one sale reported of 110 per lb., at $53½ per picul; in Mace a purchase of No. 1 at $80. Coffee offered sparingly, and taken at $18½ per picul, good quality. Cutch had been purchased in boxes at $4.40 per picul, and the balance on the market was held for a higher figure. India-rubber in small supply, and taken at $36 per picul. Fish Maws: No sales reported. Gum Benjamin, No. 1, $50; No. 2, T. T. and Co., $20 to $20½; No. 3, $18 per picul. Hides not in large supply; Buffalo taken at $10 to $10.50 per picul, and Cow at $14 to $14.25 per picul; Horns at $10.10 per picul.

EXPORT OF TEA AND SILK, SEASON 1869-70.

TO GERAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Jan. 31, 1870	74573	69781304	49565984	1349918	14135983	134907762	36917
Corresponding period last season	731407	67827845	52529781	...	13678132	134767165	46207

Shipments Since;

1870.
Jan. 18 per Neville — From Canton ... 592,655*
— 19 ... Portland — ... Foochow ... 1,158,600*
— 20 ... Coulmakyle — ... Do. ... 718 700*
— 20 ... Callisto — ... Shanghai ... 532,821* 54
— 29 ... Princess of Wales — ... Canton ... 498,200*

* Included in above totals.

TO THE CONTINENT.

							Bales.
From June 1 to Jan. 31, 1870	...	...	...	...	...	4076017	12675
Corresponding period last season	...	...	...	...	...	3713717	17965

Shipments Since;

1870.
Jan. 24 per J. Hambro — From Foochow ... 374,000*
— — ... Bristow — ... Do. ... 421,000*

* Included in above totals.

TO UNITED STATES.

							Pcls.
From June 1 to Jan. 31, 1870	...	...	...	...	...	32574242	862
Corresponding period last season	...	...	...	...	...	30643560	1,313

Shipments Since;

1870.
Jan. 20 per Good Hope 1,279,343*
— 28 ... J. Nicholson 1,149,243*

* Included in above totals.

TO AUSTRALIA.

From June 1 to Jan. 31, 1870 ... ... 12,147,241 lbs.
Corresponding period last year 15,873,189

Shipments Since;

1870.
Jan. 21 per Laurita — From Foochow ... 285,100*
— 23 ... Hieronimus — ... Do. ... 280,550*
— 30 ... Sparton — ... Do. ... 219,700*
— 26 ... Dashing Wave — ... Hong Kong ... 7,600*

* Included in above totals.

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844	51,022,600	...*
,, 1845 to 1846	57,354,200	18,604
,, 1850 to 1851	63 972,000	24,143
,, 1853 to 1854	77,327,800	61,280
,, 1855 to 1856	92,240 300	50 481
,, 1857 to 1858	76,990,255	68,315
,, 1858 to 1859	65 789,792	83,134
,, 1859 to 1860	85,560,452	64,169
,, 1860 to 1861	90,066,160	70,644
,, 1861 to 1862	109,854,040	79,199
,, 1862 to 1863	121,273 580	72,887
,, 1863 to 1864	117,463,586	46,603
,, 1864 to 1865	121,256 870	32,313
,, 1865 to 1866	118,333 042	62,880
,, 1866 to 1867	118,423,220	50,052
,, 1867 to 1868	116 890,430	57,449
,, 1868 to 1869	142,789,804	70,917

* Including the Continent.

LIST OF SILK SHIPPERS FROM SHANGHAI TO SOUTHAMPTON AND MARSEILLES.

From June 1st, 1869 to Jan. 23rd, 1870.

	Bales.		Bales.
Adamson, Bell, and Co. ...	70	Helbling and Co.	866
Ashton and Co.	—	Hogg Brothers	731
Barnet and Co.	2,152	Holliday, Wise, and Co. ...	10
Birley, Worthington, & Co.	1,315	Jardine, Matheson, and Co.	772
Birt, W.	104	Jarvie, John, and Co. ...	1,208
Bland, J.	199	Meynard and Co.	20
Borneo Company	100	Milsom and Tod	869
Borntraeger and Co. ...	501	Nachtrieb, A., and Co. ...	779
Boarjau, Hubener, and Co.	227	Parsees	87
Bovet, Brothers and Co. ...	633	Pustau, Wm., and Co. ...	129
Bower, Hanbury and Co....	1,599	Reid and Co.	54
Brand, Monro, and Co. ...	3,264	Reiss and Co.	178
Bradwell, Bloor, and Co. ...	23	Russell and Co.	1,761
Bull, Purdon, and Co. ...	8	Remé, Wm., and Co. ...	740
Carter and Co.	1,554	Sassoon, D., Sons, and Co.	232
Chapman, King, and Co. ...	425	Sassoon and Co., E.D. ...	46
Chinese	76	Scheibler, Matthai, and Co.	818
Coutts and Co.	65	Shaw Brothers and Co. ...	975
Cumine and Co.	448	Siemssen and Co.	760
Dickinson and Co. ...	213	Skeggs and Co.	1,131
Fogg and Co.	25	Smith, Archer, and Co. ...	231
Framjee, Hormusjee and Co.	50	Textor and Co.	1,112
Gamwell, F. R.	1,350	Thorne Brothers and Co. ...	520
Gibb, Livingston, and Co ...	1,265	Trautmann and Co. ...	235
Gilman and Co.	862	Westall, Brand, and Co. ...	181
Glover, Dow, and Co. ...	204	Sundries	2,416
Gutschow and Co.... ...	211		
Heard, Augustine, and Co.	618	Total bales... ...	34,367

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6d.	4s. 6⅝d.	4s. 6⅛d.
Shanghai ,, ,, ...	6s. 0½d.	6s. 0⅝d.	6s. 1d.
Canton ,, ,,	4s. 5½d.	4s. 5⅝d.	4s. 5⅞d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6d.	4s. 6⅛d.	4s. 6⅛d.
Manila ,, ,, ...	4s. 3d.	4s. 3⅛d.	4s. 3⅛d.
Colombo ,, ,, ...	par	1 to 2 dis.	1 to 2 dis.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	300 to 301	223
,, Hong Kong	26⅛ dis.	—
Bar silver	111.6.0	9⅛ prem.
Mexican dollars	73.1.0	⅛ prem.

Bous, at Yokohama, 339 to 363 per 100 dols.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 20; Old, 30 to 32 per cent. premium.
Hong Kong Gas Company, 46 dols. per share.
Hong Kong and Whampoa Dock, 12 to 30 per cent. discount.
Union Dock Company, 45 to 50 per cent. discount.
China Traders' Insurance, 1,400 to 1,500 dols. premium.
Hotel shares, 60 to 70 per cent. discount.
Hong Kong and Macao Steamboat Company, 26 per cent. premium.

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Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Jan. 19, Johanna Maria; from Cardiff; 28, Brace.

At SHANGHAI.—From London, Jan. 26, Hertfordshire; from Cardiff, 25, Zephyrus; (reported by telegram), from London, Derwent, Leander, Forward Ho!

At HONG KONG and CANTON.—From Cardiff, Jan. 30, Canada; 31, Solent; from Liverpool, &c., Feb. 2, Achilles (str.).

At MANILA.—From Cardiff, Jan. 20, Jesus; (reported by telegram), from London, Velioz.

At SINGAPORE.—From Liverpool, Feb. 10, Bunda; from Glasgow, 11, Wemyss Castle; from Cardiff, 12, St. Petersburg; from Rotterdam, 10, Huydecoper; from Bordeaux, 13, Madone; (reported by telegram), from United Kingdom, King Harold, William Mitchell.

At BATAVIA.—From Glasgow, Feb. 2, County of Bute.

DEPARTURES.

From YOKOHAMA.—For Boston, Jan. 19, Alphonsine; for New York, Havelock.

From SHANGHAI.—For London, Jan. 30, Nestor (str.); 29, Sarah Nicholson,

From FOOCHOW.—For London, Jan. 20, Coulnakyle; 19, Portland, for Falmouth; 15, Figaro; 17, Diamond; 24, Joseph Hambro; 24, Bristow.

From HONG KONG and CANTON.—For London, Feb. 3, Dudbrook; 5, Nestor (str.); 29, Princess of Wales.

From MANILA.—For London, Jan. 28, Victoria; for New York, 26, Adelina.

From SINGAPORE.—For London, Jan. 12, Carmarthenshire; 13, Dilbhur; for Channel, 9, Belle of Southesk; for Boston, 12, Nabob; for Bordeaux, 12, Yvonne.

From BATAVIA.—For Holland, Feb. 2, Cosmopoliet.

VESSELS LOADING.

At YOKOHAMA.—For New York, Benefactress, Cœur de Lion, Crest of the Wave; for Marseilles, Paris.

At SHANGHAI.—For London, Loudoun Castle, Dartmouth; for New Harlow, Banian.

At FOOCHOW.—None.

At HONG KONG and CANTON.—For New York, Music.

At MANILA.—For Liverpool, Maria de C; for Cadiz, Alavesa; for New York, Samuel Larrabee; for Boston, Peruvian, Sam. G. Glover.

At SINGAPORE.—For London, Antipodes, Tartar; for Liverpool, Nestor (str.), Lochken; for New York, Ferndale, George Green; for Boston, Mary Tatham, Rosina; for Bordeaux, Nouvelle, Palhas; for Cuxhaven, Uranus.

At BANGKOK.—For Europe, Anita, Crimpen.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To New York, £2 to £2 5s. per ton.

At SHANGHAI.—To London, £2; New York, £2 10s. per ton.

At FOOCHOW.—To London, £2.

At HONG KONG and CANTON.—To London or Liverpool, from Rice ports, £3.

At MANILA.—The Maria loads hemp at £3 10s.

At SINGAPORE.—To London, dead weight and light freight, 42s. 6d. to 50s.

At BATAVIA.—Rates remain firm at previous rates.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Jan. 21	Alexandria	Amoy ...	New York
„ 23	Omba	Shanghai ...	London
„ —	Wemyss Castle...	Glasgow ...	Singapore
„ —	Fontenaye ...	Shanghai ...	London
„ —	Mahela	Macao ...	Calloa
„ 26	Camana ...	Hong Kong ...	Liverpool
„ —	Venus	Bangkok ...	Falmouth
„ 27	Robertus Hendrikus	Batavia ...	Rotterdam
Feb. 1	Xaca	Sunderland ...	Batavia
„ 2	Henry Grenfell...	London ...	Singapore
„ 3	Carl	Melbourne ...	Singapore
„ —	Diamond ...	Foochow ...	Falmouth
„ 4	Pénélope ...	Havre ...	Bangkok
„ —	Staffa	Singapore ...	London

REPORTS, &c.

The American steamer *Ariel*, Captain Zimmerman, from New York, &c., reports fine weather the first part of the passage as far as Singapore, thence experienced strong N.E. Monsoon with heavy cross sea till arrival in Hong Kong.

The British barque *Fair Leader*, Captain Newman, from London, reports:—Experienced heavy weather, which lasted for 16 days. Crossed the Equator on 14th Sept. in long. 35 W.; passed the meridian of the Cape of Good Hope on 5th Oct. in lat. 34 S.; made St. Paul's Island on 8th Nov.; had strong gale from W.N.W. with heavy sea; made Sandalwood Island on 7th Dec., had heavy squall from E.N.E.; came to Ombay Passage on 15th Dec.; Manipa Straits on 22nd Dec.; Gilolo on 25th Dec.

The American ship *Golden State*, Captain Dalano, from New York, reports on leaving port had heavy gales. Crossed the Equator on 1st Nov. in long. 31 W.; had light wind until 15th Nov. in lat. 30 S.; when had strong W. wind and heavy gale with slight variation until Dec. 25th. Passed the meridian of the Cape of Good Hope on 26th Nov. in lat. 43 S.; ran down Eastings same lat.; came to Ombay Passage on 25th Dec., 15 days in Ombay Passage in company with eight ships.

The North German barkentine *Formosa*, Captain Paulsen, from Hamburg, reports had bad weather in North Sea; passed the Lizard on 20th August, had light winds to the Channel; crossed the Equator on 22nd September in long. 31.17 W.; passed the meridian of the Cape of Good Hope on 24th October, in lat. 39 S.; made St. Paul's Island on 12th November; from thence had bad weather and heavy gale from N.E. to N.N.E. with heavy sea, which lasted for 14 hours; came to Ombay on 16th December; Gilolo on 26th December; up to China Sea on 19th January; experienced strong N.E. monsoon with heavy sea till Pedra Branca, then moderate till arrival in port, on 22nd January, 170 days out.

NOTICES TO MARINERS.

The following notices have been issued from the Admiralty-office:—

CHINA—YANG-TSE-KIANG.—FIXED LIGHT ON GUTZLAFF ISLAND.—The harbour-master at Shanghai has given notice that from the 1st day of November, 1869, a light would be exhibited from a lighthouse recently erected on Gutzlaff Island, at the entrance of the Yang-tse-kiang. The light is a fixed white light, elevated 270 feet above the level of the sea, and in clear weather should be seen from a distance of twenty miles The illuminating apparatus is dioptric or by lenses, of the third order. When it is desired to attract the attention of passing vessels, a gun or guns will be fired and signals made. During fogs guns will be fired in answer to the fog signals of passing vessels.

JAPAN—NIPON, EAST COAST.—FIXED LIGHT ON ROCK ISLAND.—The Japanese Government has given notice, that a temporary light is now exhibited from a lighthouse recently erected on Rock Island, off Simoda harbour, Nipon. The light is a *fixed* white light, elevated eighty feet above high water, and in clear weather should be seen from a distance of fourteen miles. The tower is in lat. 34 deg. 34 min. 20 sec. N., long. 138 deg. 57 min. 10 sec. East from Greenwich.

JAPAN—YEDO BAY.—LIGHT VESSEL IN YOKOHAMA BAY.—Information has been received that a light-vessel has been placed at the extremity of the shoal water off Mandarin bluff in Yokohama bay. The vessel exhibits a fixed red light, elevated 36 feet above the sea, which in clear weather should be seen from a distance of ten miles; has two masts, and carries a ball at the foremast head. From the light-vessel Treaty point bears S.W. ¾ S.; Mandarin bluff, S.W. by W.; and the mouth of the canal, W. ¼ N. (All bearings are magnetic. Variation, 2¼ deg. Westerly in 1870.)

LATEST TELEGRAMS.

CHINA AND JAPAN.

(VIA SAN FRANCISCO AND ATLANTIC CABLE.)

HONG KONG, Feb. 12.—On account of the Mandarin's attempt to prevent English merchants shipping camphor the Peking Government have issued a proclamation offering to sell the (necessary) rank, title, and office.

YOKOHAMA, Feb. 23.—The authorities continue to persecute the native Christians, and it is said that they demand that missionaries should be prohibited from teaching the natives Christianity. A bad feeling towards foreigners prevails in all directions, officials especially being closely watched.

(VIA KIACHTA, RECEIVED THIS DAY.)

SHANGHAI, March 1.—All demands of the French minister granted. Exchange, 5s. 10¾d.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BOIS—On the 12th March, at Ascot, Berkshire, the wife of Henry Bois, Esq., of Colombo, Ceylon, of a daughter.

CROWE—On the 14th Feb., at Colombo, Ceylon, the wife of Robert Crowe, Esq., of a son.

LEWES—On the 31st Jan., at Shanghai, the wife of Capt. W. F. Lewes, of a daughter.

SCOTT—On the 14th Feb., at Colpetty, Ceylon, the wife of James A. Scott, Esq., Deputy Purveyor to the Forces, of a son.

WILTON—On the 6th Feb., at Helstone Lodge, Oxley-hill, Singapore, Mrs. H. E. Wilton, of a son.

WRIGHT—On the 10th Feb., at Ranwelle Estate, Ceylon, the wife of James Wright, Esq., of a son.

MARRIAGES.

ANTHONY—HOGAN.—On the 31st. Jan., at St. Gregory's, Penang, by the Rev. Jacob Hyraplet, and at St. George's, by the Rev. Julian Moreton, Joseph Manook Anthony, Esq., to Isabel Marion, eldest daughter of John Hogan, Esq., jun.

BROHIER—SHOKMAN.—On the 10th Feb., at the Wolfendahl Church, Colombo, by the Rev. J. Vaderstraaten, Mr. William Brohier, Clerk of the Council Department, Colonial Secretary's-office, to Lydia, eldest daughter of C. Shokman, Esq.

SMITH—STRONACH.—On the 11th Feb., at St. Andrew's Church, Singapore, by the Rev. J. A. Beckles, Mr. Reginald H. Smith, engineer Tanjong Pagar Dock Company (Limited), to Isabella, daughter of Capt. Stronach, *Belle of Southesk*. No cards.

WATSON—BOREHAM.—On the 10th March, at Cantley, by the Rev. J. D. Gilbert, W. Watson, Esq., Imperial Maritime Customs, China, to Margaret Marian, eldest daughter of John B. Boreham, Esq., of the Grange, Cantley.

DEATHS.

HUDSON—On the 19th Jan., at Hankow, Joseph Hudson, of Shanghai.

LARKEN—On the 5th Feb., Thomas Lancaster Larken, of Foochow, China, son of the Rev. Edmund R. Larken, rector of Burton-by-Lincoln (reported by telegram).

NORRIS—On the 9th March, at Stoke Newington, Augusta Ann Norris, aged 64, deeply regretted by all who knew her.

PHILIPPARIE—On the 28th Jan., at Bangkok, M. Philipparie, captain of the French barque *Humboldt*, who shot himself.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks.—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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ALTERATION IN THE FRENCH MAIL SERVICE.

THE directors of the *Messageries Imperiales* have issued a new time-table, showing the alterations in the mail service consequent on the adoption of a new route through the Suez Canal. The most important change announced is that from this time their outward steamers will leave Marseilles on Sunday instead of Saturday; so that the mails will be made up in London on Friday. The French service being thus assimilated with that of the P. and O. Company, the two together will, from the beginning of July, carry a regular weekly mail. The time occupied on the entire voyage will be the same as at present; that is to say, the mails will reach Yokohama one day later than by the old time-table. The due dates of the homeward mails remain unaltered, and the only other new feature presented by the new time-table consists in the substitution of Port Saïd and Ismailia in place of Alexandria. The outward mails are timed to reach Port Saïd one day later than under the old system they would have reached Alexandria.

The Times of Saturday has a leading article on the reply of the China merchants to Lord CLARENDON; the *Globe* of the same day one on the Transit Dues question; and the *Pall Mall Gazette* of to-day on Treaty Revision generally. We have not space even for extracts from them.

THE NEW CHINA CONVENTION.

(To the Editor of *The Times*.)

SIR,—A misapprehension on the part of the Government as to local opinion in regard to the new Convention with China has been referred to in your leading article of this day on the subject.

You say, "It would be interesting to inquire how far the change of local opinion is due to advices from home."

We have informed Lord Clarendon that local opinion did not change, but was always hostile to the Convention; and a comparison of dates will show that nothing from England could have reached China in time to have any influence one way or the other.

The terms of the Convention were first published in *The Times* of the 11th of January, but the memorials from Shanghai and Hong Kong, both equally condemning its provisions, were actually despatched by the mail of the 25th of January, being dated the 16th and 21st respectively.

In fact, opinions in China were formed before we had even been made aware that a treaty was being negotiated.—I remain, Sir, yours faithfully, CHARLES MAGNIAC.

3, Lombard-street, March 19.

SPURIOUS TEA.

Another lot of similar quality has since been offered for sale. On th 15th instant, at the meeting of the City Commissioners of Sewers, Mr Hewett drew Dr. Letheby's attention to the sale of fifty chests of tea described by the firm selling them as "Finest new season's scented or Pekoe siftings, per Pakwan," and by Mr. Hewett as "the vilest stuff he had ever seen." He added that he believed the tea was partly made up of cast-steel filings. Dr. Letheby replied that he had received notice of the sale, and secured samples of the tea with a view to future proceedings against the sellers. It was pointed out at the meeting of the Sewers' Commissioners that tea has now been decided to be "food" and also a "vegetable," and that the Act consequently applies in this case. The tea in question, however, appears from Mr. Hewett's description to be rather a mineral than a vegetable. Possibly the sellers may set this up as a defence to any proceedings against them under the Act. Mr. Deputy De Jersey sensibly observed that the Government might stop the matter at once if they would refuse to receive duty on such rubbish.

MR. COOPER'S TRAVELS.

The following letter from Mr. Cooper, the explorer, has been published in the Indian papers:—

"Sudiya, January 26, 1870.

"H. W. I. Wood, Esq., Secretary Bengal Chamber of Commerce, Calcutta.

"DEAR SIR,—My telegram of the 24th would inform you of my return to this place, after an unsuccessful attempt to reach Bathang. I was first stopped five days' journey from the Mejee village, but which by dint of bribes I ultimately reached. This village is situated on the south bank of the Brahmapootra, one day's journey from the first Tibetian Frontier Post. At this post 200 soldiers, acting under orders of the Chinese Commissioner living at Rooemah, were stationed to arrest my further progress. I thought it advisable, therefore, not to suffer the indignity of an arrest, but to return from the Mejee village above referred to.

"On January 6 I commenced my return journey, bringing with me Bowsong, the head Mejee Chief, who, in company with nine other chiefs, met me in council on January 1. At this council the chiefs expressed themselves pleased at my visit to their country, and expressed a hope that the British Government would take them under its protection.

"I was very hospitably treated by both the Degarco and Mejee Tribes of Mashmees, and, beyond the, hardship of travelling on foot amongst the mountains, I have suffered but little. The chief Bowsong is with me here, and I am endeavouring to make him pleased with his visit. The Mejees carry on a considerable trade with Tibet; and I hope that ultimately they may be induced to carry tea through their country to the Tibetians.

"I shall probably be in Calcutta about the middle of next month.—I am, dear Sir, yours, &c., T. T. COOPER."

CHINA MISSIONS.

In the *Occasional Record* of the National Bible Society we find the following on China:—

"After an absence of nearly seven years the Society's esteemed agent, the Rev. A. Williamson, has returned home for a well-earned furlough. His efforts in China have resulted in the circulation, almost exclusively by sale, of 22,175 Bibles and Testaments, and 60,555 smaller Portions of Scripture. To distribute these he has visited the leading cities of Shantung, has traversed the remoter provinces of north-east China, and penetrated, Bible in hand, into the yet more distant regions of Mongolia and Manchuria. In these eleven chief journeys thousands scattered over a territory almost as large as Europe have, for the first time, received from his hands some portion of the Word of Life, and heard from his lips the story of redeeming love. In Mr. Williamson's absence the work will be carried on by Mr. Lilley, who reached China in June. Mr. Williamson urges the engagement of several European colporteurs, to enable the Society to improve the footing it has gained in this vast empire."

At the anniversary meeting of the Society Mr. Williamson delivered a most interesting speech, from which we intend giving some extracts in our next issue.

HONG KONG GAMBLING.—The *Graphic* has the following remarks on this subject:—"Public gambling-houses were established a year or two ago in Hong Kong, under the authority of the British Government of that peculiar little colony. A considerable disturbance was raised by a number of good people who were greatly shocked at the idea of tolerating and sanctioning the existence of such haunts of vice, but it was explained that the bold measure had been adopted as the lesser of two evils. Scores of secret gambling-houses sprang up all over the China town while the system was illegal, and the police could do nothing that had the least effect in mitigating the evil. These secret houses, moreover, were the headquarters of the criminal classes, and the centres of innumerable criminal organisations. The establishment of the licensed gambling-house proved quite successful in stopping all this. But what was to be done with the money paid to the local government for the licenses? Enormous sums accrued in this way, which the governor was at first—as a concession to the people who were shocked—forbidden by the Home Government, then represented by the Duke of Buckingham, to touch. At last he was allowed to apply the money to purposes strictly connected with the development and improvement of the police force and the suppression of crime. Now, however, Lord Granville has overthrown this arrangement, and has ordered the colony to send home all the license-money in future. The colony must not use money coming from such a corrupt source, but the Imperial Government may. That in the captain's but a choleric word, which in the soldier is flat blasphemy. Forty thousand pounds has already been humbly given up by the colony, and what Lord Granville will do with it nobody seems to know."

MR. JAMES THOMSON, of the eminent shipbuilding firm of James and George Thomson, died yesterday morning at Linnturn, Shandon. The deceased was the senior member in his firm, and continued to take an active management in the business till about six years ago, when he retired. As our readers are aware, the Messrs. Thomson have sent from their shipbuilding yard, which was one of the most celebrated on the Clyde, some of the fastest and finest boats in the world. The late Mr. Thomson was sixty-eight years of age, and has left a widow and grown-up family to mourn his loss.

STEAMER FOR BORNEO TRADE.—The Clyde Shipping Company have just contracted with Messrs. Henderson, Caulborn, and Co., Renfrew, for a screw steamer to ply on the coast of Borneo. She is intended to carry 200 tons dead weight, to be fitted with compound engines of 60 h.p., and to be of light draught, suitable for this trade.

The Lufra, China clipper, the launch of which we have already noticed, has been placed in the new docks at Poplar, lately opened as an extension to the East and West India Company's system. She is loading by Messrs. Robertson and Co., brokers, for Hong Kong.

THE Rodney, 72, screw liner, Captain A. C. F. Heneage, which was commissioned at Sheerness in January, 1867, and left England on April 23 following for the China station as flagship of Admiral Hon. Sir Henry Keppel, is expected to arrive at Portsmouth about the second week in April.

MR. JAMES T. HARDIE, of Hardie and Co., merchants, Leith, has appeared before the Police Court on a charge of forging a bill on Messrs. Ferguson, Davidson, and Co. for £1,282.

BY the India mail we hear that Mr. T. C. Anstey arrived at Bombay on the 12th Feb., and is stated to have received a large sum of money in the shape of retainers as soon as he came ashore.

THE number of Chinese now on the Pacific coast, in statistics furnished to the California Legislature, is given at 89,500.

FOREIGN-OFFICE, March 18.—The Queen has been pleased to approve of Don Domingo Rilova as Consul for Spain at Singapore.

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DEPUTATION OF HONG KONG MERCHANTS AND LANDOWNERS TO LORD GRANVILLE.

On Thursday last a deputation of gentlemen owning property in Hong Kong waited on the Colonial Secretary to urge their objections to that clause in the new Convention which empowers the Chinese Government to appoint a Consul in Hong Kong. They were of course courteously received, and thanked for the information they volunteered; but his Lordship declined to pledge himself to anything. The following full *verbatim* report was prepared specially for our paper :—

A deputation, composed chiefly of Hong Kong merchants, waited upon Earl Granville on Thursday last, the 17th inst., for the purpose of stating their views in reference to the ratification of the Chinese Convention. The deputation consisted of Mr. J. White, M.P., Mr. W. T. Bridges, Mr. L. Weise, Mr. T. Sutherland, Mr. R. J. Gilman, Mr. J. C. Baldwin, Mr. E. R. Mitchell, Mr. J. Fitzpatrick, Mr. R. J. Ashton, Mr. N. Crawford, Mr. W. Lemann, Mr. C. A. Wyld, Mr. M. A. Macleod, Mr. W. Walkinshaw, Mr. R. D. Sassoon, Mr. C. G. Scott, Mr. J. S. Lapraik, Mr. G. Harper, Mr. Henry H. Kennedy, Mr. W. Lamond, Mr. Adam Scott, Mr. Vacher, and Mr. G. H. Heaton.

Mr. WHITE, in introducing the deputation, said: I had the honour to address a memorial to your Lordship on the 21st of February last, and your Lordship will probably remember that the prayer of that memorial was that you would use your influence to induce the Government to press upon Her Majesty not to ratify Article No. 2 of the supplementary Convention of the Treaty of Tientsin. That article, as your Lordship is aware, gives power to the Chinese Government to appoint Consuls in the British dominions. In reply to the communication I made to your Lordship I received an answer wherein it was stated that the Colonial-office expected a despatch upon the subject of our memorial, and the interview which you have kindly granted since then you desired to postpone until after you should have received such despatch. Now, I may tell your Lordship, that since then we have heard that that despatch has been received, and likewise subsequent to that period we have obtained from Hong Kong, through the ordinary channels of information—the public press and so forth—an account of a public meeting which was held there, and the result of which was the preparation of a memorial to be transmitted through the Governor of Hong Kong to your noble colleague the Secretary for Foreign Affairs. I think I may venture to say that I rightly interpret the sentiments of the gentlemen who have accompanied me here, when I state that that memorial is strictly in accordance with their feelings in reference to this question. (Hear.) I should also say that past Governors of Hong Kong have expressed similar opinions, and, by the Hong Kong papers, I find that on the occasion of the presentation to Sir Richard MacDonnell on the 22nd January in the present year, his Excellency told the deputation that he agreed with them in the prayer of the memorial, and, to use his own words, he said, "The peculiar geographical position of Hong Kong, and the exceptional nature of the place, rendered it undesirable that there should be an officer at Hong Kong—a Chinese Consul—who would almost, without doubt, become a despot over the native community." (Hear.) Well, my Lord, I would say that if you are satisfied with the cogency of the arguments adduced by the Governor of Hong Kong in his despatch, I need not take up any more of your Lordship's time, and will only thank you for your courtesy in receiving us; but, if you are not satisfied, I shall be happy to fortify the opinions expressed in the memorial by some further remarks.

Earl GRANVILLE: I believe that what the Governor stated is perfectly correct. In regard to any opinion of my own, I should desire not to advance one prematurely; I am in communication with the Foreign-office upon the subject, but I should like to hear all that can be stated, not by every gentleman here, but by one or two of them, in the shape of a representation of the facts of the case. There are, as it seems to me, two points upon which the question turns. One of them is whether there should be a Consul at all, and the other is whether supposing the Government should be inclined to allow the appointment of a Consul, there should be the article you have referred to in the Treaty or not. There is a great difference between allowing a Consul, when asked, and making it a treaty stipulation.

Mr. WHITE: Well, my Lord, I will proceed. I believe we are authorised to mention the name of Sir John Bowring, and he has expressed the same opinion, as an ex-governor, which we express in our memorial. I believe also that other governors, although we are not, perhaps, authorised to use their names, have the same opinion on the subject. I may be allowed to say that I might have appeared before you on this occasion with an array of members of Parliament, but there is a feeling among us that, although we are always glad to back up each other, nevertheless this is a peculiar case which would be invested with no more importance if we had brought a number of members of Parliament with us. We are here as British subjects, who are owners of house property in Hong Kong, and as such we are very deeply interested in the prosperity of that colony. I thought, therefore, that any arguments we might adduce would command fully as much attention upon their own merits as if they were backed up by the attendance of a large number of members of Parliament.

Earl GRANVILLE: I quite agree with you. In fact, when very large deputations come before a Minister, instead of giving him information they look more like a means of intimidation than a medium for the presentation of facts for the Minister to consider.

Mr. WHITE: I am glad your Lordship agrees with me. I think we ought not to come here mobbing a Minister. I should state that I do not perform the duty of introducing the deputation in a merely formal and perfunctory manner. I am myself deeply interested in the colony of Hong Kong. The best part of my income is derivable from that colony, and I have had a pecuniary interest in it since its first establishment. Indeed, I may say that I put up the first wooden house there, which I imported from Singapore when the Government establishment was in mud huts, and I have continued to have an interest in the colony, not merely pecuniarily, but sentimentally, ever since. I should say that the memorial I have alluded to is signed, as I happen to know,—for we have taken care that it should really be what it professes to be—by the owners of house property to the value of £64,000 per annum on the present rental; and I may add that the rental would have been much more considerable, indeed, it would have been upwards of £100,000 per annum, if I may judge from my own experience of diminished rentals, only a few years ago. You may, perhaps, not be aware of the fact that, owing to the pressure of taxation and the badness of trade, the colony is in a very depressed condition. Our population there is now five per cent. less than it was ten years ago, and our taxation has increased fourfold; for it must not be forgotten that besides the colony of Hong Kong we are also contributors to the Imperial exchequer. I should also state that the majority of the signatures, as your Lordship will see from the memorial, are those of British subjects, most whom have invested the earnings or savings they have acquired in China in the British colony of Hong Kong. There are many of them who are now resident in England, but who derive a large portion of their income from the colony. Among the deputation which I have the honour of bringing under the notice of your Lordship I may be permitted to particularise Mr. Bridges, who was Acting Colonial Secretary in the colony of Hong Kong, and also for some time Attorney-General for the colony. We have here, likewise, the representative of the Peninsular and Oriental Company, a gentleman who was a member of the Legislative Council only two years ago; and gentlemen connected with the great banking corporations, and with some of the leading mercantile establishments in Hong Kong. I should state that one and all of these gentlemen entertain very grave apprehensions as to the consequences of the ratification of the supplemental Convention of the Treaty of Tientsin. They believe that if that convention should be ratified it will be fatal to the prosperity of the colony of Hong Kong. I would point out to your Lordship that this is no trifling question; for, although as landowners it may be comparatively unimportant, nevertheless, there is a much larger question involved, namely, the interests of British commerce. (Hear.) I should here mention what we have learned since the last mail, namely, that we not only represent some 2,000 inhabitants of British and American origin, who are residing in the colony, but also 120,000 Chinese, for we find from the accounts we have received that to a man these Chinese inhabitants protest against a native official being fixed upon the colony. (Hear.) This, perhaps, may sound strange, but hereafter I will give an explanation which I think will satisfy you of the correctness of this remark; but I desire now, in reference to the magnitude of the interests concerned, to point out that, according to the colonial document published by the department over which your Lordship presides, the total tonnage of arrivals and departures in the colony of Hong Kong may be taken to amount to 2,600,000 tons, and it is there stated also that the tonnage of the native craft amounts to 1,300,000, which I need hardly say shows that 50 per cent. of the tonnage employed in the trade of Hong Kong belongs to native craft. But beyond this it is also mentioned that there are fleets of small vessels and boats which, from the contiguity of the colony to the mainland, carry on an active and extensive trade between the mainland and the island. From my own acquaintance with the Chinese, I am persuaded that should a Chinese Consul be appointed in Hong Kong he would be sure to levy a contribution on the whole of this trade. Nor is this merely conjectural; for Her Majesty's representative in Peking has not disguised the fact, but has told us that the Consul is to be a revenue officer; and therefore we hold that such an appointment would practically nullify what is the essential condition of Hong Kong existence, namely, the fact of its being a free port. (Hear.) I would say even more than that exactions would be made upon the trade; our knowledge of the Chinese character would induce us to go further, and say that not even a single article of provision—not even an egg—would be brought into Hong Kong without having to pay toll to the Chinese Consul; and when I state that in the Chinese currency the coin of the realm consists partly of pieces, twenty-five of which go to a penny, your Lordship will not think it an exaggeration when I say that I do not believe a single egg would be brought into the island without having to pay a contribution to the Chinese Consul, should such an official be appointed. I may also venture to say that I think the appointment of a Chinese Consul would be a very premature act. We have all of us been in China, and we know what kind of a Government there is there, and we do not scruple to say that there is no analogy between the Chinese and European Governments. This, indeed, is shown to the world by the very fact that we have been so many years in connection with that country, and we are not now, nor shall we be under this treaty, admitted to unrestricted intercourse with the Chinese. We cannot go where we like, nor can we carry on our trade with any part of China as we wish, under this Treaty; and therefore I say that it certainly gives to the Chinese rights which it does not accord to us. Certainly it will allow us to appoint a Consul, but we allow the most unrestricted power of settlement and locomotion to the Chinese. I say that to graft on a semi-barbarous state a European usage which they can hardly comprehend, except for their own purposes, is, I venture to think, quite premature, and that this is not mere conjecture is shown by the fact that besides not acting on the principle of what we may call European reciprocity, China neither considers nor follows European notions. Great Britain, as your Lordship is aware, preserves, and rightly so, its territorial jurisdiction over any of its subjects who may be sojourning or residing in China. I need not say that no civilised country extends that power to Great Britain, and I believe it is only in Turkey and some other semi-civilised states that Great Britain possesses that power, and yet we are to accord it to China, which is not in the category, so to speak, of nations to whom it ought to be accorded. With regard to a Chinaman's notion of what a British Consul ought to do, if I were to tell your Lordship

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what that is, it would be quite ludicrous, but at the same time I may state it would be also indecorous, because I happen to know that they think he not only superintends and controls the private habits, but that he also exercises the same sort of surveillance and control over the private vices in which some of our countrymen indulge, not only at home, but also abroad. Your Lordship may perhaps think that my remarks with regard to the Chinese officials are characterised by a rashness of observation, and an indiscreet censure of people whom one does not know very much about; but you will perhaps allow me to remark that I am not guilty in anything I am saying of any needless disrespect for the Chinese authorities. The people out there I like very much. I have no reason to complain of them, from my long intercourse with them; and many of my friends will, no doubt, state that their relations with the Chinese are of the most friendly and amicable description; but, as your Lordship knows, it is not always the fittest and best men who are appointed to govern a country, and in China we have notable exemplifications of the fact. In the last paper laid on the table of the House of Commons (*China*, No. 3 of this year, containing despatches from Sir Rutherford Alcock), I find under the date August 25, that Consul Medhurst speaks of the rapacity of the Chinese officials and the predatory disposition of the mandarins, and he there gives a notable instance on the Yang-tze river, where, owing to the exactions of the authorities trade was suspended and the books of the merchants closed, but owing to his presence and intervention trade was resumed because the officials were prevented from making those exactions. Therefore, what I would say is this, that we have recent instances showing that the Chinese are immutable in their policy, at least, to the extent I have stated. I may make one other remark on a matter which I dare say has struck your Lordship's attention. Your Lordship may say, "Well, but will these people pay these exactions. There they are, living in a British colony; will they be such fools as to go and pay money to their mandarin?" To that, I would reply that they will pay those exactions to the mandarin. Your Lordship will ask, "Will they not communicate with the British Government?" I answer, decidedly not: they will not inform against their own authorities, because nearly all the Chinese, resident in Hong Kong, have members of their families and relations resident on the mainland, and your Lordship knows that by the Chinese policy a family is responsible for the acts of one of its members. The consequence is, that the Chinese Government has a power which no other Government has of punishing for any delinquency, or alleged delinquency, those persons who may be resident in Hong Kong; and besides this, the practice of what are termed "squeezes" prevails considerably in Hong Kong at the present time, although the Colonial Government is most strongly averse to it, the fact is that the practice is so engrained in the habits of the Chinese, that they really believe that the hangers-on of the police magistrates, or of any other public functionaries, have some indefinite power of doing them either good or harm. Although the Colonial Government has done what it could to suppress the practice, it still prevails to a great extent, that is to say, the system of squeezes or exactions made by persons who either are or allege that they are connected with the Colonial Government. How, then, if this system which is so wholly repugnant to British policy, which has been opposed most strenuously by the Government there, and which I myself, when resident there, did my utmost to put down, be continued, can we expect men, whom I have known to refuse to give evidence even against Englishmen, to give evidence against the Chinese official it is proposed to appoint, even if he persist in the practice, as we believe he certainly would. I do not know that I have anything more to add, except as regards the question of public opinion, so far as that can be accounted for where the people speak a different language from that in which the organs of public opinion are printed. I believe there are not two per cent. of the population of Hong Kong who are of European or American origin, all the rest being Chinamen; so that if we are to have a Chinese official there his position would constitute an *imperium in imperio* which would be fraught with fatal consequences to the prosperity of the colony of Hong Kong. (Hear.) I beg to thank your Lordship for your attention, and I will now present to you Mr. Bridges, formerly acting as Secretary, and also as Attorney-General for the colony of Hong Kong.

Mr. BRIDGES: I do not propose to trouble your Lordship with more than a very few words, but I may as well state in the first instance that the reason why I am requested to address your Lordship on behalf of my brethren here is that for a considerable period I occupied an official position in Hong Kong, and for the greater portion of the time between the years 1852 and 1858 I was a member of the legislative and executive council. As a practising barrister also, I had a great deal to say to the Chinese, and, therefore, I am able to approach your Lordship with a confidence that is derived from the knowledge I obtained both in official and private life. Your Lordship was kind enough to point out—speaking to Mr. White at the commencement—two points which suggested themselves to your mind—first, whether there was to be a Consul at all, and, secondly, whether he was to be appointed under the Treaty in the same way as other Consuls are generally appointed. Now, different people take different views of the same subject, and I may say that I differ in a great number of points from the view Mr. White takes of the Chinese Government. I, for the sake of this argument, look at the Chinese Government as if it were a Government in every respect to be treated as our equal, and dealt with exactly as we should deal with that of France or Prussia, or any other of our equals; but I am prepared to prove that, even looking at it from this point of view, the appointment of a Consul at Hong Kong cannot be granted to the Chinese Government without being fraught with great danger to ourselves. The first point to be regarded in this question is—what is the meaning of the word "Consul?" Plainly it is a word that is generally understood; but when we consider the position of an English Consul on the mainland of China and the ordinary position of Consuls in English ports generally, we see at once that a wide distinction is established. In China an English Consul has power over English subjects, who are free from all Chinese jurisdiction of every description. English Consuls there can sentence to fine or imprisonment, and even to expatriation from the place where an English subject resides; consequently he occupies a position which is far different from that of any Consul who is appointed to act in English possessions. Therefore, to determine this question it is necessary to determine in the first instance what is the kind of consulship that, under this Convention, it is proposed to establish. Is the Consul to be a Consul of the Chinese English type—a man with full powers in our own colony, or a mere commercial agent such as we find in every place open to navigation? This is a matter that can hardly be passed over by any one who has any knowledge of what an *imperium in imperio* would be a Chinese Consul with English powers in Hong Kong. And what would be the result. The population of Hong Kong is about 120,000, and at one stroke of the pen, if any one had the power to do it, the whole would be removed from English jurisdiction. But even if the Colonial-office wished such a thing done it would be impossible, because it seems to me that, without an Act of the Imperial Legislature, you could not abstract such a portion of Her Majesty's power as would result from such a transaction, and place it in the hands of a foreign authority; and not only would the consequences be serious to Hong Kong, but what would be the result elsewhere? If you grant such a power to a Chinese official in Hong Kong, in a few years other places would ask for the same concession, and not only would the Chinese be abstracted at Hong Kong, but what answer could you give to a request from the Prussian Government, or the French Government, that wherever Prussian or French subjects are found trading at your ports, they should be abstracted from your jurisdiction and confined solely to the jurisdiction of their respective Consuls? And there is another point. This is the first time in the history of China that the word consul has ever been admitted to apply to an officer to be adoptd by the supreme Government at Peking in any foreign territory. Up to the present time, whenever the Chinese have sent representatives to Laos, Siam, or any of those small kingdoms over which they exercise dominion, they have been sent as representatives of the Sovereign at Peking, and knowing the Chinese character very intimately, I say it would be impossible to separate the idea which a mere commercial agent fills in our mind from the idea which a Consul, as representative of the Chinese Government, must necessarily occupy in the Chinese mind. Granted, however, that he should not be a Consul of this description, but a mere commercial agent, there can be no doubt that when once he has authority to take in Hong Kong an official residence, and is recognised by the English Government as the representative of the Chinese Government, all that has been done for the last thirty years, everything that has taken place since the original Treaty of Peking, will be wiped away. You cannot separate from the Chinese mind the idea that the representative of the Chinese Government is the representative of the Chinese Sovereignty. It might not perhaps be irrevelant here to quote an anecdote that has occurred to my mind while considering this subject, and which shows still more plainly how strongly fixed this idea is. In 1857 or 1858 we were in possession of Canton, and Mr. (now Sir Harry) Parkes was one of the officials who represented the Allied Powers in the occupancy of the city. During that time an inferior mandarin was taken prisoner, and Mr. Parkes treated him as an English official always would treat such a prisoner. He told the mandarin he was at liberty to reside where he wished, that he would be well treated, and that if he behaved himself nothing would be said to him. In the course of events the expedition to the North took place, and Messrs. Parkes and Loch were made prisoners. They were both put in chains while in prison, and the very Chinese mandarin who had been Parkes' prisoner in Canton was one of the visitors of the prison where Parkes was confined. Parkes remonstrated with him, and said, "When you were my prisoner in Canton you were treated well; how comes it that when I am a prisoner of the Chinese Government I am treated thus and herded with common malefactors?" The answer of the mandarin indicates the Chinese mind entirely. "Oh," said the mandarin, "the cases are different. I was a prisoner of war; you are a rebel against the Chinese Government." This was in 1858, and this was the answer of an educated man to an English official. You must remember that with regard to the community of Hong Kong very few of them ever obtain the position or the education the mandarins do, and if this idea was so strongly impressed on the mind of a mandarin, how much more easily would it be fixed in the common vulgar mind by the fact of a Chinese Consul being appointed there? But, assuming it to be impossible that a territorial Consul with territorial powers should be appointed in Hong Kong, and that an ordinary Consul, of whom we have fifteen or sixteen in China—or, at least, had in my time—then I say that no benefit can result to the Chinese Government from his appointment. Hong Kong is an island with several ports, extending three miles in length, and a mere ordinary commercial agent, which a second category Chinese Consul would be, would not have the slightest power to exercise surveillance or adopt means for checking smuggling, which seems to be the idea of Sir Rutherford Alcock, except by resorting to a system of espionage and exaction, which would set him continually at loggerheads with our police and the Emperor's Court, so that instead of the Consul being a help to the Chinese Government there would be perpetual complaints about him, emanating from our authorities. Therefore I submit that a Consul of the first description is impossible at Hong Kong, and that so far from a Consul of the second description being of any use to the Chinese Government, his appointment would lead to endless complications. But there is another element to be considered beyond the British Government and the Chinese Government. I refer to the Chinese population of Hong Kong, and what their position ultimately may be. You have for thirty years had established at Hong Kong an organised Government, you have shown the people the benefits of British rule by putting down extortion and allowing them to settle under the idea that they are to be preserved free from exactions of every description on the part of their own Government; you have accustomed them to our arts and sciences; and here I may say that it was only the other day that the electric tele-

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graph was laid down there, while they have the use of gas and all the appliances of mod rn science; and if there be any means of breaking through the hard rind of Chinese isolation, it is not to be expected from anything that will be done by the Imperial Court at Peking, but rather from the knowledge the Chinese at Hong Kong acquire under our example and good government. Are you willing, therefore, for the sake of an experiment, which is to be tried at the suggestion of certain officials at Peking, with a view to put a stop to smuggling, to risk the evils that may ensue? And here I must refer to the question whether smuggling deserves the name it has obtained in Hong Kong. It is notorious that everywhere where there is a free port you cannot have that surveillance over shipping that you have where there are Custom-house officers. But the Chinese smuggling of which complaint is made is this. The principal article of smuggling is opium, and it is owing to the Chinese Government itself that the Chinese traders attempt to introduce opium into the country. They have not established any port nearer than Canton where those vessels can enter cargoes, and any vessel going to the south coast has, as a preliminary, after leaving Hong Kong, to go up the river one hundred miles to enter its cargo, after which it has to return and then start on its voyage. The consequence is that in order to avoid the trouble the vessels go and land their cargoes at the different ports where there is an ordinary Chinese Custom-house, but not under the control of the Tientsin authorities. This is the reason why the cry that Hong Kong is a depot for smuggling is made from Peking. This interview has already lasted so long that I shall decline to trouble your Lordship with more than a few words in conclusion. I assure your Lordship that as I look at the matter it is not merely one of pounds, shillings, and pence. As long as I live I shall never forget the state in which Hong Kong was in 1857 at the beginning of the war with China. Why, prizes were being offered for the heads of the different authorities in Hong Kong, and we were blockaded in the Canton river. I was discharging the duties of the office of Colonial Secretary at the time, and I can assure you that I am as confident as that I stand here that if at any time a similar state of things should occur, and the Chinese should have a rallying point, such as the proposed Chinese Consul at Hong Kong would be, the whole of the English residents would be swept out of the colony in the course of a night. Therefore, I do press most strongly upon your Lordship that you should consider, not only the actual circumstances of the case, but also the eventualities that may result from placing a person representing Chinese authority in Hong Kong. If this be done, and hereafter circumstances should arise which may lead to a lamentable catastrophe, it will not be our fault. We have pointed out the facts to the Government, and have thus relieved ourselves of the responsibility, so that whatever may happen in the future the onus will rest with your Lordship.

Earl GRANVILLE: I should have liked to have heard a little more in reference to one point. It is stated that it is not to the advantage of the Chinese Government to make the appointment referred to. That is, of course, a matter more for the Chinese Government to consider than for us; but I should have liked to have heard what is suggested by the deputation as a clear answer to the Chinese Government—taking it upon the ground you did that the Chinese Government must be treated on the footing of being a civilised Government. Upon the point that our position there being one which naturally encourages smuggling, and the appointment of a Consul being urged by the Chinese Government as a means of preventing that smuggling, how, in justice, are we to refuse the appointment?

Mr. BRIDGES: I say that the local situation of Hong Kong, and the want of power in a Consul of the second category are such that he could not arrive at the information in Hong Kong.

Earl GRANVILLE: You are supposing that he would be a Consul with the same powers as the European Consuls.

Mr. BRIDGES: That is the only Consul whose appointment I can conceive in Hong Kong.

Earl GRANVILLE: But why should he not have the same sort of powers as were given in former days in China for the detection of cases of smuggling?

Mr. BRIDGES: My view of the matter is this: the harbour of Victoria extends over a distance of three miles, and each mercantile house or Chinese establishment has the power of shipping its goods from its own door. The ships sail out of the harbour, and there are no means of checking in the place itself what the shipments are. The only system that could be adopted would be one of espionage, which would lead to continual fracas; people would constantly be hauled up to the police-office, because those who came to inquire would have their heads broken, and there would be constant actions in the Supreme Court.

Mr. WHITE: Even in the document published by the Colonial-office it is mentioned that the British Government cannot ascertain the amount of the imports and exports. If we are to have a Chinese Consul of the second category there, the fact is that there must be the right of search. As every merchant has his own landing place, there must be a Chinaman at each to watch, and besides this, every boat that goes off must be examined. Indeed, without a system of espionage and supervision of the most rigid character, which would lead to the most lamentable results, it would be impossible for the Chinese Government to obtain the information they want, and if they were able to obtain it, it would be at such a cost, in the shape of evil consequences, that it would be far better that it should not be acquired. I may add that Sir Rutherford Alcock has no knowledge of the colony. He has had no connection with the colony, or I should have pointed out to him the utter impossibility, from the geographical position of Hong Kong, and the local circumstances of the port as a free port, of adopting the recommendation for the appointment of a Consul with any chance of its leading to beneficial results.

Mr. SUTHERLAND: You could not possibly make the appointment without destroying the freedom of Hong Kong as a port, and consequently destroying the whole trade of the place. There can be no question on that point in the mind of any one who has any knowledge of trade there. The fact is, that the trade of Hong-Kong rests upon the freedom of the port, and although our own Government has shown the greatest anxiety to obtain statistics of the trade of the port, it has always been most cautious not to trammel us with anything that could interfere with that freedom. And not only is it certain that the proposed consular appointment would destroy the freedom of the port, but there can be no doubt that smuggling would be continued. The only smuggling carried on there is in goods sent away from Hong Kong to the South in the vicinity of Macao, and those goods would still find their way there and be received by the mandarins, who hav custom-houses of their own, and who are in actual competitio with each other to obtain the goods at the lowest possible rates. Th effect of the proposed appointment would in reality be to destro the native industry which now exists in Hong Kong, becaus the trade of the English and foreign merchants does not con stitute the trade of Hong Kong; the trade of that place is that which is made by the industrial population there, and its prosperity depends on the Chinese in Hong Kong being able to carry on thei business freely and without fear or difficulty. (Cheers.) I might b allowed to give an illustration of the power which the Chinese authoe rities on the mainland exercise over the inhabitants of Hong Kong. Many cases have come within my own knowledge in which men who have come to Hong Kong and succeeded in business have had their families seized and put into prison until ransom was paid; and in one case, that of one of the best Chinese citizens we have, who has been very successful, he was never free from inquisition for ten years while residing in Hong Kong. Your Lordship is aware of the filial piety which exists among the Chinese, and, I may say, that if a man has a great grandfather who can be got hold of, the mandarins will put the "squeeze" on by seizing him. Another point is the influence we have in recalling our servants. Some seven or eight years ago, owing to some question which arose at Canton, the Viceroy issued an order to two or three districts which had the effect of withdrawing the whole of our servant population. Again, a clause was made by the Chinese Government about three years ago, when I was a member of the Legislative Council, for the giving up of people supposed to be spies engaged in the rebellion, and in one case they got hold of a man whom they tortured, and, it is said, put to death. I am quite convinced that the effect of the proposed appointment would be to destroy the spirit of the Chinese people in Hong Kong, and would drive the trade over to Macao.

Mr. BRIDGES: I may perhaps be allowed to read a letter which has been written by Sir John Borwing.

Mr. Bridges then read the following extract from the letter referred to:—As regards the special object of your memorial to Lord Granville, the establishment of a Chinese Consul in Hong Kong, I should hope that the Peking authorities will see that it will lead to more embroilments than benefits. On the one hand, while from the general corruptibility of Chinese officials the appointment will give little profit to the Imperial revenues, and afford small protection against smuggling, it will, on the other, lead to exactions and interferences, which in a free port would be intolerable. If the Colonial Government interferes—as it is bound to do—for the protection of our Chinese subjects, there will be no end of disputes and difficulties; and if our Government do not interfere, there will be annoyances of all sorts. International law will not sanction a Consul meddling with the inhabitants of the country to which he is accredited, but the business of a Chinese Consul will mainly be to meddle, and he will always consider Chinamen as practically, and really, the subjects of his Emperor. During my experience as Governor of Hong Kong, it was impossible to protect the Chinese from the "squeezing" of the mandarins, when they went to the country, and you are quite aware of the unsatisfactory state of things at Macao.

Earl GRANVILLE: I am in communication with the Foreign-office on the matter, and consequently I shall give no pledge of any sort. I beg, however, to thank the gentlemen who have stated their views for the information they have afforded me.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, March 16.

The prospectus has at length been issued of the Steam Navigation Company, "Nederland." The commission has been composed as follows:—H.R.H. Prince Henri, honorary president. Directors: Messrs. C. J. A. den Tex, E. Fuld, E. Mohr, A. R. J. Cramerus, and C. F. Quien. As managers are appointed G. J. Boelen, J. Boissevain, and C. J. Viehoff. The company will be established at Amsterdam. The capital is 6,000,000f., of which only part will be at first subscribed for, viz., 3,500,000f. in shares of 1,000f. and 500f. For this amount steam-vessels and other material will be purchased for the steamline between Holland and Java, *via* the Suez Canal. The particulars of the contract between the Government and the company are identical with those I gave you a fortnight since. The subscription will be opened on the 24th, 25th, and 26th inst. The company intends to build four steamers of 2,000 tons, with engines of 400-horse power nominal. The arrangements for passengers will be most perfect. The builders of the steamers are under the obligation that each voyage shall not last longer than fifty days. The company is opinion that the net profit will not be less than 16 per cent. on the capital subscribed.

Mr. Nierstrasz, M.P., has again attacked the Company for Promoting the Welfare of the Javanese, in a most offensive and personal manner, especially as regards Mr. W. Bosch, well known in Java as one of the principal members of the company. Of, course, Mr. Bosch cannot prosecute Mr. Nierstrasz, because the latter made his statement in Parliament, but the injured party declares in the *Nieuwe Rotterdamsche Courant* that Mr. Nierstrasz has not acted as an honourable man, whilst he states his readiness to give him every satisfaction should he desire it. Our M.P.s, however, do not care very much to fight, so that this affair will probably prove another storm in a teacup.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, MARCH 21, 1870.

THE FOREIGN-OFFICE AND THE MISSIONARIES.

ON the 14th instant Colonel SYKES very pertinently asked the Under-Secretary for Foreign Affairs whether similar redress had been obtained by Sir R. ALCOCK for the recent outrage on English missionaries at Nganking to that obtained by the French Minister for similar ill-treatment of French missionaries. Mr. OTWAY'S reply was, as usual, a fine example of official ignorance. He knew nothing of the ample satisfaction "*alleged* to have been obtained" by the French Minister; and gave such a version of the experiences of the English missionaries as showed he considered they had, on the whole, a good deal to be thankful for. They had not been in any way injured or molested, but "on meeting a body of students "they became alarmed, and took shelter in the palace of the "Governor, who sent them to a place of safety and gave "them a hundred dollars besides." Lord CLARENDON evidently considers that the Chinese rather deserve applause than censure for their part in the affair. However, Colonel SYKES was not to be put off with such nonsense, and next night returned to the charge with a notice of a further question on the subject. To-night the gallant Colonel will ask Mr. OTWAY whether Her MAJESTY'S Government approve of the same measure of justice not being meted out to the English as to the French missionaries; and also, whether our Consuls in China have instructions to report direct to the Foreign-office all cases of outrages on British subjects. We hope a satisfactory reply may be forthcoming, but are not very sanguine about it. Another question put by Colonel SYKES—namely, whether the Government had any knowledge of the recently reported outrages in Formosa—was met with the usual declaration of official ignorance.

CONSULAR ESTABLISHMENTS IN CHINA.

A BLUE-BOOK has been published containing a series of special reports from Her MAJESTY'S Consuls in China, with an accompanying despatch from Sir RUTHERFORD ALCOCK. They are in response to a request made by Lord CLARENDON last year, for full information as to the cost of maintaining these establishments and the possibility of making any reduction in their respective staffs. Sir RUTHERFORD has carried out the instructions of the Foreign Secretary to the letter, by obtaining most voluminous and exhaustive reports from all the Consulates. These documents clearly show, and Sir RUTHERFORD himself in his covering despatch forcibly points out, that if any regard is to be paid to the efficiency of the service, the position of Great Britain as a Treaty power, or the safety of British trade, no material reductions can be made, except, perhaps, in the case of the four ports of Formosa, where the value of our trade, he considers, is hardly commensurate with the expense of Consular establishments. These, Sir RUTHERFORD thinks, might be advantageously abandoned in exchange for Ichang, or some suitable port on the Upper Yangtsze, but we are glad to see that at the same time he is fully alive to the danger of giving up even one port without getting an equivalent in some other quarter. If this were not insisted on it would be regarded by China as a retrograde movement. On both these important points Sir RUTHERFORD'S opinions are exactly in accord with those we have always upheld. We give interesting extracts from the Blue-book in another column.

THE LATE MR. BURLINGAME.

WE gave last week a portion of a letter addressed by Mr. BURLINGAME to a friend, shortly before his departure for the Russian Capital. It possesses considerable interest, as showing that in his private correspondence Mr. BURLINGAME maintained precisely similar views to those enunciated in his public speeches. It is certainly indicative of a sincere conviction in the truth of these views, but one cannot help wondering at the strong prejudices exhibited. The statement that "there is a party in England which assumes it will be a bad thing to treat China with justice" is one striking instance, and another will be observed in the concluding boast that "the men who wish to humiliate China will not succeed." Who among Englishmen would wish to withhold justice from China? We believe that China has received more, far more than justice, at the hands of England; substantial aid, for instance, in a struggle involving the very existence of China as an Empire, for which no equivalent has ever been demanded or received. Even an honest fulfilment of treaty-rights is denied us. It is we who ask justice from China, and meet with a contemptuous refusal. In the same way, the "humiliation" is all on the other side. The experience of Englishmen in China is one of constant humiliation. The arrogant Chinese officials treat English merchants and missionaries as dirt beneath their feet, and even our diplomatic and consular representatives are snubbed and slighted whenever opportunity offers. The QUEEN OF ENGLAND'S son is denied an audience at Peking. On our side, we allow the Chinese to revise the treaty entirely according to their own ideas; their envoy is received at our Court with all possible distinction; even the miserable fifth-class mandarins sent some years ago as an "Embassy" were admitted to the Royal presence. On which side, pray, is the humiliation?

IN another column we give the reply of the Committee of China merchants to Lord CLARENDON on the subject of the Convention. The document is a very able one, and most emphatically confutes the arguments used in Lord CLARENDON'S manifesto published in our last number. The question of transit dues and internal taxation is elucidated in a way which ought to set the matter quite at rest. With regard to the imposition of an increased duty on silk, the Committee state boldly that they consider that Sir R. ALCOCK, in conceding this demand, has failed to give just protection to British trade.

THE P. and O. Company's steamer *Nubia*, which left Bombay on the 10th inst., with a full cargo and passengers for Marseilles, *via* the Suez Canal, is simply an extra steamer, and the directors have no intention of altering their overland arrangements at present. In regard to the sorting of the mails on board the steamers between this and Alexandria—noticed by us some months since—we understand the practice will be given up in June.

WE observe in the *Homeward Mail* an account of a cross-examination on the opium question, to which Sir R. ALCOCK has been subjected by the Calcutta merchants. The position must have been rather an uncomfortable one for Sir RUTHERFORD, and we suspect that he would have done better for his own peace of mind had he returned to Europe by the Pacific route, instead of by way of the Straits and India.

WE understand that the Assistant-Judge of the Supreme Court at Shanghai will be transferred to Yokohama. This is a very satisfactory change, as the amount of legal work to be discharged by the Consul there is really quite beyond the powers of any one not trained to the law. If this arrangement is carried out, Yokohama will in future be a Vice-Consulate.

A LETTER from Rome of recent date says that the Bishops are beginning to leave in great numbers, and that among the latest departures are the Bishops of Japan, whom the rumour of a threatened persecution of the Christians has caused to hasten to their dioceses. We are afraid the holy fathers will arrive in the field rather late.

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REPORTS ON CONSULAR ESTABLISHMENTS IN CHINA.

The despatch from Sir R. Alcock, which forms the first of this series of papers, contains a review of the extent and value of the British trade with China, showing that of the total foreign trade with China, of £42,070,788, £36,949,604 was in British goods, while of the total foreign shipping employed more than half was under the British flag, 7,165 vessels with a tonnage of 3,332,093 tons out of a total of 13,504 vessels with a tonnage of 6,385,771.

The steady increase of British trade with China is further illustrated by the returns of the Imperial Maritime Customs, which were reprinted in this country and presented to Parliament last year, from which it will be seen that the import of grey shirtings and T-cloths (articles of purely British manufacture) had risen respectively from 2,398.410 pieces and 730,604 pieces in 1867 to 4,768,151 pieces and 2,049,521 pieces in 1868. That this is not an exceptional increase is apparent from the fact that at the port of Shanghai the import of grey shirtings and T-cloths in the first six months of 1869 amounted respectively to 2,933,341 pieces and 1,413,758 pieces, as against 2,070,782 pieces and 588,825 in the first six months of 1868, the imports in the first six months of 1867 being 1,231,710 pieces and 316 211 pieces, and for the same period in 1866, 890,366 pieces and 48,976 pieces.

Sir R. Alcock was especially instructed to report upon the supposed tendency of foreign trade to pass into Chinese hands, and the manner in which such a change in the direction of trade would influence the relations between British and Chinese subjects, so as to admit of the withdrawal, wholly or in part, of Consular protection at the Treaty Ports.

Sir R. Alcock states his opinion that more weight has been given to the assertion that the trade is passing into Chinese hands than a full examination of the facts would justify, and that there are contrary tendencies at work. For instance, a direct trade in imports has sprung up within the last three years at Chefoo, Tientsin, and Newchwang, "which is rapidly increasing, and promises not only to assume larger proportions and be permanent, but also to establish in the hands of foreigners a trade which, as indirect, in the year 1866 was perceptibly passing into the hands of Chinese." He adds that, "Assuming, however, that the preponderating influence tends to restrict or diminish the number of British residents at the secondary ports, it cannot be rightly argued that the necessity for any Consular establishment is by so much diminished; first, because, whether many or few, there must be some Consular authority to protect and control; and, secondly, because the number of British ships and sailors brought to the port increases in a much larger proportion than the residents diminish, and these require much more looking after, and give a great deal more work, than the merchants located at the port."

Consul Medhurst, whose long experience of China enables him to speak with authority on this subject, while his position in the service precludes his being unconsciously influenced by personal reasons in favour of the maintenance of a large Consular establishment, expresses himself still more forcibly :—

"First, as regards direct trade.—The Chinese take no share in importing manufactures and other merchandise from Great Britain, nor are they likely to do so until they establish native agencies at home,—a very remote contingency indeed. . . . Second, coast-trade.—In this branch . . . the Chinese are daily taking an increasing share. . . . Nor is it a matter, I conceive, to be at all deprecated; for, after all, the merchandise which is thereby distributed is principally British, and an increased development of the general trade is the result. It must not be lost sight of, however, that, apart from British influence, association, and protection, and those of other nations in a minor degree, such a trade could not for a moment exist." These views are corroborated in a remarkable degree by the memoranda furnished to Mr. Medhurst by two of the merchants at Shanghai. These memoranda, which no doubt faithfully represent the views of the British mercantile community in China, agree that the entire direct import of British manufactures is in the hands of foreigners, principally Englishmen, as well as the direct export trade. "On the question of this trade passing into the hands of the Chinese there can be but one opinion—such is not the case; and that the Chinese do participate in it at all is solely due to the facilities afforded to them by foreigners, without whom they could do absolutely nothing."

Both the writers point out that the indirect or distributing trade in which the Chinese have appropriated the local business is nevertheless carried on in foreign bottoms, and is dependent on foreign protection. "Foreign protection to trade at all the open ports is and must remain the condition of its satisfactory continuance. So far as the main articles of trade are concerned, everything is carried on under a foreign flag." The reports from the other Consulates are in the same strain.

Consul Robertson, whose knowledge of China is probably unrivalled states that :—

"The old junk trade is entirely annihilated, and Chinese goods and passengers proceed by foreign steamers or sailing vessels only. . . . The tendency is to employ foreign steamers and vessels, and whether their cargoes are British-owned or not is of no consequence, for until they are discharged they are under British protection. Indeed, the probability is goods will always arrive consigned to some foreign firm, who will take delivery, and subsequently hand them over to the real owners, the Chinese; and, on the contrary, I am inclined to think a change in the destination of trade, if change of hands may be so termed, is likely to originate more causes for Consular interference from questions of ownership and contracts, and the many causes of dispute which arise, than exists when it is solely in foreign hands, and the more it increases the greater will be the employment of our ships, both with steamers and sailing vessels."

It is unnecessary to give further extracts from these reports, but the opinion expressed by Mr. Acting-Consul King as to the importance of retaining a Consul at Newchwang, with a view to the prospective advantages to be derived from the more general opening of Manchouria to foreign commerce and industry, and also to the report from Consul Markham of the gradual growth of a direct trade with Great Britain at Chefoo deserve attention.

On a review of the independent statements thus received from various parts of China, it is shown :—

1. That the direct import trade, as well as the export trade, in articles of European consumption remains, and is likely to continue to remain, in foreign hands.

2. That should the indirect or distributing trade be undertaken entirely by Chinese instead of by foreign commission agents, as seems probable, except perhaps as regards opium, the result may be expected to be beneficial to British trade and shipping, as it will be followed by an increased demand for foreign goods, and by the extended employment of foreign vessels.

3. That this indirect or distributing trade, on which the general trade depends, has been created and is maintained by the opening to foreign commerce of the several provincial districts of China by means of the Consular Treaty Ports as ports of entry.

4. That, as in the present condition of the country the distributing trade can only be effectually carried on in foreign vessels, Consular establishments will continue to be required as heretofore at the subsidiary as well as at the primary ports for their supervision and control.

5. That the withdrawal of a Consulate from a provincial district is equivalent to the abandonment of the present and prospective trade of the district, with a proportionate diminution in the general import and export trade, and loss to British manufacturers, merchants, shipowners, shipbuilders, and seamen.

Should the Treaty Revision Convention be ratified, and Europeans be admitted to travel and rent store-houses in the interior of the country for trading purposes, efficient Consular establishments will be more than ever required to insure the new tariff and transit regulations being faithfully executed by the Chinese authorities, as well as to maintain the peace, order, and good government of Her Majesty's subjects, to which Great Britain is equally pledged. These considerations do not apply to the islands off the China coast, where the Chinese rule is scarcely established on a firm footing among an alien race, where the constant danger of collision with the people renders foreign trade precarious and uncertain, where the demand for articles of foreign produce is limited to the villages on the seaboard, with little promise of any material increase, and where the exports are not of sufficient value to British commerce to entitle the trade to special encouragement or protection on their account.

The right of access to the Island of Hainan, though conceded by the Treaty of Tientsin, and at one time reported to be of value, has never been claimed, and is resigned by the recent Convention. Sir R. Alcock has now advised the withdrawal, on grounds both of policy and economy, of the Consular establishments in the Island of Formosa, and, as a necessary consequence, its exclusion from British commerce. The maintenance of the Consulate at Taiwan and Vice-Consulate at Tamsuy has not been attended with commercial or political advantages commensurate either with the expenses attendant on it, or with the difficulty experienced in the protection of the trade with the island in the face of the open hostility of the population.

The Consular establishments could not, however, be withdrawn without giving at least six months' notice to British subjects engaged in the trade of the island, which, although of trifling national value, could not be relinquished precipitately without inflicting serious injury on individuals. Moreover, it is advisable to make an effort to induce the Chinese Government to exchange the Treaty Ports of Formosa for the port of Ichang in the Upper Yangtsze, which would open to British trade a vast area, to which at present, while the employment of steamers is prohibited, it cannot hope to penetrate. It may also be found necessary to retain a Consular officer at Kelung, where the coal mines are to be worked under the Treaty Revision Convention. The establishments in Formosa when suppressed will, however, supply establishments required for the new Treaty Ports of Wen-chow and Wuhu, under the new Convention. The former is described by Sir R. Alcock as affording a ready exit for a sort of tea that reaches Foochow-foo after a long, difficult, and expensive transit, and as the port of a comparatively populous and wealthy country which promises to take many foreign commodities. It will also be of material service to British commerce as a port in the line of communication between Foo-chow-foo, Ningpo, and Shanghai.

Wuhu is situated on the Yangtsze, in the vicinity of Chinkiang, with which it may be found practicable to combine it in a joint Consular establishment. Its opening to commerce is stated by Sir R. Alcock to be of "immense importance, if only for the reason that it makes the province of Anhui a Treaty-port province, and thus opens that province for the circulation of British manufactures, in accordance with the freedom and easy terms assented to" in the Convention.

The question remains whether, the consular establishments on the mainland of China being necessary for the preservation of political and commercial interests, the staff of officers employed in them is in excess of the demands of the service. A complete answer to this appears to be furnished by the statement that of the limited numbers employed in these services, seventeen were absent from China, five from Japan, and two Siam, all but two on sick leave, and in nearly every instance after an uninterrupted residence of several years in these tropical climates. So far from the numbers of the Consular service in China being excessive, they have been found during the past year to be insufficient, and recourse has been obliged to be had to the employment of temporary clerks, a practice objectionable for many reasons, at Amoy, Kiu-kiang, Ningpo, and Shanghai.

An addition to the permanent establishments may be avoided, at least for the present, by some of the student interpreters, who will have completed their two years' course of study at Peking in the spring, becoming available for duty at the ports; but the numbers of the

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Consular staff, even when thus recruited from the ranks of the student interpreters, will be barely sufficient to meet the requirements of the service, when allowance is made for the constant absence of a large proportion on account of illness engendered by the climate.

The result, both as regards efficiency and economy, of the system commenced in 1854, for training the junior officers as student interpreters, so as to give them an accurate knowledge of the language of the country before admitting them to the higher posts in the profession, has been highly satisfactory. Were it not that the assistants, who act as clerks in the Consulates, are also, as a general rule, capable, when called upon, of discharging the duties of interpreters, a much larger staff than is at present employed would inevitably be required; while the political advantages can scarcely be overrated of the Consuls and other officers in the service being able to communicate directly with the Chinese authorities and people, instead of having perpetual recourse to the intervention of special interpreters and English-speaking Chinese. Such a command of the language, moreover, enables them to travel freely through the interior, and to procure reliable information as to the commercial needs and resources of many localities, which it would otherwise be both dangerous and useless to visit.

The following table shows the value of the trade of each port in the centre of a consuming and producing district during 1868, in its connection with foreign merchants:—

	Foreign Goods Imported.	Chinese Goods Imported.	Chinese Goods Exported.	Total Trade.
Shanghai ...	£3,736,465	£1,997,363	£8,313,155	£14,046,983
Canton	2,084,013	801,852	4,152,335	7,038,200
Swatow	1,186,654	533,449	838,101	2,558,254
Amoy	1,170,530	499,365	712,146	2,382,041
Foochow ...	1,170,808	695,574	4,835,320	6,701,702
Takow	194,430	27,205	211,238	432,873
Tamsuy	165,454	11,089	92,650	269,193
Ningpo	1,416,019	542,549	1,821,217	3,779,835
Ching-kiang ...	1,097,059	611,136	132,576	1,840,771
Kiu-kiang ...	860,864	178,295	2,305,198	3,344 357
Hankow ...	2,955 840	1,540.746	4,644.470	9,141,056
Chefoo	1.398 792	705,736	475 083	2.561,611
Tientsin ...	3,495,562	1,437,080	283,426	5.216,068
Newchwang ...	835,467	639,286	477,486	1,952,239
				£61,265,183

Sir R. ALCOCK combats the arguments of those who unfavourably compare our trade with China with the more colossal commerce with America, France, or India, and expresses a doubt whether the United States and France together contribute so large a sum to the revenue of the British Empire as £14,500,000, which China does simply by the tea she exports and the opium imported. "As a market for the produce of our looms and manufacturing industry generally," observes Sir Rutherford Alcock, "China ranks very low. But under other auspices and more favourable conditions, neither of which seem altogether hopeless, the Chinese Empire might within the next twenty years offer a vast field of commercial activity, and will soon lead to a consumption of manufactured goods ten times as large as any at present existing. We cannot wisely confine our views, therefore, to the present, and ought not, by a shortsighted economy or any mistaken policy, to risk all that is prospective."

Sir RUTHERFORD proceeds to say in his despatch to Lord Clarendon, under date Oct. 29 last:—

Taking for granted that it is both the interest and the policy of Great Britain to encourage British manufactures and the profitable employment of our shipping, giving occupation to a large maritime class, and that some protection and surveillance is essential in China for the security and development of trade and shipping, the main question is narrowed to one of cost in connection with efficiency. It is of course the interest of the country to obtain a maximum of efficiency for a minimum cost, and to this end it is essential that no consulates should be maintained which are not indispensable, and that those kept up should not be on a larger scale or with a higher rate of expenditure both in salaries and contingencies than is absolutely required to insure efficient service to the extent required.

Your Lordship has accordingly informed me that "the first point to be considered is whether the British trading and shipping interests at the different ports where Consular officers are now stationed are of that amount as to make it worth while to incur the expense of maintaining them, or whether the alternative of breaking up the consulate and with it of putting a stop to British trade at any particular port may not be resorted to."

I can the more readily supply an answer under this head, that I have each year since my arrival in 1865, carefully considered the whole question. In 1867 accordingly I suggested the abolition of the Consular Establishment at Chin-kiang after a personal inspection, because it appeared to me that the British trading and shipping interests did not justify the expenditure incurred.

The act was much criticised by the mercantile community, but it was not the less certainly indicated as a proper measure of economy at the time, not only from the total absence of any valuable trade, but any prospect of increase. Subsequent changes in the course of trade, and the restoration of the city, have induced me since to recommend the re-appointment of a Consul on the equally valid ground that the value of the trade has very suddenly increased, and now gives great promise of making it worth our while, and otherwise necessary, to have an efficient establishment on the spot.

The rapid increase of trade, more especially since the steps taken when Mr. Consul Medhurst was sent up to Nanking on the Yangchow business, with instructions at the same to demand redress for continuous barrier exactions at a station above Yangchow, as shown in Mr. Allen's Trade Report, and the prospective opening of Wuhu on the opposite bank, between Chin-kiang and Kiu-kiang, would either of them furnish good and sufficient reasons for replacing a Consul at the former port, and I must press my recommendation therefore.

The breaking up of a Consulate, and with it putting a stop to British trade at any particular port, is a measure which should only be resorted to after mature consideration, and I have nothing to reproach myself with in the advice to resort to it in 1867, although I now deem it desirable to re-establish what I then destroyed under different circumstances. In most cases there are vested interests in houses and land to be taken into account. Interests, also, in existing trade, whatever it may be, and the probability of the traffic increasing at some later period—a prospect which in many cases will be contingent on a Consular establishment being retained on the spot—must not be lost sight of. Foochow and Ningpo are both cases in point. Nevertheless, taking all these into consideration, I have arrived at the conclusion that the whole of the interests connected with the Island of Formosa, with its four ports, either present or prospective, are not such as to make it worth while to persevere in keeping up Consular establishments which cost some £4,000 per annum.

This is indeed something under the actual cost, which may be estimated at £4,200, while the cost to the country, if we take into account the additional expense of ships-of-war visiting the ports, in coal, &c., cannot be estimated at less than £5,000. The whole foreign trade does not amount to £200,000 annually after a ten years' trial. The returns of last year make it only £160,859. This, and a paltry export trade in camphor and sugar, and a very small import of foreign goods, are all the inducements Formosa offers for retaining an establishment in one of the unhealthiest places in China, entailing an expenditure of £5,000 a-year, and incessant risk of embroilment.

We are the only Treaty Power that goes to the expense of a Consul or Consular Establishment at any of the ports. The sea coast is alone under the authority of the Chinese Government, and the whole of the interior is still inhabited by savages. The scattered colonists from the mainland on the sea-board are but one degree removed from barbarism, and offer no hope of being consumers of foreign manufactures. The natural products of the island, consisting chiefly of camphor, sugar, and rice, can only furnish scant supplies for a coasting trade.

There are other reasons besides economy that would suggest the expediency of such a step. The climate is most trying and unhealthy, and both physically and morally it destroys the energies and health of those sent to reside there more than any other place in China. The isolation is complete; the communication with the mainland most irregular and uncertain; the people and the authorities are both very ungovernable and violent, rendering conflicts with one or both from time to time all but inevitable. Only recently the papers speak of two of the mercantile residents having been attacked and wounded; how seriously I do not know, as none of the details have reached me. The value of any houses or land held by British subjects must be very small. The trading interests I estimate at next to nothing. The number of British subjects at each port, independent of those employed in the Imperial Customs and our own establishment, at the end of last year did not exceed nine—that is, six at Takow and Taiwan (four mercantile and two missionaries) and three at Tamsuy. As regards Her Majesty's Government's property in houses or land, we have fortunately only one building, a Vice-Consulate at Tamsuy, and this the Chinese Government might be willing to take over. The two or three houses there and at Takow, built by British subjects, and the property chiefly of bankrupts—Dent and Co., McPhail and Co., and others—might also be transferred at a reasonable price.

The only argument against such a measure, and the total stoppage of our trade by the withdrawal of Consular establishments, is that, as a matter of policy, it is open to the objection that it may appear to the Chinese a step backwards, and thus become a dangerous precedent, teaching the Chinese that if they only make the place sufficiently disagreeable, or by hindrances to trade worthless to us, they will ultimately succeed in driving the foreigner away from all the ports. I do not deny that this argument has a certain cogency, but I do not think this one objection should prevail against all other considerations. In the present instance it is a question only of degree. I do not, therefore, hesitate to advise the abandonment of Formosa, as soon as the necessary arrangements can be completed, on grounds both of economy and policy. We must set the gain in annual saving against any possible or contingent disadvantage in another direction. The only question, I think, should be the possibility of obtaining something in return from the Chinese. If they would give Ichang on the Yang-tsze as a treaty port in exchange, I do not think there can be any doubt that both parties would be great gainers. And Formosa has been so fruitful in troubles and complications in the past, and so likely to breed more in the future, that the Yamên could hardly fail to hail with pleasure any disposition on our part to withdraw from the island. It does not seem impossible, therefore, that they might listen to overtures of this nature. Independent of this I am unable, after the most careful survey of the different ports, to recommend any material changes.

The economical tendencies of the present Government are of a most determined character, for we find Sir R. Alcock addressing Mr. Consul Robertson, pointing out that eight messengers appear excessive for his Consular purposes. The wages of these messengers range from $6 to $9 per month. The cost of living at each port is also furnished by orders from Lord Clarendon, and some Consular officers have been very full, not to say ludicrous, in details. We find Mr. Consul Mongan entering on the relative properties of meat and fowl thus:—"There is about as much flesh on one English as on four Chinese fowls, and one English is fully equal to two Chinese eggs. Chinese pork is scarcely ever eaten by foreigners."

Mr. Consul PEDDER, of Amoy, writes:—

"It is a common saying in China that dollars go no further in that country than shillings do in England. This is not a correct statement as regards many branches of expenditure, but in regard to the whole cost of residence in China it is approximately correct, if an English standard of living be taken with such modifications as are rendered necessary by difference of climate, &c. I may perhaps be able to prove further on that, even sovereigns would occasionally be necessarily spent in China for what could be done at home at least as satisfactorily for the same number of shillings."

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"The undersigned has lost more money than he has saved in trying to get butter from England, as so much has come out entirely spoiled. He has lost as much as £4 10s. upon a single importation of that article. Mutton is sold only by the 'quarter,' at a price irrespective of weight, which brings it to the prices mentioned per pound. But sheep are so thin in this place that the proportion of meat to bone is not half what it is with English meat. Making an allowance for this fact, the cost of this article is considerably over the 'market' prices quoted."

Mr. PEDDER, on the trade of the port, says:—

The diversion of foreign trade at this port into Chinese hands is almost entirely owing to the operation of the Lekim duties, and that principally through the manner in which they are gathered. These duties are divided into several classes, and are farmed out to privileged associations of merchants and dealers for something less than half the sum they should produce; and this gives the members of these associations something approaching to a monopoly of the branches of trade with which they are connected, as having to make up less than half the amount that full duties on the whole trade would produce, they can not only afford to let themselves off free of duty in the first instance, but can also give considerable advantages to those Chinese dealers who do business with them instead of with foreign merchants.

Take the following illustration. A foreign merchant imports a chest of opium in a foreign vessel, paying import duty at the foreign department of the Custon-house. A farmer of the Lekim duty on opium does the same. The latter being a Chinaman should also pay the Lekim duty of about £30 sterling, but of course does not so tax himself. One country dealer buys the chest imported by the foreign merchant, and is at once charged the full Lekim duty. Another dealer buys from the Chinese importer (a farmer of the Lekim duty), and is let off with a payment of half or a quarter of the above-mentioned duty. Such a case of course never occurs, as a dealer would of course not buy from the foreign importer as long as the other man had any to sell. To show how complete is the monopoly enjoyed by the farmers of these duties, I may state that if a man, unconnected with the Lekim office, receives an advance (say) for tea to be supplied hereafter—that advance being as usual partly in dollars and partly in opium—he will at once take his delivery order for the opium to a Lekim farmer, and sell it to him at a considerable loss. The re-sale will in fact have been arranged previously, before he ventured to receive the opium as an advance from the foreign merchant.

Mr. Consul CAINE, writing from Hankow on the trade of the port, says:—

Trade, now that the country is pacified, has reverted to its original channel, viz., Shanghai—the great banking centre—where the extensive banking systems of the Chinese offer greater facilities than foreign banks can or will afford them. Moreover, the expenses of their business establishments, as compared with foreign firms, are very much lighter; and they are content with a small profit, on which a foreigner would starve.

It is the transit-pass system which alone keeps any of the import trade in the hands of the foreigner. When natives no longer fear the exactions of their own corrupt officials, or transit passes cease to be respected, then foreign merchants may retire from Hankow, unless, indeed, permission for the merchant to travel where he likes, to dispose of his goods, be accorded by the Chinese Government. As regards this last point, I believe the Government is willing to permit of residence in the interior to the foreigner, provided he submits himself to Chinese law, under which proviso no one would, of course, enter the country. But could it not be left to the Consul at the port from which the merchant starts, to allow only such as he knew to be trustworthy, to proceed into the interior; and then only if the person so desiring to proceed were a member of a firm at the port in question. A bond should be given also for a heavy amount to insure good behaviour. The Consul, moreover, should have it in his power to recall, for misconduct, a merchant so resident, at any time, and for the slightest offence. By some such method as the above, it appears to me, that the conduct of foreigners in the country might be regulated without giving offence to the native officials.

In the tea districts here the Russians, though dressing as Europeans, receive not the slightest molestation, and live in the greatest harmony with the natives. I had the pleasure of spending a few days last winter at two of these establishments, and was consequently able to judge of the feeling of the people towards them.

The export trade being principally tea, is likely to continue in foreigners hands, unless, indeed, Shanghai, as it has done this season, draws away this trade by paying higher prices for chops than were ruling here. The Hankow merchants were congratulating themselves on having at last a chance of making up for the severe losses of the last two years, when, in consequence of the higher prices at Shanghai, the Chinese teamen shipped off all remaining chops to that port. It is this great competition among themselves which causes these ruinous prices; and if merchants would only combine, as the Chinese do, they would have a good prospect of making money.

Mr. SINCLAIR, Consul at Foochow, writes on the inland transit dues or squeezes:—

With the exception of opium and lead and a small quantity of inferior shirtings, almost all the other foreign goods are imported by Chinese on their own account in foreign vessels from Hong Kong, whith er they go to make their purchases, or else employ Chinese agents there to select what they want. Once the foreign goods, thus Chinese-owned, have passed through the European Custom, they become to all intents and purposes Chinese, and we lose all trace of them. They spread over the neighbouring districts, subjected, even in the port itself, to illegal exactions of a variety of denominations, despite the protection guaranteed to them by the Treaties. As for the goods that are carried inland, they are quite beyond Consular protection, and the local mandarins at the various barriers levy *ad libitum*, and refuse to acknowledge the transit-duty certificate, excepting for the article lead, with which they are averse to interfere.

Mr. GREGORY, on the trade of Formosa, says:—

In 1866 the camphor was almost all sent away by the Chinese, but in 1867 European merchants again turned their attention to camphor, and made efforts to establish a free trade in opposition to the monopoly. Ultimately, in 1868, the monopoly was overthrown. The trade is now in the hands of Europeans, who purchase of Chinese merchants or of small country dealers, and often go into the country to obtain the camphor. From information kindly furnished me by the Customs it appears that during the six months ending the 30th ult. only about five per cent. of the shipments of camphor were made by Chinese.

I turn to the coal trade of Kelung. Four years ago there was no resident European engaged in this trade. In 1866, and still more in 1868, the trade received a remarkable development. Two or three European houses began to establish themselves. Preparations were made for a brisk trade for the present year, but the neighbouring markets having been flooded with coal from home and Australia, the Kelung coal trade is at present dull. The export for the six months from April to September last is given as follows:—Shipped by foreigners, including a house of doubtful nationality, employing foreign agents, 4,785 tons; shipped by Chinese, 4,221 tons. In tea there is a noticeable and increasing little trade, sprung up within the last four years, in the hands of Europeans.

Mr. Consul MARKHAM writes from Chefoo:—

"The Shanghai houses had no motive to help in building up a direct trade between the North and England that would direct a larger portion of business from their own hands. They naturally preferred to see the Northern dealers flocking down to Shanghai to buy all their goods; and they could not look favourably on an attempt to keep those dealers from leaving the Northern ports by supplying their wants through imports by vessels direct from England. The steamer owners also were opposed to any change in a trade that brought in such profitable returns for transporting vast quantities of goods from Shanghai to the North.

"To open the direct trade with the north of China, and thus check the tendency of the trade to pass from British into Chinese hands, was a hard task. It required an immediate command of large capital, such as it could hardly be expected that they had accumulated since 1861; and also the co-operation of mercantile persons in England to bring about such a result. There could be no doubt of the legitimacy of the direct North trade, from the vast extent of goods sold annually at these ports. Nevertheless, owing to circumstances already noted, no assistance from any British merchants either at other ports of China or in England, could be obtained to start the affair.

"It is a curious circumstance that the credit of relieving the British trade in the north of China from the competition of Chinese, and the commencement of restoring the business into the hands of British merchants, was entirely due to the intelligent liberality of the French bank—the 'Comptoir d'Escompte,' established in China, the director of which, seeing the importance and legitimacy of a business in manufactured goods direct from England to the north of China, afforded ample facilities to begin the trade.

"The result has been most satisfactory for the trade of North China. Since 1867 several vessels have arrived direct from England loaded with piece goods, iron, coal, &c."

Mr. FITTOCK, Consul at Ningpo:—

"For the past five years I have been at this port, and I have had several opportunities of noticing the intimate relation subsisting between compradores and their employers; the connection is frequently so close as to make it difficult to say where it ceases, as between master and servant, and either commences on the equality of partners, or the foreign merchant becomes the constituent of his compradore, by making shipments to Shanghai, Hong Kong, and other ports in China, and even to England on his own account and risk."

THE CHINA CONVENTION—REPLY TO LORD CLARENDON.

To the Right Hon. the Earl of CLARENDON, K.G., G.C.B., &c.

MY LORD,—I have the honour to acknowledge receipt of your Lordship's reply to the Memorial of the London merchants on the proposed Convention with China, in which your Lordship observes that Her Majesty's Government are not surprised that we should have learned the nature of its provisions with a certain dissatisfaction. The committee has given the most respectful consideration to the views of the Government, and we avail ourselves of your Lordship's invitation to submit to your notice the following remarks, in further reference to the subject.

1. It is gratifying to us to learn that Her Majesty's Government recognise the validity of the objection we raised to the first article of the Convention, and are prepared to suggest to the Chinese Government its omission or modification. Furthermore, since our Memorial was sent in, we have learned with satisfaction that on the strong representations which had been made by the mercantile community at Hong Kong upon the proposed relinquishment of the right to trade at Kiungchow, Sir Rutherford Alcock had agreed to reconsider that question, and to bring it to the notice of Her Majesty's Government, with a view to procuring the opening of that port, or some other, in that part of China. Seeing that the revision of these stipulations will necessitate the re-opening of the subject at Peking, we must express our very earnest desire and hope that when our statements shall have been further considered, and the gravity of the interest involved shall have been fully weighed, Her Majesty's Government may be led to resolve upon claiming further amendments, which will remove from this mea-

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sure its most objectionable features, and that limitation of rights and privileges secured under former treaties of which we have so much cause to complain.

2. In regard to the proposed increase in the export duty on silk, your Lordship observes that it amounts to nothing more than a re-adjustment of the duty to the rate stipulated by the Treaty of Tientsin, viz., five per cent., which could not have been resisted by Her Majesty's Government. Your Lordship says, "The intention of the Treaty of Tientsin was that China should receive a revenue calculated at the rate of five per cent. on the value of silk exported, and the specific duty fixed by that Treaty for administrative convenience having been for some years considerably less than that which was intended by both contracting parties, it became a matter of simple justice to allow of its rectification." We readily admit the soundness of the argument, but we beg to point out that this five per cent. basis was made applicable not to silk only but to every other article equally with silk. And we maintain that it is manifestly inequitable for either Government to select, as in this instance, the special case of one article of export for their own sole advantage. If the readjustment is claimed, let it be fairly made, and it will be found, as pointed out in our Memorial, that the existing export duty upon tea must by the same rule be largely reduced. Instead of being 5 per cent., the specific duty levied upon tea is not less than 12½ per cent. upon the average first cost of the article. If the duty on silk be now, at a period of exceptionally high prices, £140,000 per annum less than China is entitled to levy, that on tea is unquestionably £500,000 more than she can rightfully charge. We therefore feel that Her Majesty's Plenipotentiary in acceding to this demand has failed as the representative of his country to give just protection to the trade which is specially committed to his charge.

3. With reference to your Lordship's strictures upon our remarks on the internal taxation on silk, we cannot admit that any principle of international equality is violated by an agreement to commute by a fixed payment the aggregate of local or municipal taxes. Taking the case of France, as cited by your Lordship, we respectfully submit that it would be perfectly competent for our Government to agree with the Imperial Government to commute the Paris duties of Octroi on British goods by a payment at the port of entry as in China, and that it would be illegal for the local authorities to charge those duties a second time. This in fact embodies the general principle for which Her Majesty's Government are now contending, viz., the recognition of the supreme Government only; and it is precisely what Sir R. Alcock, with the approval of Her Majesty's Government, proposed to do, but only in the nine Treaty Port provinces, viz., to exempt British goods from all local taxation whatever in consideration of their paying the additional 2½ per cent. at the port of entry.

With regard to the right to levy licence duties, and your Lordship's comparison between the licence to deal in silk and the old tea-dealer's licence in England, will it be believed that the latter was only a small uniform charge of 11s. 6½d. per annum levied upon the individual dealer, whereas the former is really a burden upon the trade, being levied in respect of transactions, and not at so much per head, and involves a payment by each of the silk dealers at Nanzing of from £500 to £5,000 per annum according as their sales may range from 100 to 1,000 bales each. This licence tax on silk was imposed by the Chinese officials when they found that the commutation of the transit dues imposed a limit upon the power of taxation. It cannot, therefore, be defended, as your Lordship has defended it, on the ground of a right to impose direct taxes; but it is a clear act of bad faith, and affords a flagrant example of that system of evasion by which the Chinese contrive to defeat the intention of treaty engagements when disadvantageous to them.

4. On the subject of transit dues, which has, in our opinion, so vitally important a bearing upon the successful prosecution and extension of British trade in China, your Lordship contends that the mercantile community has laboured under a long continued misapprehension of treaty rights, which appears to have been shared to some extent by Her Majesty's representatives in China, in supposing that the commutation of duties in name of "transit dues," provided for in Article XXVIII. of the Treaty of Tientsin, was intended to free British imports into China from all internal municipal taxation. After the most careful consideration, we are compelled to adhere to the opinion that such complete exemption and nothing less was intended to be secured by that Article of the Treaty to British imports when conveyed to inland markets under certificates. The words of that Article, as quoted by your Lordship, appear to us incapable of carrying any other meaning—viz., "The amount of this charge shall be leviable on exports at the first barrier they may have to pass, or on imports at the port at which they are landed; and on payment thereof a certificate shall be issued which shall exempt the goods from all further inland charges whatsoever." That Lord Elgin so understood the Treaty appears to us incontestable from the following terms used in his explanatory Despatch to Lord Malmesbury, then Her Majesty's Secretary of State for Foreign Affairs:—

"I have the honour to transmit herewith a tariff of duties, and accompanying rules or articles. . . .

"Rule 7 applies and extends the principle respecting transit duties, which is laid down by Article XXVIII. of the Treaty of Tientsin. Henceforward, on payment of a *sum in name of transit duty*, which for simplicity's sake has been fixed at one-half of the tariff rate of duty, goods, whether of export or import, will be free to pass between the port of shipment or entry to or from any part of China, without further charge of *toll, octroi,* or *tax of any description whatsoever*. I confess that I consider this to be a most important point gained in the future interest of foreign trade with China. In every representation on the general subject of trade, which I have received from mercantile bodies or individuals since I came to China, the system, or no system, under which transit duties are now levied, has been pressed upon me as a grievance. I have always thought that the remedy was to be sought in the substitution of one fixed payment for the present irregular and multiplied levies. At the same time, in a country where duties of octroi are habitually resorted to as an *expedient* for *supplying the wants both of the local and Imperial treasuries*, it was obviously difficult to devise a scheme for the commutation of transit duties, which, without creating great financial disturbance, should prove an effectual protection to the importing and exporting merchants. The rule now under consideration has been very carefully framed, and will, I trust, in practice, afford a reasonable security against both of the two classes of evils which I have indicated."

It will thus be seen that Lord Elgin defines transit dues to mean "toll, octroi, or tax of any description," and he defines octroi to be "an expedient for supplying the wants both of the local and Imperial treasuries." We cannot see how it can be disputed that these definitions cover all internal taxation of every description, the object being in Lord Elgin's words to import certainty into mercantile transactions by the substitution of one fixed payment for the present irregular and multiplied levies. And we are at a loss to understand how Her Majesty's Government should now take a view of these important provisions in the Treaty of Tientsin so opposed to the declared intention with which they were framed, and to the clear definitions of them given in the words of Lord Elgin, who framed them.

5. Under the Treaty of Tientsin the commutation of these duties was optional. It is now proposed to make it compulsory, and for the first time to create a distinction between Treaty Port Provinces and non-Treaty Port Provinces. In the former the use of transit certificates is abrogated, and we are officially informed that in these provinces the total exemption of British textiles, as such, from all further taxation, has been secured in consideration of the commuted payment. We have already expressed our objections to the compulsory payment, believing that in many districts it will not protect the owners of goods from being taxed in respect of them. Your Lordship's reply, so far from removing our objections, we must be permitted to say, rather confirms them. The taxation from which it is professed to exempt the goods is clearly of a local or municipal kind, and any provisions to exempt us from these your Lordship informs us "the Chinese Government would be unable if willing to fulfil, and Her Majesty's Government would be unwilling if able to enforce." Under these circumstances we must be excused if we decline to admit this to be an advantage, for which we are to pay so highly without being reasonably certain of getting an equivalent; and we must still urge the necessity of some provision being made for the due fulfilment of this stipulation. It is perfectly notorious, and no officer of Her Majesty's Government who has ever lived in China will refuse to confirm it, that the Chinese Government has not kept promises of this character in the past, and the reliance which Her Majesty's Government places in the "probability that the Chinese Government has seen its way to executive arrangements for giving it effect" is entirely misplaced, there being no evidence whatever that any such arrangements either have been, or are intended to be made.

6. As regards the non-Treaty Port Provinces, the new arrangement, instead of being similar to the present one, is much less favourable to trade. Words have been introduced into the new Article conveying a meaning into which the most hostile interpretation of the Tientsin Treaty could not be tortured. It is provided not only that exemption from taxation shall be limited to the period when the goods are "on the way," but a positive power is given to tax them "on arrival like native produce" which, of course, has never paid a farthing in commutation of taxation. We are therefore unable to change our opinion that the Convention, in exposing British goods to unrestricted municipal taxation in one half of China, does as we have asserted entail the forfeiture of a former treaty privilege. The insertion of these words will certainly result in placing what is at present an immense, and in the future an illimitable outlet for British manufactures, at the mercy of the prejudice or the avarice of petty local governors. The paramount importance of protection against their exactions has been dilated upon by every one of Her Majesty's representatives in China, including Sir Rutherford Alcock himself, and we feel it our bounden duty in the strongest manner to express our unqualified condemnation of the terms of the clause we now refer to, and the grave apprehensions we entertain that by such insufficiently considered measures British trade in manufactures may lose a footing in China which it may never be in our power to regain for them.

7. With regard to the appointment of a Chinese Consul at Hong Kong, your Lordship remarks briefly that this "appears to be a necessary corollary to its constitution as a Treaty Port." We are at a loss to comprehend how Hong Kong can be called a Treaty Port. It is a free port on British territory. We retain the conviction expressed in our memorial that this concession to China is most unwise, and, while irksome and harassing to the Chinese population in the colony, we believe that it will tend to embitter rather than to render more friendly the relations between Her Majesty's Government and that of China. It may be true, and we regret it, that owing to the corruption of Chinese officials on the coast there is contraband trade to some extent carried on by Chinese between Hong Kong and the mainland; but we never conceived, until your Lordship suggested it, that it was within our province to point out how such practices were to be checked, the Chinese Government being clearly entitled to adopt any measures for that purpose on their own territory, and in their own waters, which they may find to be necessary.

8. Your Lordship has not referred to the serious limitation, contained in the Convention, of the right of residence in the interior, and to the very unwise, and to us humiliating, provisions with regard to travelling only in boats of native build, and to the virtual prohibition which is sanctioned by the Convention of the use of steamers for the conveyance of goods and passengers in inland waters. Without any desire to force these things on the Chinese Government, we may remark that Chinese traders are quick to avail themselves of the facilities offered by steamers for safe and rapid transit, and the prohibition of them which is involved in the provisions of Rule 7 will be a direct hindrance to trade and ought not be agreed to in a Treaty.

9. Your Lordship is pleased to state that if after trial the proposed system is found to fail, Her Majesty's Government is free at any time

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to reopen negotiations and seek other combinations. It will be well, we think, to remember that the Convention gives to China a clear increase of revenue, from import and export duties, of £600,000, not including in that amount the commuted transit dues of £200,000 more. And that any proposal for the reopening of the negotiations could not fail to bear an appearance of hostility which would be resisted by the Chinese, if, indeed, Her Majesty's Government could be induced to make the demand for it.

10. Your Lordship expressed the belief that "public opinion in the Consular Ports of China, so far as it has been yet collected, appears to be very much divided as to the merits of the proposed arrangements, and that some portion of the mercantile community view them with favour and approval." Your Lordship has been made aware since expressing these views that every public expression of opinion in China has been hostile to the Convention. The Chambers of Commerce at Shanghai and Hong Kong, and the mercantile community of Hong Kong, assembled in public meeting, are, in whatever else they may differ, unanimous in deprecating the ratification of this Convention. Nor can your memorialists learn from their private correspondence, or that of their friends, that there are any exceptions to the one unanimous sentiment of alarm and dismay at the possibility that it may receive the approval of Her Majesty's Government, improbable as such a result has appeared to them.

11. May we, therefore, trust that your Lordship, in no spirit of hostility to China, which has everything to gain by the freedom of commercial intercourse which we advocate, but with a high appreciation of the great commercial interests of this country, will advise Her Majesty to withhold the ratification of this Convention until it shall have been so amended as to give the promise of the peaceful prosecution and progressive development of mutually advantageous commercial intercourse between Great Britain and China.—I have the honour to be, &c.,

HUGH M. MATHESON,
Chairman of the Committee of London Merchants.

MR. MERCER ON THE NEW CONVENTION.

THE following letter from Mr. W. T. Mercer, for twenty years in Hong Kong as Colonial Secretary and Acting Governor, is published in the *Standard*. The reference to Article XXI. of the Tientsin Treaty is very valuable at this juncture, and should not be overlooked by the committee now in correspondence with Lord Clarendon:—

It seems to me that the resolution to treat China as an equal nation, which Her Majesty's Government put forward as the basis of this Convention, is somewhat of a pretence, and will not bear looking into. In the old treaties the inferiority of China was pointedly and practically asserted by our claim to ex-territorial jurisdiction, and if it were now really intended to recognise the Chinese as on the same footing as ourselves, plainly the first thing to be done was to abandon our right to this jurisdiction, which, however, is untouched by the new Convention, and remains, as before, in full force. I wonder that the evident blot did not occur to any of the gentlemen who formed the late deputation to Lord Clarendon; but the fact is that as far as the British colony is concerned we are not even on a level with the Chinese, for by what I have always considered an oversight in the original Treaty of Nanking, continued in that of Tientsin, and unremedied in the Convention under discussion, serious injury is done to Hong Kong by the Article (Tientsin XXI.) which runs thus:—

"If criminals, subjects of China, shall take refuge in Hong Kong, they shall, on due requisition by the Chinese authorities, be searched for, and on proof of their guilt be delivered up."

Nothing is said about the rendition of criminals flying from Hong Kong to the mainland of China, where they can and do make themselves secure in a quarter of an hour. This want of reciprocity (from which I personally have suffered) is triumphantly quoted by the Chinese authorities at Canton, and will gradually become, as it is becoming, within the knowledge of the large Chinese population of the island. The consequences are so evident that it is needless to do more than point to insecurity of life and property, immunity to crime, increased police rates, and all the evils that flow from taxation unnecessarily augmented.

If the present Convention is to be ratified let there be an amendment of this one-sided article, providing reciprocity of rendition, and thus to some extent remedying a serious mischief. Should this not be done, then let the grave responsibility lie with those who have the power of altering by a stroke of the pen an unequal stipulation, which can only have been framed originally in inexperience, and be now continued by culpable indifference and neglect.

The other point on which I would touch is that of the Chinese Consul. Is this officer to have, on the understanding of equal footing, the same power as a British Consul in China with his specially conceded jurisdiction? I trow not, for an Act of Parliament would be required to give him this unwonted authority, and such an Act would never be passed, nor would any Government venture to ask the British Parliament to sanction a measure so unprecedented as the abnegation and transfer of the Queen's authority within the Queen's dominions. But if he be only an ordinary Consul, who is in law nothing more than a commercial agent, how about the equal footing? And than as to his functions. Is he to look after the Chinese shipping? This is done by us in our territory, and by the Chinese in theirs. If espionage or interference with the local traffic be meant, the Consul's office would in three months be a sinecure, for the shipping would fly the port to the irreparable damage of colonial interests. If his intended duty be to make official reports, secret or open, denunciatory of Chinese who have sought domicile in Hong Kong, then we have disgraced ourselves in permitting a gross act of treachery. It might be the duty of the Governor of the colony to resent such conduct by withdrawing the Consul's *exequatur*, on the ground that he had exceeded a Consul's functions; but supposing no official check employed, it would be competent to any Chinese resident in Hong Kong damaged by the illegal act of the Consul to seek redress at law, for a Consul has no diplomatic privilege, and I know enough of the colony to think that a lawyer might there be found to conduct such a case, and perhaps a jury to express an ugly opinion upon it.

The plea put forward as to the smuggling will not hold good. If Chinese subjects will evade Chinese custom-houses, let the Chinese Government by all means take repressive measures, but within their own territory and their own waters; otherwise, believe me, a dangerous precedent will be established, and the authorities in Downing-street will lament too late the awkward complications that must inevitably arise.

How much of the responsibility attached to this unhappy attempt at a politico-commercial treaty may be fastened on the several parties to it, here and in China, it were useless to inquire; but it is evident that hostility to the British colony has dictated the points I have dwelt on, and, all things considered, I should recommend that the document be put aside unratified, conditionally forgiven, and, if possible, forgotten. In any case, Article XXXI. of the old treaty should be altered, and the happy thought of a resident Consul at once abandoned.

THE PROPOSED LOTTERIES IN SHANGHAI.

(To the Editor of the *London and China Telegraph.*)

SIR,—What will Exeter Hall and the Duke of Somerset say on reading Sir Edmund Hornby's speech at the recent meeting of Shanghai Church pew-renters? Imagine one so high in authority in that sweet spot calmly advocating the establishment of a gigantic lottery for £60,000, and defending this course on the joint grounds of expediency and morality! What next, and next? It is just possible that the recent luck which has attended Shanghai in the drawing of big prizes in the Manila lotteries may have caused the Chief Judge's mouth to water; but this kind of yearning is not easily satisfied, while readily extended, and it is quite possible that we may next hear of a Consul anxious to give the long odds against the passage of a clipper ship, or offering to back heavily a crack pony for the next Saturday's paper hunt.

Perhaps you would be good enough to reproduce the enclosed extract from the *Globe* of the 17th inst. for the benefit of Sir Edmund Hornby, and what the *North China Herald* calls the "peculiar community" of Shanghai.—Yours obediently,

March 19, 1870. ONE DOLLAR.

"Just before the entire abolition of lotteries in England a scheme was formed in London luring the greed and adventure of the country with mammoth baits of £20,000, £50,000, and £100,000, and the night following the drawing was immortalised by fifty suicides. Bearing this sad fact in mind, we find it difficult to avoid sympathising with the question put by Mr. Charley to the Chief Secretary for Ireland, as to what steps the Government had taken to suppress an illegal lottery, the tickets for which were headed 'St. Clare's Female Orphanage, Harold's-cross, Dublin.' But Mr. Fortescue's reply, that 'being for a charitable object it had no tendency to encourage gambling,' happens to be singularly opposed to incontrovertible history. We may admit that the promoters of the charity in favour of Roman Catholic orphan girls are perfectly disinterested in turning their bazaar into a lottery; but the very preference of so indirect a method to open subscription, or the sale of their prizes, proves a faith in the inherent superiority of its attractions, and what can these be if not those of gambling? Can Mr. Fortescue really suppose that the ticket-holder's imagination, hitherto fascinated by the love of lucre and the excitement of chance, will all of a sudden be soothed with benign anticipations of the provision in any case in store for the young recipients of his invisible charity? Has it escaped him that when a noxious branch of our lottery system was shot into America its poison was hawked as fruit—that is to say, its deleterious properties were concealed under the bright-coloured rind of useful enterprise? Nothing was commoner than for a 'philanthropist' to start a lottery for the erection of a church, bridge, or school, the endowment of a college, or the excavation of a canal. And what was the result of these "charitable objects?" Simply that in 1837, so far from their having 'no tendency to encourage gambling,' the unparalleled extent of their baneful influence in that direction wrung from the American press the well-founded complaint that 'under their pretence legislative sanction was given to vice.' Would it not be well for Mr. Fortescue, for the future, before on the subject of lotteries pronouncing confident opinions, to acquire elementary facts?"

PASSAGE OF THE "SIN NANZING."

The following is a correct statement of the passage of the steamer *Sin Nanzing*, from Glasgow (Nov. 9), to Hong Kong:—

	Arrived.	Left.
Gibraltar ...	18 Nov.	21 Nov.
Malta ...	25 Nov.	25 Nov.
Port Said ...	30 Nov.	30 Nov.
Suez ...	3 Dec.	4 Dec.
Bombay ...	16 Dec.	25 Dec.
Penang ...	3 Jan.	4 Jan.
Singapore ...	6 Jan.	9 Jan.
Hong Kong ...	16 Jan.	—

Messrs. James Nisbet and Co. send us a little volume by the Rev. William Muirhead, of the London Missionary Society, entitled *China and the Gospel*. We have not time to review it fully this week, but propose doing so in our next issue. A cursory glance over the pages gives a very satisfactory impression, and we are especially struck with the ability and comprehensive views displayed in those chapters which treat of political relations, commerce, and treaty rights.

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HOUSE OF COMMONS.

FRENCH AND ENGLISH MISSIONARIES IN CHINA.

(14th.) Colonel SYKES asked the Under Secretary of State for Foreign Affairs, as it appears from despatches published in the *North China Daily News* that the French Chargé d'Affaires, M. Rochefort, in a personal interview with "Ma," the Viceroy of Nanking, had obtained ample redress for the late outrage by the literati at Ngan-king upon French missionaries, and a grant of a plot of land within the walls of Ngan-king for a church and mission-house; whether Sir Rutherford Alcock, in his personal interview with "Ma," the Viceroy, had obtained equivalent redress for the outrage by the literati upon English missionaries in Ngan-king; whether the following circumstances, as detailed in a private letter published in the *China Overland Trade Report* of the 25th of January, and dated Tamani, the 10th of January, 1870, had been reported by the Consul at Tamsui, or had come to the knowledge of the Foreign-office—namely, that by order of the Taoutai of Taiwanfoo, the mandarin of Oulan had proclaimed a reward of $200 for the head of Mr. Pickering, a British merchant, travelling with a Chinese pass in Formosa, after confiscating his property to a large amount; and whether Mr. Field, a British merchant, had been put into irons, after being robbed of 1,000 piculs of camphor, he also travelling under the protection of a Chinese pass.

Mr. OTWAY said that in regard to the first part of the question he had to state that the Government had received no information whatever respecting the redress alleged to have been obtained by M. Rochefort for an outrage upon French missionaries at Ngan-king. The circumstances attending Sir Rutherford Alcock's interview with "Ma," the Viceroy, were as follows:—Some English missionaries established themselves in Ngan King, a province where they had no treaty right. They were told that they incurred considerable risk, but they took no heed of the warning. They remained unmolested till April, when the Governor of the province informed them it would be advisable for them to leave the city, as an examination of students was about to be held. They did not think proper to do so, and afterwards, on meeting a body of students issuing from the examination hall, they became alarmed. However, the missionaries, with their wives and children, took shelter in the palace of the Governor of the province, who procured a boat, sent them away to a place of safety, and gave them $100 besides. Sir Rutherford Alcock subsequently had an interview with the Governor, who said that he should repay the missionaries the moneys they had expended, and also punish the ringleaders of the students. The Government had received no intelligence respecting the other statements or reports referred to by his hon. and gallant friend.

(15th.) Colonel SYKES gave notice that on Thursday next he should put a question to the Under-Secretary of State for Foreign Affairs with reference to the hon. gentleman's statement last evening respecting the outrages on missionaries in Ngan-king, in China. He should ask whether Her Majesty's Government approved of the same measure of justice not being meted out to the English as to the French missionaries, the former having been expelled from the city, while the latter had a plot of ground given to them for the site of a mission church; also whether instructions had been, or would be, given to our consular agents abroad to report direct to the Foreign-office all outrages upon British subjects, especially in China.

SUPPLY.—CHINA AND JAPAN CIVIL SERVICES.

(14th.) Mr. STANSFELD, in proposing a vote of £218,003 0s. 7d. in order to make good excesses on certain grants for civil services for the year ending the 31st of March, 1869, said that the appropriation accounts for 1868-9, though laid on the table in due time and now in the printer's hands, had not yet been distributed to members, and he must therefore ask for the indulgence of the committee in proposing the vote. Excess votes did not imply a total excess in the expenditure of the year, and the nett saving in civil service grants in 1868-9 was £344,826. These excesses had been already met by advances out of Ways and Means in the current year, and the vote of to-night was, therefore, essentially matter of account. Among the excesses were some upon the Consular estimates for China and Japan, going back to the year 1864-5, and when these came before him he felt that they ought to be subjected to a rigorous departmental audit. They had, therefore, been closely examined and audited at the Treasury, and he trusted that the Committee now sitting on Consular and Diplomatic expenditure would take this question into consideration, and that the vote would be allowed to pass to-night.

Mr. URQUHART said there ought to be time to examine these accounts, and the right hon. gentleman was presuming on the confidence of the committee in asking for a vote under such circumstances.

Sir C. DILKE said that a vote by this House involved responsibility, or otherwise proceedings in Committee of Supply would be a farce. He moved the omission of the vote of £58,000 for services in China, Japan, and Siam.

Mr. LIDDELL protested against the course which the committee were asked to pursue. The Public Accounts Committee was useless unless it examined witnesses and investigated matters of this kind. It was a most startling thing to be asked to vote a lump sum to cover excesses that went back for so many years, and he hoped that this was the last time such a request would be made.

Mr. SCLATER-BOOTH said undoubtedly these excesses for China and Japan were extremely unsatisfactory, and showed that there must have been great irregularity in keeping the accounts of the department. It was, however, necessary to vote these excesses in order that the accounts might be settled within the current financial year, which would end on the 5th of April.

Mr. R. SHAW said it was only last week they voted £14,000 for excesses over estimates in the Consular Department, and now they were asked to vote £63,000 more for excesses over the estimates of the last six years. As to the Committee on the Consular Service, he had arrived at the conclusion that the Foreign-office was the master of the House of Commons and of the Treasury too, and, unless the Chancellor of the Exchequer came to the rescue, there was little hope of anything being done.

Mr. Alderman LUSK said they might have to pay, but they ought to be allowed to grumble. It was all very well to say that this was "a matter of account;" he could not understand this way of keeping accounts, and he did not believe it was "a matter of account" at all. He thought it most irregular to apply in this way for the payment of such charges, and he trusted that in future matters of this kind would be brought forward at a time when they could be properly discussed.

Mr. CHILDERS observed that before 1866 there was no real audit for the civil service expenditure, but in that year the Treasury brought in a Bill to constitute an effectual audit, and nothing similar to that which was now complained of could occur in future years without the Treasury and the departments concerned incurring serious blame.

Mr. WHITWELL thought that some return should be laid on the table showing in detail how these excesses arose.

Mr. STANSFELD appealed to the hon. member for Chelsea not to press his amendment. He was far from defending the irregularity which had occurred, but it arose under the system to which he had already alluded.

Sir C. DILKE felt that the only way in which the Committee could express an opinion on the subject was by a division. No process of voting or not voting could decide anything in reference to the matter to be objected to by his hon. friend.

Mr. R. FOWLER thought some explanation as to the mode of payment—as to by whom the money had been spent—would be desirable.

The Committee then divided, and there appeared—

For the amendment	21
Against	47
Majority	—26

NATIVE JAPANESE CHRISTIANS.

(18th.) Mr. JAMES WHITE asked the Under Secretary of State for Foreign Affairs whether he had received any official information as to the correctness or otherwise of the statements in the *London and China Telegraph* of the 7th and 14th instant of the expulsion by the Japanese authorities of the native Christians from the treaty port of Nagasaki; and whether Her Majesty's Minister Plenipotentiary unavailingly endeavoured to induce the Governor of Nagasaki to postpone their expulsion for twenty days, to give Sir Harry Parkes time to confer with the representatives of the other Treaty Powers and the superior authorities at Yedo.

Mr. OTWAY replied that the Government had received official information on the subject referred to in his hon. friend's question, and he regretted to say that the statement it contained was substantially correct. This was the more to be regretted because at the beginning of last year Her Majesty's Government were informed by the Japanese Government that, the authority of the Mikado being now established, it was their intention to pursue a lenient policy towards the native Christians. Sir Harry Parkes was thereupon instructed to convey to the Japanese Government the satisfaction of Her Majesty's Government at finding that such a policy was to be pursued. It appeared that in the month of January last Sir Harry Parkes was on a visit to Nagasaki, and was informed by the Consul there that the Governor of the place was proceeding to deport the native Christians into the interior. Sir Harry immediately called upon the Governor, remonstrated with him, and urged him to abstain from carrying out this deportation until the authorities at Yedo could be communicated with. The Governor, however, stated that his instructions were peremptory. Sir H. Parkes then proceeded to Yokohama, and the representatives of all the foreign Powers there addressed a note to the Japanese Government on the subject. Her Majesty's Government had reason to believe that this representation on the part of all the European Powers would bring about some effect on the Japanese Government. They said they had no intention to persecute Christianity as Christianity, but that the converts were disorderly persons, who adopted a foreign religion in order to obtain foreign protection. The result of the representation made to the Japanese Government was that orders were sent to stay proceedings at Nagasaki, or rather at a place in the neighbourhood, which was not within the terms of the treaty. Her Majesty's Government, he was sorry to say, had reason to believe that those orders arrived too late, as 2,800 Christians had been deported, and only 200 allowed to remain.

Monetary and Commercial.

An extraordinary meeting of the proprietors of the Chartered Mercantile Bank of India, London, and China will be held on the 19th of July, "to fill up the vacancy in the board of directors caused by the retirement of Mr. Ellis James Gilman."

By some arrangement not easily to be comprehended, the mail from Saigon, carried by the steamers of the Messageries Imperiales, is as a rule delivered in London by a post later than that from Singapore, China, &c. The only conclusion is that it is not despatched by the first train from Marseilles. Saigon being a French colony should not be treated thus by the French postal authorities.

The first arrival of Assam teas took place *via* the Suez Canal, on the 14th, the entire passage from Calcutta having occupied, forty-five days.

Bar Silver is taken for the Continent at 5s. 0⅛d. to 5s. 0⅛d. per ounce, but there is no demand for the East. Mexican Dollars are quoted at 4s. 11½d., at which a moderate inquiry prevails for China.

The tenders for £387,500 in bills on India were received on the

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6th at the Bank of England, when the amounts allotted were—to Calcutta, £382,900; and to Madras, £4 600. The minimum price was fixed, as before, at 1s. 11d., and tenders at 1s. 11½d. will receive about 56 per cent. These results show no alteration from those on the last occasion.

A meeting of London brokers has been held at the London Tavern, Mr. William James Thompson in the chair, when resolutions were passed approving the Bill about to be introduced into Parliament by Mr. W. Fowler to relieve the brokers of the City of London from the supervision of the Court of Aldermen, thanking that gentleman for his active interest in the cause, and appointing a committee to further the object in view.

The report of the Merchant Banking Company (Limited), to be presented on the 17th inst., recommends a dividend for the six months at the rate of five per cent. per annum, which will absorb £9,319. The sum of £20,000 has been written off the "amalgamation account" during the year, and £2,049 remains to be carried forward.

Between the 1st and the 14th inst. one Egyptian, one Italian, one Austrian, four French, and seventeen English vessels passed through the Suez Canal. The *Europe* steamer, 3,500 tons, 400-horse power, arrived from Bombay at Marseilles with thirty-seven passengers. She left Marseilles on the 1st of January, and has therefore, accomplished the two passages, *via* the Suez Canal, including discharging and reloading, in seventy days.

The steamer *Erl King*, which lately passed through the Canal, drawing nineteen feet, had considerable difficulty in accomplishing the passage in three days; it could hardly be called steaming through—it was by bumping amd scraping. The arrangements for loading and otherwise expediting steamers are very bad, and unless better organisation prevails soon the Canal will be blocked in a month. The silting process is more rapid than the operations of the dredges. The *Hooghly* only draws eighteen feet.

The report of the directors of the National Bank of India, for the half-year ended Dec. 31st last, has just been issued. It states that the profits for that period, including the sum brought forward from last account, amounted to £20,511 3s. 9d., and recommends a dividend at the rate of 6 per cent. per annum, leaving £6,591 3s. 9d. to be carried forward.

The amount of bullion by the P. and O. Company's steamer *Delta*, from Southampton on the 19th instant, was, in gold, to Galle, £315; to Bombay, £500; to Madras, £9,840; in silver to Shanghai, £106,850; total in gold, £10,655; in silver, £106,850.

In reference to our statement regarding the failure of Mr. Severs, in our issue of the 7th of March, we have received the following letter:—

(To the Editor of the *London and China Telegraph.*)

London, March 21st, 1870.

SIR,—With reference to your paragraph about myself in your Money Article of your issue dated 7th of March I would just notice that you have exaggerated the actual liabilities and made other errors. I allude to the liabilities in the first place; these are apparently £250,000 about, but as over £100,000 worth of goods had been sold, and closed accounts had not come home from China, the liabilities existed only on paper. Then, again, my individual share in these undertakings was much less, as I purchased goods and shipped them to China and Singapore, in which I had either a half or a third interest—but still the whole amount of the shipments appeared in my books.

With regard to my coming home from China insolvent about three years ago, I have to state that I came home in 1864 to look after my firm's business in this country, and that I went out to and returned home from China in 1866, and it was after then that I established in London. I was supported by firms in China and Lancashire of respectability and wealth. With regard to my being a mushroom firm, I had a capital of over £16,000 to commence with, and a connection of greater value than the capital.

With regard to the cause of my stoppages, you state that it was because could no longer get my bills renewed. I have to state that the amount of my acceptances was insignificant, and I could have easily managed to pay all of them.

The cause of my coming home from China insolvent three years ago I have not dwelt upon, as my friends very well know that I was not to blame it was the fault of my partner.—I am, Sir, your obedient servant,

HENRY H. SEVERS.

ARTICLES OF IMPORT.

TEA.

Messrs. W. J. and H. Thompson report as follows upon the state of the market:—Since the 10th instant there has been a little more inquiry, but not yet any active demand from the country. The dealers are simply supplying their actual wants. Foochow Congous: In Dust and Siftings we do not hear of any transactions. Several parcels of common to good common have been sold at 1s. to 1s. 0½d. per lb.; fair, at 1s. 0¾d to 1s. 1d., and medium at 1s. 3d. to 1s. 5d., remain unaltered. In fine Tea there is very little to operate in. Black Leaf Congous: Moning Siftings have been sold by public auction, at 5¾d. to 6d. per lb.; good common remains as last quoted, at 1s. 0½d. to 1s. 0¾d. per lb.; fair, at 1s. 1d. to 1s. 2d. per lb.; medium to fine continue to be firmly held, and salves have been made at 1s. 4d. to 1s. 7d.; a parcel of fine has been sold at 1s. 10½d. Tayshan Congous: A break of common to fair sold at last public sale at 1s. 0¾d. Souchongs: A parcel of fair sold at auction, at 1s. 1¾d. to 1¾d. per lb. In Oolongs there is nothing new to report. Scented Teas: Common Canton Scented Orange Pekoe has been sold at 8½d.; and good common to fair at 10d. to 1s. per lb., and anything fine is saleable at full rates. Green Teas: Fine Ping Suey Gunpowder of bold make, and also fine Imperials, are still in demand for export, and the latter descriptions are getting scarce; some few parcels of common to fair Moyune Young Hyson have been realised at slightly improved rates.

The China auctions commenced on the 15th instant, comprising 19,781 packages; they are proceeding rather flatly, and thus far prices are irregular, and in some cases easier.

	1870. lbs.		1869. lbs.
The United Kingdom stock was, on the 28th ult., estimated at	100,250,000	against	104,500,000
Cargoes of vessels arrived up to date, but not included in the above stock, with portion of other cargoes only partially included... ...	9,587,700	,,	8,300,000
Amount "on the water," advised by the last mail	26,102,400	,,	16,490,800

SILK.

The market continues firm, and prices are fully maintained, but there is rather less inquiry generally at the asking rates. The deliveries continue very large, and there is no quotable change in prices.

COFFEE.

Up to the 15th inst. there was an entire absence of business in Ceylon, but on that day a moderate supply of the new crop Plantation was brought forward at the public sales, and went off slowly at the rates previously current; this parcel comprised 285 casks, 38 tierces, 27 barrels, 48 bags, which sold, triage and ordinary, at 49s. to 60s. 6d.; small and fine ordinary grey at 64s. to 66s., low middling grey and dull at 66s. 6d. to 71s., bold ditto at 70s. 6d. to 75s., small coloury at 66s. to 69s. 6d., middling coloury at 71s. 6d. to 78s., good middling to good bold at 78s. 6d. to 83s., peaberry, at 79s. to 85s. The landings and deliveries of Ceylon have been smaller than during the corresponding period of last year; the stock still continues larger than in 1869. There have been no offers of East India Coffee other than Ceylon. Further moderate supplies of Plantation Ceylon, of fresh import, offered met a languid demand, and part was bought in, prices of all qualities showing a decline of 6d. to 1s. per cwt., except peaberry, which brought full rates. Native met biddings only at some decline, and was chiefly bought in. 345 casks 39 tierces 22 barrels 66 bags Pantation sold, triage and ordinary 50s. to 58s. 6d., and dull 63s. 6d. to 65s. 6d., low middling to middling grey and dull small gray kinds 65s. 6d. to 70s., bold ditto 69s. to 72s., small coloury 65s. 6d. to 67s., middling coloury 70s. 6d. to 77s. 6d., good middling bold 79s., peaberry 84s. to 85s. 6d.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 230,468 cwt., against 217,529 cwt. at the corresponding date of 1869; Native, 2.,310 cwt., against 55,166 cwt. The quantity afloat for the Continent is 2,694 cwt. Plantation against cwt., and 1,517 cwt. Native against 1,605 cwt. The quantity of Coffee landed in the ten weeks ended March 12, 1870, was of Ceylon, 2,985 tons, against 3,434 tons during the corresponding period of 1869; of all descriptions, 4,045 tons, against 7,675 tons. The quantity entered for home consumption was, of Ceylon, 1,693 tons, against 1,977 tons; of all descriptions, 3,024 tons, against 3,412 tons. The quantity exported was, of Ceylon, 3,996 tons, against 3,875 tons; of all descriptions, 7.082 tons, against 7,924 tons. The stock on March 12 was, of Ceylon, 11,160 tons, against 8,577 tons; of all descriptions, 18,158 tons, against 15,559 tons.

SUGAR.

We have to report a slight improvement in the market; there is a steady demand, and the business done has been at firm, and in some instances higher prices.

The quantity of Sugar landed in the nine weeks ended Mar. 12, 1870, was, of Penang, 269 tons, against 1,020 tons in the corresponding period of 1869; of Manila, Java, and China, 3,880 tons, against 8 021 tons; the quantity entered for home consumption was of Penang, 653 tons, against 595 tons; of Manila, Java, and China, 5,777 tons, against 1,805 tons. The quantity exported was, of Penang, 32 tons, against 37 tons; of Manila, Java, and China, 702 tons, against 12 tons. The stock on Mar. 12 was, of Penang, 1,914 tons, against 717 tons; of Manila, Java, and China, 33,191 tons, against 38,048 tons.

COIR GOODS.—At the last sales a large supply, comprising 5,985 bale and 177 tons Yarn, 756 bales Fibre, and 63 tons Rope, was brought forward and went off generally with good spirit, nearly the whole being disposed of. Medium to good qualities of Yarn of good colour and make sold with active competition at £1 to £2 advance, and fine to superior sold readily at a further advance, common mixed and roping descriptions, especially in dholls, were slow of sale, and prices were mostly rather lower. Fibre also met an active demand, particularly for fine, and a considerable advance was realised. The bulk of the Rope offered consisted of good and fine, which found a ready sale at about £1 above previous rates. Of 68 tons Ceylon Yarn in dholls about 40 tons sold, very common and common, £22 to £25; good common to middling, £26 to £29; good middling, £31 to £32 5s.; good, £38 5s.; a small lot fine, £60. Fibre: 1,019 ballots Ceylon withdrawn. Of 2,747 coils (57 tons) Ceylon Rope 601 coils (20 tons) were withdrawn, the remainder being sold, good and fine qualities, 5 inch, at £32 to £32 5s.; 4 to 4½ inch, at £31 15s. to £32 10s.; 3 to 3½ inch, at £30 to £30 10s.; 1½ inch, at £32; 1¼ inch, at £34 to £34 15s.; medium and inferior kinds, 3 to 4 inch, at £26 to £30; ordinary, 3 inch, at £22 15s.; 2 to 2½ inch, at £27 5s.

COCOA-NUT OIL.—There is only limited inquiry for Ceylon at the rates previously ruling—£41 15s. to £42; a parcel of Ceylon has been sold for arrival at £42 10s., and 11 casks Manila have been offered,

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and bought in at £37 10s. The quantity of Ceylon afloat for Great Britain is estimated at 50,526 cwt., against 43,720 cwt. at the corresponding date last year, and 39,660 cwt. in 1868.

CUTCH.—At auction 3,310 boxes (100 lb. net each) good Pegu, Pagoda brand, were all sold at a further decline, commencing at 24s., and rising to 24s 6d., with a few lots at 25s.; 633 boxes good Penang were partly sold at 24s. 6d.

CANES.—Of 154,000 Tonkin offered a few sold at ¾d., 5,000 Partridge were bought in at 3d., and 600 Dragon at 10d. each.

GAMBIER.—The offers at public sales have all been bought in, comprising 100 bags fine pale cubes at 20s. 6d., and 620 bales at 17s. 9d.

GUM COPAL.—We note the sale of 100 cases soft Manila, at higher rates, viz., good soft yellow at 39s. to 40s., and ordinary mixed, chiefly dark, at 30s. 6d. to 34s. 6d.

JAPAN WAX.—The only offer has been 43 cases ordinary mixed saucers of indirect import, which were all bought in at 65s. per cwt.

PEPPER.—Black: The demand has continued active and the price of Penang has further advanced, about 3,700 bags, common quality having been sold at 4 13-16d. per lb. For arrival 130 bags Singapore are reported sold at 5d., and 1,000 bags Penang at 4¾d. White: A better inquiry has been experienced, resulting in an advance of ¼d. per lb.; about 1,500 bags Singapore have been sold realising 6¾d. cash and 6¾d. with prompt.

PLUMBAGO.—The offers of Ceylon have comprised 865 barrels, which were chiefly held above the value, and bought in, only a few barrels selling as follows:—Ordinary to middling small lump at 16s. to 18s.; ordinary small chips at 10s. 6d. to 11s. 3d.; bright small chips at 15s.; common dust at 6s. 3d.; middling at 8s.; fair at 9s. per cwt.

SPICES.—Cassia Lignea: 99 cases fair China sold; good first pile at 132s.; middling second, 123s. to 124s.; mouldy, 119s. to 120s. Cinnamon: 98 bags Ceylon sold at steady rates. Cinnamon Chips: 531 bags, 520 half-bags Ceylon sold at a decline of ½d. for common to 1d. for good; coarse bark at 2¾d.; low middling chips, 4d. to 4¼d.; middling to good, 5½d. to 7d. Nutmegs: In auction 22 cases Penang bought in, 78 nuts to the lb. at 2s. 9d.; 86's at 2s. 5d.; 96's at 2s. to 2s. 1d., and 8 cases Java, both limed, 3s.; 98's at 2s.; small limed, 1s. 1d. Mace: 3 cases Penang sold at 3s.

SAPANWOOD.—At auction 28 tons damaged Siam were bought in at £8 10s., and 39 tons dirty Manila at £8 5s. to £8 10s.; 30 tons Manila of indirect import have been sold at £7 15s. to £8 10s. per ton.

STICKLAC.—At auction 224 boxes good free but dusty Siam were bought in at 60s., and 48 cases fine bold free at 62s.

TIN.—Following the course of the Dutch market there is less activity displayed than at the date of our last report; the closing quotation for Straits is £119 to £119 10s., with but few transactions.

TAPIOCA.—126 bags fine Singapore partly sold at 2¾d.; 80 bags Penang bought in at 1¾d. to 2¼d.

NEW YORK MARKET REPORT.

TEA.

The market is moderately active, but is chiefly confined to immediate trade requirements; prices are without alteration from those given in our last report.

The following is from the *New York Shipping and Commercial List*:—The barque Benefactress arrived at San Francisco March 1, from Yokohama, having made the passage in twenty-six days. She brought a full cargo of tea, consisting of 11,000 packages, which will be at once forwarded to this market by the Pacific Railroad. This is the first cargo sent across the continent by rail, and the event demonstrates the wonderful change which is now taking place in the trade with China and Japan. The cargo of the Benefactresss is owned by Messrs. A. A. Low and Brothers, of this city, and as the market at the present time is nearly bare of Japan tea, this enterprising commercial venture is likely to prove a great financial success.

COFFEE.—The market for all kinds is characterised by extreme inactivity, and there has been an entire absence of business in East India; prices are nominally on a par with those last given, viz.:—Java (mats), 19c. to 21c.; do. (Government bags), 12½c. to 21½c.; Manila, 16c. to 17c.; Singapore, 18c. to 19c.; Native Ceylon, 17½c. to 19½c. gold (duty paid). The stock of Manila on the 1st March was estimated at 3,600 bags, against 6,769 bags on March 1, 1869; of Java (Government) at 1,475 bags, against 1,541 bags; of Java, 14,558 mats, against 23,808 bags; of Ceylon *nil*, against 7,000 bags; of Singapore 200 bags, against *nil*.

CHINA MATTING.—The market is quiet at the following prices:—4-4 white, 30c.; 5-4 white, 35c.; 6-4 white, 40c.; 4-4 red checked, 35c.; 5-4 red checked, 40c.; 6-4 red checked, 45c.

CORDAGE.—The price of Manila is reduced one cent, say to 22 to 23 cents for large and small sizes.

CAMPHOR.—China is quoted 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.12½; Cassia, $1.25 gold (in bond).

GAMBIER.—The current quotation is 4⅛c. to 4¼c. gold (duty paid); stock, small.

HEMP.—There is a continued absence of business in Manila, the stock being wholly in the hands of speculators, who are holding for an advance; the nominal quotation is still 14½c. gold. The stock of Manila on the 1st March was estimated at 19,813 bales, against 7,000 bales at the corresponding date of 1869, and 19,750 bales in 1868. The imports into the United States from the 1st January to the 28th February, 1870, were 27,546 bales, against 26,675 bales during the corresponding period of last year, and the quantity afloat on the 28th February was 29,056 bales, against 20,796 bales at the same date last year.

INDIGO.—The demand is limited, but a further slight advance in Manila has to be noted, small sales having been effected at $1 to $1 40c. currency.

PRESERVED GINGER.—China is quoted $10 to $10.50 currency (duty paid).

RHUBARB.—The quotation for China is $1.50 to $2.50 currency duty paid).

RICE.—Small sales of Rangoon for export continue to be effected at $3.25 gold in bond, showing no change in price although the market for other kinds is lower. The stock of East India on the 1st March was 6,582 bags, against 8,640 bags at the corresponding date last year, and 3,842 bags in 1868.

SPICES.—Prices are maintained at the quotations given in our last report, but the inquiry has fallen off, and but little business is doing.

SUGAR.—No sales of East India are reported; prices are nominally unchanged. The stock on the 1st March was of Java 310 baskets, against 310 baskets at the corresponding date last year; of Manila 263,380 bags, against 21,543 bags; of China 75,518 bags, against 7,825 bags.

TIN.—Advices of a rise of £3 in the London market have effected an improvement, and a large business has been done at advanced rates; the sales have comprised the following parcels:—6,250 slabs Straits on the spot and 900 slabs to arrive at 32c. to 32½c., and 50 slabs Banca on the spot at 33½c. gold. At the close Straits is firmly held for 33c., and Banca for 34c.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Mh. 10	Mikado	Bardo	Bangkok	Falmouth
— 8	Oscar Mooyer	Weller	Do.	Scilly
— 9	Adler	—	Canton, for Hamburg	Off ditto
Feb. 24	Allahabad	Holmwood	Samarang, for Amstd.	Fayal
Mh. 12	Ornate	Nott	Shanghai	Deal
— 12	Solid	Schmidt	Bangkok	London
— 12	L'Imperatrice	Forbes	Shanghai	Deal
— 14	Elfin	Beer	Colombo &c.	London
— 12	Ada	Jones	China and New York	Do.
— 14	Angela	Ornate	Manila	Plymouth
— 14	Tavistock	Tate	Shanghai	Deal
— 15	James Aiken	—	Manila	Do.
— 15	Latona	Murdoch	Bassein. for L'pool	Off Queenstown
— 16	Ocean Rover	Hammond	Colombo	London
— 16	Ospray	Andrew	Foochow	London
— 16	Southern Cross	Macdonald	Colombo	Do.
— 16	Panuco	Beattie	Foochow	Falmouth
— 16	Adler	Schmidt	Canton for Hamburg	Elbe
— 16	George Treat	Ginn	Penang	London
— 17	Peerless	Milledge	Batavia	Plymouth
— 16	Morning Star	Evans	Bassein	Liverpool
— 17	Kooria Mooria	Hildreth	Maulmain, for Clyde	Off Queenstown
— 15	Marie and Hillegonda	Walters	Batavia	Brouwershaven
— 2	Lady Bowen	Woodcock	Hong Kong	San Francisco
Feb. 1	Ango	—	Macao	Callao
Mar. 2	Craigie Lea	Cowie	Amoy	New York
— 4	J. W. A. Lorenzen	Jessen	Singapore	Boston
— 18	Albert Victor	Muir	Foochow	London
— 16	Hollandia	—	Macassar, for Amstm.	Off Dungeness
— 17	Elisabeth	Feenstra	Batavia for Amstdm.	Do.
— 17	Luzon	Buchanan	Bangkok	Falmouth
— 17	Aliquis	Marshall	Maulmain	Clyde
— 15	Hollandstrouw	Vos	Probolingo	Texel
— 16	Saga	Ide	Pasaroeang	Do.
Feb. 12	Cardiganshire	Hutchinson	Canton	Buenos Ayres
Mar 18	Crown	Aubin	Yokohama	London
— 18	City of Paris	Jack	Colombo	Do.
— 19	Schelde	Hoffmann	Bata., for Middelburg	Deal
— 17	A. M. E.	Whitehill	Java for Amstdm.	Off Dungeness
— 17	Dordrecht II.	Rotgans	Do. for Amstdm.	Do.
— 17	Herman de Ruiter	Bois	Do. for Amstdm.	Do.
— 17	Jacoba and Christina	Gaaf	Do. for Amstdm.	Do.
— 18	Ida Elizabeth	Dooren	Do. for Rotterdam	Do.
— 19	Jan Pieterszoon Koen	Van Reenen	Sourabaya	Motherbank
— 18	Knighton	Riddle	Penang	Off Plymouth
— 18	Thusnelde	Hunsken	Bangkok	Falmouth
— 18	Ceylon	—	Foochow	Channel
—	Bliderdyk	Victor	Probolingo	San Francisco
—	Jeannie	—	Foochow, for Boston	New York*
— 20	Sebastien Bach	—	Bangkok	Falmouth

* In distress.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Mh. 10	Espiegle	Way	Yokohama	London
— 9	Eleanor	Brown	Penang	Port and Roads
— 8	Midnight	Brock	Singapore	Penarth Dock
—	Electric	—	Batavia	Off the Wight
— 11	Monkchester	—	China	Shields
— 12	Invincible	Beeching	Hong Kong	London
— 12	Lota	Suckling	Yokohama	Do.
— 11	Alice Graham	Morgan	Singapore	Newport
— 14	Hollinside	—	China	Shields
— 15	Glenavon	Henderson	Shanghai	London
— 17	Jumna	Taylor	Shanghai	Liverpool
— 14	Conda	Boyesen	Singapore	Cardiff
— 14	Perseverance	Garcia	Galle	Do.
— 17	Jungfrau	Jones	Shanghai	London
—	Emma	—	Bangkok	Havre
Feb. 24	Reina de los Cielos	Aquirre	Manila	Teneriffe
Mar. 5	Samuel Russell	Lucas	Hong Kong	New York
— 19	Joseph Sprott	Rice	Do.	London
— 19	Nile (str.)	Gaine	Sing., Hg.Kg., Shang. & Japan via Suez C.	Do.
— 19	Ornate	Sampson	Cardiff and Shanghai	Do.
— 16	Forget-me-not	Rest	River Amoor	Hamburg
— 16	Ceres	Schwartz	Hong Kong	Do.

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—For Nagasaki and Chefoo: Zohral. For Yokohama: Rollo, Pak Wan. For Yokohama and Hiogo: Pegasus, Lorton, Ada. For Tientsin and Newchwang, George Shotton. For Chefoo: Chingloo. For Shanghai: Blackadder, Northampton, City of Hankow: Lizzie Iredale, Taunton. For Hong Kong: Lord Macaulay, Lufra, Albert Victor. Fo.

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Singapore: Windermere. For Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Craigforth (str.). For Penang: Lucayas. For Batavia and Sourabaya: Vincenza. For Colombo: Gauntlet, Wynaud, Ocean Rover.

At LIVERPOOL.—For Nagasaki, Hiogo and Yokohama: Oberon. For Yokohama and Hiogo: Carnarvon Castle. For Shanghai: Carricks. For Manila: Maria Fidela, Matilde. For Singapore: Knight Templar, Malacca, Highlander. For Batavia: Grefve Berg. For Batavia, Sourabaya and Samarang: Spirit of the Day. For Colombo, &c. (*via* Suez Canal), Historian (str.). For Penang, Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Priam (str.).

At GLASGOW.—For Hong Kong: Kildonan. For Manila and Ilo Ilo: Aureliana. For Singapore: Roslin Castle. For Batavia and Sourabaya: County of Ayr.

SPOKEN.

GAULOIS (French), Celebes to Motherbank, Jan. 29, 5 N., 24 W.
TWEE CORNELISSEN, Java to Rotterdam, Jan. 10, 16 S., 31 W. [37 W.
No. 1,876, 4th d.p. (Dut. barq.), Bangkok to Falmouth, March 10, 47 N.,
PETER, Canton to New York, Feb. 15, 2 N., 32 W.
ANGELSTROOM (?), Texel to Batavia, Dec. 31, 19 S., 34 W.
JOHANNES, Bali to Frederiksburg, Feb. 2, 2 N., 24 W.
PRESIDENT PLATE, Sourabaya to Rotterdam, Feb. 12, 11 S., 10 W.
P. H. C. W. (Dut. brq.), Batavia to Rotterdam, Jan. 2, 31 S., 42 E.
BENLEDI, Colombo to London, Dec. 16, 26 S., 54 E.
CANNING, from Singapore, March 6, 46 N., 14 W.
JORGEN LORENTZEN, Sourabaya to Rotterdam, Jan. 16, 14 S., 8 W.
HEDWIG SOPHIA (brq.), Foochow to Negroponte (?), Dec. 18, 35 S., 25 E.
PIERRE (French brq.), Bordeaux to Cochin China, Jan. 27, 4 N., 26 W.
AUFFREDY, Nantes to Saigon, Dec. 28, 35 S., 88 W.
BURDWAN, London to Hong Kong, Jan. 21, 3 N., 21 W.
JOHANNA, Banjoewangie to Middelburg, Jan. 27.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports are still very dull, and the quantity of disengaged tonnage in port tends to keep rates low; there is but little alteration in coal freights from the Northern outports.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight. 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hiogo: £36. For Yokohama: £36. For Shanghai: £37. For Hong Kong: £29. For Singapore: £24. For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Hiogo: £1 14s. For Yokohama: £1 15s. For Shanghai: £1 16s. For Hong Kong: £1 7s. For Singapore: £1 5s. For Saigon: £1 5s. For Galle: £1 6s.

GLYCERINE
DE
TOILETTE.
(HEALTH.) **NEW PERFUMERY.** (BEAUTY.)

INVENTED BY

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"Batley, Jan 26, 1869.

"SIR,—One of my children, aged two years and four months, being troubled with worms, I was induced to try your Bon Bons I purchased some from Mr. B. Whitaker, chemist, of Batley, and after taking two only, she voided nine large worms. Two days after another dose, she again voided three more; three of them, the worst, measuring from 8 in. to 9 in. each in length I consider them a most invaluable remedy, and should be tried by all suffering from worms.

(Signed) "JOHN STENSON.
"Witness, B. WHITAKER.
"To Mr. Keating, London."

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A.D. 1870.

GRANT'S TRANS-MONGOLIAN TELEGRAMS
VIA KIACHTA.

TELEGRAMS FROM EUROPE.

TELEGRAMS for **China** or **Japan** may be despatched from any Telegraph Station in Europe on any Tuesday, commencing from the 22nd February, to Tuesday, the 29th November, inclusive.

Telegrams must be addressed, "GRANT, KIACHTA." If Express, "GRANT, KIACHTA, Express."

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Head Office: KIACHTA, ORIENTAL SIBERIA.

C. MITCHELL GRANT, *Proprietor.*
WILLIAM HAGEMANN, *Secretary.*

LONDON AGENCY,
" LONDON AND CHINA TELEGRAPH " OFFICE, 2, COWPER'S COURT, CORNHILL.

REDUCED TO TEN AND A-HALF DAYS.

I have the pleasure to announce that I have succeeded in reducing the Contract time for this year by TWELVE HOURS.

Telegrams from Kiachta to Tienstin, and *vice versa*, will be delivered in TEN DAYS AND A-HALF.

I have made an engagement to pay a Tael for every hour a courier arrives in advance of the time, and I think that many Despatches will be transmitted in Ten Days.

I take this occasion to thank the Gentlemen who subscribed their names to establish GRANT'S TRANS-MONGOLIAN TELEGRAPH SERVICE. Having now repaid the whole of the Capital advanced to me, I have reduced the charges on Telegrams, to prove that I am not unmindful of the confidence they showed me.

C. MITCHELL GRANT.

KIACHTA, January 10, 1870.

GRANT'S TRANS-MONGOLIAN TELEGRAMS.
1870.

CHINA CIRCULAR.

THE success which has attended the European Commercial Telegram Circular which I have issued for the last two years in China and Japan induces me to think that a China Circular will be approved of in Europe. I have made arrangements to receive Prices, &c., as per annexed form, from Shanghai by the first steamer to Tientsin in February till the freezing of the river Peiho, in the beginning of December; but in order that Subscribers may not be inconvenienced by the stoppage of the Circular, I purpose making arrangements to have it transmitted viâ Galle during the winter months. From four to six Circulars per month will be issued, or from forty-five to fifty Circulars during the Season.

The time occupied in the transmission from Shanghai to London will probably average SEVENTEEN DAYS.

As to the reliability of the information I furnish, I need only mention that the majority of my Subscribers in China are members of the Chamber of Commerce, and the subscriptions are double the undermentioned charges.

CHARGES.

For 10 Circulars, commencing at any time of the Season . . . £3 3 0
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The Circular will be printed in London, and posted a few hours after the delivery of private telegrams.

C. MITCHELL GRANT.

KIACHTA, January 17, 1870.

London Agency—LONDON & CHINA TELEGRAPH OFFICE,
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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vesse's of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds, superintended by resident Europeans.

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THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

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WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

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SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

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"THE CHINA MAIL,"

No. 2, WYNDHAM-STREET, HONG KONG.

NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co." was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

Subscription, 12 dols per annum, payable to any of the undermentioned agents. Postage added. Terms of advertising:—Same as in *Daily China Mail*.

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THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

NOTICE.

MORRIS'S DIRECTORY for CHINA, JAPAN, and the PHILIPPINES, &c., to be published on the 1st Jan., 1870, contains a Revised List of the Foreign Residents at all the open Ports of the China Sea, including Saigon, which has never yet been included in any similar work; together with the Time Tables of the different Steamship Companies, Rates of Postage, Local Ordinances, and such other matter as will be useful to all interested in the China trade. No trouble or expense has been spared to make this the most accurate publication of the kind ever offered to the public.

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Shanghai.....	Aracan	A1 14 yr.	SWID	To follow
Hong Kong,	Lufra (new).	A1 13 yr.	SWID	With des.
Hong Kong	Beemah	A1 11 yr.	SWID	To follow
Chefoo	Chingtoo (n.)	A1 13 yr.	W.I.D.	With des
Tientsin and Newchwang	Geo. Shotton	A1 14 yr.	SWID	With des
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Shanghai ...	C of Hankow	A1 17 yr.	E.I.D.	March 25
Do.	Araby Maid	AA1	E.I.D.	To follow
Do.	Omba	A1 16 yr.	E.I.D	To follow
Hong Kong	Ld. Macaulay	A1 13 yr.	E.I.D.	With des.
Yokohama, Kanagawa.	Rollo	A1 13 yr.	W.I.D.	With des.

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Port.	Ship.	Class.	Dock.	Last Shipping Day.
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Nagasaki & Chefoo ...	Zohrab (new)	A1 9 yr.	E.I.D.	With des.
Bombay.....	Alabama.s.s via S.Canl.	—	Millwll. Docks	March 31

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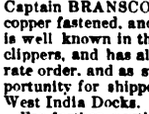

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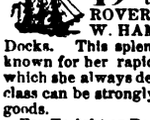

DIRECT FOR COLOMBO, the magnificent clipper ship OCEAN ROVER, A1 16 years 518 tons register; W. HAMMOND, Commander; West India Docks. This splendid vessel, built in 1867, is well known for her rapid passages and the good order in which she always delivers her cargo, and from her high class can be strongly recommended to shippers of fine goods.

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The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c:

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS

VOL. XII.—No. 347.] LONDON, MONDAY, APRIL 4, 1870. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.

Latest Advices.

—o—

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	Dec. 17	Feb. 7	Feb. 13
Yedo	—	—	Feb. 12
Osaka and Hiogo	—	—	Feb. 9
Hakodadi			
Nagasaki	—	—	Feb. 10
CHINA — Peking			
Tien-tsin	—	—	Jan. 18
Chefoo			
New-chwang			
Hankow	Dec. 17	Feb. 8	Feb. 12
Kiu-kiang	—	—	Feb. 13
Chin-kiang			
Shanghai	Dec. 23	Feb. 13	Feb. 16
Ningpo	—	—	Feb. 14
Foochow	Dec. 23	Feb. 12	Feb. 15
Formosa			
Amoy	—	—	Feb. 17
Swatow			
Hong Kong	Dec. 31	Feb. 12	Feb. 22
Canton	—	—	Feb. 21
Macao	—	—	Feb. 21
PHILIPPINES—			
Manila	Dec. 22	Feb. 14	Feb. 15
CHIN-CHINA—			
Saigon	—	—	Feb. 22
SIAM — Bangkok	—	—	Feb. 23
BORNEO—Labuan			
Sarawak	—	—	Feb. 19
JAVA — Batavia	—	—	Feb. 23
Samarang	—	—	Feb. 21
Sourabaya	—	—	Feb. 20
MALACCA STRAITS—			
Singapore	Jan. 20	Feb. 22	March 1
Penang	Jan. 26	March 1	March 2
CEYLON—Galle	Feb. 11	March 8	March10
Colombo	—	—	March 9

THE MAILS, &c.

—o—

The next inward mail is the French, with the following dates:—Yokohama, Feb. 20; Shanghai, Feb. 23; Hong Kong, March 1; Singapore, March 9; Galle, March 17. It should be delivered here on Monday next, but the *Imperatrice* having broken her screw in passing through the Canal, it has been transferred to another steamer.

Telegrams from Hong Kong, *via* Galle, to March 8, were received on the 25th. Those of March 22 may be expected on the 7th inst., as the British-Indian line is working admirably. *Via* Kiachta, Shanghai telegrams to March 15 were received this morning.

List of Passengers.

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PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Pera*, arrived 1st April.—From Hong Kong: Captain Eyre. From Batavia: Mr. Reerink. From Singapore: Mrs. Macpherson, Mrs. Dunlop, Mr. Harrison.

To Southampton, per P. and O. steamer *Ceylon*, expected to arrive 8th April.—From Shanghai: Mr. Cargil. From Hong Kong: Mrs. Butcher and child. From Singapore: Mr. W. Wilson. From Galle: Mr. and Mrs Lamarchand, five children, and servant, Mr. Richmond, Mr. and Mrs. Vanderspar, three children, and servant, Mr. and Mrs. Gordon, six children, and servant, Mr. Sheriff, Mr. Laing.

By last Bombay mail to Suez, per P. and O. steamer *Golconda*, arrived 18th March —From Galle for Marseilles: Mr. Zomoyski and servant.

PASSENGERS OUTWARD.

Per P. and O. steamer *Tanjore*, from Southampton, April 2.—To Yokohama: Mrs Le Mare. To Ceylon Mr. V. R. Schalch, Mr. J. P. Green. To Akyab: Miss M Ogilvie.

Per P. and O. steamer *Pera*, from Marseilles, April 10.—To Shanghai: Mr. G. Munro, Mr. J. M. Canny. To Hong Kong: Mr. J. C. Ridge, Capt. W. B. Andrews, Mr. and Mrs. G. Townend, Mr. George Oliver. To Singapore: Mr. W. W. Willans, Dr. Robertson

Per P. and O. steamer *Nyanza*, from Marseilles, April 17.—To Shanghai (via Bombay): Mr. Dent.

Per P. and O. steamer *Delta*, from Marseilles, April 24.—To Singapore: Mr. J. Young. To Penang: Mr. J. Morrison.

Per P. and O. steamer *Bangalore* from Southampton, April 30.—To Ceylon: Mr. A. Young Adams.

Summary of News from the Far East.

—o—

JAPAN.

YOKOHAMA.

From this port we have dates by the P. and O. mail to Feb. 13 The outward mail of Dec. 17 was delivered in Yokohama on the 7th February. The Court of Inquiry on the *Bombay-Oneida* collision had concluded its sittings.

The *Japan Mail* says:—"It is much to be regretted that the American Minister, by the way in which he has conducted the case for the U. S. Government, has succeeded in stirring up and keeping alive as much as possible, feelings which it would have been the care of a more discreet man to repress and allay. It is sufficiently lamentable that the care of a matter so full of sorrow to all concerned should have been entrusted to one who so little understands what comports, on such occasions, with international and personal courtesy. It is, perhaps, some excuse for him that the counsel for Captain Eyre, of the *Bombay*, succeeded with rare ingenuity in trampling on feelings which it would have been more prudent and more delicate to respect; but this cannot absolve Mr. de Long for bad logic and worse feeling."

The funeral of Captain Williams, of the *Oneida*, is thus described in the *Mail*:—"At three o'clock on Tuesday afternoon the minute guns of the *Idaho* announced that the remains of Captain Williams were on their way to the French Hatoba, from whence the procession was to start, and where the foreign Ministers, a large body of naval and military officers, the crews of the men-of-war in harbour, and the majority of the residents of Yokohama, were assembled. The procession was solemn and imposing, and moved slowly forward to Christ Church, the bands of the *Ocean* and the 10th Regiment play the Dead March in Saul. As the body was carried into the church the Rev. W. Smith, chaplain of H.M.S. *Ocean*, read the appointed sentences, which open the finest and most deeply moving of our Church Services, and in a few minutes every seat and all standing room in the building were occupied. The uniforms of the Navy of Great Britain and America were predominant, the scarlet of our Line contrasted with the dark green of the Russian dress, nor were the naval and military dresses of the French wanting. The British Admiral, Sir Henry Kellett, decorated with the Star and Riband of a Knight Commander of the Bath, and recognised by some who knew him in earlier days as an active commander on the China Station, was present, as were the English, French, Prussian, and American Ministers. The service was impressively read by the Rev. W. Smith, assisted by the Rev. B. Bailey, and in due time and order the procession moved to the cemetery. There, amid many of the members of a profession in which he had served with distinction, and in the annals of which the loss of his ship will form one of the saddest pages, overlooking the bay he recently left under circumstances so fair and promising, the last honours were paid to the remains of Captain Williams, of the U.S.S. *Oneida*."

Vigorous measures are being taken by some of the most prominent members of the community to remedy the disgraceful and dangerous condition of this settlement. A letter to the Foreign Ministers is in course of preparation, urging them to press on the Japanese Government the importance of conceding municipal rights to foreigners, and undertaking that, in the event of this concession being made, a committee will be prepared to defray the expenses attendant upon the government of the settlement for 80 per cent. of the ground rents now paid to the Japanese.

The *Ocean* is about to leave us on her way to Hong Kong, where she parts with her crew in exchange for that which the *Donegal* brought out to relieve it. The regrets her departure will cause will be sincere and universal.

The New Year's festivities in the Odori, the great thoroughfare of Yedo, which is, in fact, the prolongation of the Takaido from

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the suburb of Shinagwa to the Nihon Bashi, have been sadly interrupted. Persons arriving from Yokohama, after traversing some portion of the long street between the houses, each of which is decorated with a long slender green-branched bamboo—a pretty vista—come upon a scene of entire desolation. The great fire which raged on the night of last Friday week extended along the lime of the Odori from a point a little beyond the new road, leading at right angles to the gates of Hama-go-ten, to another point not far from Kiobashi, the last bridge before reaching the Nihon Bashi. The area laid desolate may be computed at four or five miles in circumference, and every wooden building from the Japanese Foreign-office (luckily unharmed) to the outer moat has been destroyed; the fireproof godowns alone remain standing. The two great mercers' shops, which no one who has been in Yedo can help remembering, are in ruins, and the owner of one of them is stated to have lost property to a very large amount. The dwelling-place of Terashima, Vice-Minister for Foreign Affairs, is utterly destroyed, and though the Foreign-office itself escaped, the Yashiki opposite to it, that of Sakai Ukio no Ské, and several in its rear, are razed to the ground. The Shimbashi, a bridge in the Odori, is entirely burnt, and the great traffic over it diverted through less direct thoroughfares. The telegraph posts have gone to feed the flames; ruin has seized on hundreds of houses, and the damage is computed at millions of rios.

H.M.S. *Salamis*, bearing the flag of Vice-Admiral Sir Henry Kellett, K.C.B., arrived in harbour, on the morning of Saturday the 5th Feb., and received the customary salute from the flag-ship.

The following refers to the Government railway:—"This scheme involves a loan of one million pounds sterling, made by English capitalists to the Japanese Government, on terms in no sense onerous to it. The money is to be applied to the construction of a railway connecting Yedo and Osaka, the new and old capitals of the Empire, together with a branch line from Yedo to Yokohama, and another from Osaka to Tsuruga along the Biwa Lake, which is the centre of a great traffic, and which branch line will connect the West Coast with the two capitals. The importance of this latter line cannot well be overrated, as it will place the rich crops of the great rice-producing districts within easy reach of the metropolitan populations. The province of Omi with its fine harbour of Tsuruga Bay, the provinces of Kaga, Wakasa, Tamba and Tatsima will all be brought into close contact with Osaka. All the delay and much of the expense of transport from Tsuruga Bay to the head of Lake Biwa will be avoided, as well as that incidental to the slow navigation of the river which runs from the south of Lake Biwa to Osaka. The line will be constructed by the Japanese Government, under the advice of English engineers appointed by Mr H. N. Lay, and every effort will be made to supplement, and not to supersede, the efforts of the Government in connection with it. The plant and rolling stock will be supplied from Europe, but the Japanese will have the power, and, if they wish it, will be provided with the means, of manufacturing it for themselves, under proper guidance. The loan is secured by a mortgage on the Customs' duties collected at the ports, and by the net profits arising from the working of the line. The time fixed for its construction is from three to five years, and by the end of the latter term it is to be hoped the whole will be completed. Of the character of the line, *i.e.*, its weight and the nature of the rolling stock, it would be premature to say more than was published in our *Japan Mail* Summary. It will depend on the advice of eminent consulting engineers, after a survey has been made of the country and a careful analysis of the requirements of the probable traffic has been submitted to them. The administration of the line is vested in Mr. Lay until the loan is repaid."

The telegraph between Yokohama and Yedo has been thrown open to the public at a charge of one *itziboo*, about 1s. 3½d., for 150 characters or words. The *Japan Mail* justly remarks that nothing could show more clearly the contrast between Japan and China than the readiness with which the Government has adopted this greatest invention of modern science, and the ease with which the people have grasped the notions of its advantages. Mr. Lay has left for England, to engage engineers and purchase materials for the railway. The island of Yesso has been partitioned among the princes of the Empire; and the trade of Hakodadi is said to be increasing. A meeting of the Yokohama Chamber of Commerce has been held; the statistics of trade put forward, showed a general decline. Mr. Marshall has been elected Chairman, and Mr. Winstanley Vice-Chairman, of the Chamber.

There is a rumour to the effect that Chosin intends to throw open the port of Shimonoseki to foreign trade.

THE "ONEIDA" CASE.

The following is the decision of the Court. It contains a summing up of the most important evidence, which we have not space to reprint in full:—

The questions before this Court are two—first, was the injury sustained by the Peninsular and Oriental steamship *Bombay* brought about by the fault of her commander, Mr. Eyre; second, after the collision between the P. and O. ship *Bombay* and the U.S. corvette *Oneida* had taken place, what was the conduct of the master of the former vessel.

To enable the Court to decide the first question, we have before us shortly the following evidence.

Mr. Eyre states that at about 6.30 P.M. (corrected time) on the 24th January last, having past the light-house situated on Kanonsaki, his attention was called, by the sound of a gong struck twice, to the fact that a vessel was approaching him on his port bow. He thereupon looked through his glass, and perceived a bright light half a point on his port bow; and immediately afterwards he saw the two side-lights of the approaching steamer. He imagined that this steamer (which it was ascertained was the U.S. corvette *Oneida*) was about one mile distant from the *Bombay*, and immediately gave the order to port the helm, thus shutting out the *Oneida's* green light, and opening her red light. Not content with this, he gave a second order—"hard a-port,"—and turned on his steam whistle. He supposed this to have occurred some five or six minutes before the collision took place, which would place about a mile or a mile and a half between the two steamers at this point. He kept his helm hard a-port until suddenly he saw the *Oneida*, under full sail and steam, standing across his bows. Upon this he stopped his engines; and then, seeing that a collision was imminent, put his helm hard a-starboard, so as to bring his vessel round, and, if possible, pass the *Oneida* on the starboard side. The endeavour, however, proved ineffectual to avert the collision, and the *Bombay* struck the *Oneida* on her starboard quarter. The vessels separated, and the *Bombay's* helm was at once put to port, in order to clear her stern and boats and save a second collision.

On the other hand, Mr. Yates, who was the officer in charge of the deck of the *Oneida* on this occasion, gave the Court a totally different account of the occurrence. He stated that the *Bombay's* mast head light was reported to him by the starboard look-out man as being in sight some fifteen or sixteen minutes before the collision took place,—say at about 6.25 P.M. by his own account,—and about half a point on his starboard bow. That at this time the *Oneida*, which had been heading by E.S. by E., was just recovering her former course, viz., S. by E., a quarter E. That the *Bombay* came round Kanonsaki, passing to starboard and thus opening up her green light,—still one point on his starboard bow. That at this time he thought the *Bombay* must have been three miles off, but that the *Oneida* was kept on her course, as both he and the navigating officer thought that the *Bombay* would pass to starboard. Presently (the navigating officer having left the deck) he saw the *Bombay* at the distance of about a mile off, three points on his starboard bow, and heading directly for his green light. The opening up of all three lights of the *Bombay* at this instant, showing him that she was approaching with a port helm, he at once gave the order "to starboard." He believed that he opened the *Bombay's* three lights, some three minutes before the collision, so that the vessels must have been about a mile apart at that moment.

Now these two statements are utterly irreconcilable; and though the collision is accounted for by each of them, it certainly never could have occurred if both are correct. It is therefore necessary to look farther, and see in how far each is substantiated.

The statement of Mr. Eyre is borne out in all its material points by the evidence of the pilot and chief officer, who were on the bridge with him, and also by that of all the officers of the *Bombay*, who are able to testify to the circumstances.

With regard to Mr. Yates' statement, however, the starboard look out man of the *Oneida* affirms that at about fifteen minutes previous to the collision he reported to Mr. Yates that he saw a mast-head light right ahead; and that as soon as he could make out one of her side lights, he reported her green light between half a point and a point on the *Oneida's* starboard bow. About a minute or a minute and a half after that, he reported the steamer (*Bombay*) about four or five points on his starboard bow, and coming right for the *Oneida's* green light; but at no time did he see the *Bombay's* red light before the collision took place.

The helmsman asserts that he heard the *Bombay* reported three different times by the look out to the officer of the watch—first, half a point on his starboard bow, second, a point and a half on his starboard bow, and thirdly, as coming right for *Oneida*;—that he received an order to starboard, then to steady, and then to let the ship come on her course again after the second report had been made; and that after the third report had been made, Mr. Yates again told him to starboard, after doing which he saw the *Bombay's* mast-head light about five points on the starboard side of the foresail; and that he kept his helm hard-a-starboard until he heard an order given to port;—that as he was in the act of obeying this order the two ships came into collision.

It will be seen that the statements of Mr. Yates, the look-out man, and the helmsman are more or less conflicting; but it may be gathered from them that, when the *Bombay's* three lights should have been seen by the look-out man, as well as by Mr. Yates, she was about three points on the *Oneida's* starboard bow, about a mile distant, and porting her helm. Mr. Yates states that at this moment he gave the order "starboard," and then "hard a-starboard." If these orders had been promptly obeyed the Court is of opinion that the ships could not have come into collision. But the statement of Albert Ruggart, the helmsman, shows that the *Oneida's* head was about S.E. when she struck, by which it would appear that she had only come up about three points in three minutes, so that Mr. Yates' orders could not have been promptly obeyed. Hence it is impossible to account for the collision by the statements of the survivors of the *Oneida*, if they are unreservedly accepted.

We are of opinion that when Mr. Moldaur said to Mr. Yates that he could not go any further to the port, or eastern shore, and ordered him to resume his course, for fear of running on to the Saragota Spit, he should, knowing that it was his duty to get out of the way of an approaching vessel on his starboard bow, at once have brought the *Bombay* on his port bow instead of simply resuming his course. That if, when a collision was seen to be imminent, the same promptness had been shown

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by the *Oneida* in porting her helm as was shown by the *Bombay* in putting her helm hard a-starboard, it might possibly have been averted; while its effects, had it occurred, would certainly have been far less serious. It is shown by the evidence of the *Oneida*'s officers that at no time was the *Oneida's* speed slackened after the *Bombay* was considered to be breaking a rule of the road by porting, the *Oneida's* helm was, nevertheless, kept a-starboard; and thus the judgment required to be exercised in order to counteract the presumed mismanagement of an approaching steamer was not shown.

These observations are not made as a judgment upon the management of the *Oneida*, which is beyond the province of this Court to consider; but simply in order to institute such a comparison as is necessary to show the grounds upon which the Court arrives at its conclusion.

If the statements of Mr. Eyre, his pilot and officers are to be believed, we judge that he was right in keeping on the starboard side of the channel;—that he acted perfectly right in porting his helm as soon as he saw the *Oneida's* lights on the port bow. We judge that he should have slackened speed as soon as he saw the *Oneida's* lights; —that he acted rightly in stopping his engines;—that he had no time after stopping his engines to reverse them; and that he exercised a sound judgment in starboarding his helm when he saw that a collision was imminent, and that the *Oneida's* helm was kept to starboard.

Upon a comparison of the foregoing statements we find, that the damage which has been sustained by the *Bombay* is not attributable to any default on the part of the Commander, Mr. Eyre.

As regards the second question which this Court is called upon to decide, viz; the conduct of Mr. Eyre after the collision had taken place, it may be observed that it has not been without long and serious deliberation among ourselves, and most careful consideration of all the evidence adduced, that we have arrived at an unanimous decision.

We find from the evidence before us, that on a dark starlight night, the 24th January last the steamship *Bombay*, through no fault of her commander, Mr. Eyre, came into collision with the U.S. corvette *Oneida* in the vicinity of the Saratoga Spit, situated some ten miles from Yokohama.

That the effect of this collision on the *Bombay* was comparatively slight.

That guns were fired from the *Oneida* as signals of distress from ten to fifteen minutes after the collision took place.

That the report of these guns was not heard, nor were the flashes seen on board the *Bombay*.

That after the collision the fact of the *Bombay* having been hailed from the *Oneida* was reported to Mr. Eyre.

That Mr. Eyre only knew that some of the upper works of the *Oneida* had been carried away, and was unaware of the amount of injury sustained by the *Oneida*.

That the *Bombay* was a mail steamer, carrying passengers and cargo; and built in compartments, only one of which was reported to him as making water fast.

That the whole extent of injury sustained by the *Bombay* was not ascertained till the day following the collision.

That immediately after the collision it was not considered to be serious; for had it been so it is natural to suppose that the knowledge of the pilot would have been availed of and the *Bombay* run on to the Saratoga Spit.

That, in our opinion, no danger to his vessel, passengers and cargo was apprehended by Mr. Eyre.

That from the questions he asked the pilot, he evidently thought that the *Oneida* might possibly have sustained serious injury.

That he waited, at the most, five minutes after the collision, to see if signals of distress were made from the *Oneida*.

That after his ship again proceeded he gave no orders that a look-out should be kept in the direction of the *Oneida*.

That had he, or any one else, been keeping a proper look-out, the flash of the *Oneida's* guns must have been seen, though their report might not have been heard.

Under all these circumstances it becomes our duty to pronounce whether, in our opinion, he was justified in proceeding on his voyage, without waiting to ascertain whether the *Oneida* was in need of assistance.

We recognise the fact that Mr. Eyre was placed in a position of great difficulty and doubt, and in circumstances under which he was called upon to decide promptly; but we regret to record it as our opinion that he acted hastily and ill-advisedly in that, instead of waiting and endeavouring to render assistance to the *Oneida*, he, without having reason to believe that his own vessel was in a perilous condition, proceeded on his voyage.

This conduct constitutes, in our opinion, a breach of the 33rd Section of the 63rd Chapter of the Merchant Shipping Act, Amendment Act, 1862, and we therefore feel called upon to suspend Mr. Eyre's certificate for six calendar months from this date.

Signed,

FRED. LOWDER, H.M. Consul, President of the Court, L. S.
ARTHUR TINKLAR, R.N., Commd. H.M.S. *Ocean*.
DAVID MOORE, Staff Commd. H.M. *Ocean*.
JOHN GILFILLAN, master British steamship *Sultan*.

Feb. 11, 1870.

LATER BY THE PACIFIC MAIL.

The news by the Pacific mail steamer leaving Yokohama, Feb. 23 (ten days later than the present P. and O. mail), is telegraphed as follows from San Francisco to the *New York Herald*:—

San Francisco, March 19, 1870.

At Yokohama the *Oneida* disaster agitated the community during the entire month. Captain Eyre was allowed to take passage in the *Bombay*, notwithstanding the repeated requests and final demand of Mr. Delong, the American Minister, upon the British authorities for his arrest and criminal trial. The sentence of the Court suspends Captain Eyre for six months. The Americans are indignant, not only at the sentence, but in consequence of the intolerable English insolence to which Mr. Delong was subjected during the investigation.

Captain Roe, chief of staff of the United States steamer *Delaware*, had reached Yokohama, and would immediately hold a naval court of inquiry. The only bodies found are those of Captain Williams and the ship's carpenter.

The Japanese authorities were pursuing what few native Christians escaped deportation, and it is said that they now demand that the foreign ministers and missionaries shall be prohibited from teaching the natives, or in any way promulgating their faith.

The Peninsular and Oriental steamer *Sunda* ran into, and immediately sank, the North German ship *Carrie Jane*. The crew were saved.

From Hiogo, Nagasaki, and Osaka there are terrible accounts of native Christian persecutions and deportations. Sex and family ties are wholly disregarded. At Yedo, from 4,000 to 5,000 houses were destroyed by fire on the 4th and 5th of February. The American Consulate narrowly escaped destruction. There is a bad feeling towards foreigners in all directions. The foreigners in Japan, and especially the foreign officials, are narrowly watched and guarded.

Business generally is unusually dull. Exports—Silk in good demand at advanced rates; Settlements, 700 bales; Mybash and Sinchu, best to extra, $8.70 to $9; Oshu, best to extra, $8.60 to $9.40; inferior to medium, $7 to $8.10; Coshiu, medium to best, $6.90 to $7.50. Total exports of the current season, 8,899 bales. Tea—The settlements have been light, the stock is small, and prices are firm and unchanged.

The steamer *China* took 10,890 packages of tea, 5,730 of which are for New York, and 165 bales of silk, 48 bales of which are for New York.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, Jan. 29, 1870.

I last wrote to you on the 15th inst. and on the next day the *London and China Express* of October 28th came to hand by the *Fusi Yama* steamer, from Yokohama. My last informed you of the deportation of upwards of 4,000 native Christians from Ourakami, since then the persecution has continued; even as recently as the 25th apprehensions have been made, and at a time when we were in possession of news from Yokohama informing us that the Government officials here acted without orders; which fact alone would lead foreigners to believe that the Japanese are playing a very deceitful game. Details of the cruelties towards the prisoners, while they were marched overland to Tokeetz, are truly lamentable to those persons who have any feeling at all; little children who fell down while in the crowd were trampled to death as the poor people were not allowed to stop to pick them up, and old men and women who were feeble were beaten to make them keep up with the strong and able-bodied.

The following property, belonging to the estate of Rainbow, Lewis and Co. bankrupts, was sold by Messrs. Underwood and Co. at public auction on the 21st and 28th instant:—

		Payable to Jap. Govt. Annual Ground Rent.	Muncpl. taxes.
42/64 shares in the brig *Bessie Searight*...	$1,250		
Hill Lot Oura, No. 17, with bungalow, &c., thereon	110	... $45.36 ...	$12 per year.
Rear Lot Oura, No. 33 B, with dwelling-house, &c., ...	450	... 49.98 ...	12 ,,
Rear Lot Oura, No. 33, with tea-firing premises, pan-house (168 by 42 feet), sifting and picking house, 93 by 42 feet), and plaster and wooden godown (132 by 36 feet)	2,025	... 221.20 ...	12 ,,
360 iron pans fixed in panhouse	180		
Hill Lot Oura, No. 14, with stone bungalow and servants' offices, &c., four rooms and bathrooms	1,550	... 55.80 ...	12 ,,
Hill Lot Oura, No. 14 A, with trees only	50	... 138.36 ...	12 ,,
Band Lot Oura, No. 1, house, stone godown, and plaster godown thereon (60 by 38 feet)	3,050	... 269.36 ...	24 ,,
Rear Lot Oura, No. 33 A, with plaster godown thereon ...	600	... 189.00 ...	12 ,,

The two latter are believed to have been bought in for the mortgagee.

The proposition made by the Japanese local officials for removing some of the landing places, referred to in my last, is still being urged by them, but finds great opposition from all the Consuls except the representative of Great Britain, and he, strange to say, seems inclined to agree with the Japanese, although he thinks there will be inconvenience to the foreign merchants if the plan is carried out. To the mercantile community it will not only be inconvenient but will entail a much greater expense for coolie hire, thereby increasing the cost of goods to the native consumer, while the danger of robberies, which is already great, will be increased tenfold. How H.B.M.'s Consul can entertain the question for a moment is surprising when he must be aware that complaints have been made to his predecessor in office respecting robberies committed by the coolies running away with the packages entrusted to them to carry to the cargo-boats lying at the jetties

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which have never been traced out. I do not mean to say that Mr. Annesley would do anything to prejudice the interests of Englishmen, but the feeling here is that British interests in these parts are to a great extent cast aside in endeavouring to carry out to the letter English foreign policy as laid down by the Gladstone Cabinet. In the present instance the jetties, &c., have been where they are for years, and work very well, and why should they be removed, and especially when the only reason the Japanese can have for removing them is to enable them to reduce their staff of officers by some four or five men. We pay enough for ground rents in all conscience; front lots, 200ft. depth by 120ft. frontage, $227.18; and on rear lots same size, $171.92 per year; and if the rear are made more undesirable by having to carry goods the third of a mile instead of 100 feet or so, the rent should be proportionately reduced, which would, in a dollar and cent. point of view, be much worse for the Japanese Government. If the proposition is carried out the Japanese will have inflicted another wrong on foreigners with the full connivance of those who ought to be able to prevent it.

It is very deplorable to see Nagasaki receding in her commercial facilities (while in the northern parts of Japan they are making such rapid strides), and receding under circumstances which require no gunboat to prevent it; which, if not opposed, will bring about the same results which took place here in 1865, viz., a bamboo fence round the entire settlement, with a guard-house at every entrance.

A question has arisen here respecting an item called Bancha in the tariff attached to the British Treaty with Japan, which, when exported from Nagasaki, only pays a duty of 75 boo cents per picul. This article, in other words, is supposed to be very common tea, consisting for the most part of withered leaves and stalks, and is chiefly sent to Tientsin and the Northern ports of China, and costs about $5 per picul. The question to be settled is what is Bancha? On this point very few persons seem to agree, and even the Custom-house officials seem to take a very wide range on the question, and have passed nearly the whole of the tea this year when shipped in the rush mats as Bancha even though it may have cost $15 per picul.

An English firm here applied to the Custom-house authorities for a permit to ship some tea, among which were some which would have been considered Bancha by even the Custom-house officials had they been shipped in mats; but in this instance, although the teas were worth less than many that have been passed with full knowledge and consent of the Custom-house officials as Bancha, they were stopped and taxed with the full duty of Tls. 3½ per picul; the officers contending that, being coloured and packed in wooden and leaden boxes, they ceased to be Bancha. The case has been referred to H.B.M. Consul for settlement. As the Chinese are the only persons who have any interest in real Bancha, it would be much better for all foreigners if the item were struck out of the tariff altogether; and if it was made to pay full duty it would not amount to much, while by striking it out it would save endless disputes with the Customs.

Freights, Exchange on London, and Naboos remain the same as last advised. I append a few extracts from our local papers —the *Nagasaki Express* and *Nagasaki Shipping List*:—

The steamer *Governor Higginson*, lately sold to the Prince of Geyshu, struck on a rock off Hirado, and now lies in a very dangerous position, as the hull of the vessel is completely covered at high water. Mr. Blackie, of the Patent Slip, at the request of the Japanese, left on Thursday last by the Satsuma steamer *Swatow* for the scene of the wreck, to endeavour to save the vessel. Much valuable time has been lost, however, in the characteristic manner of the Chinese.

We have just heard that the *Fe Loong* (str.), belonging to the Prince of Simabara, has also struck on a rock off Hirado, and is totally lost. As she had a large number of native Christians on board, we hope this report will turn out to be exaggerated. The *Governor Higginson* was also supposed to be loaded with ill-fated Christians.

The *Express*, speaking of the Tackasima mine, &c., has the following among other matters:—"An eight feet seam of coal was struck at the depth of 150 feet from the surface, and, powerful pumping and hoisting machinery having been erected, the efforts of the owners were rewarded towards the end of last year by obtaining good coal at the rate of 100 tons per day, the pumps easily keeping the mine free from water. Many useful appliances yet remain to be adopted before the mine is in thoroughly good working order, when it will be capable, in the opinion of two practical miners lately arrived from England, of yielding 500 tons of coal per day. The coal has a specific gravity of 12.31, and analysis shows the following result:—Carbon, 77.59; hydrogen, 5.28; oxygen, 3.26; nitrogen, 2.75; sulphur, 1.65; approximate ash, 8.49; loss, 0.98; total, 100.00. The coal has also been practically tested by the chief engineer of H.M.S. *Ocean*, in whose opinion it is equal to English north country coal for steaming purposes, and compares very favourably with Welsh coal. We hear that some of the native Princes have been induced to order suitable mining machinery from Europe in order to properly develop the coal-fields in their territory; so that we may hope, before many years elapse, that Japan will become the great coal mart of the East."

The 19th of this month was the anniversary of the opening of the Patent Slip, the property of the Japanese Government. During the year thirty vessels were docked, giving an aggregate of 11,973 tons, the largest being a steamer of 1,150 tons gross register, having besides her boilers, machinery and 300 tons ballast on board. The success attending the working of the Patent Slip has induced the Japanese Government to commence the construction of a large dry dock at Tackasima, on the opposite side of the bay, which will be of the following dimensions:—Length over all 460 feet, breadth 110 feet, caisson entrance 76 feet, depth of water over sill at spring tides 26, and at neap tides 21 feet. The whole of the bottom and two-thirds of the sides of this dock will be solid rock, and when completed will be one of the most commodious in these parts. Mr. Blaikie, of the Patent Slip, has just returned from the wreck of the *Governor Higginson*, and reports that she is lying on a rock just off the village of Higaku, in the Island of Hirado. The Japanese either cannot or will not give any information as to how she got into her present position, and Mr. Blaikie can only suppose that her chain parted when at anchor in rough weather, and she was driven on the rock while her crew were probably below fast asleep. The vessel lies over on her starboard side at an angle of about twenty-five degrees, her stern being in shore; at high water her lee rail is completely submerged. There are favourable prospects of floating her again as she lies in a very sheltered position.

Died, at Nagasaki, on January 25, 1870, J. Reinholt, aged 53 years, from injuries received from falling over the cliff near the American Consulate, on the previous night. It seems that he had gone to the Consulate to obtain the letters for the residents at Decima, which were expected by the *Oregonian*, just arrived from Yokohama, &c., and in the dark missed his footing and fell, and was not discovered until the next morning, and was when found nearly frozen.

H.B.M.'s ship *Salamis*, Commander Henry M. Miller, having on board his Excelleney Vice-Admiral Sir Henry Kellett, K.C.B., arrived in harbour on the morning of the 27th inst. from Shanghai. We are disappointed at not receiving our English mail of the 3rd December by her, which arrived in Shanghai two days before she left. We are at a loss to know why the postmaster in Shanghai did not forward it; surely it could not have been for want of a notice of the departure of the *Salamis*, as it was well known that the *Salamis* would leave for Japan immediately after the arrival of the English mail. We think if the postmaster had taken the trouble to send off to the *Salamis* and inquire as to her intended departure he would soon have learnt it, but he cannot expect that captains of men-of-war should send to the post-office and give notice of their departure; they have always been kind to us, and carried our mails, &c., when sent on board. This irregularity in receiving our English mail is not only annoying to us but is of great inconvenience to our trade, and may cause heavy losses to many.

CHINA.

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TIENTSIN.

(FROM OUR OWN CORRESPONDENT.)

I give you below a memorandum of the principal articles imported into Tientsin in 1869; from it you will see that the nett imports have increased 15 per cent. over the nett imports of the same class of goods in 1868. The direct imports from Europe of ten principal articles of cotton and woollen goods are 378,678 pieces, and amount to one-seventh of the whole imports, and are 81½ per cent. more than the direct imports in 1868, and more than four and a-half times the quantity imported direct from Europe in 1867.

The direct imports in 1868 amounted to 210,397 pieces, or one-eleventh part of nett imports in 1868.

The direct imports in 1867 amounted to 82,488 pieces, or one-thirteenth and a-half part of the nett imports in 1867.

The nett imports of Tientsin in 1869 are 37 per cent. over the nett imports of Shanghai in 1869. In 1868 the nett imports of Tientsin, compared with the nett imports of Shanghai, were 2.15 per cent., but in 1869 the stock remaining in Shanghai is thought to be nearly double what it was in 1869.

In 1867 the nett imports of Shanghai of 11 principal articles of cotton and woollen goods were ...	Pcs. 476,801
In 1867 the nett imports of Tientsin of the same articles	1,114,274
In 1868 the nett imports of Shanghai of the same articles	1,168,438
In 1868 the nett imports of Tientsin of the same articles	2,377,222
In 1869 the nett imports of Shanghai of 10 of the same articles	1,970,818
In 1869 the nett imports of Tientsin of 10 of the same articles	2,708,698

In 1869, while the stock at Tientsin is smaller, the stock at Shanghai in grey shirting is believed to be double what it was in 1868. These figures speak for themselves, as showing where the best market in China is for cotton goods. Freights to Tientsin *ought to be no higher* than to Shanghai; while insurance *ought to be less*, there being no dangers or difficulties in coming to Taku. Of the direct shipping in 1869, one, if not more than one, discharged her cargo *inside Taku Bar*, while one vessel discharged her cargo *on the Bund at Tientsin*. They are proceeding as fast as possible with lighting the coast.

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MEMORANDUM OF COTTON AND WOOLLEN PIECE GOODS IMPORTED INTO TIENTSIN DURING 1869.

Description of Goods.		From Hg. Kg. and Chinese Ports.	Direct from Europe.	Total.
Shirtings, Grey	pcs.	975,285 ...	236.600 ...	1,211,885
„ White	„	225,903 ...	17,697 ...	243,600
„ Figured and Brocades	„	12,095 ...	1,000 ...	13,095
„ Dyed, Plain (Gentian)	„	29.023 ...	— ...	29,023
„ „ Spots & Brocds.	„	40 343 ...	— ...	40,343
Drills, English	„	43.840 ...	15,470 ...	59,310
„ Dutch	„	36,028 ...	— ...	36,028
„ American	„	106,414 ...	2,040 ...	108,454
Sheetings	„	67.950 ...	40 ...	67,990
Jeans and Twills	„	57.430 ..	10,480 ...	67,911
T-Cloths	„	818.447 ...	104.670 ...	923.117
Chintzes	„	73,869 ...	4,723 ...	2.820
T. N. Cambrics	„	35,323 ...	— ...	35,323
Dyed Damasks	„	4,619 ...	— ...	4,619
Velvets, Velveteens, Fustians	„	6,393 ...	50 ...	6,443
Jaconettes, Lawns, Muslins	„	6,261 ...	— ...	6,261
Dimities	„	3,590 ...	— ...	3,590
Grey Dimities	„	2,000 ...	— ...	2,000
Handkerchiefs	doz.	19,471 ...	— ...	19,471
Camlets (English)	pcs.	15,528 ...	700 ..	16,225
Spanish Stripes	„	7,679 ...	300 ...	2,979
Lastings	„	12,758 ...	100 ...	12,858
Long Ells	„	2,902 ...	300 ...	3,202
Lustres & Orleans (plain & figd.)	„	71,928 ...	1 200 ...	75,128
Cotton and Woollen Mixtures	„	14.350 ...	— ...	14,350
Linen and Cotton Mixtures	„	3,369 ...	— ...	3,369

HANKOW.

(FROM OUR OWN CORRESPONDENT.)

The commencement of winter has, as usual, been signalised by the occurrence of several large fires in the native city, and also at Wuchang. One fire at the latter place was more than commonly destructive, and is reported to have lighted up the settlement at Hankow for a couple of hours. It is impossible to estimate the loss of life that attends these great conflagrations; but it must be very serious, for so long as there is a particle of movable furniture in a burning house the Chinese will risk their lives to remove it. None of the fires on the left bank approached the foreign limits very closely.

The arrival of a French gun-boat, the precursor of the fleet, has set the native authorities on the alert. Immediately below the English settlement stands a house formerly employed by the Customs. This has been furnished and put in complete order by the Taoutai at an expense of over 1,000 taels. It is designed for the French officers, who are there to possess a place of recreation on shore independent of the club-house, &c., which are of course thrown open to them. A hint from the French Consul produced this action on the part of the Taoutai. The Chinese have learned that the French are not to be trifled with, and as they can understand this determined attitude they accordingly respect it, and I verily believe, like the French, are all the better for it. At all events, they know what to expect in any given case.

The approach of the Chinese New Year (the 31st of January) had put a stop to all business, and to some extent, no doubt, the early slackness was due to the irregularity, and somewhat problematical character of communication with Shanghai. The Yangtsze is now so low that steamers drawing more than 9 feet find it difficult, if not impossible, to navigate the river between Hankow and Kiu-Kiang. Most of the steamers of both Companies, therefore halt at Kiu-Kiang, the *Tunsin* (U. S. N. Company), and the *Kiangloong* (S. S N. Company) managing the traffic for the remainder of the journey.

The death of Mr. Hudson, a very old Hankow resident, and at the time in temporary charge of Messrs. Gibb, Livingston & Co.'s house, had cast a gloom over the settlement at the time of my last advices. Mr. Hudson was very popular amongst the community, and, strangely enough, had, but a few days before his death, learned that he and another person with whom he was for the occasion in partnership had won the grand Christmas prize of $35,000 in the Manila lottery.

Mr. Hart, Inspector-general of Customs, arrived at Hankow on the 22nd of January, and has not yet returned to Shanghai. What the result of his tour round the ports will be no one appears able to anticipate. A circular has recently been issued altering the constitution of the customs service, so as to give definite places to those who do not know the Chinese language. Their promotion will be slower, and they will never be placed in charge of a port.

SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Feb. 15.

The English mail of the 17th Dec., with telegrams to the 4th ult., came to hand, by the *Aden*, on the 5th inst. The French mail of the 23rd Dec. reached by the *Phase* on the 13th, bringing London telegrams to Jan. 18. The *Aden* takes this mail out.

Business, as may naturally be expected, has been all but at a standstill during the Chinese New Year time. The Chinese are beginning to turn to work again.

Mr. Hart, Inspector-General of Customs, has returned from Hankow, and is now at Ningpo. It is said, on most reliable authority, that Baron von Gumpach, now in Shanghai, intends entering an action for damages against Mr. Hart for breach of agreement; the trial will come off shortly. A rumour is also current that the Customs Police will be merged or attached to the police forces of one of the municipalities.

A full dress parade of the members of the Shanghai Fire Department took place on the 8th inst.; afterwards there was practice, which did the department great credit. The British Consul has promulgated the Revised Land Regulations and Bye-laws; they will come into force on the 15th March.

The *Titania* has brought three immense mirrors, the largest of which is fourteen feet by eight, intended for the Emperor's palace at Peking. The *Lahloo* has beat the *Ariel* on the run out by ten days. The Chinese steamer *Confucius* has been lost in the Yangtsze, off Tiger Hill.

The *Glengyle* got on shore on Olyphant's Island, she got off with little damage.

The water still continues low in the Yangtsze.

The "Desk Hong List" has been published by the *North China Herald* office; it reflects the greatest credit on all concerned.

The community have been treated to two theatrical performances since I last wrote to you.

The *North China Herald* has completed the publication of an admirable retrospect of events of the past year.

There was a meeting of land renters held at Shiukiang on the 7th inst.; it was agreed to levy Tls. 100 per lot for the repair of the bund and other municipal purposes. Messrs. Salter, Bean and Garnie were elected council for the current year. It was decided at the meeting to draw up a code of land regulations for this port.

The *Customs Gazette* for the quarter ended Dec. 31 has been published. Most of the imports show a decrease from the corresponding quarter of the year previous, viz.:—

1869.	1869.
898,000 grey shirtings	403,000
490,000 T-cloths	369,000

Lustres, camlets, long ells, lead, coal, iron, show a decrease also. Drills are a little in excess of importations.

Captain Blanche and Mr. D. M'Alister, of the *Newcastle*, were tried and found guilty of murder on the 12th inst. Sir Edmund Hornby passed the sentence of death upon them, but stated he would recommend Blanche to be imprisoned for a year; M'Alister was liberated on entering into his own recognisance to come up for judgment when called on.

The members of the Gymnasium had a meeting on the 7th inst. The accounts showed a surplus of $854. It was resolved to move from the Masonic Hall into the Main Guard.

Report says that the U.S.N. Co. have purchased the steamer *Sultan*, now in Japan.

I enclose you translation of a proclamation issued by the Chinese authorities, inviting those who are able to afford it to purchase office. Here is a fact for Mr. Burlingame, speaking volumes as to China's desire to progress. Mr. Taylor has published a letter in the *North China Daily News*, detailing how peaceably disposed the inhabitants of Yangchow are towards his mission. This change in the conduct of the Yangchow residents is owing to the fruits of Mr Medhurst's admirable management of the Yangchow Affair in 1868.

The *Shanghai News-Letter* has the following on spurious tea:—"We notice that the practice of hoarding up the leaves of tea drawn in tea-shops and private families, and disposing of them to parties who make it a business to prepare them for the foreign market, has made its appearance in Soochow and other interior cities, where large quantities may be seen drying on the streets any bright day."

We have heard a good deal, says the *North China Dai'y News*, of Chinese progress lately, but we certainly never saw it more fully exemplified than the other afteroon—a Chinaman riding up the Ma loo on a bycicle, and wearing white kid gloves.

It is rather remarkable that the ships *Titania* and *Caliph* have arrived together in Shanghai, after leaving the Isle of Wight together, on the 23rd October. We have thus a repetition, outward, of the close clipper races which have lately occurred homeward. The *Titania* has made the return trip from Shanghai, home and back in the remarkably short time of seven months and twelve days.

Sir Edmund Hornby, the Chief Judge of the Supreme Court for China and Japan, contemplates returning to England on a two years' leave of absence before the next summer season sets in Assistant Judge Goodwin will, we presume, officiate as Deputy Judge during his absence.

SALE OF OFFICES.

The following proclamation, by a board appointed for the sale of rank and office in Kiangsoo, has been widely posted in Shanghai:—

Kansuh Branch Office for the province of Kiangsoo, for the sale of Office and Titles.

Hu, titular Superintendent of Finances and Expectant Intendant of Fohkien.

Chang, Superintendent of Finances for Kiangsoo.

Wang, titular Superintendent of Finances and late Criminal Judge of Kansuh.

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Liang, titular Intendent and member of the Board of Punishments.

We, the above mentioned, received on the 26th of the 9th moon a despatch from H.E. the Imperial Commissioner Tso', Governor-General of Shensi and Kansuh, stating that H.E had received a communication from Grand Secretary Yuan, Imperial Commissary of the Army of Subjugation in the West, and Controller of the Kansuh Hea l-office for sale of Titles, in reference to the establishment of a Branch-office in Kiangsoo, in connection with the Kansuh Office for the sale of Titles. His Excellency Tso' had sometime since memorialised the Throne, recommending the same scheme, and after receiving the report of the Board of Revenue thereon, the Royal assent was given for the establishment of such an office.

Kiangsoo has already a * Shensi office under the control of H.E. Tso', the proceeds of which have been employed to assist the Army. The new office will be under the control of Grand Secretary Yuan, and its name is changed from Shensi to Kansuh. It will be placed under the management of the same experienced officials, and will be conducted on the same principles as formerly.

The Grand S-cretary forwards a copy of the original Memorial to the Throne, the Rules of the new office giving the reduced fees, blank certificates and receipts for use at the branch office of each province. But it will be necessary for each office to appoint high local officials to act in conjunction with the Governor-General, for the prompter despatch of business.

It is intended to send a despatch to the Governor-General of the two Kiangs and the Governor of Kiangsoo, to instruct the Superintendent of Finance for Soochow and Nanking to co-operate with the Governor-General in carrying out this scheme, so as to ine success.

The state of the army in Kansuh is such as to demand immediate attention- The Intendents and Treasurers have been instruted to co-operate with the Governor-General, and Officers have been specially appointed to superintend the office.

Besides the above from H E. Tso', a copy of the same has also been received from the Imperial Assistant Military Commissioner and acting Governor of Shensi, Liu, also a despatch from Grand Secretary Yuan, Imperial Commissary of the subjugating Army of the West. We, therefore, as in duty bound, issue this proclamation for the information of officials, gentry, merchants, and wealthy persons, that all may know that the rank of Intendant, Prefect, Prefect of Department, District Magistrate, sub-Prefect, and other inferior offices; also titular rank or real office in the capital; all personal and family titles, grades and peacock's feathers, may now be purchased, and receipts and certificates for same obtained.

At present, the price at which rice † is reckoned in the Kansuh, is much less than in the Shensi title office; and it is under consideration still further to reduce the rate. It is the duty of all at this crisis to assist in maintaining the army of the North-West, and speedily free it from its present embarrassment. Do not delay or neglect this. A special notice.

Tung-chih, 8th year, 12 moon, 20th day.

AMOY.

(FROM A CORRESPONDENT.)

AMOY, Feb. 17, 1870.

The news of Amoy is at present of the most uninteresting possible character. It is indeed seldom that anything extraordinary happens to break the ordinary monotony of the every day life of Amoy. After six or seven months' dry weather we are at last beginning to have some rain. There is every reason for believing that our rainy season has at length fairly set in. The country round about has presented a most doleful aspect during the past few months. The fields have been dried up to such an extent that cultivation has been simply impossible. The crops of rice that were sown last autumn, after rising a few inches above the ground, were very universally burnt up by the sun. The sweet potatoe and the ground nut, on which great numbers of people in certain districts depend for existence, have failed so entirely that widespread suffering has been the result. We have sad news from the country districts. People have been reduced to live upon the leaves of the potatoe plant—many have been compelled to sell their very children, not only in the hopes of getting a few dollars, but also because they had nothing to give them to eat. The consequence of all this is, an universal tide of emigration has set in from this port. The streets of Amoy have been crowded to such an extent as I have never before witnessed, with people from the surrounding districts, waiting for ships to carry them away. As many as fifteen hundred have left in a single week for the Straits, &c. There is no doubt but that when the question of emigration to the United States has been settled on a satisfactory basis, there will be a vast number that will go from this region alone. In any case, however, emigration will always be a simpler thing for the people of this region than for perhaps any other in China, Canton alone excepted. The people have long been accustomed to the idea. Emigration to Formosa has been going on from time immemorial. Vast numbers have found their way to the Straits and have returned again—the majority in comparatively easy circumstances; so that the terrible ideas that the ordinary Chinaman associates with foreign countries have long ago been dissipated in the minds of the Amoy people. The present policy, moreover, of the mandarins will tend to accelerate any movement of this kind. The system of squeezing has now attained to such a state of perfection that it is getting more and more a question of how absolute ruin may be averted from many a Chinese home. It is not simply foreigners who have to complain of exactions, but every class of the native population who get their living by trade. Every article of import is taxed so enormously that they find it almost impossible to do any business. War taxes were imposed five or six years ago, when the rebels were threatening this place, and though the cause has been removed years ago the taxes remain unmitigated up to the present moment. It is to be feared that the Convention that has recently been signed will only add to existing difficulties. The imposition of 2½ per cent. on cottons is so much extra gain to some one in China, that it will be impossible to diminish one single tax now in existence. The barrier duties will be enforced as rigorously as ever; for who is to put them down. The whole mandarin fraternity look upon these as their very choicest pickings. These are the golden eggs that are to produce unlimited treasures in the future, and simple-minded indeed must be the statesman who expects that an innate sense of justice, or an inborn love for carrying out treaties with foreigners will suffice to make them give up at the call of any Convention which is so surely filling their pockets. It is to be hoped that our Government will take such a position that it shall see that the treaty is faithfully carried out. It is for the interest not only of foreigners but also of Chinese that this should be done. China, in natural resources, is unsurpassed by any other country in the world. It has vast mineral resources, such as few even of those who have been long resident in the country have any conception of. The country for ages has been lying dormant. The national resources have hitherto been absolutely entombed, with all the elements at hand by which a nation may grow strong and mighty; the people have been sunk in misery and poverty; oppression has been crushing them down for ages, and all to please just one class whose power and avarice have to be maintained at such a cost. It is the duty of Western Powers to see that China be opened throughout its length and breadth. Leave trade for ever out of the question, and the cause of humanity demands this. To accomplish this there need be no war; war with foreigners I believe to be a very remote contingency. The Tartar rule has too slight a hold upon the affections of the nation, and the shock of the capture of Peking was so rude a one that the Imperial authorities will do anything rather than come in conflict again with the outer barbarians. All that is needed is firmness, and, true to his instincts, the Chinaman will at once yield, trying to feel convinced that since evasion may no longer serve his purpose, it must at length be the will of Heaven that the foreigner must have his way.

Two days ago a P. and O. steamer called in here with the crew of a ship which she had run down in a fog in the Lyeewoon Pass, outside of Hong Kong.

(FROM ANOTHER CORRESPONDENT.)

AMOY, Feb. 17, 1870.

"Misfortunes never come singly," is a proverb that has been fully verified in the case of P. and O. steamers running down vessels in these waters. Two days after hearing the news of the sad collision near Yokohama, a crew from the N. German Barque *Caryand Jane* has landed here from the P. and O. s.s. *Sunda*, on her way to Yokohama with themails. It appears that the *Caryand Jane* left Nagasaki on the 2nd February, 1870, bound to Hong Kong with a cargo of coal, on the 11th February picked up a Hong Kong pilot at Pedro Branco, and thence steered W. by S ½ S. for the Nine Pins. Variable winds and calms, with fine weather until Saturday evening at eight o'clock, when a heavy fog set in and it became nearly calm, just wind enough from E S.E. to give the vessel steerage way. About 8.25 P M. saw the lights of a steamer. Put the helm a-port and rung the bell, and hailed the steamer to avoid a collision; but in a very few moments the Peninsular and Oriental Steam Navigation Company's Steamer *Sunda* came right upon her bows, and cut the vessel through from there to the main hatchway. The whole of her crew climbed on board the steamer, except the captain and his wife, who stood on the rail and sunk with the vessel Ropes were then passed to them from the bow of the steamer, where the escaped men stood, by which they held on till they were picked up by the steamer's boat. Position at the time of the collision fifteen miles East of the Nine Pins.

No lives were lost, but no one could save anything but the clothes they were wearing. It may be observed that, though the helm was put hard a-port upon the steamer's lights being sighted, the act was of little real use, as, the vessel being all but becalmed, she could only answer her helm very slowly, and had not deviated half a point from her original course when the steamer struck her. The captain and crew leave for Hong Kong to-day per P. and O. s.s. *Azof*.

On the 11th February, at the Seaman's Hospital at this port, died David McMillan, late master of the *Wisman*, of Aberdeen,

* Office and titles are sold, at least ostensibly, to meet the exigences of the army; and the board established for the sale of these titles takes its name from the place or province where the army is operating.

† The price of an office or a title is reckoned by so much rice, but is is paid for in money.

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which vessel was wrecked on the Pesendores on the 21st January last on her way from Foochow to London. Small-pox in a very aggravated form was the immediate cause of death.

The acting Consul for Prussia had a great difficulty to get passports signed by the Taoutai here for two Prussian subjects a few days ago. The excuse the Taoutai gave in persistently refusing to sign them was "There was no precedent." It was not until after a long and unnecessary correspondence that the Taoutai would sign them. The Consul told him that the 8th article of the Prussian treaty made it binding upon him to sign the passports, and if he chose not do so he might abide by the consequences. This brought him to his senses, and they were sent back duly signed. This man hates the very name of foreigners, and yet the Peking Government places such an obstructive official in one of the most important ports of the empire. If he had not signed the passports perhaps Bismark might have had a word with him. Chinese officials are reported, by those well able to judge of such matters, as getting very lax and obstructive where foreigners are concerned.

HONG KONG.

Advices from Hong Kong are to the 22nd Feb. The outward mail of Dec. 31 was delivered there Feb. 12. The local news is of little importance, the papers being filled with details of the *Oneida* case and the proposals for amalgamating the dock companies.

The non-American residents of Hong Kong had drawn up an address to the U.S. Admiral, expressing their regret at the sad catastrophe to the *Oneida*, and their sympathy with the relatives of those lost with her.

Mah-chow-wong, the notorious confederate of pirates, and ex-convict, has returned to the colony on a pardon from the Labuan authorities. He has been apprehended, and is on bail pending his future disposal. When brought up before the police magistrate for examination the prisoner said:—"I acknowledge that I am Wong Akee who was transported as stated. I was granted a pardon by the Governor of Labuan in Oct. 1868; that pardon I handed to the police when I was apprehended. I asked the Governor, through an interpreter, at the time my pardon was granted, if I had the privilege of returning to Hong Kong, and was answered that I could return. I did not understand at the time I was sentenced that I could not come back to Hong Kong. I came here for the purpose of purchasieg goods at Canton and elsewhere, and then going back to Labuan; my business here will not occupy more than a month. I never left Labuan from the time of my arrival there until my departure, on the 2nd of Dec. last, after my pardon was granted. I believe that I and other prisoners were sentenced to two years' imprisonment for a disturbance and fighting when in jail at Labuan." Mr. May stated that he would remand the prisoner for one week, in order that H.E. the Governor might determine what he would do with him; he would, in the meantime, admit him to bail in $1,000, in two sureties. The prisoner said that he had no friends here, and could not get the money. Mr. May recalled to the mind of the prisoner that he had a wife in Hong Kong carrying on business here, besides other relations—a son, he thought. After a short time two Chinese sureties appeared.

Extraordinary meetings of both dock companies have been held, to consider amalgamation. The feeling at the meeting of the old company was against amalgamation on the terms proposed; but after some spirited preparations by the new company towards further competition, another meeting has been called, and it is expected that amalgamation will be arranged after all. The *China Mail* says:—"It appears possible that the rival dock companies may, after all, amalgamate. It is rumoured that the directors of the Union Dock Company have submitted, for the consideration of the managers of the other company, a proposition somewhat less imperative than that which has already been rejected, and that the concession now made is likely to meet the views of a majority of the shareholders in the Hong Kong and Whampoa Dock Company. This report may be true, or it may be merely a *canard*. We know not. This we do know, in the interests of the shareholders of both companies, an amalgamation is most desirable. Competition must prove fatally injurious to one or other of the companies, and in view of the energetic action taken by the Union, and the wisdom of the measures adopted at the late extraordinary meetings of shareholders, it is probable that the older company will have to give way."

The following items are also from the *China Mail*:—

New fire-insurance shares are being bought up rapidly, but there is no mania.

A bicycle race has been run; time, two miles in 9 min. 10 sec.

It is said that the mint building has been purchased for about a lakh of dollars.

The *Peru* (coolie ship) has been lost on Paracels, with nearly all her passengers and crew. The *Lau-tong*, in the Manila sugar trade, has also been lost, on the coast of Samar. *Lahloo* (China clipper) arrived in this port, on 17th, dismasted, from Shanghai. Off the Ninepins, on night of 12th, the North German barque *Cary and Jane* was run down by P. and O. steamer *Sunda* (Captain Cates); crew having been taken into Amoy.

The following are from the *Daily Press*:—

The route to be taken by Mr. Moss on his journey into the interior to obtain information for the Chamber of Commerce has been decided upon. He is to go up the West River to Yunanfoo, and to return through Kwei Chow, passing the capital of the Province. It is anticipated this journey will take six to eight months in being accomplished.

On Saturday, Feb. 12, at 11.30 A.M., the shock of an earthquake was felt in several parts of the colony. A gentleman at East Point states that he heard a distant rumbling noise for several seconds, and felt the whole house shake; and that he heard afterwards that the shock was felt in several other places at the same hour. It is considered as probable that Manila, being on the same axial line of earthquakes, may also have had a shock.

The *Overland Trade Report* says:—"The feeling in Hong Kong with respect to the news that Commodore Jones is to be superseded in the command of the *Princess Charlotte*, is generally one of regret, as that officer is known to be possessed of much valuable experience regarding China affairs, which he has always used to advance the interest of Great Britain in this part of the world. It is considered that there is no doubt the real grounds of his recall consist in the determined opposition on the part of the Government at home to all those, who, being acquainted with the nature of the Chinese, are prepared to adopt such measures as are necessary for upholding the interests and *prestige* of this country.

"His Excellency the Governor of Hong Kong has for some time been seriously indisposed. He is, however, now progressing to convalescence, though from over-work during a long period it is not likely, in the opinion of his medical attendant, that he can recover without availing himself of leave of absence, long since granted him, to revisit Europe. This he hopes to do about the 12th of next April, *via* California, though, it is stated, he may be compelled, should his health not improve, to leave sooner."

JAVA.

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BATAVIA.

Advices from Batavia mention that the Belgian ship *Frederic*, from Hong Kong to Peru, about which Governor MacDonnell has been so much abused, put into Batavia with about 400 coolies. While in the roads the vessel caught fire and was entirely burned. A few of the coolies were lost, the others all landing safely.

The Java *Bode* of Feb 8 contains the following account of the burning of this coolie ship in Batavia roads:—"Last Friday there came to the outer roads here the Belgian ship *Frédéric*, 803 tons burden, having on board 379 Chinese coolies, and two women, bound from Hong Kong to Callao A. Nicaise being the captain, and also supercargo. At Hong Kong, which the vessel left on Jan. 19, unpleasantness had already taken place, and two attempts to set fire to the ship had been made, which were found out in time, and frustrated, with little trouble. According to the statements of the Chinese interpreter, the coolies were continually talking about, and conversing on the subject of arson. The ship passed through Gaspar Straits to Batavia, to take in water and provisions, and afterwards it was intended to continue the voyage direct to Callao. On the day after her arrival at Batavia, the captain, who was on shore, learnt at four P.M. that his ship was on fire. Shortly afterwards the ship was wholly in flames, so that it was impossible to get on board. The crew had put the Chinese to the pumps, while they themselves took measures to get the vessel into shallow water and sink her. This, however, appeared impracticable, because there was no wind, and the flames shot forth fiercely in every direction from the deck, so that sails and rigging were almost instantly in flames.

Thereupon leave was given to the Chinese coolies to jump overboard, and endeavour to save themselves; there was no possibility of getting out the boats, with the exception of the lifeboat and another, which were attached to the stern. All the wood work obtainable was flung to the swimming Chinese, that they might avail themselves of it in saving their lives. The crew and fifty-two Chinese got into the two boats above mentioned, which would not hold more; however, boats came from all sides and picked up the Chinese, as also did the steam-launch of the guard-ship and the steamer *Chilliwong*, in which were the Resident and the Assistant Resident of Batavia. Captain Nicaise went on board the steam-launch, which attached a line to the forepart of the burning ship, so as to endeavour to have her towed into shallow water. Through the low steam power of the launch this plan miscarried. The *Chilliwong* then took over the line, which was, however, reached and severed by the flames shortly afterwards. As the fire spread itself with amazing swiftness, it became impossible to make fast a fresh line. The cathead of the starboard anchor was also consumed by the flames, whereby the anchor dropped, and thus the vessel lay fast; consequently, she was burned to the water's edge. Four of the rescued Chinese died immediately, and twelve are missing. Of the residue of the cargo (cordage and Chinese articles of trade) nothing has been saved. The crew, also, have not succeeded in saving any of their property. Through the good care of the authorities the coolies have been lodged in the buildings of the fish market. Their good condition and outward appearance give evidence that they had not been ill-treated on board.

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The fire was first discovered between decks under the after hatch, on the larboard side, around the rice. The hatches between-decks were grated, and if we take into account what occurred in Hong Kong roads, and the conversations on the subject of arson among the coolies during the voyage, and consider their connection with this calamity, it is pretty plain that we may conclude it to be very possible that ill-will may have caused some of the most malevolent of the coolies to throw fire and combustibles among the rice through the gratings of the hatchways.

STRAITS SETTLEMENTS.

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SINGAPORE.

Our advices from this port are to the 1st March. The outward mail of Jan. 20 arrived out on the 22nd February. London telegrams had been received to Feb. 16. The following summary of news is from the *Straits Times*:—

Local politics have come to a deadlock for the present, the Legislative Council not having as yet resumed it sittings; the day for its opening is not even yet announced. One of the questions which will be brought before it at the outset is that of the water-works. The Colonial Engineer submitted several schemes, only one of which was approved by the commissioners—that of laying iron pipes through the present conduit to the foot of Fort Canning hill, whence the water could readily be distributed through the town.

Sir P. Benson Maxwell held the Criminal and Civil Sessions at Penang, in the absence of Sir William Hackett, absent on leave. The only case of any interest was a suit against a Chinese, the reputed principal of a firm, or chop, there, against whom the plaintiffs could bring home no positive proof of partnership, and were accordingly nonsuited. The managing partner of the firm had absconded, taking with him or destroying the books, and when the action was brought against the generally reputed principal, he denied having ever been a partner. The result of this case has revealed upon what a precarious footing the business between the European merchants and the Chinese traders—their principal customers—stands, and the Penang folks intend petitioning his Excellency the Governor to have a Bill introduced in the Legislative Council for the compulsory registration of all partnerships—a measure that appears to be sadly needed.

One of the Bills passed during the past year—the so-called Fire Bill—has proved during the fortnight to be of little utility. Fires are becoming of rather frequent occurrence in Singapore, and some measures should be taken for organising an efficient force, under proper supervision, for their suppression. On Thursday night last a fire broke out in the store of Mr. Choo Kong Lan, a Chinese merchant, in Malacca-street, and for upwards of an hour the only effective stream of water upon the flames was that from the Insurance Fire Engine. The signal guns from Fort Canning, too, were fired an hour and a half after the alarm had been given in the town; the steam fire-engines were about the same length of time in getting into operation, and some $50,000 worth of property was destroyed, a great portion of which, under proper management, it is reasonable to suppose, might have been saved. There was no insurance. The proximity of the fire to Commercial-square caused serious apprehensions to be felt lest it should extend its ravages, but the height and strength of the walls of the building prevented the fire from communicating to any of the adjoining buildings

Two singular instances of Mahomedan infatuation have come to light during the fortnight, one of the parties,—a Malay, having buried himself alive in order to become a prophet, and the other, a Rajing, having been frustrated in a similar attempt by the police. The cases afford striking proofs of the credulity and superstition of the natives.

Among the passengers to this by the steamer *Clan Alpine*, on Saturday last from Calcutta, was Sir Arthur Phayre, Chief Commissioner of British Burmah, who is on his way home *via* San Francisco, and will spend a few days here.

IN consequence of the representations made in the *London and China Telegraph* as to the inconvenience caused by the American Pacific steamers refusing to convey the English mails between ports in China and Japan, Her MAJESTY'S Government has caused a despatch to be sent to the British Minister at Washington, instructing him to inquire the reason of the order by which the United States Government has prohibited the steamers from conveying such mails. The despatch was forwarded by the mail of the 19th ult., and we hope shortly to be able to lay the result before our readers.

A PARLIAMENTARY paper just published contains the Memorial of the London merchants to Lord CLARENDON on the new China Convention, and that of the Shanghai Chamber of Commerce; also Memorials and Resolutions of similar tenour from the following Chambers of Commerce:—Glasgow, Leith, Edinburgh, Dundee, Manchester, and Macclesfield.

Commercial Report.

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(*For dates see First Page.*)

STRAITS, JAVA, CHINA, AND JAPAN IMPORTS.

YOKOHAMA.—The only demand noticeable was confined to Cottons, and those principally inquired for were Shirtings and Yarns, which had advanced in price slightly. For the former article holders were firm, and apparently looking for higher rates. Woollens continued in a very depressed state, and being without demand, were quoted at rates that must be considered quite nominal. Metals: Quiet, with small sales. Lead in some little request for re-export. Coal unchanged; the stock was again accumulating. Quotations were as follows:—Cotton Yarn, 16 to 24, $53.50 to 54 per picul; 28 to 32, $53 to 53.75; 38 to 42, $58 to 60. Grey Shirtings, 7 lbs., $2.70 to 2.75 per piece; 8 lbs., 4 to 6, $3.02½ to 3.07½. Metals: Nail Rod Iron, $2.70 to 3.50 per picul; Lead, $6.25 to 6.75; Tin Plates, $6.25 to 8 per box. Coal, $8.50 to 9 per ton.

SHANGHAI.—The inquiry for Plain Cottons had been more general, and a fair business in nearly every kind had resulted. The bulk of it was still speculative, and on foreign account; prices for Grey and White Shirtings showed an improvement. Grey Shirtings: 7 lbs. quoted Tls. 2.05 to 2.07 per piece, at which sales, both to arrive and on the spot, had been made; 8¼ lbs. firmly held for Tls. 2.25 to 2.28 per piece for ordinary delivery, transactions reported at these figures; best 9 to 10 12 lbs. goods sold at Tls. 3.18 per piece, an advance of 12c. per piece. White Shirtings: Demand continued, and sales had been made to some extent at steadily advancing prices. T-Cloths as last quoted; only the finer Mexicans and the commoner counts of 7 lbs. goods asked for, importers generally willing to supply the demand at about Tls. 1.80 for the finer qualities—18 by 18 picks. Drills: American, one sale reported on the basis of Tls. 3.90 per piece; holders generally firm for 5c. per piece higher than the above. Dutch best chop placed from first hands at Tls. 3.45 per piece. Sheetings and Jeans attracted no attention. Fancy Cottons: few sales reported, but higher prices had been paid, and for Dyed Spots and Brocades a further advance was demanded. Woollen Goods: A true quotation could not well be given, as the chief operations had been in barter against silk. Transactions estimated at 2,800 pieces, Figured Orleans, 2,700 Camlets, 2,550 Crape Lustres, 1,000 pieces Long Ells, and some Medium Cloths and Spanish Stripes. The market was in an unsatisfactory state. Metals: Large business in Nail Rod Iron, resulting in the settlement of 20,000 bundles, at Tls. 2.25 to 2.30 for good assortments. Stocks large, but importers firm, and asking a still further advance, particularly for small sizes. Lead: A great deal of speculation by foreigners had taken place; Chinese were holding off in hope of a further decline. Stock estimated at 24,440 piculs. Coals: For several years the Coal market had not been in a state so unfavourable for shippers. Cardiff: Holders had been willing to accept much lower rates than those last quoted. English: Importers preferred to land rather than accept the rates offered from ships' side. American: A sale at Tls. 9.60; inquiry limited. Quotations (duty paid): White Shirtings, per piece, Tls. 2.2 to 3.0; T-Cloths, 6 lbs., per piece, Tls. 1.4.5 to 1.6.8; 7 lbs., Tls. 1.6.5 to 1.8.5; 8 to 8.4 lbs., Tls. 2.0.5 to 2.1.5; XX Tls. 2.4.0; Camlets, English, SS, per piece, Tls. 11.7.0 to 12.2.5; SSS, Tls. 10.5.0 to 11.0; Spanish Stripes, per yard, Tls. 0.5.0 to 0.5.5; Medium Broad and Habit Cloth, Tls. 0.9.0 to 1.5.0; Long Ells, Scarlet, per piece, Tls. 6.1.0 to 6.0.5; Assorted, Tls. 5.9.0 to 6.0.5. Iron—Nail Rod, per picul, Tls. 2.1.5 to 2.3.5; Lead, per picul, Tls. 5.2.5 to 5.3.0.

HANKOW.—There had been a fair amount of business in Cotton Piece Goods; 8¼ lbs. Grey Shirtings were quoted Tls. 2.2.8 to Tls. 2.3.2; 7 lbs., Tls. 2.1.0 to Tls. 2.1.2.

FOOCHOW.—The transactions effected had been 800 pieces, 7¼ lbs., T-Cloths, at $2.60 per piece; 500 pieces, 7 lbs.; at $2.40. The closing quotations were:—7 lbs., T-Cloth, $2.30 to 2.50; 6 lbs., ditto, $2 to 2 25; 8¼ lbs., Grey Shirtings, $3 to 3.20; 7 lbs., ditto, $2.70 to 2.85. Lead: $7 to $7.25 for heavy pigs.

HONG KONG.—The following is derived from Messrs. Olyphant and Co.'s Report, dated 21st Feb.:—Cotton Yarn: Sales of Nos. 16-24 have been on a somewhat larger scale, and at higher values, but other numbers show no alteration. The stock of Nos. 38-42 is limited, and holders of same demand higher rates without, however, eliciting any offers. Piece Goods: During the interval a moderate business has been transacted in these manufactures. 7 lb. Grey Shirtings have been in demand, the supply being small, and prices have advanced 2 cents. per piece, whilst 8 lb. goods show a decline of 2 cents on late current rates. 9-10 lb. goods are dull of sale, the stocks being in excess of requirements. White Shirtings continue in steady request, and prices are tending upwards, holders being firm, anticipating higher quotations as the season advances. 6 lb. T-Cloths have been freely dealt in, and rates are dearer. 7 lb. goods are not wanted, and sales can only be made at a decline of 2 cents per piece. Drills continue dull of sale, the few transactions reported have been in Dutch descriptions at a reduction of 5 cents on late ruling quotations. In Jeans and Sheetings no change can be noted; Spotted Shirtings and Brocades have declined 5 to 10 cents, and Chintzes are also lower in value. Woollens: The market is very dull, and Long Ells, Spanish Stripes, and Blankets have declined in value. Crape Lastings have also fallen in common with Camlets, which exhibit a reduction of 25 cents. on our late quotations. Metals: In the absence of arrivals Nail Rod Iron is advancing, and Hoop is 10 cents per picul dearer. Bar Iron of all kinds is slightly lower in value. No change can be noted in Wire. Lead remains quiet, and quotations are unaltered. Quicksilver firmer. Coal: There are scarcely any purchasers in our market, and quotations show no alteration worthy of comment. No arrivals have taken place since the 7th inst., nor can we report any transactions during the interval. The following were the current quotations:—Cotton Yarn, per bale, $120.00 to 132.50; 16 to 24, $140 00 to 145; 28 to 32, $140.00 to 145.00; 38 to 42, $170.00 to to 185.00; Grey Shirtings, 7 lbs., $2.49 to 2.55; 8.4 lbs., $2.80 to 2.83; 9 to 10 lbs., $3.00 to 3.90; White Shirtings, $2.55 to 3.80; finer qualities, $4.25 to 4.65; T-Cloths, 6 lbs., $1.95 to 2.05; 7 lbs., $2.10 to 2.40; 8 to 8-4 lbs., $2.65 to 2.80; Grey Twills, per piece, English, 14 to 15 lbs., $4.47½ to 4.65; American, 15 lbs., $4.90 to 5.00; Dutch, 14-8 lbs., $4.55 to 4.67½; Woollen Cloths, $1.70 to 3.35; Spanish Stripes, $0.65

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to 0.74; Long Ells, per piece, Scarlet, $7.40 to 7.60; ditto, Assorted, $7.30 to 7.50; Blankets, $0.48 to 0.50; Camlets, SSS, $18.00 to 13.50; S.S., $16.80 to 15.00; S., $16.00 to 17.00; Dutch, $25.00 to 27.00; Iron Nail Rods, $2.35 to 2.55; Quicksilver, $62.00 to 63.00; Lead, Inferior Brands, $6.25 to 6.30; LB, $6.40; ditto, WB, $6.75; Coal, English, $6.50; ditto, Welsh, $7.00.

BATAVIA.—Messrs. Hunter, Houghton, and Co.'s Circular reports a marked improvement in the demand for some staples, and a slight advance in values. Cambrics, 45 inch by 12 yards: No inquiry for fine makes; 24's attracted more attention—sales at f.3⅜ to f.3.25 per piece cash. Shirtings, White, 40 yards: 36 inch 64 reed in request at f.8.50 per piece, one month; 40/41 inch, at f.9 to f.9.25 per piece; 45 inch, at f.10½ to f.10⅝ per piece. Grey, 38½ yards: 7 lb. 39 inch, sales at f.7.20, one month. Stocks light; 8¼ lb. command f.8 per piece, one month. Madapollams, 24 yards: More doing in Dutch, but values without alteration. White, 33/34 inch, f.5.25 to f.5.35; 40/41 inch, f.6 to f.6.25. Grey, 34/35 inch, f.5 to f.5.25; 43/44 inch, f.6 to f.6.25. Trifling clearances of English Grey, 32 inch 3 lb., at f.3.10 to f.3.15, one month. English White, fine to common, neglected. Prints, 9-8 by 24 yards: Had not participated to any extent in the revived inquiry. Greens dull at f.7.25 to f.7.50 per piece. Pink Pads saleable at f.7.50 to f.7¾ according to designs and cloth. Steams quiet at f.4.75 to f.5. Dyed Maddapollams, 24 yards: Orange slow of sale at f.4 to f.4⅛ per piece cash. Other kinds nominal. Dyed Brocades: An occasional transaction at f.11 to f.12 per piece. Dyed Spots 24 yards quiet at f.6 to f.7 per piece. Turkey Red Cloth, 24 yards: Scotch dye 30 inch dull, but at f.7.25 to f.7.75 per piece. Drills, Grey 27 inch by 30 yards: Prime Dutch worth about f.9 per piece, English taken at proportionate rates. Twist, Grey: Market barely stocked with 40s. the value of which had risen to f.4.20, 1m., and would probably advance still further business in 20's., 24's., or 30's.

SINGAPORE.—39 inch Grey Shirting, 8¼ lbs., in demand, and market cleared at $3 to 3.10. 45 inch, 8 lbs., in limited inquiry, at $2.80 to 2.80½; other weights not wanted. T-Cloths: Fair sales at $1.55 to 1.60 for 5 lbs., $1.82½ to 1.87½ for 6 lbs., and $2.10 to $2.15 for 7 lbs. Maddapollams, 2¾ lbs. and 3 lbs., sold at $20½ to 21½ respectively. Long Cloths: A sale of 39 inch 7½ lbs. at $2.80 per piece. White Shirtings: Common qualities in good request at fair rates; stocks cleared. Medium and fine in large supply, and no demand. White Spots quiet, at last rates. White Cambrics: No. 24's inquired for at $20 to 20½ per corge for 16 by 16. Medium and fine saleable at last rates; 15/16s placed at $30½ to 33, according to quality. Maddapollams in better request, at $21½ to 22 per corge. A sale of Orange Shirtings at $2.85. Brocades and Spots in no request. Velvets quiet, at last rates. Turkey Red Cambrics saleable, at extremely low rates, 2 lbs. 12 oz. at $2 40 to .45; 3 lbs., at $2.55 to 2.60. Prints in inquiry. Camlets and Scarlet Long Ells dull. Spanish Stripes in no inquiry. Lastings: Sales of Assorted at 41c., Black at 40½c. per yard. Scarlet Bombazetts and Brocade Lustres unsaleable. Grey Yarn: 18's and 24's in very limited inquiry, at $120 to 122½. 30's are quiet, at last rates. 40's sold at $148 to 150. Turkey Red Yarn is quiet, at weaker rates. Coloured Yarns dull. Copper Sheathing placed at $25¾ to 26½. Yellow metal at $21½ to 23. Zinc Sheating at $8¼. Iron nominally unaltered, but no transactions of any moment. Small sales reported of Nail Rods at $2.35 to 2.45, Round at $2.45, and Govan Flat Bar at $2.50. Pig Lead sold freely "to arrive" at $6½ to 6¼, 75 tons LB on the spot placed at $6.32½; market closes quiet.

PENANG.—Grey Shirtings: Small sales of 6 lbs. at $44, 7 lbs. at $52½ to 53 for delivery and $51 to arrive. 8¼ lbs. at $62 and 63 per corge. 45-inch, no transactions reported. Long Cloths not inquired for. Madapollams still out of stock. T-Cloths in a little better demand, sales of 6 lbs. at $39, 7 lbs. at $43½ to 44 per corge. White Shirtings still very dull, small sale of Medium at $60 to 66½. Fine, $85 to 108 per corge. In 45 inch a sale reported at $78 per corge. White Cambrics, low qualities, in some inquiry at $21 and 26½. Small sales of No. 15/16 at $32½ per corge. Grey Sheetings $92 per corge; demand very weak. Dyed Goods very dull. Yarn better inquiry. A sale of Grey Mule reported, No. 40 at $148, lower weights wanted but not in stock. Turkey Red Twist, No. 40, sales reported at $144 and $145½, and of No. 18 to 24 at $138.

STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—The Tea market had continued quiet, a few transactions only having taken place, resulting in the settlement of 1,500 piculs; these settlements had been made at slightly easier prices, but the market closed firm at last quotations. Arrivals had come in very slowly, stocks consequently were slightly reduced. The Cœur de Lion was loading for New York, and the Alphonsine for Boston. Quotations: Common, $22 to 24 per picul, nominal; Good Common, $25 to 27 ditto; Medium, $28 to 31 ditto; Good Medium, $32 to 34 ditto; Fine, $36 to 38 ditto; Finest, $39 to 44 ditto; Choice, nominal.

SHANGHAI.—Black: Not a single transaction reported during the fortnight. The stock was insignificant, and this, combined with the Chinese New Year holidays, was amply sufficient for the absence of business. The season was about closed; a few parcels of scarcely very fine locally packed leaf will probably bring it to a finish. Green: The business transacted during the fortnight had been small, in consequence of the native holidays. Teamen had resumed business, but there seemed little disposition on the part of buyers to operate at the high prices asked for the common Teas offering. A few chops of medium Tea had been purchased at extreme prices, an advance of one tael per picul on last quotations having been paid; settlements of common to fair had been made at previous rates. Quotations:—Moyune and Teenkai, Tls. 30 to 40; Fychow, Tls. 22 to 35; Pingsuey, Tls. 30 to 31; Shanghai packed, Tls. 22 to 29. Settlements for the fortnight, 7,028 half-chests; reshipments on owners' account, nil. Stock, 87 chops or 36,401 half-chests.

HANKOW AND KIUKIANG.—No business reported.

FOOCHOW.—The market was closed from Jan. 31st to Feb. 7th for the usual Chinese New Year holidays, since when only two small parcels of Congou had been settled. The stock, which amounts to 755 chests, consists of low common kinds, which were held for rates above the views of buyers. Settlements, Congou, 242 chests at Tls. 12.05 to 17.8 per pecul. ship off.

SINGAPORE.—A moderate business in produce had been done during the fortnight. Gambier was coming forward in very small supplies, and prices were firm at $3.12½ to 3.15 per picul; only about 250 tons had been engaged. Coffee steady in price, fair purchases of Bontyne at $12.40 to 12.75 per picul. About 200 tons Black Pepper were bought early in the fortnight of $7.45 to 7.50 per picul, but prices subsequently advanced, and purchases of about 400 tons reported at $7.70 to 7.75 per picul; White Pepper also advanced, $11 offered for fair parcels, dealers asking $11.25. Sago steady at $3.10 to 3.15. Sago flour slightly firmer; $2.42½ paid for Sarawak, 2.40 for Labuan, 2.32½ for fair Singapore, and 2.25 for Linga. Gutta percha and India Rubber higher; $80 to 85 per picul paid for No. 1 Gutta, and $38 to 40 for best Rubber. Small purchases reported of Cutch, Gamboge, Gum Damar, Gum Benjamin, Hides, Horns, Rattans, Sapanwood, Sticklac, Tapioca, Vegetable Tallow, and Tortoiseshell at former prices. Tin in small demand.

PENANG.—The produce market had been very poorly supplied, and purchases of almost all goods had been small. Tin increased, and $26¾ per per picul asked for. The purchases for Europe had not been important, prices ranging from $26 to 26.70 per picul. In Pepper arrivals and purchases of East Coast at $7.30 and $7.15 per picul. West Coast, Trang, and White quotations nominal. Cloves of Penang growth scarce, all offers taken up at $20 per picul. There had been no purchases of Cutch, but there were some boxes on the market held for $5 per picul. Hides, Buffalo, rather scarce, arrivals taken at $10.25 to 10.50. Cow purchased at $14 to 14.60, and to arrive at $14 per picul. Horns: Buffalo in short supply, offers taken at $9.50 per picul. India-rubber in small quantities, taken at $36.50 per picul. In Mace a purchase of No. 1 picked at $80 per picul; and in Nutmegs of 110 nuts per lb. at $53 50 per picul. Sugar in fair supply, prices slightly weakened; purchases of Penang No. 1 at $6.15 and 6.50 per picul; of Chinese manufacture, no sales.

SILK.

YOKOHAMA.—The interval had been for the most part occupied by the holidays, and under ordinary circumstances the silk shops would have been all but closed. London telegrams of the 31st Dec. had, however, induced some buyers to offer considerably advanced rates; sufficiently so to overcome the reserve to silkmen, and a business of 600 bales had resulted. For superior Hanks up to $885, and for superior Oshu up to $900, had been paid, with corresponding prices for other grades and sorts; thus establishing an advance of $40 to $60, and natives were demanding a further rise. Arrivals had been small, as usual at the season, and stocks were further reduced, say to 800 bales.

SHANGHAI.—Messrs. Skeggs and Co. report as follows:—The continued favourable advices from home have induced a larger business here than was anticipated, and notwithstanding a further considerable advance in prices settlements reach nearly 800 bales. In the early part of the fortnight business was renewed at prices about Tls. 10 higher than previously current, but towards the close as much as Tls. 20 to 30 advance has been paid for medium to common Tsatlees and Hangchow sorts. Red Peacocks and such descriptions have been taken at Tls. 480 to 485, equal to 25s. 4d. to 25s. 7d., whilst Tls. 585, equal to 30s. 9d., has been refused for Koo-fong-sings No. 3, it being the only crack chop on the market. No. 2 Hainins have fetched Tls. 480, equal to 25s. 4d., and all Taysaams are bought at very full prices.

JAVA AND STRAITS PRODUCE.

BATAVIA.—Arrack: f.82.50 per leaguer; sales. Cloves: f.25 per picul dull. Coffee: Java, none in the market. Cubebs: f.14.50 to f.16 per picul; sales; crop finished. Gutta Percha: f.60 to f.150 per picul; small supplies. Gum Damar: f.42 per picul; sales. Hides: Cow, f.35 to f.45; Buffalo f.25 to f.28 per pound, according to quality. India Rubber: f.96 to f.105 per picul; scarce. Indigo: Sales at Samarang, f.5.25 to f.5.30 per lb. for first quality. Mace: f.150 to f.175 per picul; scarce. Nutmegs: f.115 per picul; sales, and scarce. Pepper: Black, f.17.50 to f.18.25 per picul, sales; white, no stocks. Rice: First quality, f.165 to f.180 per coyang; second, f.135 to f.155 per coyang; cargo, f.100 to f.110 per coyang. Rattans: Borneo, f.11 to f.13 per picul, none; and Padang, f.8 to f.9 per picul, sales. Sapanwood: Manila in bond, none; Java, f.2.50 to f.3 per picul, sales. Sugar: No. 11 and lower, f.16 to f. 16.25 per picul, small sales; No. 15/20, f.15. to f.15.50 per picul. Tin, Billiton: The auction of 5,017 70-100 piculs averaged f.64.41 per picul.

EXPORT OF TEA AND SILK, SEASON 1869-70.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Jan. 31, 1870	74578	69781304	49565934	1349918	14135933	134907762	36917
Corresponding period last season	731407	67827845	52529781	...	13678132	134767165	46297

Shipments Since:

1870.					
Feb. 1	per Nestor (str.)	From Shanghai	...	83,182	21
—	... Hooghly (ml. str.)	... Do.	...	—	349
— 7	... Nestor (str.)	... Canton	...	318,586	
— 8	... Orissa (ml. str.)	... Shanghai, &c.	...	—	515
— 22	... Travancore (ml. str.)	... Do.	...		972

TO THE CONTINENT.

							Bales.
From June 1 to Jan 31, 1870	...	...	...	...	...	4076017	12675
Corresponding period last season	...	...	...	...	...	3713717	17965

Shipments Since:

1870.					
Feb. 1	per Hooghly (ml. str.)	From Shanghai, &c.	...	—	667
— 8	... Orissa (ml str.)	... Do.	...	—	373
— 22	... Travancore (ml. str.)	... Do.	...	—	569

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TO UNITED STATES.

		Pcls.
From June 1 to Jan. 31, 1870	32574242	862
Corresponding period last season.....	30642560	1,313

Shipments Since :

1870.					
Feb. 1	per Crest of the Wave	From Yokohama ...	815,557		
— 7	... Avon	... Foochow ...	492,600		
— 9	... Music	... Canton ...	109,466		
— 12	... China (str.)	... Shanghai ...	—		19
— 22	... Travancore (str.)	... Do. ...	—		8

TO AUSTRALIA.

From June 1 to Jan. 31, 1870 ... ... 12,147,241 lbs.
Corresponding period last year 15,873,189

Shipments Since :

None.

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844.....	51,022,600	... *
,, 1845 to 1846	57,334,200	18,604
,, 1850 to 1851.....	63.972.000	22,143
,, 1853 to 1854.....	77,327,800	61,280
,, 1855 to 1856.....	92,240 300	50,481
,, 1857 to 1858.....	76,990,255	68,315
,, 1858 to 1859.....	65.789,792	83,134
,, 1859 to 1860.....	85,560,452	64,169
,, 1860 to 1861.....	90,066,160	70,644
,, 1861 to 1862.....	109,854,040	79,199
,, 1863 to 1863.....	121.273,580	72,887
,, 1863 to 1864.....	117,463,686	46,603
,, 1864 to 1865.....	121,236 870	32,313
,, 1865 to 1866	118,333 042	62,890
,, 1866 to 1867.....	118.423.290	50.052
,, 1867 to 1868.....	116 890,430	57,449
,, 1868 to 1869.....	142,789,804	70,917

* Including the Continent.

LIST OF SILK SHIPPERS FROM THE PORT OF YOKOHAMA, JAPAN.

To 29th Jan., 1870—(*Season* 1869-70).

	Bales.		Bales.
Aspinall, Cornes, and Co.	564	Prato and Co....	105
Aymonin and Co.	393	Ravel, Blanc, and Co.	529
Bavier and Co.	235	Ross, Barber, and Co.	350
Comi, V.	250	Reiss and Co....	331
Davison, James	131	Sitwell, J. A.	42
Eccard and Raud	137	Schultz, Reis, and Co.	253
Fraser, J. C., and Co.	84	Shaw, Winstanley, and Co.	188
Gilman and Co.	236	Seyd, E., and Co.	30
Grosser and Co.	18	Siber and Brennwald...	200
Gutschow and Co.	371	Smith, Baker, and Co.	78
Heard, A., and Co.	120	Stephenson, Dallas, and Co.	18
Hecht, Lilienthal, and Co.	152	Strachan and Thomas	774
Hooper Bros.	142	Textor and Co.	257
Hudson, Malcolm, and Co.	104	Thorel and Co.	74
Jacquemot, J. M.	8	Valmale, Schoene, and Milsom	404
Jardine, Matheson, and Co.	15	Wilkin and Robison	520
Kingdon, N. P.	84	Walsh, Hall, and Co.	39
Knifler, L., and Co.	72	Ziegler and Co.	51
Leggatt, C. E., and Co.	119	Sundries	197
Macpherson and Marshall	231	R. Goddard	121
Morf, H. C., and Co....	60	A. Devèze	39
Netherlands Trading Company	133		
Petrocochino, P. E., and Co....	48	Total	8,807

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 5¾d.	4s. 6¼d.	4s. 6¼d.
Shanghai ,, ,,	6s. 0d.	6s. 0¼d.	6s. 0¼d.
Canton ,, ,,	4s. 5¼d.	4s. 5¾d.	4s. 6d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,,	4s. 6¼d.	4s. 6¼d.	4s. 6¾d.
Manila ,, ,,	4s. 4d.	—	—
Colombo ,, ,,	par	1¼ to 2 dis.	1¼ to 2 dis.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	300½ to 301	222½
,, Hong Kong	26 to 26½ dis.	—
Bar silver	111.5.0	9½ prem.
Mexican dollars	73.8.0	¾ to 1 prem.

Bons, at Yokohama, 339 to 363 per 100 dols.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 19 to 20; Old, 28 to 29 per cent. premium.
Hong Kong Gas Company, 46 dols. per share.
Hong Kong and Whampoa Dock, 9 per cent. discount.
Union Dock Company, 45 to 50 per cent. discount.
China Traders' Insurance, 1,400 to 1,500 dols. premium.
Hotel shares, 60 to 70 per cent. discount.
Hong Kong and Macao Steamboat Company, 29 per cent. premium.

Shipping Intelligence.

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ARRIVALS.

At YOKOHAMA.—From Liverpool, Feb. 6, Haddington.

At SHANGHAI.—From London, Feb. 1, Caliph, Titania; 3, Lahloo; 4, Sir Jamsetjee Family; 5, Carnarvonshire; 14, Ariel; from Cardiff, 11, Jacob Rottenberg; from Newcastle, Annie Scott; from New York, 14, Surprise; from Sunderland, Jan. 31, Amadine; from Liverpool, Feb. 13, Achilles (str.); from London, March 11, Kaisow, Chinaman, Taeping (reported by telegram).

At HONG KONG AND CANTON.—From London, Feb. 7, Queen of the Age; 8, Cleta; from Hamburg, 12, Tekli; from Havana, 8, Italia; from London, Isles of the South, Sir Lancelot (reported by telegram).

At MANILA.—From Glasgow, Feb. 11, Felix; from Cadiz, 10, Concepcion.

At SINGAPORE.—From London, Feb. 16, King Harold; 18, Sakana (str.); from Cardiff, 17, Alma; 18, Caroline; from Liverpool, 20, Donette; from Newcastle, 23, Elliott; from Glasgow, 24, Wilhelmina Emma; from Amsterdam, 19, S. K. der Nederlanden.

At PENANG.—From London, Feb. 24, William Mitchell (str.); March 1, Ajax (str.); from Glasgow, Feb. 20, Hyacinth; 28, Shantung (str.).

At BATAVIA.—From Amsterdam, Feb. 17, Louize; 20, Hendrik Ido Ambacht; from Bordeaux, 14, Birman; from Boston, 10, Humboldt.

DEPARTURES.

From YOKOHAMA.—For New York, Feb. 1, Crest of the Wave.

From SHANGHAI.—None.

From FOOCHOW.—For New York, Feb. 11, Avon.

From HONG KONG and CANTON.—For Callao, Feb. 12, Camille Cavour; for New York, 10, Ville de St. Loo.

From MANILA.—For New York, Feb. 10, Samuel Larrabee.

From SINGAPORE.—For London, Feb. 15, Tartar; 16, Callisto; 25, Antipodes; for Liverpool, 18, Loch Ken; for Cuxhaven (for orders), 17, Uranus; for Boston, 15, Rosina.

From PENANG.—For London, Feb. 19, Nestor (str.); for Boston (via Padang), Nabob.

From BATAVIA.—For London, Feb. 10, Syringa; for Holland, 15, Australia; 16 (India packet), Eensgezindheid.

From BANGKOK.—For Europe, Jan. 17, Flora; Feb. 2, George Crowshaw, Krim aan de Lek, Anita; 20, Maria Luck.

The new China clipper Lufra left the Start, for Hong Kong, on the 3rd inst.

VESSELS LOADING.

At YOKOHAMA.—For New York, Brave, Cœur de Lion; for Boston, Alphonsine.

At SHANGHAI.—For London, Dartmouth, Loudoun Castle; for New York, Harlow, Banian, Surprise.

At FOOCHOW.—None.

At HONG KONG and CANTON.—For London, Solent.

At MANILA.—For Falmouth, Espana; for Liverpool, Elisa, Maria de C.; for Cadiz, Candida, Alavesa, Delia; for New York, Tewkesbury, Panama, City of Agra; for Boston, Peruvian, Sam. G. Glover, Great Admiral.

At SINGAPORE.—For London, Corea, Lammermuir, Westward Ho; for Liverpool and Glasgow, Wemyss Castle; for Channel, f.o., Alvington; for Cork, f.o., George Crowshaw; for Bordeaux, Nouvelle Pallas; for New York, Ferndale, George Green; for Boston, Mary Tatham.

At PENANG.—For London, Onrust.

At BANGKOK.—Kate Swanton, Max, Melrose.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To New York, £2 to £2 5s. per ton of 40 feet.

At SHANGHAI.—To London, the rate is £2 10s. per ton for coasting; there is a better demand for small vessels; to New York there is no alteration.

At FOOCHOW.—There is no vessel on the berth.

At HONG KONG and CANTON.—To London, £2 5s. per ton.

At MANILA.—To U.K., £2 15s. per ton; to New York §10 gold.

At SINGAPORE.—The rates to London are 42s. 6d. to 50s. The Nestor (str.) took about 1,000 tons cargo at £2 5s. dead weight, and £3 to £4 light freight.

At PENANG.—To London, £2 10s. dead weight; light cargo, £2 5s. per ton.

At BATAVIA.—To Continent, sugar, f.65 to f.75; tobacco, f.50; tin, f.25; light freight, f.90.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Feb. 3	Wesbury ...	Yokohama ...	New York
,, 7	Aline ...	Cardiff ...	Singapore
,, 9	Abbie Clifford ...	Singapore ...	New York
,, —	Adelina ...	Manila ...	New York
,, —	Emele Masie ...	Bordeaux ...	Saigon
,, 10	Bristow ...	Foochow ...	Falmouth
,, —	M. C. Nelson ...	Singapore ...	Liverpool
,, 11	Portland ...	Foochow...	London
,, —	Clydesdale ...	Singapore ...	New York
,, 12	Good Hope ...	Shanghai ...	New York
,, 13	Birman ...	Bordeaux...	Batavia
,, 15	Ocean ...	Bordeaux...	Shanghai

COMMERCIAL POSTSCRIPT.

—o—

The directors of the China Submarine Telegraph Company (Limited) have issued their first report. They state that all the shares have been allotted, and the whole of the allotment money paid. Lieutenant-Colonel Glover, R.E., late Director-General of

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Telegraphs in India, has been appointed managing director. The report further states that the order for the cable has been given to the Telegraph Construction Company, but that the directors have determined to defer proceedings with reference to the authorisation by resolutions passed at an extraordinary general meeting of the company, held on the 7th of January, 1870, to increase the capital of the company from £525,000 to £825,000 for the construction of the Shanghai section of the cable, until the construction of the line from Singapore to Hong Kong is further advanced.

The British Indian Submarine Telegraph Company notify that messages for India by their cable may now be despatched from any postal telegraph office. To ensure their going by the right route, the words "*via* Malta" must be inserted after the address of the receiver. A message from Bombay dated 6 A.M. this morning was received at 8.50 A.M.; London telegrams of the 1st inst., 7.30 P.M., were received in India next day at 8.2 P.M.

With reference to the letter from Mr. Severs, published in our last issue, that gentleman states that he did not intend it to be printed, but merely wrote to enable us to contradict the statement contained in a paragraph in a previous issue, of which he found reason to complain. We regret to find from the explanation given by Mr. Severs that we were misled as to the circumstances on which the paragraph was based. The failure having arisen from circumstances beyond his control, Mr. Severs is clearly exonerated from any such imputations.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—March 31, off Beachy Head, from Bali, for Rotterdam, Copernicus; April 1, off Falmouth, from Macassar, for Amsterdam, Elizabeth Jacoba; 2, from Bangkok, St. Bede; at Liverpool, from Maulmain, Thomas Mitchell.

DEPARTURES.—April 2, from London, for Shanghai, Northampton; for Cardiff and Singapore, Solid; 1, from Liverpool, for Hong Kong, S. D. Carlton.

LAID ON.—At London, for Manila, Angela; at Liverpool, for Colombo (*via* Suez Canal), Bolivar.

SPOKEN.—Palestine, Colombo to London, March 28, 45 N., 22 W.; Eugenie Leonie, Cardiff to Singapore, 43 N., 13 W.; Java Packet (Dutch ship), Batavia to Rotterdam, 115 days out, 49 N., 13 W.; Queen of the Age, Yokohama to New York, March 1, 23 N., 63 W.; Bertha, Cardiff to Singapore, Feb. 5, 4 N., 24 W.; Agir (Norwegian barque), Liverpool to Singapore, Feb. 19, on the line, 26 W.

CASUALTIES.—The Danube (str.), for Shanghai, which ran ashore on the Long Bank, has returned to Liverpool.

MISCELLANEOUS.—At Malta, April 1, Nile (str.), Wright, from London, and left 2nd for China, &c. (*via* Suez Canal).

The Admiralty have invited tenders for the conveyance of 65 tons stores to Hong Kong.

LATEST TELEGRAMS.

CHINA.

(RECEIVED VIA GALLE, MARCH 25.)

HONG KONG, MARCH 8.—Grey Shirtings, 6½ catties, 8¼ lb., $2.82; Watestwist, 16-24, $145. Cotton, Bengal, fair medium, $1.9 Tea quiet, and but little inquiry; total export (China and Japan) to date, 135,000,000lbs. Exchange on London Bank bills, six months' sight, 4s. 5¼d.

SHANGHAI, MARCH 2.—Grey Shirtings, 6¼ catties, 8¼ lb., 2.30 taels. Cotton: Shanghai, 19 taels. Tea, nothing doing. Silk, moderate demand, but firmer; No. 8 Tsatlee, 590 taels; export to date (China and Japan) from commencement of season, 52,000 bales. Exchange on London, Bank bills, six months' sight, 5s. 11¾d. Freights: Tea, £2 10s.

SINGAPORE.

SINGAPORE, MARCH 15.—Grey Shirtings, 8¼lbs., $3.05; Yarn, 40's, $150. Freights, to London, £2 2s. 6d. Exchange, Bank, six months, 4s. 6¼d.

JAVA.

BATAVIA, MARCH. 8.—Java Coffee, f.31 to f.32; Sugar, No. 14¼, f.15; Rice, 1st quality, f.160 to f.170; 2nd quality, f.130 to f.150; Rattans, f.12. 75 to f.14; Gum Damar, f.40 to f.41; Gum Elastic, f.100 to to f.105; Arrack, f.80; Maddapollams, Dutch bleached, f.6 to f.6.25; unbleached, f.6; Shirtings, bleached, f.9.25; unbleached, f.9. Freight to Holland, f.80. 'Change, f.102 to f.102.75.

ARRIVALS.—Amstelstroom, Batoe Bassie.

DEPARTURES.—Anna Digna, Padang Packet.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BOONE—On the 9th Feb., at Shanghai, at the American Episcopal Mission, the wife of the Rev. William Boone, of a daughter.

COWIE—On the 8th Feb., at Shanghai, Mrs. Cowie, of a daughter.

DROEGE—On the 8th Feb., at Shanghai, Mrs. Droege, of a daughter.

HORNBY—On the 7th Feb., at Shanghai, the wife of Sir Edmund Hornby, Chief Judge of H B.M.'s Supreme Court for China and Japan, of a daughter.

LAWRENCE—On the 5th Feb., at Shanghai, the wife of Captain W. Lawrence, of the British barque *Southland*, of a daughter.

PAGE—On the 1st April, at Broxbourne, Herts, the wife of F. M. Page, of a son.

SCOTT—On the 19th Feb., at Cairn-hill, Singapore, the wife of Thomas Scott, Esq., of a son.

TILBY—On the 13th Feb., at Shanghai, the wife of A. R. Tilby, of a son.

MARRIAGES.

ANTHONY—HOGAN.—On the 31st. Jan., at St. Gregory's, Penang, by the Rev. Jacob Hyrapiet, and at St. George's, by the Rev. Julian Moreton, Joseph Manook Anthony Esq., to Isabel Marion, eldest daughter of John Hogan, Esq., jun.

OVERBECK—DAHLGREN.—On the 16th March, at the official residence of the father of the bride, Navy Yard, Washington, Gustavus von Overbeck his I and R. Austrian Majesty's Consul General, Hong Kong, China, to Miss Romaine Goddard, stepdaughter of Rear-Admiral Dahlgren, U S.N. No cards.

SMITH—STRONACH.—On the 11th Feb., at St. Andrew's Church, Singapore, by the Rev. J. A. Beckles, Mr. Reginald H. Smith, engineer Tanjong Pagar Dock Company (Limited), to Isabella, daughter of Capt. Stronach, *Belle of Southesk*. No cards.

DEATHS.

BOWMAN—On the 1st March, at Singapore, Mr. S. A. Bowman, aged 30 years.

CARST—On the 22nd Jan., at Yokohama, Mrs. Hermine Marie Boulet, wife of Mr. J. Carst.

COATES—On the 22nd Jan., at the English Camp, Yokohama, Lieut. R. Coates, Royal Engineer.

COOPER—On the 16th Feb., at Swatow, aged six weeks, the infant daughter of W. M. Cooper, Esq., H.M.B. Acting Consul.

GRANT—On the 12th Dec., at Kiachta, Walter Grant, aged 30 years, brother of Mr C. Mitchell Grant, of Kiachta, and fourth son of the late Alexander Grant, of Rotherham.

HARDING—On the 22nd March, Mary Ann, relict of James Harding, of Havil-street, Camberwell.

HORNBY—On the 11th Feb., at Shanghai, the infant daughter of Sir Edmund and Lady Hornby.

LARKEN—On the 5th Feb., at Foochow, Thomas Lancaster Larken, aged 34 years.

LLOYD—On the 2nd Feb., at Hong Kong, on board H M.'s ship *Princess Charlotte*, from paralysis, Henry Romaine Lloyd, R.N., son of Captain Henry Lloyd, RN., in the 22nd year of his age, much regretted by his shipmates.

SCHMIDT—On the 28th Jan., at Nagasaki, Captain Henry Schmidt, a native of Altona, Holstein, Germany, late Commander British barque *Lightfoot*.

THE Suez Canal Company held a meeting on the 1st inst. at Paris. The directors reported that they had, on December 31st., about twenty millions of francs in hand or coming in from different sources, but that the expenses of the present year for supplementary works to the Canal, and for the coupon of January, will require thirty millions of francs. It would, therefore, not be possible to pay any dividend in July. Between the 21st March and the 1st April the following vessels are said to have passed through the Canal:—*Statesman, Numero-Telateh, John Dryden, Hawk, Leith, Delaware, Imperatrice* (M.I. str.), *Severington, Hibernia, Nubia* (P. and O.), *Babel, Doussouk, Apis, William Cory*, and *Far East* (?). A telegram from Alexandria, dated April 2nd, states that the *Imperatrice* has reached Port Said with her fan broken, and that her passengers and mails will consequently proceed to to Marseilles by another steamer.

WE understand that Sir WILFRID LAWSON will bring forward the opium question in the House of Commons on the earliest open day after the Easter recess, and that his motion will declare that it is inexpedient for the Indian Government to depend upon opium as a source of revenue.

THE appointment of Mr. JAMES W. W. BIRCH, to be Colonial Secretary for the Straits Settlements (which has already been announced by us), was gazetted on the 28th March.

THE LOSS OF THE "BENVENUE"—On Saturday, the 2nd inst., the official inquiry directed by the Board of Trade into the circumstances attending the loss of the ship *Benvenue* was brought to a close at the Greenwich police-court, before Mr. Maude, the magistrate, and Captains Hight and Watson, nautical accessors. Mr. Cumberland conducted the inquiry on behalf of the Board of Trade; and Mr. C. J. Cottingham appeared on behalf of the owners and captain. From the evidence, which was very voluminous, it appeared that the *Benvenue*, Captain James Brown, master, was on her homeward voyage from Penang, with a crew of 17 hands. On the 15th February, when coming up Channel, the Start light was sighted bearing N.E. by E., distance about eight or nine miles. The course steered from this point was E. by S., and on the following day the ship was hove-to, and a cast of the lead was taken, giving 17½ fathoms of water. The weather shortly afterwards became very foggy, and at 3.50 A.M., the vessel struck on the Owers rock. The crew at once left her, and she went down in a few minutes. No lives were lost, the captain and crew succeeding in landing at Worthing. They, however, lost everything but the clothes they were wearing. Mr. Cottingham, having addressed the court on behalf of Captain Brown, the Court, after consulting for two hours, gave an elaborate judgment to the effect that the loss of the *Benvenue* was caused by the serious omission of the captain to take soundings at regular intervals. The Court therefore adjudged that the certificate of the master be suspended for three calendar months.

COCHIN CHINA.—*La Patrie* publishes extracts from a letter dated Saigon, Feb. 10, which give some details of the state of this French colony:—"A great activity prevails in the port. The majority of vessels are foreign, and have nearly all come to load with rice. The crop of this grain has been very good, and promises to be still greater in future years, in consequence of extended cultivation, which has been going on for two years. The Emperor Tee Duc sent to the capital of the colony one of the chief officers of his household, with a numerous staff, to congratulate the Governor on the occasion of the new year. At his reception this personage made a speech, in which he declared the warm desires of his Sovereign to continue upon the most friendly relations with France. He also brought with him a number of young Annamites belonging to the first families of Hué, who had come to Saigon to be educated at the College of Saigon. The accounts from the provinces are excellent. The language held by the delegates of the people chosen at the last election shows that the natives are animated with the best spirit, and that they appreciate the value of the institutions which France has conferred upon them."

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SPURIOUS TEA.

The case of the six chests of tea seized some time back at Nicholson's-wharf has been brought to a conclusion. Dr. Letheby gave in evidence the results of his examination of the compound and stated the conclusion at which he had arrived regarding it which was to the effect that it consisted of a little good tea mixed with a quantity of decayed and exhausted leaves. Other medical testimony to the same effect was produced. Mr. Vinen found that an effusion of it produced a grey weak tea, with a sickening smell, containing various dirty masses insoluble in water; and Mr. John Stenhouse expressed his opinion that it had gone through some process of putrefaction. The only witness called on the other side was Mr. Theophilus Redwood, who had found no evidence of putrefaction. This witness, however, agreed with the other doctors as to the component parts of the tea, and added that he thought if he took any of it himself it would do him no good. Upon this evidence Mr. Alderman Stone ordered the tea to be destroyed, but giving time to the owners to appeal to the Court of Queen's Bench on the point of law. We extract the following from a letter signed "Anglo-Chinaman," which appeared in *The Times*, and append also some pertinent remarks from the *Produce Markets Review*:—

The traffic has existed to my knowledge since 1859, and it has continued more or less ever since, according to the yield of the crop of genuine tea. For the last two years the London market has been spared this quality, an increased cultivation of the teaplant has produced as much real leaf as foreign demand could keep pace with; but this season the re-dried article has appeared again, as the genuine crop was 10 per cent. less than the previous one.

Of the ingredients of this rubbish something in justice must be said to correct misapprehensions, for, bad as it is, I think reports have exaggerated the case. I do not believe there is any impurity in it when it is packed, beyond what it may have gathered in being exposed to dry; but, being composed of the infused leaves collected from the caldrons at the tea-shops or restaurants throughout the vicinity of Shanghai, which are the remains of a class of tea unsuited to the English market, and what quality they ever possessed having been exhausted with the hurried drying and careless packing to which they are subjected, the condition has been insufficient for a tropical and protracted voyage, during which the leaf has gradually decayed till it has assumed the stage of decomposition in which Dr. Letheby discovered such a considerable proportion of what he examined to be.

But, while to some extent defending the Chinaman who sells this tea to buyers who are supposed to be competent to judge of quality, I do not wish for a moment to shield those who ship it under false descriptions, such as "fine" and "finest" Oopack or Moning, and it is high time that Government interfered to put down such imposition by the strong arm of the law. When tea is so injured by fire or the effects of the voyage as not to be worth the duty, the custom is to send it out to sea to be thrown overboard, and if the authorities would employ a qualified inspector to search the warehouses for this Shanghai rubbish, and have it similarly dealt with, it would produce a wholesome effect, and teach a lesson not only to the merchants in China, but also to the banks to be a little more circumspect as to the security they get in their exchange operations, for should a quantity of this peculiar description of tea find its market off the Nore, the banks which hold the shipping documents attached to the drafts may have to present those bills at maturity to Messrs. Neptune and Co.

In conclusion, allow me to remark that if a grocer is found to be selling coffee adulterated with chicory as "pure" coffee the Excise would at once interfere, and confiscation and a fine would quickly follow. Then, why should they not be equally vigilant with the vendors of damaged and spurious tea, who impose it on a credulous public as "pure tea," and with other such enticing but false descriptions? There would be no difficulty whatever in establishing this supervision, as professed judges of tea could easily be added to the Excise Department, and the importance of such a step cannot be over estimated, else the confidence of the public in the "cup that cheers, but not inebriates" will rapidly vanish, and the hope that reductions of duty and other encouragements which various Governments have given to extend the use of tea as a means of dimiuishing the frequenting of the gin-palace will prove delusive and abortive.

Dr. Muter writes to the *Pall Mall Gazette* as follows:—

SIR,—With reference to the allusion made in the Court of Sewers yesterday to adulterated tea, I beg to assure you that the siftings ex *Pakwan* are not by any means the worst now in the market. In proof of this I give you the following extracts from my laboratory journal:—

March 11.—Sample of tea-dust, ex *Sophie* (representing 3,375 lbs., and advertised for public sale), was found to contain 6·5 per cent. of iron filings.

March 14.—Sample of "Scented Caper," ex *Cheetah* (representing 5,280 lbs., and advertised for public sale), was found to contain 7 per cent. of iron filings. Sample of Orange Pekoe siftings, ex *Pakwan* (the tea referred to in court), contained 2 per cent. of iron filings.

March 15.—Sample of S. O. Pekoe, ex *Cheetah*, contained several large and tolerably lively maggots.

It is thus evident that our local authorities have not yet got to the worst phases of the "vile traffic."

(PRODUCE MARKETS REVIEW.)

A good deal of attention has lately been bestowed by the papers on spurious teas of different kinds, and no one has condemned these more strongly than ourselves. We however fear, from the nature of the comments made upon the subject, that the public may form erroneous conclusions, and be led to believe that the adulteration of tea, either here or in China, is carried on to a great extent, and that the tea stocks of the grocers generally are to be regarded with suspicion. For instance, there appears to be an idea that all tea dust is a spurious compound, simply because a filthy mixture has in a few cases been sold in one or two low shops in London, under that name; and because some instances have transpired in which it has been adulterated in China with steel filings. A mistaken impression on this point would be greatly to be deplored, as a large and perfectly legitimate trade has been done for many years in broken teas, and for many of the poor, the only chance they have of getting tea at all is to buy these less sightly leaves. It may be desirable to explain that large quantities of genuine dust must necessarily occur in preparing parcels for shipment. The tea, to stand a long voyage, has to be highly roasted, and is therefore in a very brittle condition; and all China teas are bulked before export—that is, a quantity of small parcels are mixed together, to form a single large parcel, or "chop," of even quality. The broken tea that must be made during this operation is, in the majority of cases in China, generally left with the whole leaves: but it is sometimes separated and sold as Dust or Broken Leaf. The quality is precisely the same as the original parcel, and may be either fine or common. From the greater care used with fine teas, the comparative smallness of the parcels, and the fact that broken fine tea hardly fetches more than the commonest, the great bulk of the China dust sent here is of ordinary quality, but is quite as wholesome and pure as the common or low medium Congous which form the principal part of our consumption. Broken tea, however, from the ready access which the water has to the whole of the cells of the leaf at once, gives a stronger infusion in the first water than whole leaves of precisely the same quality. In the second water, however, the whole leaves uncurl thoroughly, and are completely permeated by the water, and therefore give a stronger infusion than the second water of broken tea. It is well to point out that, owing to the barbarous and ridiculous excess to which the separation of the different sized leaves is carried in India, nearly one-half the tea coming from that country is more or less broken. The Chinese practice of generally leaving the dust in the tea, is however, not followed in India, but the whole of the broken leaves are carefully sifted out and sold as Broken Tea, Siftings, Fannings, or Dust. From this explanation it is evident that it would be folly on the part of the public to object to tea simply because it is called Dust or Broken Leaf. There is nothing in which any adulteration is so easily detected as in tea, and it is for this reason that adulteration is almost impossible. To the respectable members of the trade, the practices lately disclosed in the police courts are even more novel than they are to the public, who still entertains the ridiculous idea that tea is adulterated with sloe leaves and similar substances. The disgraceful efforts made to foist off the spurious Maloo mixture as Moning tea have, we trust, been completely stopped, and the heavy loss that this will inflict upon the importers is certain to prevent similar efforts for some time to come. There is another class of so-called tea which requires the attention of the authorities. We allude to the "lie" Gunpowders and Capers imported occasionally, and in small quantities from Canton. We have no hesitation in saying that these compounds are quite as bad as the Maloo mixture, while the green kinds are likely to be even more deleterious to health, as they contain a large proportion of *paint*. The quantity of paint on genuine and on spurious Green tea is simply a question of degree; but no one can mistake "lie" teas when he tastes them, and we have no hesitation in saying that they ought all to be seized by the Health Officers, as it is a question whether many of these parcels contain any tea at all. The officers' attention should also be directed to the injurious and reprehensible practice of colouring Capers and then selling them as Gunpowders, which we regret to say is occasionally resorted to in London. It is strange that Government should render itself "an accessory before the fact" to the poisoning of the public by Maloo mixtures, and other spurious teas; yet, by accepting the duty upon them, it clearly does so. The Customs ought to destroy every pound of these villanous compounds directly on import, but the Honourable Commissioners are, as is well known, monomaniacs on the subject of the revenue, and so long as they add to their receipts, they appear to care nothing for the health of the public.

THE "BOMBAY" AND THE "ONEIDA."—The *Standard* of March 25 has an article on this catastrophe, which concludes as follows:—"It is peculiarly unfortunate in this case that the injury was done by an English vessel, and suffered by an American crew. In the present condition of our national relations such a circumstance is sure to create hostile and excited comment. The American papers have vapoured and protested over the case till they have convinced themselves that Captain Eyre's neglect was a direct act of national hostility. The whole affair needs to be sifted to the bottom. It is impossible that it should be hushed up or remain where it now stands. A British captain, engaged in a popular and important service, stands accused before the world of sending a hundred American seamen to the bottom of the sea, and steaming away from the scene of the disaster as unconcerned as though he had merely swamped an empty cockleshell or run over a floating barrel."

THE CIVIL SERVICE (FOREIGN-OFFICE).—Mr. T. R. H. M'Cletchie, Mr. J. D. Crawford, Mr. W. L. B. Neale, and Mr. R. W. Mansfield have been appointed student interpreters in China or Japan.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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PARLIAMENT.

HOUSE OF COMMONS.

THE OPIUM TRADE.

(March 29th.) Sir W. Lawson gave notice that on an early day he should move a resolution condemning the revenue raised from the opium trade. (Hear, hear.)

THE DISTRIBUTION OF THE NAVY—THE CHINA SQUADRON.

(29th.) Mr Rylands called the attention of the House to the present distribution of the foreign naval squadrons, with special reference to the number of vessels stationed on the West Coast of Africa and in China waters. He moved that the African squadron should be materially reduced at the earliest practicable date. The hon. member supported his motion not only upon the ground of economy, but of justice, alleging that the conduct of some of the officers in command of the foreign squadrons was most arbitrary towards the weaker nations with which they were brought in contact. Mr. Rylands said there had been several wars with China produced by our armed interference and keeping up a large naval squadron, making an Englishman detestable there, where he was looked upon as the representative of brute force. ("No, no,") He had been told by a gentleman, whose name was not unknown to many members in that House, who had been long in China, and who at the present moment had large interests there, that if he went back to China he would leave behind him the name of English man and pass under that of an American. (Laughter.) Hon. gentlemen might laugh, but if they read over the China papers presented to the House last year they would find that the manner in which the Chinese had been treated was a disgrace to Englishmen. The Blue-book of last year he had perused with feelings of shame, containing as it did evidence of atrocities perpetrated on the natives by our naval officers and their subordinates which were a disgrace to the British flag. The unjustifiable bombardment by the gunboat *Algerine* of the innocent town of Formosa was a specimen of this species of brutal warfare; and although it was vindicated by our plenipotentiary in China, it met with the severe censure of Lord Clarendon, whose opinion was that these subordinate officers were unfit to be entrusted with such responsibilities. A British merchant having bought a lot of camphor, a dispute arose out of the transaction with the Chinese authorities. The British Consul then appeared, the representative of the Majesty of Great Britain, and because he was not treated with all the respect he conceived his due, he demanded from the poor islanders compliance with certain terms as a recognition of British rights. That was refused, and then the Consul, whose name he would mention, as it ought to be handed down to posterity—it was Mr. Gibson—called on the senior naval lieutenant commanding the *Algerine*—a suitable name—to vindicate British rights, and the result was that the town of Amping was bombarded for a couple of hours. Immediately it was dark the lieutenant entered the town, surprised the guards, and in the morning, when a number of Chinese soldiers were seen approaching, he fired into them and drove them away. He then proceeded to destroy the ammunition and arms, and to blow up the magazine. From a deputation of Chinese merchants who waited on him he required a deposit of $40,000 as a guarantee, and upon that demand being agreed to he next required another sum of $10,000 to repay the British Government for the expenses they had been put to in bombarding the town and blowing up the magazine. The House might perhaps think that this was the proceeding of a young man acting without authority; but the Admiral on the station wrote home to the Admiralty that the lieutenant was deserving of praise for the promptitude and gallantry with which he surprised the place at night, and warmly solicited a favourable consideration of his services. The First Lord of the Admiralty, in his speech in 1867, referred to China, and said that the main cause of the increase in the number of vessels in the Chinese seas was the fact that the British were maintaining the entire police of those waters, and that he described as a Quixotic duty. In reference to that matter he would give another instance to show how matters were conducted there, and it also had reference to the same gunboat, *Algerine*, commanded, however, on this occasion by Lieutenant Domville. In 1868 Lieutenant Domville fought an action with thirteen armed junks, which he chose to call piratical; and in a despatch he gave a full account of the action. After describing the efforts he made to destroy the junks, he said that at length he passed three times alongside the line of the junks and poured in grape at close quarters. It must, he added, have told with fearful effect by the yells that ensued. One vessel was injured and captured, while the others escaped into shallow water. Now, the House would perhaps be surprised to hear that these junks were not pirates at all, but armed trading vessels, and the captured junk was afterward released on that ground. He was backed up by the Admiral, who spoke in his despatch of the skill and gallantry displayed by both officers and crew in engaging and dispersing a force so vastly superior, and expressed a hope that Lieutenant Domville would meet with some mark of their Lordships' approval. But fortunately the Foreign-office again condemned the proceeding of the *Algerine* and the conduct of the lieutenant in command. He would trouble the House with only another instance, which occurred in the same year. A party of the men belonging to the *Cockchafer* went up a creek at Swatow; the villagers were known to be hostile, and they yelled at the barbarians, as they called them, and threw stones at them. What was the consequence? The blue-jackets resorted to their arms. They said they were the first attacked, but no doubt the Chinese would say the contrary. The Consul called for protection from the British navy, and the commodore chastised the villagers. He fired into a number of the villages and burnt several. The villagers sued for pardon, and the naval despatches were written. The commodore praised the acting-lieutenant, and Admiral Keppel, as usual, came in at the end and reported the conduct of all engaged as worthy the approval of the Admiralty. The correspondence would not be complete without the notice of our Plenipotentiary at Peking, and accordingly Sir Rutherford Alcock sent home a despatch, in which he said that, although the object had not been effected without a good deal of damage to the offending villagers and many of their piratical forces, there was not much to regret; and he went on to praise the gallant spirit which had been displayed by the naval force. He was glad to say the authorities at home had condemned both the naval and consular officers. Admiral Keppel no longer commanded in those seas, and he hoped the Admiralty would take care that he had not a similar command given him elsewhere. He had alluded to the questions of trade and piracy, and he would not dwell on disputes in connection with the missionaries. He hoped they were all anxious to see the doctrines they believed, of peace and goodwill, carried to the ends of the earth; but when these doctrines were backed by gunboats they did much to prevent the spread of Christianity. On this subject Lord Clarendon, much to his honour, in a despatch to Sir R. Alcock, said:—

"The active interference of Her Majesty's naval forces should only be had recourse to in cases of sudden emergency and of immediate danger to lives or property."

But these cases of emergency were to be judged of by their Consuls Gibson and Lieutenants Gurdon, as in their justification of the outrage committed on Formosa. At a dinner given to Admiral Keppel at Hong Kong on leaving, and at which the whole of the leading merchants and officials seemed to have been present, a certain English Colonel responded for the "Army." One of the China papers thus reported his speech:—

"As regarded China, he contended that the Chinese were an inferior nation, and should be brought down and shown that they were the inferior nation. (Loud cheers.) He strongly objected to the tampering policy followed by the present economical Government, and styled it a most pernicious policy, and a policy which would not have been tolerated for a moment 200 years ago."

(A laugh.) The *Overland China Mail* on the 19th of October last spoke thus:—

"Let us say to China, 'This must be done because we choose.' There is no other way of appealing to the nation. . . . What can avail but threats? We may be thankful that just at this moment the hollowness of their pretended desire for progress has become apparent. Should another war, as is most probable, occur, the peacemongers will no longer be able to weep over the injuries inflicted upon a 'meek and progress-loving people.'"

A similar feeling appeared to animate all our officials in China. It was no doubt very well to talk of 300,000,000 backs to be clothed with English calico, but we had no right to compel men to take what they did not want. We were in danger from this state of feeling of being lugged into another war with China, and he, for one, was very much afraid of it. It was said the Chinese were so broken in spirit, so sat upon, that there was no chance of their going to war; but the feeling in Peking was different. He would read an extract from a letter which had appeared in *The Times*. It was written by a correspondent of *The Times* in Peking, and, judging from what they knew of the correspondents of *The Times*, they might fairly believe that the writer was a man of intelligence, on whom reliance might be placed. The correspondent, speaking of the China merchants, said:—

"The opening up of the country is their cry, 'progress' is their motto, war is their object. Trade is slack at present. It is necessary to live, and, Micawber-like, they hope for something to turn up in the general disruption it would infallibly produce. Nor is it wholly impossible that an Abyssinian expenditure in China might be to their advantage; while, at the same time, it is evident they would not have to contribute to it. House-rent would go up, old steamers be chartered, and older stores find a ready market, and the Chinaman would be treated like the dog they think him to be for presuming to imagine that his own country belongs to him."

Under the present system he complained they were placing the honour and power of the British nation in the hands of people like Consul Gibson and Acting-Lieutenant Gurdon, and involving the country in all chances of war. It might be said they could not change their policy in a moment; but they ought to proceed on the principle of concentrating the trade in China in certain *entrepots*, and leaving those who created disputes to settle them as best they could, without backing them up by Consuls or gunboats. They should withdraw the Consuls from the distant ports, and lessen very considerably the number of their gunboats. If a man, from a love of enterprise or a desire for increased profits, chose to go beyond the region where there was a certain amount of British support and of commercial civilisation, he ought to feel that in doing so he went there on his own hook—(hear)—and that with the advantage of extra profits he must be prepared to take the extra risk. If a Britisher under such circumstances felt that he had no Consul or gunboat to rely upon he would be much better disposed to be of good behaviour. The general question of the distribution of squadrons was one on which such different opinions were entertained, and such important issues depended, that he had not ventured to move any substantive resolution upon the subject, though it was one upon which it would be well that the country should be enlightened by a discussion in Parliament. But at both sides of the House there was such a concurrence of opinion as to the West African squadron that he felt himself justified in challenging a vote upon that subject.

Mr. Liddell said he believed no member of the House could have anticipated, from the terms of the motion, that they would find themselves launched into a Chinese debate, without the least opportunity for preparation being given to those—and there were many—who took an interest in that important subject. (Hear, hear.) The hon. member had brought a heavy bill of indictment against several public servants engaged on the China station, and he thought there was just ground of complaint in the fact that no hon. member would be able to say a word in their defence without trusting to the delusive aid of memory. It would be recollected that a debate on this very subject

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took place last session, when every one of the transactions alluded to by the hon. member was passed in review, and explanations were given by the right hon. gentleman opposite (Mr. Childers) and others. With regard to Acting-Consul Gibson, of whom so much had been said, he had been removed by Lord Clarendon, by an exercise of authority which met with general approbation. (Hear, hear.) He had not the honour of Admiral Keppel's acquaintance, but he regarded him as an honour to the service; and Lieutenant Gurdon was a young officer of great gallantry and enterprise, who, of course, had little or no choice when he was called upon to act by a Consul. On the subject of the African squadron he entirely concurred with the hon. member, who had offered very good reasons why it should no longer be maintained, and he very cordially joined in the hope that the maintenance of the police of the seas, a duty which we had assumed in too many quarters, would not be thought imperative on this country by a reformed Parliament. (Hear, hear.)

Colonel SYKES thought there was good reason to complain that the hon. member for Warrington should have made a speech of which the greater portion had little relation to his motion. With regard to Lieut. Gurdon's engagement with the Chinese junks, that officer was acting upon that occasion at the request and under the direction of the Chinese mandarin; and there was no doubt that the junks were engaged in an illegal trade, that of smuggling opium.

Mr. MAGNIAC said that had it not been for the extraordinary remarks which had been made on worthless authorities he should not have taken any notice of this subject; but as negotiations were proceeding at the present time with the view of improving the relations of this country with China, he was anxious that the House should not take for granted all that had been said for the want of a specific and distinct reply. The hon. member had revived an old but unfounded calumny, and because he was not personally acquainted with the circumstances of the case he had quoted *The Times'* Commissioner and Admiral Keppel—neither of whom was qualified to speak on behalf of the China merchants—and on their authority had stated that war was the object of the China merchants, who wished to force their goods upon the Chinese. Although the hon. member might not be aware of it, yet it was a fact that merchants were not in the habit of sending their goods into the interior of a country when a warlike expedition was being carried on, and from an extensive experience he (Mr. Magniac) could state that a war caused merchants to lose in one year more than ten times as much as they gained during the same time of peace. China merchants were not unknown to this House, while out of it they were distinguished for the noble manner in which, during very difficult times, they had discharged their obligations, and one of them had been rewarded by Her Majesty for the noble manner in which he sustained the lives of thousands of his fellow-countrymen. (Hear, hear.) With regard to the "good behaviour" which had been alluded to by the hon. member, he (Mr. Magniac) might inform the House that, since the date of the treaty by which British merchants with passports were allowed to travel into the interior of China, not an instance of misbehaviour had occurred, nor had there been the slightest difficulty with the Chinese authorities. (Hear, hear.) That fact he had occasion to represent to the Government when he recently asked them to endeavour to obtain an extension of the privilege, to which the China merchants attached great importance, and he repeated it to the House without fear of being contradicted. This subject would probably come before the House again when what he and hon. members near him had stated would be fully sustained; but they did not desire to embarrass the Government in the negotiations which were now going on. He left the matter with confidence in the hands of the Government, and asked the House to suspend its judgment except as to those statements which he could confidently allege were made in utter ignorance of the subject. (Hear, hear.)

Sir J. PAKINGTON was happy to be able to bear his testimony to the high character which Lieutenant Gurdon had established for bravery and skill in his profession. It was a mere farce to put Chinese mandarins on board our ships in China, if their commanders were not to be influenced by their advice and wishes. For his gallant conduct in the action with the thirteen junks Lieutenant Gurdon had been promoted to the rank of commander, and the fact was sufficient to exempt him from censure on the course he had pursued. The Lords of the Admiralty, in acknowledging the despatch of Admiral Keppel, had expressed their inability to concur in that part of his despatch which declared that the fact of Chinese armed vessels firing into one of Her Majesty's ships rather than permit their papers to be examined was *prima facie* evidence of their piratical character. If that was so, he (Sir J. Pakington) could not help considering this a very dangerous doctrine. Were such armed vessels to be allowed to fire into ships of our navy with impunity? He could not think this was the meaning of the Admiralty, and he could not sit down without entering his protest against the view they had taken in this portion of their despatch.

Mr. READ protested against the course taken by the hon. member for Warrington in making an attack on two officers very dear to the people of Norfolk.

Mr. CHILDERS remarked that the hon. gentleman had not given him notice of his intention to refer to the transactions in China, and therefore he could not reply as fully as he should otherwise be prepared to do. He did not agree in the wisdom of certain proceedings in China, but could not join in the general censure that had been indulged in with reference to Admiral Keppel, who was a most gallant officer. If that admiral's conduct as an officer had been brought in question, it would have been his (Mr. Childer's) duty to state—though he could not endorse all his views—that he entirely approved of the course taken by him in a number of cases. With regard to another officer, he entirely endorsed what had been said of him by the right hon. baronet (Sir J. Pakington). It appeared that a China junk having been cut off, it was found to be a merchant junk, and not a pirate's vessel. There was, therefore, some reason for supposing that the other vessels that were attacked were merchant junks also. There was not certainly sufficient *prima facie* evidence to show that they were pirates. Lieutenant Gurdon was promoted to the rank of commander, for though he had committed an error of judgment, about his conduct as an officer there was no question whatever. He should now refer to the subject of the motion. The force on the China station, according to the proposal made by him last year, was reduced to 2,750, and he hoped still with advantage to make further reductions. In consequence of distinct proposals received by them from foreign Governments with respect to the reduction of forces in the China seas, he hoped they would be able to reduce the strength of their squadron there, but he could not now state to what extent that reduction would take place. They had a larger force on the Indian station than he had anticipated last year, in consequence of an arrangement with the Indian Government, who contributed towards the expense. The slave trade on the East Coast of Africa had for some years increased, and required a greater force to put it down, but this was not the time to go into the subject in detail. On the Australian station there was the force he mentioned in 1867, and which he had stated to the House he would keep there. In consequence of the nefarious practices in connection with the deportation of natives from the Fiji Islands, it was necessary to keep vessels on the station to assist in putting an end to that practice. With respect to the squadron on the West Coast of Africa, they had carried out a beneficial operation in connection with the Cape station. After a short service on the West Coast the squadron was sent to the neighbourhood of the Cape to get the benefit of the cooler weather. That, of course, had caused some expense, but they hoped it would have a decidedly beneficial effect on the health of the crews. The combined squadron consisted of two corvettes, five gun-vessels, three stationary ships, a small paddle-wheel steamer used for transport purposes at the Cape, a small river steamer, and a store ship. He would repeat what he had already said, that there was no squadron they were so anxious to reduce as the squadron on the West Coast of Africa. He promised they would leave no stone unturned to reduce it, and thinking that he saw his way to its gradual reduction, he hoped his hon. friend would not press his motion.

Mr. RYLANDS withdrew his motion.

THE BRITISH NAVAL OFFICERS IN CHINA.

TO THE EDITOR OF THE "STANDARD."

Sir,—It is with extreme surprise that I read in this morning's papers the virulent attack that Mr. Rylands made on the British navy last night in the House of Commons. As my name happened to be mentioned amongst others, I am sure you will pardon me troubling you on the present occasion.

Taking the occurrences referred to as they happened, I venture to make the following remarks. In the first place as regards Commander Domville's action. All gunboats leaving Hong Kong in search of pirates takes a Chinese Government mandarin on board, whose business it is to ascertain the haunts of the pirates, and to acquaint the commander of the gunboat when reliable information is obtained. Commander Domville had an officer of this description on board, who informed him that the fleet of junks he fell in with were pirates, and to confirm this information, the vessels in question refused to show their papers, and fired on the *Algerine*. I think the world in general will think that a British officer was not wrong to return their fire.

Secondly, as regards the Formosa affair. When I arrived at Taku, in the *Algerine*, on the 5th of November, I found things in a very serious state, as everybody will allow; and to add to our difficulties, a Chinese official of high rank, who arrived a few days after I did, and who had been sent to settle these difficulties, laughed at us at an interview that took place on the 17th, informed us that the complaints were trivial, and that he intended to return to Amoy immediately without settling them.

To show you what view an independent authority took of the situation, I will quote an extract from a despatch of General Le Gendre (United States Consul at Amoy) to the United States Minister at Peking:—

"Ever since the signing of the treaty of Tientsin the position of the consular body in Taiwan has been most difficult. The Formosan authorities had been led to believe that they could with impunity commit the greatest wrongs. Being located at a great distance from Peking and from Foochow, on an island, where the population is composed of the scum of China, rendering their administration the more difficult, they understood that a great deal must be left to their discretion by their provincial and Imperial masters, whose means of control over them, under the slow process of investigation of the Chinese, must be almost null. Had he (Mr. Gibson) longer hesitated, no one can tell what may have happened. Tsing-Ta-gin gone, probably the entire foreign settlement would have shared the fate of Dr. Maxwell's house, and all the community put to the sword."

Sir Rutherford Alcock's remarks on the preceding extract are as follows:—

"Clear and decisive evidence this that a man of great nerve and experience, well acquainted with the locality and the people, but living out of reach of infection from any momentary panic or popular excitement, was deliberately of opinion that the danger was imminent and the necessity great for some decisive action. It was in his opinion at all events one of those exceptional cases such as your lordship's recent instructions contemplate as sanctioning an appeal to ships of war for protection."

Lastly, as regards the case of the *Cockchafer* boats. The *Cockchafer's* boats were fired on before they used their arms, which were simply used in self-defence. I was with Commodore Jones's force when they punished the villagers for their unprovoked attack, and these unoffending innocents did not wait for us to attack them, but came out 1,500 strong from Ou-ting-fou and attacked us.

These facts speak for themselves, and I need not comment on Mr. Ryland's behaviour.—I have the honour to be, your obedient servant,

THORNAUGH GURDON, Commander R.N.

London, March 30.

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Foreign Intelligence.

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AUSTRIA.

(FROM OUR OWN CORRESPONDENT.)

VIENNA, March 22.

The second experimental voyage made by the Austrian Lloyd from Trieste to Bombay does not appear to have met with better success than the first. The steamer is the *Sphinx*, and she left Trieste on the 7th inst. with a cargo of 3,020 centners, or 150 tons (just one-eighth of what she could conveniently carry), consisting of 1,505 centners of lastres, 1,012 ditto flour, 183 ditto paper, 136 ditto cotton manufactures, 44 ditto liqueur, 33 ditto beer, 20 ditto ironmongery, 17 ditto woollen manufactures, and 23 ditto colours. It is therefore quite clear that Trieste is not likely to monopolise the trade of the East, nor is it to be expected that the Austrian Lloyd will make any more such costly experiments, having done quite enough to show their public spirit and given their fellow-countrymen an opportunity of opening up a trade with India by the new route. In the meantime the affair has entered into a new phase; for the Emperor of Austria, who all along has manifested a great interest for the success of the undertaking, and labours under the firm conviction that the Suez Canal will eventually prove to be of the utmost importance to the trade of the Empire, has just written to the Prime Ministers of Austria and Hungary requiring them to lay before him proposals for subsidising the steam company to carry on the service for some period of time, or till it becomes a paying line. It remains to be seen whether the two Parliaments of the Empire can be persuaded to vote the needed subvention in the face of their shattered finances.

RUSSIA.

(FROM OUR OWN CORRESPONDENT.)

ST. PETERSBURG, March 23.

If nothing can tend to mitigate the sorrows of a widow, or help to console her for the loss of her husband, it must, at all events be gratifying to Mrs. Burlingame's feelings to witness the general respect paid to the worth of the deceased head of the Chinese Embassy, and displayed almost with ostentation in the very highest quarters. On the very day of his death the Empress wrote an autograph letter to the disconsolate widow, full of sympathy and condolence on her irreparable loss, and, in the name of the whole Imperial family, expressing the earnest hope that the bitter bereavement would not create in her mind any feelings of unkindness or animosity towards Russia, but rather those of pride and satisfaction at the hearty reception he had met with at Court and in the highest circles of social life at the Russian metropolis. On the day after the funeral the Emperor paid a visit in person to the house of mourning, and spoke words of sympathy and consolation to the widow and her sons in their affliction. His Majesty had expressed his intention of attending the funeral, but was prevented from doing so, as there was no precedent for such a display of honour and condescension on the demise of other Ambassadors accredited with him by foreign potentates as their diplomatic representatives. Prince Gortschakoff, the Chancellor of the Empire, was prevented by illness from attending the funeral, but was represented at the ceremony by his adjunct, Herr von Westmann. The ends of the pall were borne by the Ambassadors of England and France, the United States Minister, the Director of the Asiatic Department in the Foreign-office, the Russian Ambassador for Peking, General Vlangeli, the Consul of the United States, and the Secretary of the Chinese Embassy. A large number of general officers, Imperial aides-de-camp, and others belonging to the Emperor's suite, as well as many of the Ministers and high dignitaries of the State, performed the last honours to the deceased. The only member of the Corps Diplomatique absent on the occasion was the Prince Reuss, Ambassador of the North German Confederation, who was prevented from attending by a painful illness that had confined him to his bed for ten days previously, but who is now slowly recovering. The Russian Chargé d'Affaires at Peking (in the absence of the Ambassador, who, as above stated, is still here) and the Minister at Washington received instructions by telegraph to express to the Courts where they are accredited the sorrow felt by the Emperor and the Russian Government at the premature death of the distinguished diplomatist. The son of the deceased has written a letter to the Emperor, expressing his gratitude and that of his widowed mother for the numerous proofs of sympathy and attention they have received from all sides. It is understood here that Mrs. Burlingame and her sons will stay some time in Germany before they return to America.

The Russian official organ contains some interesting particulars of the last fair at Nijni-Novgorod, from which it appears that the trade of that place, which may be considered as the chief emporium of the inland traffic of the country, has much increased by the great facilities of transit afforded by the opening and extension of the railway system. The total value of the goods last year brought to the fair amounted to 144 millions of silver roubles, being eighteen millions more than in the previous year, whilst the total circulation was 145 millions, against 127 millions in 1868. Notwithstanding this apparent prosperity, the result of the fair is described as being by no means brilliant. The linen manufactures were sold without realising a profit, and the Kiachta tea produced a positive loss. The competition of the so-called Canton tea (meaning that imported by sea) has of late given such a blow to the overland trade that it will probably never recover from its effects. It is only the very finest descriptions of high-priced teas that are in demand and leave a profit, whilst the inferior sorts are neglected and unsaleable, even at a heavy loss. The tea sold at the last fair produced only 2,500,000 roubles. But the concourse of Asiatics regularly attending the fair to make purchases is on the increase, especially those from Persia, Bokhara, and Western China; so that the general appearance of the fair, from the assortment of numerous quaint and strange costumes, and the Babel of languages and dialects spoken, is unique in the extreme.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, March 26.

The Second Chamber of the States General took some days rest after passing the Java Agrarian Bill. The rhetorical forces of the members seemed quite exhausted, and it was perceptible that there was not the least disposition to deal at once with the other pending questions. The principal matter for discussion by the Lords is the Agrarian Bill, of which the examination in the sections will only last a few days, so that the debate can be opened early next week. The Opposition papers advise the members to defer the debate till such time as the Lower House will have finished with the Bill concerning the sugar culture in Java. This plan was adopted by these papers so soon as it became known that the Second Chamber would not deal with the Sugar Bill before the fate of the Agrarian Law was settled by the Upper House. If, however, the First Chamber should adhere to this proposition of the Opposition journals, it then becomes of the greatest urgency that the Second Chamber should deal at once with the Sugar Bill. Of course the Opposition have good reasons for this course; the fate of the Sugar Bill is not at all certain; two events being probable—first, that the Bill will be amended in such a way as to entirely change its character, or that it will be outvoted. It seems quite impossible that it can pass in the form it was laid before the members. The Opposition is of opinion that either events would have some influence upon the vote of the First Chamber as regards the Agrarian Law. I need scarcely add that the Opposition feels itself so feeble that it has to have recourse to underhand means; but I am of opinion that their efforts will not be crowned with success; indeed, it is most reasonable that the Second Chamber, before dealing with the Sugar Bill, should wish to know the fate of the Agrarian Bill. However, I have no doubt that it will be carried by the Lords with a very short delay, convinced as they must be that the first step *must* be taken to bring Java under a better rule. The last sittings of the Second Chamber were not very important. The Bill of the Minister of Justice, regarding the punishment of captains who designedly destroy their vessels, was rejected by the proposition of an amendment, which gave a different character to the Bill. It must now be laid before the members in another form.

In to-day's sitting of the Second Chamber a curious incident occurred on the occasion of a Bill being laid before the members to grant a credit above the East India Budget for 1869. It transpired that in the first month of last year the Governor-General of Java granted to the East India Railway Company a sum amounting to f.320,000, in order to prevent the company being obliged to suspend operations, which, had the money not been granted, would have been inevitable. The sum lent to the company was returned in July. A section of the Opposition violently attacked the Governor-General for having done this, especially Mr. Van Sypensteyn, who accused Mr. Myer of favouritism, nepotism, &c. This speech was seconded by Mr. Nierstrasz, who was of opinion that, should the measure then under discussion be carried, this and following Governors-General would have *plein pouvoir* to lend the money of the State to any private person or company they might choose. The act of Mr. Myer was defended by Mr. Fransen van de Putte, and by the Minister of the Colonial Department, who stated that the Governor-General had acted quite right, because the State would have been obliged to continue the railway works had the company been obliged to stop. As a result, the Bill was carried by 37 against 20 votes. Messrs. van Sypensteyn and Nierstrasz asked at the close of the sitting whether, if it should be found necessary, the State would grant any further aid to the East Indian Railway Company. The Minister declined to answer so foolish a question.

The Union in Twenthe, for the promotion of industry and commerce, has established a company for extending our trade in the Levant. Prince Henry has become both an important shareholder in, and the protector of, the scheme. That the industry of our "Dutch Manchester" is of great importance is proved by the fact that last year no less than 421,865 pieces cotton goods were exported to East India, against 498,000 pieces in the preceding year.

His Majesty has approved the appointment of Mr. Arnold Jacob as Vice-Consul for Sweden and Norway at Samarang.

In our commercial circles great fears are entertained that the English vessel *County of Lanark*, with a rich cargo from Java to Holland, is lost; 170 days have already elapsed since the vessel sailed from Java. The losses which our insurance companies have experienced this year are very heavy, and it is said that the premiums for foreign vessels, conveying produce from the East to our harbours, will be raised.

Mr. Ruyssenaers, Consul-General of the Netherlands at Alexandria, has had conferred upon him the Grand Cross of the Order of the Crown of Oaks; and Mr. Anslyn, Vice-Consul at the same place, the Cross of Officer of that Order.

My Trip to the Suez Canal and Home Again, is the title of an anonymous pamphlet just published by Messrs. Hamilton, Adams, and Co, Paternoster-row, and contains probably the most readable account of the Canal that has yet appeared, and is not only amusing but full of information. There are many indications that the writer is familiar with China.

We have received the San Francisco Directory for 1870. It is a bulky volume of nearly a thousand pages, containing (besides the commercial sheet, and general directories usually embodied in such publications) a description of the City of San Francisco, and much varied information of a nature useful to all concerned in the Pacific trade.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, APRIL 4, 1870.

CHINESE CONSULS.

A LARGE portion of the space in our last number was devoted to the deputation of owners of property in Hong Kong, who waited on the Colonial Secretary to explain their objections to that clause in Sir R. ALCOCK'S New Convention whereby the Chinese Government would be empowered to establish a Chinese Consul in Hong Kong. The arguments of the speakers were unanswerable—so Lord GRANVILLE very wisely refrained from attempting to answer them; but that Her Majesty's Government will have to act on them there is little doubt. Their position is so clearly untenable, that the communications which his Lordship said were taking place between the Colonial and Foreign-offices cannot be much more than a matter of form, and the sooner the farce is played out, and this unfortunate attempt at a compromise fairly thrown overboard, the better. An attempt to establish a Chinese Consulate in the Straits would be fraught with evils almost, if not quite as disastrous as at Hong Kong, and we are therefore glad to learn that a letter has been received from Lord GRANVILLE by the Honorary Secretary of the Straits Settlements Association, intimating that it is not in contemplation to authorise the establishment of a Chinese Consulate in the Straits, and that the resolution on the subject lately passed by the Association has been transmitted to the Foreign-office for the consideration of the Earl of CLARENDON. It is satisfactory to learn that no such appointment as that of a Chinese Consul in Singapore or Penang is contemplated. So far so good, and we can readily believe that the Government really never intended to vest such powers in the hands of Chinese officials, as might be claimed under Article II. of the Supplementary Convention. The "shut your eyes and open your mouth" game which Sir RUTHERFORD ALCOCK has been amusing himself with has ended by his Government finding themselves with a larger mouthful than even they are inclined to swallow. He has proposed to them a re-arrangement of duties manifestly unjust to his own countrymen, and besides this he has allowed himself to abet the Chinese Government in the tyrannical and cruel espionage which they would fain be allowed to exert over their subjects in British possessions. The Straits Association wisely declined to wait till the steed was stolen before locking the stable door, and it is to be hoped that the prompt measures they have taken, followed as they were by the fuller and more detailed representations from the colonists of Hong Kong, may lead the Government to retire decisively from the false position into which their too industrious representative has led them.

The discussions which have taken place raise again the question so often before considered, viz.—On what principle are we to deal with barbarous and semi-barbarous nations? Without recalling all that has been written on the subject, one point comes out clearly from amid the controversy excited by Sir R. ALCOCK'S ill judged proceedings. To attempt diplomatic relationships with such people on terms of perfect equality is a simple absurdity. Objection has been now taken to our adopting this system with the Chinese, on the ground that it will lead to inevitable complications; but the strongest argument against it may be gathered from past experience. No instance can be brought forward in which we have proposed to ourselves to deal with uncivilised nations on terms of strict equality where we have not had, sooner or later, to put ourselves right by the waste of money and the shedding of blood. While the governing class in China cherish and openly avow towards us the feelings evidenced for the thousandth time in Consul SWINHOE'S report, all our attempts to negotiate with them after the ordinary usage of European diplomatists will only expose us to insult, and can terminate in nothing but war. The Government of China is past redemption; no earthly power can save a thing so weak, false, and cruel, from ultimate subversion; and though meantime we must recognise it as a *de facto* institution, it is not for us to help it to forge chains for its subjects who in English colonies are as yet beyond its reach. Our efforts should be directed, not to propping up a rotten dynasty, but to disseminating among the Chinese people who are friendly to us, the leaven of Western civilisation, a purer morality, and the highest truths.

THE DEBATE ON THE CHINA SQUADRON.

THERE are some very eccentric gentlemen in the Reformed House of Commons, and in many cases the liveliness they impart to the debates is rather advantageous than otherwise. The eccentricities of genius are always pardonable, but then genius is so very rare! The mirth-provoking eccentricities of Mr. BERNAL OSBORNE, again, are not only pardonable but often delightful; while the gloomy, suspicious forebodings of Mr. NEWDEGATE and Mr. WHALLEY, eccentric as they are, cannot be said to exert any injurious influence, and command a certain amount of respect. But there is yet another sort of eccentricity, that has of late been largely exhibited in the House of Commons, of which we cannot even say this; indeed, so far from inspiring respect, it is rather calculated to provoke a feeling of irritation, not unmixed with contempt. Its outward and visible sign is an affectation of omniscience. We all admire a man who, to a wide range of experience adds a sound matured judgment and the faculty of deep thought. The opinions of such a man, on almost every subject, are valuable; but on the other hand, the possessor of these high qualifications is generally slow to pronounce judgment on any subject he has not thoroughly mastered. Such considerations have little weight with the class of would-be politicians alluded to above. "Fools rush in where angels fear to tread." One takes a flying trip round the world, and on the strength of the experience thus gained (which would have been just about as valuable could he have travelled by balloon or submarine telegraph) sets himself up as an authority on foreign, as well as home, affairs of every imaginable variety. Literature, art, science, religion, commerce, education, politics—he is, or pretends to be, master of them all. He cannot content himself—as many wiser and better men have done—with striving for eminence in any one path, but insists on playing a prominent part in every movement of the day. He is irrepressible, ubiquitous, and (as we have said) would be thought omniscient. Many people regard him as an officious, meddling busybody. Never mind his name; for a wonder, he took no part in the debate on China affairs recently provoked by another M.P. of very similar propensities—Mr. RYLANDS. This last-named gentleman bids fair to become a formidable rival to the versatile and aspiring young baronet, who has travelled round the world and written a big book. He questions Ministers on every imaginable subject, *apropos* of anything—or nothing. He has somehow got himself nominated to serve on the Select Committee on the Consular and Diplomatic Services, at whose sittings he disports himself in the most remarkable manner—examining such men as Lord MALMESBURY and Mr. HAMMOND very much in the style in which an Old Bailey practitioner would deal with reluctant witnesses in a criminal case. But his last achievement is the most striking of all. Having given notice to call the attention of the House of Commons to the present distribution of the Navy, and having entirely deceived members by heading his notice with the words, "The African Squadron," he proceeded, with more than asinine stupidity, to deliver an oration on the *Algerine's* operations last year in Formosa, and thus dragged an unprepared and unwilling House into a debate on China affairs.

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Mr. RYLANDS liberally avails himself of two powerful aids to a weak cause—the use of very strong language, and an entire disregard of truth; so he experienced no difficulty in making out a strong case. Englishmen in China, are "detestable," being only "representatives of brute force." Their conduct towards the Chine is in all cases "disgraceful." The gunboat operations at Am-ping and elsewhere were "unjustifiable atrocities" on the "poor islanders," and specimens of "brutal warfare." Admiral KEPPEL, Colonel GIBSON, Lieutenants DOMVILLE and GURDON come in for unmeasured abuse; and Mr. RYLANDS wound up a furious diatribe against English merchants in China by recommending the withdrawal of our Consuls and naval forces. He also formally moved that the African Squadron be reduced, but his arguments on that subject need not be noticed here. His speech elicited from both sides of the House a protest against being launched into a China debate without due notice. Mr. LIDDELL, Col. SYKES, Mr. READ, and Sir J. PAKINGTON warmly defended the naval officers assailed by Mr. RYLANDS, though we are sorry to note that not one of them had a word to say for Consul GIBSON, whose life was, so to speak, crushed out by the persecution he was subjected to, and the unmerited censure heaped upon him. Mr. MAGNIAC boldly stigmatised Mr. RYLAND'S statements as "unfounded calumnies," and warned the House not to place confidence in assertions "made in utter ignorance of the subject." Had the hon. gentleman used even stronger terms of reprobation we would have cordially endorsed them. Mr. CHILDERS wound up the debate with a weak speech—half of excuse, half of justification—and Mr. RYLANDS withdrew his motion. The matter, however, should not be allowed to rest here. The state of public business is certainly not very encouraging at present, but surely Irish measures should not be allowed to absorb a whole session, to the entire exclusion of a subject so important as the foreign relations of Great Britain. We strongly urge those members who are interested in the matter to insist on a full discussion of China affairs on the earliest possible opportunity.

THE SUEZ CANAL.

WE continue to receive somewhat conflicting accounts as to the present condition of the Canal. The *Hooghly*, which recently passed through with the French mail, drew only eighteen feet, and a correspondent of one of our contemporaries writes that she broke one of her screw blades in passing through the Canal by striking it against a rock a little to the south of the Lake Ballah, where the bed of the Canal is said to traverse a sheet of rock. Interested parties of course deny the existence of this impediment, but an experienced naval commander states that he has seen it. On the other hand, it is asserted that the steamer *Danube*, which has arrived at Liverpool from Bombay with 4,000 bales of cotton, passed through the Canal in sixteen hours, and found twenty feet of water throughout. The truth is, probably, that in the shallowest portions of the Canal there is a narrow channel of this depth in the middle, but it is not wide enough for two vessels to pass one another. The Canal might probably be maintained in its present state at a comparatively low expenditure; but to widen the central channel, so that the least deviation from it would not (as at present) put a ship aground, to line those portions of the banks that suffer by the wash from passing steamers, and in short to carry out all the improvements needed to make the channel available for the free passage of a large steam traffic, will require a further outlay of some millions.

WE hear that Mr. EDWARD MOREL, who has been appointed engineer of the Government railway in Japan, reached Galle, on his way to Yokohama, on the 22nd February. Mr. MOREL has been engaged in the construction of two lines of railway in South Australia. We believe Mr. EDWIN CLARK, C.E., will have the appointment of consulting engineer to the Japanese State railways. The gauge is to be three feet six inches. Mr. LAY, who is now daily expected in this country, is to be congratulated on the success that has attended his effort to establish railways in Japan. Will he try next to bring the Chinese Government to a sense of the advantages of rapid locomotion? Should he attempt this, and succeed, his name will deserve a high place in the list of pioneers of civilisation.

PREPARATION OF TEA IN CHINA AND JAPAN.

(FROM OUR PARIS CORRESPONDENT.)

There have always been queer notions afloat respecting the preparation of tea, and certain recent events are not calculated to improve the general stock of information; I think, therefore, that it will not be amiss to make a few quotations from an author who certainly holds an entirely independent position—M. Champion, who, with M. Sanislas Julien, produced the highly interesting work, noticed at the time of its appearance in our columns, upon the Ancient and Modern Industries of China. M. Champion studied the growing of tea in the province of Che-kiang, visited several factories both in China and Japan, and obtained trustworthy information in other ways, while his education as a chemist would have prepared him to seize upon and expose any noxious processes or adulterations. Many of our readers will, we think, endorse at once what M. Champion says on the subject, while those who have not studied it may safely accept what he says as trustworthy. The tea plants are of different varieties; some never exceed one foot in height, while others commonly attain to two and a-half or even three feet. The gathering of the leaves commences about the end of April and continues for four months, but the first leaves, young, tender and curled up, are of much greater value than the rest, while those plucked last, which have attained their full development yield a bitter infusion with scarcely any perfume. The seeds of the tea plant supply oil, which is highly esteemed and rather costly; the Chinese say that it possesses the peculiar property of never turning rancid. M Champion classes tea under three principal heads—1. Green teas prepared by the Chinese and Japanese for their own use. 2 Green teas prepared for exportation. 3. Black teas of various qualities.

Nothing can be more simple than the preparation of the green tea used in China; the leaves are placed directly they are plucked in very thin cast-iron basins, a large number of which are set in masonry and heated by means of a kind of dry wood which gives no smoke. M. Champion found the temperature in the factories he visited to be between 140 deg. and rather less than 160 deg. Fah. When the leaves begin to curl up they are stirred about by hand until they are sufficiently dried, and the operation is finished. When cool the tea is packed either in chests or in bamboo baskets lined with dried leaves, and is ready for sale. Sometimes, however, it is passed through sieves of various degrees of fineness, and thus different qualities are produced. Europeans find this kind of tea poor in flavour, but the Chinese and Japanese prefer it to all others. In certain districts oderiferous leaves or petals, such as those of the rose and jasmine, are mixed with the tea, which then sells at high prices. M. Champion witnessed the manufacture of green tea for exportation both in China and Japan. The leaves are first dried either on mats exposed to the sun or in cast-iron basins slightly heated, the various qualities being carefully ascertained by tasters, who exhibit great ability in ascertaining the market values of the different samples. A certain quantity of each is placed in small tea pots and allowed to draw for five or six minutes, the tasters then take a mouthful of each sample in rotation and reject it, as in the tasting of wine. The next operation is to separate the leaves according to size colour, and general appearance; this is done by women, of whom two or even three hundred are employed in large factories. They use chop-sticks for the purpose, and sort the tea with marvellous dexterity, clearing it of impurities and of small bits of wood, which are frequently mixed with the leaves. Each woman has four or five wooden bowls before her, into which the different qualities of leaves are sorted. These women earn from sixpence to eightpence a day. The leaves after being sorted are, in Japan, heated in thin metal basins, of which copper forms the principal element; these basins frequently wear into holes, but workmen attached to the factories mend them with solder very quickly, so that an accident of the kind causes little interruption; in China it appears all the basins used are of cast iron. Two or three hundred furnaces united together with masonry, and a large number of workmen, are usually employed in these factories. The basins are first heated, and the leaves only put in when the proper temperature has been reached; during the heating the workmen roll the leaves with their hands, in order that the tea may occupy as little space as possible in packing. According to the destination of the tea, it is mixed with a certain quantity of indigo,

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gypsum, or slacked lime reduced to an impalpable powder, sometimes small quantities of each of these substances are mixed and applied together; they are introduced into the basins at the commencement of the heating, or as soon as the heat causes a slight moisture to appear upon the surface of the leaves, to which they adhere and give the peculiar tint which characterises green tea. Various kinds of indigo of lighter and darker shades of colour are employed, and in certain factories a colouring matter called "Prussian blue" is substituted; but M. Champion was unable to discover, and does not believe, that any noxious substances are made use of, and all his endeavours failed to detect the use of any salts of copper, or the employment of sheets of copper for the drying of the leaves. The basins in which the leaves are heated become covered with a black coating, which can only be removed by means of a knife; this is formed by the dirt of the tea, mixed with a little oil from seeds which have not been separated. It is employed as a medicine by the Chinese.

It will be seen that the ordinary mode of preparing tea requires much time, great care, and attention, and is consequently expensive. Messrs. Glover and Co., of Nagasaki, have been engaged for some time in establishing a better or cheaper mode of preparation; in their factory the series of basins is replaced by a large heating pan of a semi-cylindrical form, within which an archimedian screw revolves continually; the pan has double sides, and is heated by steam. With this apparatus the operation is continuous, the leaves are introduced at one end of the pan, the screw forces them onward and presses them against the surface of the pan, and by the time they arrive at the opposite end they are sufficiently prepared and fall into baskets, in which they are left to cool; the rate of movement of the screw is regulated according to the nature or quality of the tea. Gypsum, lime or indigo is thrown into the pan, as in the native process. Messrs. Glover and Co. send the tea prepared by them to the United States, and it is said to be in no way inferior to that prepared by hand.

The difference between green and black tea is said to be simply this—the former is merely subjected to a greater or less degree of heat sufficient to dry it; while the latter undergoes a kind of fermentation which develops the aroma, and, at the same time, causes it to assume its characteristic black or brownish colour; the same kind of leaves will produce either black or green tea, but in some provinces the Chinese choose special kinds for each. For black tea the leaves are purchased of the growers, after having been partially dried in the sun, and are then enclosed in covered tin boxes; in this condition the moisture remaining in the leaves soon causes fermentation, especially in hot weather, which is chosen for the operation. After remaining from ten to fifteen days in the boxes, the leaves are fired in the same way as for green tea. From the above statement we may, perhaps, derive that lime or plaster is used in the preparation of green tea for exportation as a preventive against fermentation by absorbing the moisture driven to the surface by heat; and that the indigo is added to cover the white powder and give the tea a good face. It may also be that the fermentation of black tea destroys the principle which in green teas affects the nerves of most people in a marked manner. It is said that the Japanese did not understand the method of preparing black tea until lately, but that it soon grew popular, and is now preferred by some connoisseurs to green.

Brick tea is produced in the province of Hu-kwang, almost exclusively for the Tartars of the North and Siberia; it is formed of the dust and other refuse of the tea factories, compressed into moulds from eight to twelve inches long, and about half-an-inch deep. It possesses no good quality but that of occupying little space. When used the necessary quantity is scraped off the brick with a knife. Sometimes good green tea is also made up into bricks, but this seems rare. I suppose that the delicious tea lately imported into England pretty closely resembles the raw material of brick tea—or, in other words, is the sweepings of the factories; and it is to be hoped the exposure will warn tea drinkers against tea which costs next to nothing and is worth less.

A committee has been formed in Paris for the protection of French interests in the East, a subject upon which M. Daru, the Minister for Foreign Affairs, is just now particularly engaged. The committee has determined to publish a journal, which it is said will appear in a few days, under the title of *France in the East*. We shall look for this new contemporary with interest, and hope it may aid us in combating what we regard as fatal concessions to an effete policy.

LAYING OF THE BRITISH-INDIAN SUBMARINE TELEGRAPH CABLE FROM BOMBAY TO ADEN.

(FROM A CORRESPONDENT WITH THE EXPEDITION.)

The *Great Eastern* left Portland on the afternoon of the 6th Nov. last, drawing on an even keel about 34 ft. 6 in. Her approximate load was as follows:—Cable, 5,633 tons; water in cable tanks, 1,880 tons; machinery, tanks, &c., 1,000 tons; coals, 12,000 tons; ship's stores, &c., 2,000 tons; total, 22,513 tons. Notwithstanding the great weight and her immersion, the trip from Portland to Bombay occupied but eighty-two days, from which may be deducted thirteen days spent in coaling at St. Vincent and the Cape, leaving only sixty-nine steaming days. She was, however, favoured with fine weather the whole of the time, not having experienced anything worthy of the name of a gale of wind. Her consumption of coal between England and Bombay was about 14,000 tons, or at the rate of about 200 tons per diem under steam.

The *Great Eastern* lay in the harbour of Bombay for seventeen days, taking on board 8,000 tons of coal, during which time she was open to the public on two days on the payment of two rupees per head, it having been stated that the money received in that way would be be divided amongst the well-conducted portion of the crew on their return to England. About 2,600 persons availed themselves of this privilege, but probably twice as many more visited the ship on other days. On the 7th Feb. the commencement was made in laying the line, for on that day the underground wire required to connect the end of the cable to be landed near the Cotton-green at Colaba with the office in Rampart-row, was placed in its trench some 1,578 yards in length and three in depth. This cable was landed under the superintendence of the telegraph construction staff, and was placed in the trench between the hours of 5 P.M. and 4 A.M. the next morning, the tropical sun therefore had no chance of injuring the insulation of this portion of the work. Soon after the *Great Eastern* arrived the *Chiltern* came alongside, and received some five miles of the heavy Bombay shore end, weighing nearly fourteen tons per mile. This five miles of cable was successfully laid, the Government rendering every facility by placing at the disposal of the contractors a steam tug and a large barge, and many other conveniences which their dockyard afforded.

The place selected for the landing of the shore end was in Back Bay, fortunately on a sandy and muddy bottom, protected on both sides by reefs of rocks. Captain Cruickshank, the agent of the Telegraph Construction Company, who was the first of the expedition to arrive at Bombay, made a most careful selection of this locality, in which he was aided by local advice; in order that there should be no mistake the soft bottom was actually staked out. This selection afterwards met with the entire approval of the engineer to the British-Indian Submarine Telegraph Company on his arrival at Bombay.

The *Chiltern* proceeded out of the harbour, and dropped anchor about 1½ miles to the south of Malabar Point. The Government barge was soon placed under her stern, and about 2½ miles of cable, weighing in all about thirty-five tons, were coiled on board. The tug steamer, directed by Captain Halpin, of the *Great Eastern*, then took charge of the barge, and guided her over her tortuous course, Mr. London, the contractors' engineer, directing the paying out of the cable. It was 3 P.M. before the end was taken on shore and connected with the instruments in the cable-house, when the ceremony of wetting the end of the cable with champagne was most religiously performed by all engaged in the work, together with some of their friends who were present. The inhabitants of Bombay showed the extreme interest they take in the success of the undertaking by being represented on this occasion by a native cotton broker, whose principal costume consisted of a large pink turban. This gentleman was evidently of an inquiring turn of mind, as he nearly sent Mr. Laws, the company's electrician, into a fit by touching the end of the cable while it was being tested from the ship. The effect of this proceeding would not only be to give the illustrious stranger a mild shock, but, for the moment, would leave those on board the *Chiltern* under the impression that virtue had gone out of the cable through a fault instead of through the native's swarthy body. The tests of the cable were soon pronounced to be satisfactory, when the *Chiltern* proceeded to sea, and paid out the remainder of the length on board, carefully buoying and marking the end; and thus the first real commencement was made in the laying of the British-Indian Cable, neither guns, flags, nor cheers from the Bombay inhabitants, having performed any part in doing honour to the occasion.

On the 11th Feb. Captain Halpin gave a *dejeuner* on board the *Great Eastern* to about 150 of the *elite* of Bombay, and there is every reason to believe that the five senses of the *invités* were gratified to the utmost extent, for every one seemed highly delighted at the treat that had been given them. The toasts were of the usual loyal and business character, and the enterprising contractors on that, as on former similar occasions, received their due amount of laudation for their well-earned energy and enterprise. Long may they live and prosper, to enjoy the laurels they gain for themselves year by year, and may many associations such as the British-Indian Telegraph Company spring into existence to assist in raising capital, and thereby bring grist to the Telegraph Construction Company's mill!

Perhaps never on any former and similar occasion was the electric thread deposited in its final resting place at the bottom of a deep sea with such success, ease, and freedom from casualty. This will be seen from the brief description of the actual process of laying between Bombay and Aden. At 8.30 A.M. on the 14th three guns fired in quick succession from the *Great Eastern* announced to the apathetic population of Bombay that steam was up, and the anchors off the ground, and, that in fact, she was under way, accompanied by the *Chiltern*, to take up her position off Malabar Point, close to the buoy at the end of the five miles of shoal end already laid. As she approached, a very pretty steam yacht, conveying the Governor and his party, was observed leaving Malabar Point, and about noon his Excellency, with

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his family and suite came on board the *Great Eastern*, under the usual salute of seventeen guns. The *Chiltern* lost no time in taking up the buoy and the end of the submerged cable, and in the presence of his Excellency and party the end of the *Great Eastern's* cable was passed through the paying-out machinery on board, and hauled on to the deck of the *Chiltern*, about 300 yards off, the depth of water at that spot being rather too little for the big ship. After tiffin and a speech from the Governor, in which he wished hearty success to the British-Indian undertaking, Sir Seymour Fitzgerald and many of his party accompanied Captain Halpin and the principal engineers of the expedition on board the *Chiltern*, and witnessed the all-important operation of making a good electrical and mechanical splice in one of the heaviest class of shoal ends made. The party then returned on board the *Great Eastern*. At five P.M., after the splice had been lowered into the water from the *Chiltern*, the engines of the big ship began to turn, and paying out was actually commenced, the Governor of Bombay signifiying the same to his Excellency the Viceroy by a telegram from the ship. The Governor and his party remained on board to witness this operation for over half an hour, when they repaired on board the steam yacht, but no sooner were they safely on her deck than the yacht, which had naturally dropped astern of the *Great Eastern*, put on full speed, and about six P.M. came alongside, when the crew and party on board gave us hearty parting cheers, which were returned in a similar manner from the *Great Eastern*. Thus we parted company, and went on our way rejoicing, feeling confident that, with God's blessing, we should find ourselves at Aden in about fifteen days, with the cable safely laid behind us. The tests proved to the satisfaction of the company's engineer and contractor's electrician that a better or healthier specimen of a cable had probably never been placed on board ship; no trace of weakness nor unsoundness could be discovered by the most delicate tests.

The *Chiltern* now took up her permanent position on the starboard quarter of the *Great Eastern*, at a short distance astern. Before sundown every one on board had shaken well into their places, and paying out went on with the regularity of clock work; but as the sun was succeeded by nearly a full moon, there was ample light on board all night to facilitate the operations. Out of the 2,374 miles on board about 920 miles were permanently joined up as a convenient length of coiled cable to test and speak through. No embarrassment as to speaking (which often happens in a coiled cable) was experienced, the shore receiving messages from ship and ship from shore most readily without any repetition. At 6.30 P.M. the splice between the shore end and the intermediate cable, No. 1 (the latter weighing over 6½ tons per mile) passed overboard in 10 fathoms of water about 10 miles from the landing place, and the paying out of this cable continued all night until 11.30 A.M. (ship's time) the following day, when 86 miles of this type of cable had been paid out, in addition to the ten miles of heavy shore end. We now, in 50 fathoms of water, changed to another type of cable, viz., the intermediate No. 2., weighing, per mile, about 3½ tons. At noon of the 15th the ship's position was 18° 35′ 30″ N. lat. and 71° 11′ 15″ E. lon., about ninety-six miles of distance from the cable-house and with 98.44 miles of cable paid out; giving as near as possible three per cent. of slack from the commencement. In the last nineteen hours the *Great Eastern's* load has been lightened by about 800 tons, and as all this had come out of the after hold, she was now getting into better trim, she having drawn thirty-five feet aft before starting. About 8 P.M. we got to the end of No. 2 intermediate cable, when we were well off the Bombay bank, in 300 fathoms, when the paying out of the deep sea cable commenced, which is destined to reach to about thirty miles from Aden.

On the 16th everything continued smooth and prosperous. At noon we were in lat. 18° 12′ 31″ and lon. 69° 8′ 0″—215 miles from shore, with 229 miles of cable paid out, giving about 6.17 per cent. of slack from commencement and 8.62 per cent. during the last twenty-four hours, the water having deepened from fifty to 1,890 fathoms. The steepest gradient down which the cable was laid during the last twenty-four hours was one in sixteen from the 100-fathom line on the edge of the Bombay bank for a distance of about twelve miles; the following twenty miles the sea deepened at the average rate of one in sixty-three, and for the following thirty miles at the rate of one in forty-three, the first gradient given representing a very steep hill on any country road. Over these steep gradients there was no indicated strain on the dynamometer, so that the retarding force must have been under seven cwt., and consequently it may be presumed plenty of slack cable ran out to take the inequalities of the bottom. The average speed of ship to noon to-day was 4.97 miles per hour, and the cable paid out averaged 5.28 miles per hour from the commencement.

On the 17th the weather remained as from the beginning, perfect; and there was positively nothing to report of interest, further than the continued uninterrupted progress of the ship and cable. At noon the ship was 327 miles from shore, and the cable paid out was 360, giving an average rate for ship of 4.85 miles per hour and 5.33 for cable, the total slack being equal to 9.77 per cent.

On the 18th, at noon, the ship was 467 miles *en route*, and the cable paid out 513 miles; the average speed per hour being respectively 5.73 and 6.36 miles. With regard to the tests, the submerged cable in circuit is now longer than the portion in the ship, and the insulation therefore shows marked improvement, having risen 72 per cent.; due not only to the coldness of the water at the bottom of the sea, but also to the great pressure due to depth.

On the 19th, a little before two A.M. in the morning, the ship presented a more animated appearance; all on board were on the alert, and hanging lamps illuminated the whole length of the ship, in anticipation of a change of hold from the after to the fore tank. The trough through which the cable runs on its way from the fore part of the ship to the paying-out machine aft is about 600 feet long, and it is all important that no hindrance to the free exit of the cable should exist, or that the cable should get kinked as the last bight comes up from the hold. It was very remarkable how all this was performed without fuss or flurry of any kind—every man was in his place, and knew his work so well, that almost complete silence was maintained, and few orders given. More weights are, however, added to the brakes, levers fixed, and men are placed at the stoppers between the dynamometer and the stern sheave—not with a view to bring any undue strain upon the cable, but simply to have full control over it, so as to stop it dead should the necessity arise. An ingenious mechanical arrangement of a spoked wheel (similar to a steering wheel) places it in the power of one man to completely control the strain on the cable, between certain limits. At 1.45 A.M. a voice from the hold exclaims, "Ten turns left in hold!" whereupon the order is given by Captain Halpin to stop the paddles; eight minutes after the fifth turn is announced, and the order given to stop the screw engines. A perceptible change is soon seen in the speed of the cable going out, for as the cable astern assumes a more perpendicular position the brakes are gradually tightened until at the last turn in the hold paying out is eased down almost to a stand-still—by reversing the screw engines the under portion of the cable is carefully and quickly passed through the rings of the crinoline—the foreman's voice in the hold is heard ordering the crinoline to be raised; the bight is then carefully passed up from hand to hand, and the next moment the paying-out has commenced all along the 600-foot trough from the fore hold, the entire operation of change of hold only occupying fifteen minutes from the time the paddles were stopped. Paying-out is now gradually increased in speed, first by the easing of the brakes, and five minutes after by the screw engines. "Easy a-head!" followed soon after by a similar order to the paddle engines. In less than an hour after this all has settled down as before, and paying-out proceeds at the usual speed. 596 miles of cable, weighing 1,700 tons, has up to this time been discharged out of the hold; and when to this is added 400 tons of coal consumed, and about 300 tons of water let out of cable tanks, it will be seen that the ship has been lightened about 2,400 tons—principally aft—bringing her up at the stern about four feet; but to counteract this in a measure some 500 tons of water is let into the ship astern, between her two skins—a compensating arrangement that no other vessel afloat admits of.

The distance from the hold to the paying-out machinery is now so great that three signal-men are placed along the trough with green and red flags in the day and lights at night to signal any foul flake or other obstruction that may occur, and to warn the men at the paying-out machine either to raise the jockey pulleys to allow mill marks or other inequalities to pass with ease, or to further retard or facilitate the paying-out of the cable by regulating the brakes accordingly. The moon, up to this time, has kindly facilitated our operations, but is now perceptibly on the wane, and only appearing at early morning; but we look forward to a reappearance of this useful luminary when the Red Sea operations commence. The 323 miles of main cable in the fore hold continued to run out with uninterrupted success, at a rate of 5¼ to 7 knots an hour, until about 6.45 on the morning of the 21st of February, when a change of hold to the main tank took place. This work was as well and skilfully performed as the change previously described. The change from fore to aft is a more critical operation, as the bight of the cable has to be followed down all along the deck, and passes through the hands of a double chain of men, until it arrives at the paying-out machine, when it gradually gets straightened, and at the same time is placed comfortably in the conducting trough.

The fore part of the ship has now been lightened by about 600 tons of cable, and 350 tons of coal and water, making a total discharge of cargo of 3,350 tons, and thereby improving the trim of the ship. We have now, however, passed over some 825 miles of distance, leaving but 335 to complete; the splice between these two holds is, therefore, situated about the halfway house, at a depth of 2,000 fathoms of water, according to the charts. Fortunately no exciting incidents worth recording have so far occurred during the paying out of this cable, but the anniversary of the captain's birthday having occurred yesterday, the event was duly celebrated by an after-dinner speech of Mr. J. C. Parkinson, and warmly responded to by all the party. On this night, at nine o'clock, we were rather astonished and somewhat alarmed to see the *Chiltern* a short way astern of us, treating us to a display of blue lights and rockets. It being dark, the flash light signals had to be called into requisition, consisting of a bright and a red light used on the principle of the telegraphic Morse code. After a few ineffectual attempts on the part of the *Chiltern* to understand our signals, she informed us by return flash lights that she was celebrating Captain Halpin's birthday. This was a relief to all on board, as we at first feared some accident might have happened to her engines, which would have entailed the necessity of our having to take her in tow and pay out cable at the same time.

By this time the work of paying out had become so regular and monotonous that at times one was almost tempted to forget there was such a thing as a submarine cable on board; hour by hour about 6 to 6½ knots of cable were registered as going overboard, and a corresponding distance run by ship, making due allowance for slack. It is perhaps worth while to remark that, owing to the admirable manner in which the cable is coiled, and especially in the large main tank of 75 feet in diameter—containing 1,100 miles of deep sea cable—it would be safe even to pay out cable from 8 to 10 knots an hour; and there is just sufficient adhesiveness in the cable itself to prevent more than one piece of cable coming up at a time, and consequently we have been free from alarms of those much dreaded "foul flakes."

It would be too monotonous to attempt to describe the daily progress made up to this time (Thursday, Feb. 24), now only two days' run from Aden; nothing has occurred with regard to the paying out, except the ordinary work incident on such an operation; it will be therefore only necessary to give a short tabular statement at the end to complete the facts previously recorded. About nine P.M. on Tuesday a light on our starboard bow was reported, and soon after blue lights and rockets were displayed, which were duly answered by the *Great Eastern* and *Chiltern*. This was to all appearance the P. and O. boat on her way to Bombay, having probably left Aden on Sunday. When abreast of the *Great Eastern* Captain Halpin made the *Great Eastern's* night signal, viz., three blue-lights, one at the bows, one

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astern, and the other on the 'paddle-box—with a rocket from the paddle-box, all displayed at the same time; this, with the numerous paying-out lights on deck, must have shown the proportions of the ship, and made her identity undoubted. And so it proved, for immediately after, through two miles of darkness, fell on our ears the lusty British cheers, which all on board appreciated as they deserved.

On the 26th February we passed our last noon observation, about sixty-two miles from the Aden landing place, having made in the last twenty-four hours one of our longest runs, viz., 157 knots, with 165¼ knots of cable overboard; giving an average rate of ship during that period of 6.49 miles per hour, and for cable 6.84 miles per hour. The following is a summary of proceedings which will complete the statistics of the Bombay-Aden section.

Noon.	Depth. Fathoms.	Total distance run. Knots.	Total Cable paid out. Knots.	Average speed per hour from commencement. Ship. Knots.	Cable. Knots.	Per cent. of slack from commencmt.
Tuesday, Feb. 22	1,700	1,009	1,111	5.62	6.23	10.14
Wednesday „ 23	1,150	1,161	1,273	5.73	6.28	9.65
Thursday „ 24	1,075	1,318	1,435	5.81	6.33	8.88
Friday „ 25	1,110	1,445	1,584	5.76	6.32	9.65
Saturday „ 26	600	1,602	1,750	5.83	6.37	9.23
1 A.M.						
Sunday „ 27	40	1,660	1,810	To junction with shore end		
Tuesday, March 1	—	1,670	1,820	Shore end landed		

At about thirty miles from Aden on the evening of Saturday, the *Great Eastern* was brought to a standstill for three hours, to make the splice between the main and the intermediate cables. This operation was skilfully performed, where the depth was about 500 fathoms, when the wind was blowing fresh and with a strong current running, tending to drift the *Great Eastern* from the end of the cable. Too much praise cannot be given to Captain Halpin, and the officers and men under his command, for the manner in which he handled the *Great Eastern*, and prevented any undue strain coming on the laid cable. About one A.M. on Sunday morning the end of the cable was buoyed in forty fathoms, about ten knots from the shore, and it was not until the Tuesday following the sea was calm enough to enable the shore end to be landed and laid. To sum up the proceedings so far, results have proved that, taking length and depth into consideration, there probably has never been a better cable manufactured and laid than this one.

The French Atlantic Cable, 2,584 miles long, and covering a distance of 2,327 miles, was laid at an average speed of four and a half miles per hour—the average speed in this case being 5.83 or about 25 per cent. faster; in the former case several stoppages had to be made, and some miles of cable hauled back at each place, on account of imperfections that presented themselves during paying out. The weather in the Atlantic was for several days stormy and foggy, but in this case nothing could have been more delightful than the weather and sea. The temperature at times rose as high as 87° under the awning in the middle of the day, but there generally was a gentle breeze to make the weather enjoyable. From the great success in laying this line, and the strain on the cable in the deepest water, viz., 2,170 fathoms never exceeding one-eighth of its ultimate strength, one can have little doubt but that if it had been three times the length and even twice as dead it would have been laid equally successfully. The navigation of the ship has been by no means the least successful part of the work, as the track is as near a straight line from end to end as it is possible to get it—the slight deviations being due to varying currents, for which it is impossible to estimate exactly.

The contractors and their staff, with Captain Halpin, Mr. J. C. Laws, and Mr. Loudan at their head, have used every exertion to insure as perfect work as possible; and this cable, from its commencement to its final laying, has also been most carefully tested and inspected by the engineers to the British-Indian Submarine Telegraph Company, Messrs. Clark and Forde. Mr. H. C. Forde, with three assistants, Messrs. Theophilus Smith, L. Winter, and Lambert, have accompanied the expedition to watch over the interests of the British-Indian Telegraph Company, and to take the tests of the cable after laying, upon which to grant the final certificate to the contractors.

To carry out this work eight different types of cable have been adopted—viz., three types for the Suez-Aden section, and five types for the Aden-Bombay section, all of which vary in weight, strength, specific gravity and construction, in accordance with the depths of water and other conditions under which each type of cable will find itself in its final resting place. The positions of these cables will be more particularly pointed out hereafter. Their gross weight amounts to 8,865 tons, or about 965 tons heavier than the total of the French Atlantic cable, their average weights per knot being 2.46 tons and 2.22 tons respectively; therefore it will be seen that, as regards weight, the British-Indian cable has the advantage. The following abstract gives an approximate idea of the length of material and workmanship required for the manufacture of the cable, viz.:—

Copper wire	25,200 knots in length (taking into account the different coverings).	
Gutta percha	12,850	do. do.
Iron wire	37,034	do. do.
Hemp strands	136,672	do. do.

Total length of materials ... 211,756 knots, or more than 8¼ times the circumference of the earth. The whole of the above materials have to be well examined, tested, and spun into cable; and the distance they have to travel through the various machines, including coiling on board ship, amounts in the aggregate to above 110,000 miles; consequently the total aggregate length of work to be done during manufacture is not less than 320,000 nautical miles. This work was performed in about six months' time, or at the rate of about 2,078 miles per diem. This calculation will afford a small idea of the enormous amount of machinery and hands required in order to turn out a long submarine cable.

To carry this cable to its destination in iron tanks filled with water, required five steamers as under, their aggregate carrying tonnage capacity being 29,580 tons, viz.:—

	Nett Registered.	Horse Power.	Length in Knots.	Weight in Tons.
S.S. Great Eastern ...	13,343	2,600	2,374	5,633
S.S. Chiltern ...	996	200	259	768
S.S. Hibernia ...	3,008	360	613	1,660
S.S. William Cory ...	1,500	150 }	354	804
S.S. Hawk	733	180 }		
Total	29,580	3,490	3,609	8,865

To which total weight may be added—	Tons.	Tons.
Water in cable tanks	3,000	
Weight of tanks, machinery, stores, buoys, grapnels, ropes, &c., about	2,000	
		5,000
Total gross weight of cable, tanks, machinery, &c., exclusive of coals, ship's stores, &c.		13,865

TENANT-RIGHT IN JAVA.

(PALL MALL GAZETTE, MARCH 22.)

We can very well understand the excitement created in Holland by the passing of the Agrarian Bill for the Dutch Indian possessions; and there can be little doubt its Conservative opponents are right in proclaiming it the precursor of a social revolution. It seems to decide the question which has been so long and hotly debated in the Parliament at the Hague, and sign the death warrant of the Dutch colonial system. Independently of the radical changes introduced in that system by the Bill, the very fact of foreign witnesses being invited behind the scenes—of the workings of Dutch colonial policy being laid bare to public opinion—seems to make the inevitable revolution in it merely a question of time. That revolution must have come sooner or later was certain. Its advocates had all the arguments in their favour except utilitarian ones. The telling and hitherto conclusive reply of their opponents has been that their present system pays, and pays enormously. Not only is there no difficulty whatever in establishing an equilibrium in Javanese budgets, but Javanese labour and taxation contribute immensely to the home treasury. Now the new measure not merely introduces the wedge—that was done some time ago, when free labour was admitted on the new railway works—but drives it home into the very roots of the system; one or two blows more must follow in logical sequence, and it will be rent into fragments. The two leading features of the Dutch system are the ownership by the State of all the lands in the island, and forced labour. With regard to the former, the Dutch on their occupation found the native princes enjoying over all the soil of their dominions what resembled much more nearly actual ownership than a bare feudal superiority. Stepping into their places and rights, they pensioned these local magnates, and governed or oppressed from behind their names. The Dutch resident drew the lion's share of the gains; the native prince had a handsome commission and the whole unpopularity for his share. If he were slack in turning the screw, he abdicated under pressure in favour of some member of his family with a hereditary claim equally unimpeachable with his own. All the island is administered in this footing, with the exception of a couple of quasi-independent States, ruled by puppets under the eyes of a Dutch political agent and the guns of a Dutch garrison. The whole population is not only bound down to the soil, but limited rigorously as to the productions to be raised upon it. Over certain districts the cultivator cannot exercise his discretion, but must satisfy Government inspectors on their periodical visits that he grows a certain number of trees of a certain kind. His produce is brought into Government markets and bought at Government prices, and the margin between the sums it fetches in Java and at Amsterdam is always great, and often fabulous. Then, in one form or another, Javanese labour is absolutely at the service of the State, and the marvellous prosperity of the island—regarding the matter from a Dutch, not a Javanese, point of view—dates from the impulse given to this principle by General Van den Bosch. Be it observed, it is a system highly practical and profitable, but essentially vicious, and with this radical defect in it, that if you once subject it to criticism you invite its condemnation in all its parts. Modification can only lead on to annihilation. We presume the party who has carried the measure in the House will have the power and the will to see that it is carried out in the colonies, although we may well imagine the local officials will offer it all the opposition they dare. It is not pleasant seeing nearly absolute power tempered down to constitutional authority, and rich salaries and allowances passing into the crucible of reform. A paradise as the island is in some ways, it wants strong counter-inducements to the climate to make life in Java an enviable thing; and if the Dutch residents have had to work and think, and turn night to day, hitherto at least they have lived in the licence and luxury of Oriental despots, and enjoyed the slavish reverence of their subjects. Now, if the revenues dwindle to or below the point at which they stood before Van den Bosch set to work on them with his rough and ready finance system, officials will find themselves the victims of their economical home Government; and, moreover, the proposed changes will probably suggest a very material reduction in their numbers.

Article sixty-two provides that land leases may be granted for periods not exceeding seventy-five years. It invites, in fact, to the immigration and colonisation which for so long have been studiously discouraged. It assures extreme fixity of tenure, and offers every facility for converting occupation into permanent property. It admits and confirms the strange principle of native ownership, and permits, under certain restrictions, that lands shall vest in foreigners, or be rented by them. Holland, in short, throws open to all the world the rich garden she has hitherto made a close monopoly of, and renounces the right of the Crown—a right at once shadowy and substantial—to

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all the lands cultivated by the natives. There can be no doubt the Conservatives are right in saying it will annihilate the present system of cultivation, and it will be hopeless to think of maintaining the Government monopoly of markets. No European colonist would dream of farming subject to the condition that some three-fourths of his fair profits should become legally the property of the State—that he should have to sell for half a dollar in Java what the telegraph informed him was selling for four in Holland. And although the natives have hitherto been treated and have regarded themselves as an inferior caste, it would be impossible to attempt to make distinctions on a point on which they are sure to be so sensitive as the pocket. The Government system must go, and with it the Government profits. How far land leases and taxation may replace them is another question, and one that, when we contrast results from the British and the Dutch Indies, cannot be answered very hopefully for the Dutch treasury. We are told the Dutch Conservatives are uneasy as to the advent of English adventures and its consequences. We have no doubt the restrictions referred to have been naturally arranged so as to impose some check on that. It would be contrary to human-nature, and to Dutch nature especially, to suppose that all of a sudden they should push free trade and self-abnegation to sentimental lengths. But, in any case, of all the climates in the East, the climate of Java is among the most trying to Europeans; and that consideration alone, we should fancy, would operate against any such influx as the Dutch affect to apprehend. That the Bill will endanger their hold on their colonies we do not believe. On the contrary, a weak State always does wise to shelter itself behind "the principles eternal of justice;" and daring filibusters, or even acquisitive Governments, have lost an excellent chance of having public opinion in their favour in a crusade against the taskmasters of the Malay race. And for the Malays, when the islands have ceased to be close colonies, the Dutch may venture to turn their tardy attention to raising their Eastern subjects in the social scale. Hitherto they have not merely been neglected, but degraded as matter of policy; for any enlightenment among the population was absolutely incompatible with the system of serfdom and *corvée* on which they were governed. It is impossible to deny that Holland may have legislated away her splendid colonial income; but we have every reason to believe she has strengthened her hold on her colonies. Better perpetuate a connection that must always be profitable than continue a scandal to civilisation, and gains as insecure and uncertain as great speculative profits generally are.

OUR RELATIONS WITH CHINA.

(SATURDAY REVIEW.)

The reply of the China merchants of London to Lord Clarendon's statement of the intentions of the Government increases the doubts which had been previously entertained of the merits of Sir Rutherford Alcock's Treaty. Lord Clarendon probably knows more of foreign politics than any other Englishman since the death of Lord Palmerston; but it is impossible for a Minister to rival in special knowledge the residents in any foreign country, and China perhaps lies somewhat outside the region with which Lord Clarendon is most familiar. His experimental attempt to treat China as a civilised State is laudable and probably judicious, although it is not likely to produce a successful result. If representations made to the Court of Peking are found to produce redress of grievances, it will be clear that the old-fashioned methods of local coercion involved an unnecessary abuse of superior power. The failure of diplomacy, if it occurs, will sooner or later tend to the renewel of those vigorous irregularities which have rendered European life tolerable in China. Until the provisions of Lord Elgin's Treaty were made the rule of intercourse with the Chinese people and Government, it was impossible to justify the practices which may hereafter be necessarily revived. The incredulous mercantile community unanimously rejects the assumption that ordinary diplomacy is suited to the circumstances of China. Compacts between parties who adopt two opposite and incompatible rules of morality are likely to create misunderstanding. Mr. Burlingame's mission, though it may perhaps have been justly appreciated by Lord Clarendon, furnished an additional reason for feeling or affecting confidence in the Chinese Government. The recall of Admiral Keppel, and the reprimands addressed to some zealous consular agents, proved that Lord Clarendon was thoroughly in earnest. The dispassionate impartiality of the Imperial Government, although it produces irritation in the mercantile community in China, is dignified and possible wise. The English Government had, by concluding the Treaty of Tientsin, recognised the absolute sovereignty of the Emperor, and there may have been some convenience as well as propriety in the formal recognition of his exclusive responsibility. If Vice-Consuls and lieutenants commanding gunboats find hereafter that their active services are once more required, they will have the satisfaction of knowing that their superiors have seriously tried to attain their objects by pacific means. Mr. Burlingame, who insisted that China should be admitted into the community of civilised nations, obtained a ready hearing in Downing-street, as well as at Washington and at the Continental Courts. In substance his instructions required him to facilitate retrogression and abuse, by professing the desire of his employers for every kind of improvement. In one of his last despatches the Chinese Ambassador cited Sir Rutherford Alcock's Treaty as a proof of the liberal and sound enlightment of the statesmen of Peking. The document in fact does credit to their ingenuity, and they may fairly boast that they imposed on Lord Clarendon.

The vexed question of the increased customs duty has at last been made perfectly clear. By the former treaty merchants had the option of commuting internal duties for an increase of fifty per cent. on their payments at the port of entry; but they have not been in the habit of profiting by a facility which has now been converted into a compulsory rule. In practice it was found that the central Government was unable or unwilling to restrain provincial cupidity. The goods which had already paid the legal rate of taxation were subject to overcharges whenever they crossed an internal frontier. Lord Clarendon, who throughout the discussion has found or deemed that he was bound to advocate the cause of the Chinese Government against his own countrymen, had used the singular and paradoxical argument that commercial treaties impose no check on internal taxation. The proposition was in itself highly questionable, and it now appears that it was peculiarly inapplicable as an apology for the exactions of provincial Governors in China. The merchants in their reply quote Lord Elgin's statement that the duty of 7½ per cent. was to secure the importer against all taxes, tolls, and *octrois*. The use of the word *octroi* was the more unlucky for Lord Clarendon's doctrine, because it included all municipal imposts. It would have been a strange evasion of an international compact if the French Legislature or Government had taxed English cottons and hardware by an excise, although the charge might have been equally applied to domestic produce; but something might have been urged in excuse for a charge which would not have involved additional protection. As European imports into China have no competitive character, domestic taxation beyond the stipulated amount was utterly inconsistent with the letter and spirit of Lord Elgin's Treaty. It may be hoped that it is not yet too late to re-open negotiation on a point which has evidently been misunderstood by Sir Rutherford Alcock. The merchants who are most thoroughly acquainted with the details of Chinese administration are fully convinced that the commutation of internal exactions will not secure exemption from the charges which the increased import duty is supposed to cover.

Lord Clarendon's plausible defence of the additional export duty on silk is conclusively answered by the merchants. As the price of the article has fallen, the Chinese Government has received less than the estimated amount of five per cent. on the value of the silk. It was not obvious to outside observers that the Chinese Government was entitled to the relaxation of a contract which had been deliberately concluded; but the merchants are sufficiently confident in the justice of their cause to admit, for the purpose of argument, the soundness of Lord Clarendon's reasoning. They are perfectly willing to readjust the tariff in accordance with the calculations on which it was originally framed; but they insist on including all Chinese articles of export in the proposed revision. While silk has paid less than five per cent., a change in the price of tea has benefited the Imperial revenue by an increase of a hundred and fifty per cent. in the amount of export duty. By paying twelve and a half per cent. on tea, the merchants are mulcted in more than double the amount of their gains upon silk; and as the Chinese Government clear several hundreds of thousands a year on the balance of both classes of transactions, the memorialists are perfectly justified in objecting to a one-sided rearrangement. It was quite unnecessary to send a mission round the world for the purpose of convincing foreign nations that the Chinese are fully a match for their most civilised rivals in commercial and diplomatic astuteness. In the late negotiation they appear to have confused and puzzled Sir Rutherford Alcock, and they have misled Lord Clarendon into an adoption of their delusive calculations. It is perfectly true that the new treaty is open at any time to revision, whereas Lord Elgin's arrangements could not be disturbed until ten years had elapsed; but there is nothing to compel or to induce the Chinese Government to renounce at any future time the advantages which it has obtained. The fanciful convenience of substituting a voluntary compact for a treaty imposed at the close of a successful war is not highly estimated by practical traders. It is not improbable that to the Chinese mind the most valid of all obligations may be those which are imposed by superior and irresistible force. Lord Elgin was too prudent and too just to exact unreasonable terms as the reward of victory. The Chinese Government will not be equally considerate when it has redeemed its losses in the field by success in the diplomatic struggle.

In most instances the English merchants resident in China represent the wishes and opinions of the foreign mercantile community. At Shanghai, if in no other part of the world, the American lion or eagle lies peaceably down by the side of the English lamb; and there is probably a general agreement that Sir Rutherford Alcock has made an injudicious bargain. The London memorialists, who have the best information on the subject, assure Lord Clarendon that the division of opinion to which he referred no longer exists. If the Treaty is ratified as it stands, French and American merchants may perhaps discover without regret that their English competitors have been unfavourably handicapped in the commercial race. While they are entitled to share in all the privileges which may be conferred on the most favoured nation, they are not conversely liable to the disabilities and burdens which may be imposed on English trade. It would be a strange result of diplomatic activity if the duty on silk imported into England were higher than the tax paid by French shippers of the same commodity. Other foreign merchants may perhaps claim the use of steamboats on the lakes and rivers of the interior, while the English Minister has submitted to the perverse restriction on the use of any kind of navigation which is not ordinarily practised by natives. The Portuguese who are no longer troubled with the presence of Chinese officials at Macao will learn with surprise that a Consul is to be allowed to reside at Hong Kong, which Lord Clarendon, by a singular oversight, describes as a Treaty port. If it is not too late to revoke the ratification of the Treaty, it would be well to reopen the negotiation, or perhaps to postpone it.

THE REV. J. WILLIAMSON ON CHINA.

The following very interesting passages from the speech delivered by the Rev. Mr. Williamson at the meeting of the National Bible Society were omitted in our last issue for want of space. Mr. Williamson's views on our political and social relations with China are worthy of notice:—

"My time is limited in view of the speakers who are to follow, and so I beg your attention to a matter of pressing importance at the present moment, viz., intercourse with China, and the means through which it can be

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best promoted. There are some who say that we have no right to force ourselves upon the Chinese, and, above all, no right to intrude our religion upon their notice. Now, Sir, I do not believe this. I believe that we are all the children of the same great Parent, who has provided this world for us to dwell on with its different zones, climates, and productions, and that it is the design of Almighty God, our common Father, that the different peoples of this world should mingle with one another and help one another on; and so I do not think that any portion of the human family has any right either in nature, or reason, or morals, or religion to say to all the other portions of that family, We will not allow you to trespass in our country, or participate in the productions of our soil. Any nation, therefore, which refuses to obey this law and enter into the comity of nations, rebels against the design of Providence, and so places itself in a position which justifies other nations to use force, if need be, to compel it to give way.

"This principle has been acknowledged and acted upon by our Government so far as commerce is concerned; but it seems overlooked that buying and selling is not intercourse. We might buy and sell over a wall or through an iron railing. Intercourse means intercommunion—the exchange of thought, feeling, views, and sentiment as well as commodities. This alone constitutes true intercourse, and only in proportion as it is attained is the idea of Almighty God realised. But this principle covers missionary operations. An embargo on missionary operations might as well be laid upon newspapers, magazines, and books, or intellectual intercourse of any kind. I therefore think that the messengers of our religion should have free access to China, and that Christian Governments are fully justified in demanding liberty for the preaching of the word.

"In making these remarks I have been proceeding on the assumption that the Chinese nation, as a nation, is indisposed to intercourse with us. But such is not the case. The Government of the country has done what it could to resist our approaches, and the *literati* have, especially of late, stirred up the people against us. The people of course have their prejudices against us, as will be afterwards seen, but no ill-will towards us, nor inherent opposition. In all my journeys I have never been molested, or have any others, as far as the people are concerned. Nor do I advocate force in the sense of armaments in the Chinese seas, and such things. There are other forces than fire and steel. Lord Elgin's treaty and the American treaties embody all that we care for. We only wish that these treaties be adhered to—the force of consistency, the force of a well considered policy—firmly adhered to—not a fast and loose policy. The Chinese are particularly amenable to this. They will not readily risk war and as has been well said, there is as much force in the tense string as the flying arrow.

"So much on general grounds. But I take higher ground than this, and humbly maintain that the true opening up of China, and all satisfactory intercourse with this people, depends in a great measure on missionary operations. There are peculiarities in the Chinese system, and barriers on their part to progress, which can only be removed by forces which lie in our hands. First among these barriers stands the position and pretensions of the Emperor. In fact, this is the backbone of Chinese exclusiveness. So clearly is the uniqueness of his position understood, that he is acknowledged and called the 'Tien tsze,' or the *Son of Heaven*, and sometimes the *Holy Son of Heaven*. He thus recognises no equal upon earth, and scouts the very idea of being placed on a footing of equality with any royal family. The usual apothegm is 'There cannot be two suns in the heavens, or two Emperors in the world.' This assumption is no modern invention. It is one of the most elemental ideas of the Chinese system. This most exclusive claim stands before us firmly as it did centuries ago. Witness the imperial edicts; the reference made by the late Emperor to the President of the United States, and, above all, the conduct of the Chinese Government in reference to the visit of H.R.H. Prince Alfred to Peking, in autumn 1869. But this is a most serious obstacle, for it is clear that as long as the Emperor of China claims to be superior to the Queen of Great Britain, or other European Sovereigns, and the mandarins refuse to acknowledge the full equality and authority of our plenipotentaries and Consuls, there never can be satisfactory or amicable relations.

"Another great hindrance to the foreigners of China is the opium traffic. Notwithstanding that the Indian revenue is implicated in the question, and several large private commercial firms are involved, we make bold to say that it is unquestionably the interest of the commercial world as a whole to put an end to this terrible vice in China. *Whatever injures a nation, injures commerce in all its departments and aspects.* At the same time, it appears clear that this traffic is now beyond Government control. It might be stopped in India, but that would make little difference in China. They would only grow more there. The traffic may be fulminated against from Peking, but as long as mandarins are what they are, such edicts will be practically a dead-letter. There are literally several millions in China to whom opium is more valuable than life. The only hope is the creation of a public opinion against it among those who abstain from the poison, and among the young; so that the generation of opium-smokers may in due course die out. This reformation has already commenced, and only needs to be fostered and systematised. This matter, therefore, lies with the missionaries.

"The last obstacle to progress I shall only hint at. I refer to the want of truth and honour which characterises the Chinese of all parts of the Empire and classes of the people. Lying is cleverness; deceit may be almost called a science; and the object of a Chinaman is not fair play, but how he will gain his object or get to the windward of you. This is a terrible evil, and it meets you in every quarter, speaks in almost every voice, and glances in every eye. Such are the chief barriers in the path of true progress and the elevation of the people of China. The question is, how are they to be removed? . . .

"Foreign legations have been established for some years at Peking, but they have made little or no impression on the Chinese. The very latest news from China reveals to us Her Majesty's plenipotentiary standing with his suite outside the gate of a beggarly mandarin's office, waiting for admittance. They have wrung from the Chinese, it is true, a New Convention with some good points, but is the wrong side of almost all the good points. So much so as to nullify all good that otherwise would exult, and make us all devoutly hope that the new treaty will not be ratified in its present form. I therefore repeat, that the true opening up of China greatly depends on missionary operations, and therefore ought to be supported, not only on religious, but on commercial and political grounds.

"The Chinese people are not unwilling to receive us, as could be abundantly shown. All our late troubles have originated with the mandarins and the *literati*, who are all expectants of office. These men oppose our action, inasmuch as they see that the progress of Western civilisation will overthrow their ill-used power. All we want is room to let the light in, and then the darkness will flee away, and commerce flourish, and intercourse of all kinds become satisfactory."

TO THE EDITOR OF "THE TIMES."

SIR,—A good cause sometimes suffers from injudicious advocates. The Chinese merchants do well to oppose the ratification of the Convention, but the arguments advanced by those who have undertaken to discuss the matter with Her Majesty's Government against conceding a higher rate of export duty on silk to the Chinese Government, will no more bear examination than a sieve will hold water. There is no warrant for Mr. Matheson's assertion, or statement, that tea was ever included among those articles upon which duty was to be levied on a general basis of 5 per cent. The facts of the case prove the contrary. The tariff rate of 2½ taels or ounces of silver per picul, or Chinese cwt., as fixed in 1842, was equal to, not 5, but about 10 per cent. of its average value. And when it is noted that the tariff was framed to operate prospectively and not retrospectively, like a patent of Chinese nobility, and that after the opening of the new ports tea was obtained at a cheaper price, up to the war of 1857, than has been paid during the last ten years, it will be found that tea, from the date of the first treaty, has been subject to a duty on export of at least 12½ per cent., the rate at which it is now stated.

The Chinese Government is entitled to a higher rate of duty from the simple fact that silk, which, prior to the appearance of the disease in the worm in Europe in 1856, was worth in London 12s. to 15s. per lb., has since then been worth 20s. to 30s. per lb., and is likely to continue high for many years to come. In justice, then, it must be allowed at least an addition of Tls. 5 per picul. The proposal is to raise the duty from Tls. 10 to Tls. 20.

On the other hand, we must resist all attempts to impose heavy charges on silk in the interior, whether under the name of licence fees or transit dues; but it may be well, first, before denouncing in severe language the proceedings of the Chinese authorities, to ascertain correctly the amount of their unauthorised exactions, and not to accept every vague statement of the Chinese dealers as essentially true.

The most serious objection to the Convention is the proposal to commute the transit duty of 2½ per cent. on our manufactured goods by making its payment at the ports compulsory on the foreign merchant. This scheme, instead of being "an advantage," would be found at present impracticable and delusive. It is altogether premature, the Chinese Government being too feeble to enforce on its provincial authorities a strict observance of any such orders or regulations. This change must be opposed with all vigour, because at no distant date the prosperity of Lanchashire may depend in no small degree upon the demand in China for our cotton goods, and for other reasons on which I must not now dilate.

In reopening negotiations with the Chinese Government it should be considered a main point to obtain another port at the head of the navigation of the Yang-tsze River, in Szechuen province, as likely to be of real value in supplying all Western China with our goods. To induce the Chinese Government to concede this let us relinquish the right to trade at Hainan Island, in the south, of which we have never availed ourselves. Let us also sacrifice all the imaginary advantages of the newly-conceded ports of Wenchow, on the east coast, and Woo-hoo, near Nanking. Let us, even, if necessary, throw in the Island of Formosa, that place being likely to give more trouble than it will ever be worth. Our true policy in China in the present day is to concentrate our trade at a few great centres of communication, and not to multiply small points of contact all over the Empire. Two great ports in India suffice for carrying on the bulk of our vast commerce with that Empire; and the Chinese, like the Hindoos, will be found better distributors of our trade over the country than we ourselves can be. In requesting that you will courteously publish these remarks, I will conclude by expressing my hope that our new Minister at Peking, Mr. Wade, will be able to negotiate a new Convention based on justice and moderation, and thus calculated to promote our permanent interests, while at the same time neither incompatible with fairness nor altogether unacceptable to

OLD CATHAY.

London, March 21.

THE NEW ROUTE TO THE EAST.

(PALL MALL GAZETTE.)

At last we see the visible signs of the revolution the Suez Canal was sure to work in our communications with the East, and the days of the "overland route" for Indian travellers are clearly numbered. Competition will force all competitors for the passenger-carrying trade to avail themselves of the through-water way provided them by M. Lesseps, and spare their clients the manifold discomforts of transhipment at the Isthmus. Already the Messageries Impériales had arranged to run their steamers through the Canal from France to the Indies; already Liverpool and London owners had advertised and despatched by the new route vessels with comfortable cabin accommodation for first-class passengers. Now the Dutch are following suit, and following up their liberal legislation for Java and their colonies in the Malay seas by facilitating intercourse with the countries that used to be peopled by officials, troops, and "niggers." The new company to be launched at Amsterdam starts under Government auspices with a very considerable capital. It is presided over by Prince Henry of Holland, who, during the course of a lengthened stay in Egypt last autumn, gave himself every opportunity of studying the advantages of the new route. When a single great company once decided on establishing a line of

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through steamers, it did more than try a simple experiment. It compromised itself beyond the possibility of drawing back, and it compromised its rivals as well. Considerations of expense were eliminated, for, cost what it might, travellers who had tasted the luxury of the new mode of transport would decline to be carried by the old one. Our English character for enterprise notwithstanding, it was evident the French association would set the example. The Messageries Impériales ply on velvet, hedged by elastic Government subsidies against the possibility of loss, and fostered by their Government on the understanding that political considerations shall be paramount to commercial ones in their board-rooms. It was in their power to give an immense impulse to the success of M. Lesseps's scheme, and it was natural they should not delay. Meanwhile Anglo-Indians, Anglo-Chinese, and Anglo-Australasians may bless the interested philanthropy that will spare them so much misery in the future. Travellers to the East who had scrambled for a good berth and got it felt they had only won the first point in a long and doubtful game. They lived in harrowing suspense as to the character of their quarters in the steamer that awaited them on the other side of the Isthmus. Most of us have proved in our time how favourable to the action of corroding care is the monotony of a sea voyage, and, unless the suffering of the body distracted it, the mind brooded darkly on its prospects. Whatever waited the experienced traveller on the Red Sea, he might well shudder at what he had to go through between Alexandria and Suez. We have witnessed few more harrowing spectacles than that presented by the interior of Abbat's great caravanserai in the former city when swamped by Indian and English boatloads at a meeting of the mails. We do not talk of the hardships of the coarser sex, who, weak from sea-sickness or suffering from disease, scramble in a Babel for the privilege of waiting on themselves. But upstairs groups of ladies and children and ayahs are to be seen squatting in corners of the corridors, or trying in vain to snatch some broken repose on the doormats, while they look wistfully at the doors of unattainable bedrooms. Then the accommodation in the special train provided by the Egyptian authorities per contract with the company at the moderate sum of—we believe—£5 per head; carriages badly lighted or not lighted at all, cramped in space, cramped in every seat; the interstices between the individuals of the living freight plugged up with those endless packages which are the indispensable concomitants of a journey to India. The darkness, the delays, the jolting, the option between closing the windows upon the stifling contents of the carriage or opening them to the clouds of penetrating desert sand that parch your tongue and irritate your skin, making you horribly feverish and preternaturally wakeful. The morning struggle for refreshment of the tub and the table at Suez, where you arrive savage or sullen, weak and weary. The embarkation under the blazing fires of an Egyptian sun, and perhaps the glowing breath of an Arabian sirocco; the settling down to cool yourself in heated cabins. Any one who has passed through these fiery tribulations, and seen his ailing wife and fragile babies withering under them, would no more consent to be forced back on that exploded mode of travel than the inhabitants of Marseilles to abandon their sixteen hours' Paris express for the lumbering old diligence.

On their side the Canal authorities have still a great deal to do towards expediting the rate of transit. From two to three days is much too long for mail steamers to waste over some 100 miles, when, moreover, there are no locks to offer unavoidable causes of detention. Four knots is a great deal too low for an average rate of speed, when even on the opening day steamers placed in the long line were frequently moving twice as fast. Under proper arrangements there can be no reason for necessarily anchoring at night, and if the Canal has anything like the success we predict for it, it will be essential that its direction economise all of the twenty-four hours they can for the purposes of its traffic. Of course, now and for long to come their expenses will grow with their custom; but with that, doubtless, they are prepared to lay their account. They must go forward with the work of softening the bends, they must multiply passing places, and in self-defence they must strengthen their banks against the wash from the growing traffic. But when competition fairly sets in, the "scour" of money through their hands ought to be so strong that we shall hope to see their financial affairs *marche toute seule*. Next to the Canal comes the question of the navigation of the Red Sea. We believe its perils have been exaggerated, but we do not need cases like that of the unfortunate *Carnatic* to convince us they exist. We have no wish to croak, yet we must say we lay our account with hearing of occasional accidents, and we only hope shipmasters and pilots may look out more carefully for collisions than they seem to do elsewhere where the risks are less. Doubtless we shall see the day when the narrow sea from Suez to Aden will be as thoroughly lighted and buoyed as science and money can do it. Its perils always existed for passengers by the overland route, and we suspect the Egyptian transit has been far more fatal to travellers than all the rocks and shoals of the Red Sea.

THE NEW POSTAL ROUTE FROM AUSTRALIA.

(AUSTRALIAN AND NEW ZEALAND GAZETTE.)

We gave last week full details of the proposal which has been submitted to several of the Colonial Governments for a new postal route by the "Californian, New Zealand, and Australian Mail Packets;" and we learn by telegraph from Point de Galle that it was fully intended the first steamer should leave Sydney on the 26th of March.

According to the proposals which we published last week, the following time table may be calculated; but we must confess that we have some doubts whether the long ocean voyage from Sydney, calling at Auckland and Honolulu, can be accomplished in the specified time —

Leave Sydney.	Auckland.	San Francisco.	Arrive in London
March 26 ...	April 1 ...	April 26 ...	May 13
April 27 ...	May 3 ...	May 29 ...	June 15
May 28 ...	June 3 ...	June 29 ...	July 15
June 30 ...	July 6 ...	Aug. 1 ...	Aug. 17

The above dates are computed from the proposed contract time, which allows 744 hours from Sydney to San Francisco. We allow from thence per Pacific Railway to New York and by ocean steamer to Liverpool seventeeen days, in which time, we believe, the journey from London to San Francisco has been actually accomplished. As the first date of departure is proposed for 26th March, and the month's P. and O. steamer with the mails *via* Galle and Suez is despatched from Sydney on the same date and Melbourne on the 28th March, a fair opportunity will be afforded of judging of the merits of the new undertaking. The mails *via* Suez of 26th March will be due in London on the 15th May, and the new route *via* San Francisco on the 13th May; but in order that the mails by the new route should arrive as above on the 13th May, it is essential that no time whatever should be lost in moving from the steamer to the railway at San Francisco and in promptly catching at New York a steamer just about to depart for England.

Monetary and Commercial.

It has been officially announced that after the 1st of this month registered newspapers for all places abroad, without distinction, will be chargeable according to weight; and each newspaper, whether sent singly or in a packet containing more than one, will be liable to a separate rate of postage for every four ounces or fraction of four ounces. There will be no alteration in the present rate of postage for single newspapers weighing four ounces. The change is strongly opposed by newspaper proprietors and others, on whom it will entail a heavy loss, but the Postmaster-General has declined to reconsider his decision.

On the 30th March Mr. Lowe received a deputation of gentlemen wishing to urge upon the Government to repeal the duties on sugar, tea, and coffee. Mr. Lowe declined to anticipate his Budget speech; but he told the deputation that he had no intention to remove the import duties and sacrifice an entire branch of the revenue. He added that he did not wish to see the most numerous class in the community wholly free from taxation. Mr. Lowe, however, said nothing to indicate that some reduction in these duties may not be admissible.

The prospectus of the Netherlands Steamship Company (the formation of which has several times been alluded to by our Rotterdam correspondent) has been issued in London by the agent, Mr. Henry Pawle, 31, Throgmorton-street; Prince Henry of the Netherlands is honorary chairman. The object is to establish a line of steamers through the Suez Canal between the Netherlands and her Eastern colonies, this being the first steam shipping company promoted in Holland for the purpose of trading between the mother country and the Dutch possessions in the Far East. The service will be opened in the spring of 1871, when four new screw steamers will be supplied by the firm of John Elder, of Glasgow. The first issue of capital is fixed at 3,500,000 florins, divided into 3,500 fully-paid-up shares of 1,000 florins, which may be divided into half-shares of 500 florins, payable by equal instalments. Over two-thirds of the capital has already, it is stated, been subscribed, and applications will be received for the rest till the 4th of April.

The directors of the Agra Bank (Limited) have recommended a dividend at the rate of 4 per cent. per annum, for the half-year ended the 31st of December, making, with the *ad interim* dividend, at the rate of 7 per cent. per annum, previously declared, a distribution for the year of 5½ per cent. on the paid-up capital. The sum of £6,000 is carried to reserve account, and £690 is carried forward.

The ordinary general meeting of the members of the Agra Bank (Limited), including those of the late Agra and Masterman's Bank (Limited), will be held on Tuesday, the 5th of April.

The dividend to be recommended at the meeting of the Oriental Bank on the 21st of April will be 6 per cent. for the half-year, making, with the previous distribution, 12 per cent. for 1869.

The directors of the Chartered Bank of India, Australia, and China will recommend at the annual meeting on the 20th prox., a dividend for the past half-year at the rate of 6 (six) per cent. per annum, free of income-tax.

At the meeting of shareholders in the National Bank of India its progress was described as satisfactory, and a dividend at the rate of 6 per cent. per annum was declared. The most marked and eventful part of the proceedings was a recommendation from the chairman to the shareholders to insist upon their auditor doing the work himself and not by deputy, and the expression of an opinion that the auditor's personal supervision of the accounts was as essential for the protection of the shareholders as his signature to the balance-sheet.

The report of the Credit Foncier of Mauritius states the amount

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of investments to be £278,377, secured by landed property estimated at £625,000. The available total is £12,468, and a dividend at the rate of 8 per cent. is recommended for the year 1869, leaving £4,467 to be carried forward.

The Messageries Imperiales Company will pay from 1st April 15f. as half-a-year's interest on 6 per cent. Obligations; 12f. 50c. on the 5 per cent. Bonds; and 9f. 37½c. on the Provisional Certificates. On the latter a call, the last one, of 125f. is made.

A meeting of the creditors of Mr. Frederick Hogg, trading with China, &c., is called for the 7th April.

The business of De Coningh and Co., Amsterdam, will in future be conducted under the firm of Schont and Co.

By a Circular, dated King William-street, 31st March, Messrs. H. Elias, N. Elias, and George Barnet announce that, having determined to retire from business, the partnership, which has heretofore subsisted between them under the firm of Elias and Co. in London, and George Barnet and Co. in Shanghai, has been dissolved by mutual consent. Mr. Ellis Elias (the son of Mr. Hyman Elias) and Mr. Edward William Batt will, however, continue the business as hertofore, under the firm of Elias and Co. in London, and George Barnet and Co. in Shanghai, and will liquidate the affairs of the old firm.

The Silver market has been flat, at 5s. 0½d. per ounce for bars. This metal has been taken to a moderate extent of late for transmission from London to Bombay by steamer, *via* the Suez Canal, the charge by that route being less than the cost by the steamers of the Peninsular and Oriental Company.

The amount of bullion by the P. and O. Company's steamer *Tanjore*, from Southampton on the 2nd instant, was, in gold, to Galle, £590; to Bombay, £40,500; to Madras, £1,160; in silver, to Bombay, £30,000; to Calcutta, £600; to Penang, £10,010; to Singapore, £14,950; to Shanghai, £39,120; total in gold, £42,250; in silver, £94,680.

BOARD OF TRADE RETURNS.

The Board of Trade Returns for February purport to show an increase of £970,353, or rather more than 7 per cent., in the declared value of our exportations, as compared with the corresponding month of last year. Contrasted with February, 1868 (when there were twenty-nine days in the month), they showed an increase of £114,400, or not quite 1 per cent. The cotton trade appears to have been relatively active, owing to the extent of the shipments to Turkey, Egypt, India, and China, and an increase of 6 per cent. is shown in those of cotton yarn, and 16 per cent. in those of manufactured goods. Of iron the figures are again very favourable, an increase of 25 per cent. being shown, caused chiefly by the railway demand for the United States and India. There has also been an increase of 8 per cent. in the shipments of earthenware, 7 per cent. in hardware, 5 per cent. in machinery, 15 per cent. in silk manufactures, and 6 per cent. in woollen manufactures. In woollen yarns, however, from a falling off in the German and Dutch demand, a decrease is shown of 28 per cent. Haberdashery shows a diminution of 5 per cent., and linen goods are likewise on the unfavourable side, yarns showing a decrease of 19 per cent., and manufactured articles 10 per cent. The figures detailing the total value of the exports are as follow:—February, 1870, £14,455,379; 1869, £13,485,026; 1868, £14,340,979; for the two months 1870, £28,378,564; 1869, £27,106,140; 1868, £26,593,667.

Among the imports free of duty, grain still holds a leading place; but the increase in wheat is less conspicuous than in many previous returns, and in flour, barley, and Indian corn there is a considerable decrease. The quantity of cotton was about 20 per cent. below that in February, 1869, and wool shows a falling off of almost 40 per cent. on the month. In the articles subject to duty entered for home consumption there are some more than usually unfavourable changes, caused in part by diminished duty payments through uncertainty as to the provisions of the forthcoming Budget. There is a marked falling off under the heads of coffee, fruit—the duties on which, it has been anticipated, will be totally repealed—sugar, molasses, tea, and wine. Those commodities which have been taken in larger quantities are cocoa, spirits, and tobacco. The changes in the stock of bonded goods also illustrate the uncertainty as to the fiscal provisions contemplated by the Chancellor of the Exchequer. Compared with February, 1869, there was a smaller stock on hand of cocoa, spirits, sugar, tea, and tobacco, while coffee, fruit, and wine had accumulated in larger totals.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East:—

IMPORTS.

TEA.

	1868.	1869.	1870.
Quantity for the month ended 28th Feb. ... lbs.	12,895,259	13,640,805	9,989,460
Quantity for the two months ended 28th Feb. lbs.	28,780,627	33,633,614	32,864,779
Value for the month ended 31st Jan. ...	£1,246,783	£1,466,656	£1,560,563
Value for the two months ended 28th Feb. ...	—	—	—

RAW SILK.

From	For the Month ended 28th Feb. 1868.	1869.	1870.
China... ... ... lbs.	—	27,917	41,490
British India... ... ,,	—	—	6,860
Egypt* ... ... ,,	895,759	849,554	612,990
Other Countries ... ,,	215,906	72,639	92,700
Total ... ... ,,	611,665	450,110	754,040
From	**For the Two Months ended 28th Feb. 1868.**	**1869.**	**1870.**
China... ... ... lbs.	40,016	33,077	60,804
British India... ... ,,	—	—	6,860
Egypt* ... ... ,,	868,130	738,243	875,538
Other Countries ... ,,	330,328	112,709	176,588
Total ... ... ,,	1,198,458	884,029	1,119,790
From	**Value for the Month ended 31st Jan. 1868.**	**1869.**	**1870.**
China	—	£6,192	£22,694
British India...	—	—	—
Egypt*	£495 990	466,427	307,503
Other Countries	140,465	68,511	116,461
Total	636,455	541,130	446,658

*In transit from India, China, and Japan.

COFFEE.

From	For the Month ended 28th Feb. 1868.	1869.	1870.
Ceylon ... ... lbs.	3,584,201	2,351,634	412.426
Other British Possessions ,,	1,078.885	1,554,962	1,042,289
Total from all parts ... ,,	6,077,537	7,105,990	2,321,449
From	**For the Two Months ended 28th Feb. 1868.**	**1869.**	**1870.**
Ceylon ... ... lbs.	6,940,235	3,594,841	1,979,827
Other British Possessions ,,	2,127,027	2,262,427	1,908,058
Total from all parts ,,	12,381,745	10,855,828	5,195,157

RAW SUGAR.

From	For the Month ended 28th Feb. 1868.	1869.	1870.
Java & Philippine Islnds. cwts....	73,202	47,508	29,297
Total from all parts ,,	607,194	607,539	663,140
From	**For the Two Months ended 28th Feb. 1868.**	**1869.**	**1870.**
Java & Philippine Islnds. cwts.	148,009	62,060	51,464
Total from all parts ,,	1,210,275	1,093,910	1,249,186

HEMP.

From	For the Month ended 28th Feb. 1868.	1869.	1870.
Philippine Islands ... cwts.	25,811	2,162	4,421
Total from all parts ... ,,	55,353	41,404	48,392
From	**For the Two Months ended 28th Feb. 1868.**	**1869.**	**1870.**
Philippine Islands ... cwts.	30.742	8,146	4,421
Total from all parts ... ,,	63,593	59,979	62,115

RAW COTTON.

From	For the Month ended 28th Feb. 1868.	1869.	1870.
China ... ... cwts.	—	—	71
British India ... ,,	69,182	110,445	74,006
Egypt... ... ... ,,	115,560	145,606	107,552
United States ... ,,	680,405	480,153	424,012
Total from all parts... ,,	921,147	854,163	678,947
	For the Two Months ended 28th Feb. 1868.	**1869.**	**1870.**
China ... ... cwts.	—	—	71
British India... ... ,,	102,539	201,548	116,186
Egypt ... ... ,,	130,546	194,827	236,045
United States ... ,,	792,336	673,269	977,544
Total from all parts ... ,,	1,114.321	1,220,164	1,473,019

CLEARANCES FOR HOME CONSUMPTION.

	For the Month ended 28th Feb. 1868.	1869.	1870.
Tea from all parts ... lbs.	9,054,875	8,205,855	5,980.946
Coffee from Ceylon ... ,,	1,745,617	1,013,336	949,350
Do. from all parts... ,,	2,700,077	1,856,443	1,636,001
Raw Sugar from Java & the Philippines ... cwts.	57,928	65,831	55,145
Raw Sugar from all parts ,,	953,276	911,459	832,419
	For the Two Months ended 28th Feb. 1868.	**1869.**	**1870.**
Tea from all parts ... lbs.	17,819,278	17,670,512	15.258,954
Coffee from Ceylon ... ,,	3,754,114	2,567,933	2,563,348
Do from all parts... ,,	5,989,201	4,682,150	4,376,917
Raw Sugar from Java & the Philippines ... cwts.	105,265	103,732	145,658
Raw Sugar from all parts ,,	1,643,092	1,690,989	1,704,593

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 28th Feb., 1870, compared with the two previous years:—

	1868.	1869.	1870.
Coffee... ... ... lbs.	38,710,891	42,250,872	50,974,069
Tea ... ... ,,	92,112,860	106,752,267	101,913,074
Unrefined Sugar ... cwts.	1,803,673	2,070,723	1.680,095

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the three months and twelve months ended 31st Dec., 1869, compared with the corresponding periods of the two preceding years, is returned as follows:—

From	For the Three Months ended 31st Dec. 1867.	1868.	1869.
China (exclusive of H. Kong)	£3,827,564	£5,053,719	£3,992,896
Hong Kong	221,646	138,005	84,248
Japan	51,525	75,932	24,359
Straits Settlements	557,778	835,245	832,648
Ceylon	697,051	864,181	1,256,135
Philippine Islands	192,272	518,786	348,893
Java	511	32,895	35,080

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Sumatra	— ...	— ...	15,260
Siam	— ...	56,000 ...	67,133
Borneo	8 ...	31,522 ...	10,951
Cochin China, &c.	25,474 ...	26,045 ...	15,260

For the Twelve Months ended 31st Dec

	1867.	1868.	1869.
China (exclusive of H. Kong)	£9,340.403	£11,481.565	£9,814,388
Hong Kong	183,373 ...	235.804 ...	281,932
Japan...	317,799 ...	181,222 ...	167,308
Straits Settlements	1,434.529 ...	2,050.163 ...	2,313,260
Ceylon	3,224,512 ...	3,671,494 ...	3,749,723
Philippine Islands	760,214 ...	1,714,649 ...	1,406,892
Java	13,773 ...	75,290 ...	199,467
Sumatra	— ...	— ...	25,230
Borneo	27,978 ...	69,200 ...	40.186
Siam	— ...	127,980 ...	417,030
Cochin China, &c.	25,474 ...	59,489 ...	76,816

EXPORTS.

COTTON YARN.

To		For the Month ended 28th Feb. 1868.	1869.	1870.
China and Hong Kong	lbs.	670,660 ...	86,960 ...	474.040
Japan	,,	202,800 ...	895,310 ...	1,117,130
Straits Settlements ...	,,	79,200 ...	87,500 ...	222,350
Ceylon	,,	12,500 ...	— ..	18,300
Total to all parts ...	,,	18,289.501 ...	12,070,458 ...	13,690,101
		For the Two Months ended 28th Feb.		
China and Hong Kong	lbs.	1,262,096 ...	177.360 ...	653,609
Japan	,,	620,200 ...	640,232 ...	1,450,730
Straits Settlements ...	,,	400,200 ...	155,715 ...	535,550
Ceylon	,,	42,500 ...	8,700 ...	28,800
Total to all parts ...	,,	33,983,704 ...	26,151,804 ...	27,322,682

COTTON MANUFACTURES.

To		For the Month ended 28th Feb. 1868.	1869.	1870.
China and Hong Kong	yds.	23,501,087 ...	23,903,050 ...	25,437,599
Japan	,,	857.751 ...	1,685,890 ...	3,615,181
Philippine Islands ...	,,	3,721,800 ...	919,000 ...	1,565.500
Java	,,	4,249,410 ...	787,800 ...	2,278,870
Straits Settlements ...	,,	5,744.011 ...	4,331.770 ...	7,127,295
Ceylon	,,	1,856,213 ...	1.315,580 ...	1,356.631
Total to all parts ...	,,	265,553,152 ...	214,028,914 ...	253,517,287
		For the Two Months ended 28th Feb.		
China and Hong Kong	yds.	52.440,369 ...	47,067,013 ..	39,604,228
Japan	,,	3,873,056 ...	3,164,752 ...	4,976,761
Philippine Islands ...	,,	6,195,920 ...	4,064.700 ...	4,041,300
Java	,,	4.399,512 ...	2,737,900 ...	2.278,870
Straits Settlements ...	,,	15,824,818 ...	7.580,214 ...	12,178.100
Ceylon	,,	2,950,190 ...	2,507,221 ...	3,071,387
Total to all parts ...	,,	483,219,181 ...	447,160,036 ...	482,814,569

WORSTED STUFFS.

To		For the Month ended 28th Feb. 1868.	1869.	1870.
China and Hong Kong	yds.	1,665,711 ...	1,983,522 ...	1,746,204
Japan	,,	117,837 ...	365,890 ...	95,898
Total to all parts ...	,,	18,661,235 ...	21,563,185 ...	21,694,608
		For the Two Months ended 28th Feb.		
China and Hong Kong	yds.	2,858,299 ...	3,532.015 ...	2,750.872
Japan	,,	363.877 ...	623,297 ...	129,738
Total to all parts ...	,,	34,724,839 ...	41,992,878 ...	41,669,146

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 28th Feb. 1868.	1869.	1870.
China and Hong Kong	yds.	124.997 ...	212.027 ...	150,690
Total to all parts ...	,,	2,086,832 ...	2,052,803 ...	2,831,859
		For the Two Months ended 28th Feb.		
China and Hong Kong	yds.	275,089 ...	361,535 ...	203,006
Total to all parts ...	,,	4,226,620 ...	4,086,692 ...	5,088,456

LEAD.

To		For the Month ended 28th Feb. 1868.	1869.	1870.
China and Hong Kong	tons	656 ...	854 ...	2,652
Total to all parts ...	,,	2,574 ...	3,153 ...	4,623
		For the Two Months ended 28th Feb.		
China and Hong Kong	tons	941 ...	1,905 ...	4,218
Total to all parts ...	,,	4,913 ...	6,518 ...	8,589

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month ended 31st January, 1870, compared with the corresponding periods of the two preceding years, is returned as follows :—

To	1868.	1869.	1870.
China (exclusive of H. Kong)	£494,624 ...	£484,868 ...	£276,618
Hong Kong	192,145 ...	180,396 ...	151,268
Japan	90,848 ...	103,574 ...	55,956
Straits Settlements	225,524 ...	95,032 ...	133,017
Ceylon	46,025 ...	42,747 ...	62,666
Philippine Islands	63.886 ...	81,823 ...	65,288
Java	17,562 ..	46,617 ...	—
Siam	— ...	— ...	—

ARTICLES OF IMPORT.

TEA.

Since our report of the 21st ult. there has been but little change in the market; the transactions effected have been limited to the actual requirements of buyers, and prices have not shown any important variation. Importers exhibit a disposition to withhold their stocks until the result of the duty question is made known.

Public sales of China Teas were held on the 29th and 30th ult., when 19,741 packages were brought forward, of which 10,800 packages found buyers; the bulk of those withdrawn were printed with a "reserved price." Common to fair red leaf Congous sold at 1s. to 1s. 1½d. per lb., showing rather easier rates for the lower grades. Boxes fair red leaf with all faults brought 1s. 1d. to 1s. 1½d. Fair black leaf Congou realised 1s. 1d. to 1s. 2¾d., and some parcels of better quality 1s. 4½d. to 1s. 5¾d. A break of common black leaf sold at 11¾d. to 1s. Three breaks fair Souchong realised 1s. 4d. to 1s. 4½d., being firm rates. Two parcels of good medium Moning brought 1s. 6¾d., being steady rates, but a mark of common black leaf sold easier at 1s. Common Canton Scented Caper sold at 8¼d. to 11½d. per lb.

SILK.

Messrs. Jacomb, Hogg and Co. report that available descriptions of Tsatlees are now becoming inconveniently scarce, recent unloadings being mostly of undesirable quality and indicating that the season in China must be nearly at an end. The last quotation for Red Peacock was 28s., but it is doubtful whether buyers could now be found at that price. Chop Silk is scarcely to be met with here, but some parcels which appear to be in stock in Lyons are offering on this market at very high prices. In Japan Silk the "spurt" at the commencement of last month has died away, leaving the market firm at the recent advance. The Deliveries, 5,115 bales of China and 934 bales of Japan, are on a scale that has not been equalled since 1862.

COFFEE.

The auctions of plantation Ceylon have been more extensive, but, the demand being slow, have gone off with little competition at 1s. per cwt. decline, except for desirable bold and coloury qualities, which continue to find purchasers on fully previous terms. There is little demand for Native, and previous rates are with difficulty maintained:

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 261,067 cwt., against 287,876 cwt. at the corresponding date of 1869; Native, 24,970 cwt., against 62,253 cwt. The quantity afloat for the Continent is 2,694 cwt. Plantation against — cwt., and 1,517 cwt. Native against 1,605 cwt. The quantity of Coffee landed in the eleven weeks ended March 19, 1870, was of Ceylon, 3,424 tons, against 4,284 tons during the corresponding period of 1869; of all descriptions, 4,550 tons, against 8,817 tons. The quantity entered for home consumption was, of Ceylon, 1,807 tons, against 2,152 tons; of all descriptions, 3,244 tons, against 3,694 tons. The quantity exported was, of Ceylon, 4,357 tons, against 4,437 tons; of all descriptions, 7,689 tons, against 9,139 tons. The stock on March 19 was, of Ceylon, 11,124 tons, against 8,690 tons; of all descriptions, 17,836 tons, against 15,204 tons.

SUGAR.

There is slightly less activity displayed, and rates are lower. Manila: At auction 20,300 bags clayed sold, duty 8s., at 30s. to 30s. 6d.; duty 9s. 7d., at 32s. to 32s. 6d.; 2,000 bags unclayed Zebu at 26s., and 27,900 bags Taal also at 26s.; privately no sales are reported Penang: There have been no offers at the public sales; by private contract 400 bags middling yellow have realised 36s. Java, China, and Siam: No sales.

The quantity of Sugar landed in the eleven weeks ended March 19, 1870, was, of Penang, 269 tons, against 1,126 tons in the corresponding period of 1869; of Manila, Java, and China, 3,880 tons, against 8,134 tons; the quantity entered for home consumption was of Penang, 660 tons, against 704 tons; of Manila, Java, and China, 6 204 tons, against 2,361 tons. The quantity exported was, of Penang, 32 tons, against 40 tons; of Manila, Java, and China, 940 tons, against 236 tons. The stock on March 19 was, of Penang, 1,907 tons, against 711 tons; of Manila, Java, and China, 32,526 tons, against 37,381 tons.

COCOA-NUT OIL.—The market continues quiet at the rates previously ruling; the sales including about 20 casks Ceylon at £42 for good quality; 17 casks Padang and 11 casks Manila were offered and bought in, the former at £41 to £42, the latter at £39. The quantity of Ceylon afloat for Great Britain is estimated at 51,814 cwt., against 46,409 cwt. at the corresponding date last year, and 25,442 cwt. in 1868.

CHINA MATTING.—Of 1,836 rolls offered only a few lots sold, 4/4 red check at 32s., good at 40s. to 44s. 6d., the remainder bought in, 4/4 white at 35s. to 44s., 5/4 red at 45s. per roll.

CHINA GRASS.—An offer of one bale only was bought in at £68.

CAMPHOR.—The eagerness to buy noticed in our report of the 14th ult. has subsided; with some difficulty about 500 cases China on the spot and to arrive were placed at 90s. per cwt.; but subsequently a new parcel of 186 tubs, 150 cases from Bombay, was retired thereat, and there were sellers at a little less. Advices of further shipments from China do not tend to strengthen the market. Japan is well held the stock being small.

CINNAMON.—At auction, 168 bales Ceylon partly of common quality mostly sold, fourth sort 9d. to 1s.; third, 1s. 5d. to 2s. 3d.; second, 1s. 9d. to 2s. 11d.; and first, 2s. 4d. to 3s. per lb. Of Chips, 1,051 packages have been offered and mostly sold, but at lower rates, bark, 2¾d. to 3d.; low middling to good fair thin shavings, 4d. to 6¼d.; good, 7d. per lb.

CUTCH.—At auction 535 boxes Pegue (Pagoda) realised 24s. 9d. per cwt., and the market now has a healthier appearance. Afloat from Calcutta and Singapore to London and Liverpool 712 tons, against 218 tons same time last year; to the Continent 224 tons, against 220 tons; and to America 540 tons, against 346 tons. From Rangoon, &c., to U.K. 329 tons, against 594 tons.

GAMBIER.—There is not much doing, but steady prices have been obtained; at auction 620 bales fair block party sold at 17s. 6d., and 1,000 bags pale Cubes were bought in at 20s. per cwt.

GUMS.—Benjamin: Siam steady; 30 cases retired above the value. Sumatra, 2nds firm; Palembang very dull. Penang 3rds, TT and Co., firm at £4 10s. to £5. Copal: 221 cases Manila, part retired above value; part fine clean yellow sold at 39s. to 40s.; drossy, 32s. 6d. to 34s. 6d. Damar, 5s. higher, and a good deal sold privately at 75s. for Singapore sorts. Gamboge firm, 5 cases blocky part sold at £14 10s.

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GALLS.—There is a good inquiry but a great scarcity; the only parcel brought to sale, 78 boxes ordinary Japan, was bought in at 50s. per cwt.

HEMP.—The dulness which has so long pervaded the market continues; at auction 1,180 bales Manila were offered and nearly all bought in; common at £51, fair roping to superior at £53 to £55, only 700 bales being sold; superior at £54, fine white at £64 10s., chiefly damaged common at £46 5s. to £46 10s. for second class.

INDIA-RUBBER.—The demand continues good for clean quality, further sales of Borneo privately at 1s. 3½d.; 367 baskets Assam in public sale were mostly retired at 1s. 2d. to 1s. 5d.; common earthy and sticky continues neglected.

ISINGLASS.—Sells at higher prices, but only the better descriptions, sound and clean. 10 cases Straits sold, fair and middling tongue at 3s. 7d. to 3s. 9d., cake as 2s. 7d., leaf at 3s. 7d.

JAPAN WAX.—The public sales have included 765 boxes, part of which were offered without reserve; about two-thirds sold, realising good and fine, 70s. to 73s. 6d.; mixed, 63s. to 68s.; inferior greasy, 52s. to 62s. 6d. per cwt.

MUSK.—The improvement we lately reported has continued; in auction 17 caddies Tonquin Pod sold; fine flat thin, 33s. 6d. to 35s. 6d.; mixed and bally, 21s. 6d. to 22s. 6d.; of 2 tins Grain, part sold at 55s. for fine; 44s. middling; 17 caddies Cabardine Pod half sold at 17s. for fine thin.

OILS.—Aniseed: More business has been done, 8s. 8d. to 8s. 9d. being accepted. Cassia: Neglected, and sellers at 4s. 10d. to 5s.; large parcels of both now afloat. Nutmeg: White would sell readily.

PLUMBAGO.—The demand has continued pretty active, and holders have been enabled to realise firm prices, as American buyers are again operating. Stocks, however, are large, and middling lump, being neglected, is difficult to dispose of. Little is offering except at an advance, and of 1,114 barrels at sale, mostly old lots, a fair portion sold; fine silvery lump, 27s. to 28s.; inferior and middling, 11s. 3d. to 18s.; dust, 8s. to 11s. Finest quality is very scarce.

PEPPER.—Black continues in fair demand, and about 600 bags Singapore have been sold privately at 5d. per lb. for damaged on the spot, and 5d. to 5¼d. sound afloat, near at hand, but sellers for distant arrival at 4⅞d.; also about 5,000 bags Penang, on the spot, at 4¾d. to 4 13-16d.; 1,000 bags, now landing, at 4⅞d., and 1,500 bags, to arrive, price kept secret; only 645 bags Penang, salvage, ex Dharwar, offered at auction, and retired. White has fluctuated since our last to the extent of ¼d. per lb., and about 2,000 bags are reported sold at 6⅜d. to 6⅝d. per lb., but the market closes quieter, and with sellers at lower prices. Auctions have embraced 1,022 bags Singapore; half sold at 6⅝d. to 6¾d. for good, and 138 bags Penang retired.

RICE.—Slightly more inclination has been shown to buy, cleaners finding a better sale for their produce, but the transactions are still of limited extent; 5,000 bags Rangoon first-class sea-damaged have been sold at 8s. 3d. short prompt. On the spot about 12,000 bags have been sold, Necransie at 8s. 9d. and Rangoon at 9s. 3d., and common Ballam at 8s. per cwt. A parcel of 150 tons new table Bengal, just arrived, has realised 15s., and a cargo of New Rangoon, spring shipment, 9s. 7½d. landed, or 9s. 3d. quay terms.

RATTANS.—There is a good inquiry but no supply, and there are no transactions to report.

RHUBARB.—A new arrival of 40 chests per overland route fairly trimmed, good coat, even pinky and pale fracture, sold cheaper at 4s. 7d. to 4s. 1d., there being less demand. Other parcels of old import, 72 cases, were partly disposed of, good middling at 2s. 3d. to 2s. 6d.; common rough at 11d. to 1s. 3d.

ROOTS.—Colombo: Dull, at lower rates. China: Of 257 bags medium quality offered a portion sold at 38s. per cwt.

SPICES.—Mace is in fair inquiry, and 7 cases Penang partly sold at 3s. for fair reddish. Nutmegs are not inquired for, and the parcels offered were all bought in. Cloves: Penang, owing to the loss of the entire quantity on passage have met some demand, but no business has transpired. Zanzibar quiet, at 3¼d. to 3½d. per lb. Cassia Lignea is rather easier; 329 cases mostly sold, fair to good second quality, 127s. to 129s; rather coarse thirds, 120s. to 124s.; mouldy, 119s. to 120s. per cwt.

SAGO.—The market is steady; of 691 boxes small Pearl at auction a fair proportion sold at 18s. 6d. to 19s. per cwt. for good. Flour is very dull.

SAPANWOOD.—Low prices are current for Siam; 58 tons are reported sold, good and fair at £7 15s. to £8 10s.; coated and dirty at £7 10s. per ton; No business in Manila or Ceylon.

SHELLS.—Mother-o-Pearl: All descriptions are scarce, and realise high prices; small sales of Manila by private contract are reported at £9 10s. per cwt. Tortoise: Quiet, no transactions.

SOY.—There is no demand, and all offers at the sales have been withdrawn.

STICKLAC.—The market continues dull.

STAR ANISEEDS.—The tone of the market continues firm, the supply being short of the demand; private sales are reported at £6 5s.; nothing done at auction.

TAPIOCA.—The market is not very active; fine qualities bring extreme rates, whilst good sorts of Singapore are easier. Auctions have embraced 632 bags Singapore, the greater portion quitted at 3⅛d. to 3⅜d. per lb. for very superior small and granulated, and 2¼d. with 1 lot at 2½d., for good bold. 164 bags Penang retired.

TURMERIC.—Of 200 bags greenish bulby Java offered, a part sold at 20s. per cwt.

VERMILION.—There are buyers of China at 3s. per lb., but no business is reported.

NEW YORK MARKET REPORT.

TEA.

There has been a good demand for uncoloured Japan, and greens have also met with a fair inquiry. Other descriptions are in limited request, but as there are very few desirable lots offering, prices are sustained. The sales have been: 1,014 half-chests Green, per Willy Rickmers, 11,200 do. ex Benefactress, to arrive from San Francisco, via the Pacific Railroad; 770 do. green and 9,000 do. Japan, vessels not named. These sales have been made at the current quotations, which rule as follows:—Gunpowder and Imperial, Canton-made, common to fair, 75c. to 90c.; superior to fine, $1.8 to $1.30; extra fine to finest, $1.49 to $1.75. Myson Skin and Twankay: Canton made, nominal; common to fair, 18c. to 63c.; superior to fine, 65c. to 68c.; extra fine to finest, 70c. to 75c.; uncoloured Japan: common to fair, 73c. to 78c.; superior to fine 80c. to 90c.; extra fine to finest. 95c. to $1.15; Myson, common to fair, 65c. to 75c.; superior to fine, 89c. to 95c.; extra fine to finest, $1.5 to $1.20.

COFFEE.—The market for all kinds continues to present an inactive appearance, but holders being firm prices are well sustained at about the previous range, the current quotations being:—Java (mats), 20c. to 21c.; do. (Government bags), 20c. to 21½c.; Manila, 16c. to 17c.; Singapore, 18c. to 19c.; Native Ceylon, 17½c. to 19c. gold (duty paid). The stock of Manila on the 1st March was estimated at 3,600 bags, against 6,769 bags on March 1, 1869; of Java (Government) at 1,475 bags, against 1,541 bags; of Java, 14,558 mats, against 23,808 bags; of Ceylon *nil*, against 7,000 bags; of Singapore 200 bags, against *nil*.

CHINA MATTING.—The market is quiet, at the following prices:—4-4 white, 30c.; 5-4 white, 35c.; 6-4 white, 40c.; 4-4 red checked, 35c.; 5-4 red checked, 40c.; 6-4 red checked, 45c.

CAMPHOR.—China is quoted 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.12½; Cassia, $1.25 gold (in bond).

GAMBIER.—The current quotation is 4⅛c. to 4¼c. gold (duty paid); stock, small.

HEMP.—There has again been an absence of business in Manila; the nominal quotation is, as last reported, 14¼c. gold. The stock of Manila on the 1st March was estimated at 19,813 bales, against 7,000 bales at the corresponding date of 1869, and 19,750 bales in 1868. The imports into the United States from the 1st January to the 28th February, 1870, were 27,546 bales, against 26,675 bales during the corresponding period of last year, and the quantity afloat on the 28th February was 29,056 bales, against 20,796 bales at the same date last year.

INDIGO.—The market is unusually quiet, but with moderate stocks, and encouraging advices from abroad, prices of all descriptions are steady and firm. We note the sale of 16 cases Manila at $1.10 to 1.35, currency.

PRESERVED GINGER.—China is quoted $10 to $10.50 currency (duty paid).

RHUBARB.—The quotation for China is $1.50 to $2.50 currency (duty paid).

RICE.—A further reduction is reported in prices of all kinds except Rangoon, of which 450 bags have been sold for export at $3.12½ to 3.25 gold in bond. In other descriptions of East India no business has been done. The stock of East India on the 1st March was 6,582 bags, against 8,640 bags at the corresponding date last year, and 3,842 bags in 1868.

SPICES.—For most articles under this head there has been a fair inquiry, and we note the following sales:—50 cases Nutmegs, at $1 to 1.05; 250 cases do., private terms; $30 to 40 do., in lots, $1 to 1.02½; Mace, $1.18 to 1.25 for casks and cases; 1,200 bags pepper, 26½c. for Sumatra, and 27c. for Singapore; 100 bales Cloves, 26c; 200 bags Pimento, 18c. to 18½c.; and 3,000 to 4,000 mats Cassia, 45c. all gold.

SUGAR.—No sales of East India are reported; prices are nominally unchanged. The stock on the 1st March was of Java 310 baskets, against 310 baskets at the corresponding date last year; of Manila 263,380 bags, against 21,543 bags; of China 75,518 bags, against 7,825 bags.

SILK.—There has been a fair amount of business doing at fully previous rates; the demand has chiefly run upon Re-reeled Tsatlees and Canton Silks, and for these kinds a slight advance has been paid; finer qualities of all descriptions are scarce, and would command high rates. The following are the current quotations:—Tsatlee, Nos. 1 and 2, none; No. 3, $9.50 to 10; Nos. 4 and 5, $8.50 to 9; Re-reeled, $9 to 9.75; Taysaam, Nos. 1 and 2, $8.50 to 8.75; Nos. 3 and 4, $6.50 to 7.25; Re-reeled, none; Hainan, $9 to 10; Canton, extra, $8 to $8.50; Re-reeled, No. 1, $7.25 to $7.50; No. 2, $7; Japan, Mybash, $10.50; Sodai, $9 to 10; Oshio, Re-reeled, $10; Koshu, $8 to 9.50.

TIN.—A quieter tone pervades the market than when we last reported; the demand has entirely ceased, both for Straits and Banca, and no business has transpired; transactions might be effected at lower prices, but holders firmly resist any concession, and the closing quotations are 32¼c. for Straits, 34c. for Banca.

BOSTON MARKET REPORT.

COFFEE.—Small sales of Java are reported at 24c. to 25c. per lb. Stocks on the 1st March were of Java nil, against 42,550 pockets at the corresponding date last year; of Manila, 4,000 bags against 3,700 bags; of Singapore, 1,000 bags, against 2,796 bags.

HEMP.—The market for Manila is quiet at former prices.

SUGAR.—A dull tone prevails in the market; the only sale of East India recorded is of 50 baskets choice Java at 12¼c.

TIN.—There has been a limited business doing in Straits at 33c., and in Banca at 34c., gold.

TEA.—There has been a fair business doing in Oolongs, the low price of cargo Teas attracting the general attention of buyers. Sales are reported of 900 half-chests old crop. We quote common to fair at 60c. to 65c.; good to superior, 70c. to 85c.; fine, $1 to 1.20. In Japans but little doing, but market very firm. We quote inferior to common at 65c to 75c.; fair to good, 80c. to $1; fine, $1.10 to 1.30. Greens are a trifle lower, and, though offering at less than cost of import, sell slowly.

SAN FRANCISCO MARKET REPORT.

RICE.—Imports from Jan. 1 to Feb. 28—China, 39,644 mats. For China the range of the market, for fair to good, is 5¼c. to 5¾c. Extra No. 1, 5¾c. to 6c.

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SUGAR.—Imports from Jan. 1 to Feb. 28—China, 716 packages; Manila, 29,713 sacks; Batavia, 3,001 packages. The stock in the hands of importers is considerable, amounting to several entire cargoes, aggregating six months' consumptive supply; holders, however, manifest no disposition to attempt forced sales. 500 bags No. 3 China sold to California refinery upon terms withheld.

TEA.—Imports from Jan. 1 to Feb. 28—China, 2,333 pkgs.; Japan, 5,481 pkgs. There are said to be divers orders here from New York for purchases of low grades of Green, and of which description our stock is comparatively light. The market for Japans and favourite brands of Oolongs exhibits a considerable degree of firmness, at rates heretofore current, with a disposition evinced in certain quarters to advance upon those prices.

SHIPPING.

ARRIVALS.—March 8, at San Francisco, from Hong Kong, Maria Gavina; from Batavia, Bilderdyk; 15, at New York, from Shanghai, Netty Merryman; from Yokohama, Mary Lee; at Boston, from Batavia, Asphodel; 16, at New York, from Shanghai, Dilpussund; from Batavia, Inglewood; at San Francisco, from Hong Kong. Jewess; 17, at New York, from Hong Kong, Yokohama; 20, from Amoy, Nantib; 21, at Boston, from Foochow, Jeannie; from Manila, Messenger; at New York, from Hong Kong, Dr. Petermann.

DEPARTURES.—March 14, from San Francisco, for Yokohama, Benefactress; 17, from New York, for Shanghai, Mikado; 19, from San Francisco, for Hong Kong, Comet.

LOADING.—At San Francisco, for Hong Kong, Golden Fleece, Shirley; at New York, for Singapore, Queen of the Seas; for Hong Kong, Formosa; for Hong Kong and Shanghai, Willy Rickmers.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Mar 18	Ida Elizabeth	Dooren	Sourabaya, for Rotdm	Off Dungeness
— 20	Alno Mina (?)	—	Batavia, for Rottrdm.	Off Hastings
— 19	Wilhelmina & Clara	Herwerden	Do.	Off the Eddystone
— 21	Helmath	Tiedbohe	Do.	Falmouth
— 22	Norma	Frater	Do.	Do.
— 19	Johanna	Verdiun	Banjewangie, for Middelburg	Off the Lizard
— 21	Annie Fleming	—	Java	Clyde
— 20	Jorgen Lorentzen	Hutchinson	Sourabaya	Helvoet
— 22	Samuel	Wigzell	Colombo, &c.	London
— 22	Europa	Glen	Java, for Amsterdam	Off Dungeness
— 23	Thomas Mitchell	Simpson	Maulmain	Queenstown
—	Cecilia	—	Macao	Hamburg
— 25	Beemah	Wakeham	Foochow	London
— 21	Mina	v. Bruggan	Banjoew., for Rotdm.	Off Dungeness
— 24	Ruhtinas	Hartman	Bangkok	Falmouth
— 22	Prinses Amalia	Bentveld	Batavia	Brouwershaven
— 22	Ellen	Hunter	Batavia, for Rottrdm.	Zierikzee
— 24	Impulse	Doughty	Maulmain, for Clyde	Off Queenstown
— 21	Annie Fleming	Garrick	Java	Greenock
— 25	John Lidgett	Polson	Shanghai	London
— 23	Twee Cornelissen	Kreye	M Sourab., for Rotdm.	Off Dungeness
— 28	Roxburgh Castle	Dimsdale	Singapore	London
— 28	Chusan	Roy	Foochow	Do.
— 26	Catharina Maria	Amerongen	Tjilatjap for Schiedm	Portsmouth
—	Koning Willem II.	Besseling	Batavia for Amstdm.	Off Portland
—	G. F. Vorwerk	Stachmer	Bangkok, for Hambg.	Off Plymouth
— 21	Vice-Ammiraglio Tegethoff	Bonacich	Maulmain	Trieste
— 26	Orion	Anderson	Ilo Ilo, for Liverpool	Queenstown*
— 28	Dundonald	McLellan	Shanghai	London
— 28	Canning	Herbert	Singapore, &c.	Do.
— 29	Benledi	Livingston	Colombo	Do.
— 25	Ravenscliff	Hughes	Bangkok	Falmouth
— 28	River Eden	Valder	Canton	Do.
— 27	Affghan	Fisher	Singapore	Liverpool
Feb. 12	Queen of Nations	Childs	Yokohama	Callao
Mar 28	Luzon	Buchanan	Bangkok	Bordeaux
— 28	Bestevaer	Rosier	Batavia for Amstdm.	Off Dungeness
— 24	Kinderdyk	—	Batavia, for Rottrdm.	Off the Lizard
— 27	Vampyr	—	Nagasaki	Do.
— 17	Maid of Glanwern	Thomas	Colombo	Off Philadelphia
— 31	Annesley	Pearse	Shanghai	London
— 31	Aracan	Jones	Do.	Do.
— 30	Prof v. d. Boon Mesch	—	Batavia, for Amstdm	Off Dungeness
— 29	Wallace	—	Sourab, for Amstdm	Off Portland
— 29	Burgmstr. Hoffmann	Stoop	Batavia, for Rotrdm	Zierikzee
— 32	L. J. Enthoven	Koel	Java, for Rotterdam	Off Dungeness
— 30	Libertas	—	Do. do.	Off Plymouth
—	Araby Maid	—	Shanghai	Channel
— 30	Barbadian	—	Do.	Off Scilly
— 30	Tyburnia	—	Foochow	Do.
— 19	Merwanjee Framjee	Bidwell	Manila, for London	St. Michaels†

* Short of provisions. † For provisions.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Mar 18	Chrysolite	McAllister	Singapore	Cardiff
— 21	Oceola	—	Hong Kong	Shields
— 21	John Worster	Knowles	Singapore	Cardiff
— 23	Blackadder	Robinson	Shanghai	London
— 22	Roslin Castle	—	Singapore	Clyde
— 20	Thomas Hood	Gibson	Do.	Sunderland
— 23	Historian (str.)	Tritton	Colbo, via Sues Canal	Liverpool
— 24	Pegasus	Mackey	Yokohama and Hiogo	London
— 23	Hong Kong	Yribarri	Manila	Liverpool
— 24	Historian (str.)	—	Ceylon, &c., v. Suz. C	Do.
— 32	Aureliana	Basterra	Manila and Ilo Ilo	Glasgow
—	Antje	Vander Hooy	Batavia	Amsterdam
— 21	Kildonan	Lonie	Hong Kong	Glasgow
—	Jan van Brakel	De Roevel	Padang	Amsterdam
— 25	Schwan	Rave	Nicolajefsk	Cuxhaven
— 28	Grefve Berg	—	Batavia	Liverpool
— 29	Zohrab	Stevens	Nagasaki and Chefoo	London

DEPARTURES—*Continued.*

Date.	Ship.	Captain.	For.	From.
— 29	Windermere	Johnson	Singapore	Do.
— 30	Lufra	Hodge	Hong Kong	London
—	Adolf	—	Singapore	Hamburg
— 30	Danube (str.)	Hopkins	Sing, China, &c., via Suez Canal	Liverpool
— 31	Lizzie Iredale	Wilding	Do.	London
—	Anna Margaretha	v. Munchin	Samarang	Rotterdam*
— 31	Devina	Lesk	Batavia	Sunderland
Apl. 1	City of Hankow	Napier	Shanghai	London
—	Jupiter	Kievit	Batavia	Amsterdam
—	Ortelius	Schol	Do.	Rotterdam

* After repairing at Dordt.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Rollo, Pak Wan. For Yokohama and Hiogo: Lorton, Ada. For Tientsin and Newchwang, George Shotton. For Chefoo: Chingloo. For Shanghai: Northampton, Dundonald, Aracan, Taunton. For Hong Kong: Lord Macaulay, Albert Victor, L'Imperatrice, Beemah, John Lidgett. For Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Craigforth (str.). For Penang: Lucayas. For Batavia and Sourabaya: Vincenza. For Colombo: Gauntlet, Wynaud, Ocean Rover. For Colombo, &c. (*via* Suez Canal), Great Victoria, (str.).

At LIVERPOOL.—For Nagasaki, Hiogo and Yokohama: Oberon. For Yokohama and Hiogo: Carnarvon Castle. For Shanghai: Carricks. For Hong Kong: S. D. Carlton. For Manila: Maria Fidels, Matilde. For Singapore: Knight Templar, Malacca, Sidlaw. For Penang, Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Priam (str.), Magda a, (str.).

At GLASGOW.—For Singapore: Norham Castle. For Batavia and Sourabaya: County of Ayr.

SPOKEN.

BENINCO (?), Shanghai to Falmouth, March 13, 50 N., 19 W.
ELECTRA, Amsterdam to Batavia, Jan. 3, 34 S., 29 W.
BENEFACTOR, New York to Shanghai, Dec. 13, 23 S., 29 W.
ANNA (N. G. brq.), Hamburg to Shanghai, Feb. 11, 3 N., 26 W.
SAIGON, Sourabaya to Amsterdam, 6 N., 26 W.
CECILIA (brq.), Shanghai to New York (?), Dec. 29, off Cape of Good Hope.
OCEANA, Cardiff to Galle, Feb, 10, 2 N., 23 W.
TOWNLEY, Penang to London, March 10, 50 N., 19 W.
SEVORE (?), Samarang to the Clyde, 6 N., 25 W.
BRILLIANT (barq), Bangkok to Falmouth, 6 N., 25 W.
VOETIA (?), (Swed. barq.), Liverpool to Singapore, Feb. 6. [39 W.
CATTERIAN (?), (barq.), Bali to Rotterdam, 103 days out, Feb. 24, 28 N.
TONBRIDGE, London to Hong Kong, Dec. 22, 37 S., 18 W.
DOLPHIN (Norway brq.), Gateshead to Shanghai, Dec. 22.
MEDINA (brq.), Hong Kong to London, Dec. 25.
NEERLANDS VLAG, Rotterdam to Macassar, Jan. 3, 20 S., 31 W.
DANIEL RANKIN (brq.), Bangkok to Marseilles, Jan. 12, 15 S., 7 W.
GOLDEN AGE, Cardiff to Hong Kong, March 9.
JOSEPH WILLEM, Bangkok to Falmouth, Dec. 21, 28 S., 47 E.
WM. CLOWES, bound to Hong Kong, March 5, 18 N., 25 W.
FRANKLIN (ship), Manila to New York, Jan. 18, 34 S., 28 W.
A Spanish barque, showing 3rd d.p., No. 1348, Manila to Plymouth, Jan. 12, lat. 18, lon. 4.
A Dutch ship, showing 3rd d.p., No. 6082, Bali to Middlesboro', 68 days out, Jan. 21, lat. 6, lon. 19.
CHANCE (ship), for Batavia, Jan. 31, 2 N., 23 W.
PRECIOSA (Brem. bq.), Bangkok to Falmouth, Feb. 21, 14 N., 29 W.
CHINAMAN, London to Shanghai, 65 days out, 42 S., 98 E.
FEARLESS, Boston to Batavia, Feb. 22, 18 N., 36 W.
PETRONELLA, Amsterdam to Samarang, Feb. 11, 3 N., 21 W.
JUDA TOURO (?) (Brit. ship), Batavia to Amsterdam, Dec. 12, 33 S., 80 E.
DEVONSHIRE, London to Shanghai, Dec. 28, 1 N., 15 (?) E.
INDIANA, Bangkok to the Channel, Feb. 18, 19 N., 29 W.
HINDOSTAN (ship), London to Shanghai, March 10, 40 N. 11 W.
GOUV. VAN DER ÉB, Java to Rotterdam, Jan. 31, 35 S., 22 E.
OSCAR VIDAL, Foochow to Falmouth, Feb. 12, 17 S., 4 W.
PEDRO PLANDOLIT, Manila to Cadiz, Feb. 6, 30 S., 10 E.
ÆOLUS, Bavavia to Rotterdam, Feb. 11, 21 S., 3 E.
AURORA, Manila to Amsterdam, Jan. 9, 27 S, 52 E.
JANNETJE, Batavia to Rotterdam, Feb. 2, 29 S., 13 E.
TWEE VRIENDEN (or SLIEDRICHT) (Dut. bq.), Java to Amsterdam, Jan. 29, 31 S., 37 E.
PANIC, Singapore to Liverpool, Feb. 1, 31 S., 34 E.
COUNTY OF NAIRN, Sourabaya to Rotterdam, Feb. 12, 18 S., 3 W.
CHINA, Samarang to Amsterdam, Jan. 21, 27 S., 55 E.
JERFALCON, Bangkok to Gibraltar, Feb. 8, 31 S., 12 E.
GLAMORGANSHIRE, from Foochow, 12 S., 100 E.
EARL OF DALHOUSIE, from Foochow, 12 S., 100 E.
COUNTY OF STIRLING, Sourabaya to Amsterdam, Jan. 23, 26 S., 53 E.
RAVENSBOURNE, Japan to New York, Feb. 8, 35 S., 15 E.
ASSEGRIA (?), ship, Hong Kong to London, Feb. 7.
MARIE AND LOUISE (Dutch brig.), Cardiff to Shanghai, 3 N., 21 W.
JOSEPH HAYDN, Cardiff to Singapore, Jan. 28, 1 N., 25 W.
PRESIDENT PLATE, Sourabaya to Rotterdam, Feb. 21, 2 N., 25 W.
SIR HY. HAVELOCK, London to Singapore, Jan. 6, 29 S., 21 W.
MARIE, Rotterdam to Batavia, Feb. 8, 2 N., 26 W.
CHEVY CHASE (brq.), Macao to London, 72 days out, Feb. 19, 2 S., 19 W.
JOHANNA AUGUSTE, Singapore to Hamburg, Feb. 14, 12 S, 10 W.
ANDREAS, Cardiff to Singapore, Feb. 10, 3 N., 28 W.
MINERVA, Batavia to Halmstad, Feb. 19, 37 N., 40 W.
PAULINE, Java to Amsterdam, Feb. 21, 3 N., 23 W.
CONDOR (Swed. brq.), Shields to Singapore, Feb. 12, 3 N., 24 W.
WILLIAM FENWICK (?) (brq.), Sudrland to Bat., Oct. 23, 21 N., 25 W.
COREA, from Shanghai, Feb. 20, 1 N., 23 W.
JASON, from Batavia, Feb. 26, 11 N., 31 W.
ROYAL DIADEM (brq.), Canton to Falmouth, March 24. 44 N, 24 W.
FLYING SPUR, London to Shanghai, Feb. 10, 3 N., 24 W.
BATAVIA, Bali to Amsterdam, Feb. 21, 15 N., 30 W.

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GOLDEN FLEECE, London to Colombo, Feb. 2, 7 S., 31 W.
NYVERHEID, Cardiff to Singapore, Feb. 14, 4 N., 22 W.
IRVINE, Singapore to Marseilles, Feb. 15.
BURDWAN, London to Hong Kong, Feb. 6, lat. 22, lon. 30.
DUNMAIL, London to Hong Kong, Feb. 7, 2 N., 29 W.
FALCON (Pruss.), for Hong Kong, Feb. 7, 2 N., 29 W.
MERRY ENGLAND, Cardiff to Japan, Feb. 19, 1 S., 26 W.
MIN, London to Japan, Feb. 5, 3 N., 23 W.
J. L. V. N. (ship) (com. code.), bnd. to Shang., Mar. 26, 60 mls. S.W. of Scilly.
BALI (?), Java to Rotterdam, Feb. 23, 33 N., 38 W.
SILOMK, Sunderland to Japan, Nov. 7, 1 N., 22 W.
MAITLAND (ship), Shields to Hong Kong, Feb. 13, 3 N., 23 W.
ALBERT VICTOR (ship), Colombo to London, Jan 18, 29 S., 49 E.
PALESTINE (brq), Colombo to London, Feb. 3, 28 S., 8 E.
DRUSUS, Bangkok to Cowes, Feb. 2, 13 S., 27 W.
COUNTY OF LANARK, Sourabaya to Rotterdam, March 5, 29 N., 35 W.
ELIZABETH NICHOLSON (?), bound to Shanghai (?), 15 N., 87 E.
BENVOIRLICH, London to Penang.
PAULINE CONSTANCE ELEONORE, Tjilatjap to Amst., Feb. 21, 3 N., 23 W.
English ship, d.p. No. 1735, Sourabaya to Rotterdam, 42 days out, Jan. 9, 32 S., 31 E.
GOMALE (?) (Aust. ship), Samarang to Rotterdam, 86 days out, Feb 26, 21 N., 41 W. [16 W.
MARY RUSSELL (Amer.), from Batavia, steering N. W., March 16, 47 N.,
AMBER WITCH, London to China, Jan. 5, 30 S., 19 W.
TASMANIA (ship), Sourabaya to Amsterdam, Jan. 30, off Cape Agulhas.
ENGLAND'S GLORY (ship), Foochow to London, Feb. 13, 13 S., 9 W.
KATE CARNIE (ship), Singapore to London, Feb. 20, on the Line, 21 W.

FREIGHTS AND CHARTERS.

We can report no improvement in berth freights to the Eastern ports, excepting that steamers are fairly supplied with goods, and are in request; coal freights from the Northern outports still continue very inactive.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight. 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hiogo: £36. For Yokohama: £35. For Shanghai: £36. For Hong Kong: £29. For Singapore: £24. For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Hiogo: £1 14s. For For Shanghai: £1 16s. For Hong Kong: £1 8s. For Singapore: £1 5s. For Galle: £1 7s.

MISCELLANEOUS.

At PORT SAID.—Statesman (str.), from Liverpool, and left for Colombo, &c. (*via* Suez Canal).

At ISMAILIA.—March 21, Surbiton (str.), Marshall, from London, for Colombo, &c., having passed through the Canal between 15th and 20th.

At CADIZ.—March 16, Far East (str.), Jackson, from the Clyde, and left 23 for Singapore, via Suez Canal.

At SUEZ.—Statesman (str.), from Liverpool, and left March 27 for Colombo, &c.; March 11, Diomed (str.), Crompton, from Liverpool, and left for Singapore, China, &c.

At ST. HELENA.—Feb. 13, Hoekvan Holland, Schruder, from Batavia and sailed 14 for Rotterdam; 14, Scindia, Carr, from Sourabaya, and sailed for Falmouth; Vrachtzoeker, Vellenger, from Macassar, and sailed for Rotterdam; 15, Lady Melville. Harrison, from Ceylon, and sailed for Spithead; 16, Cervantes, Eyzaquirre, from Manila, and sailed 17 for Cadiz; 18, Lincelles, Sleightholm, from Ceylon, and sailed for London; Alblasserdam, Hoen, from Batavia, and sailed 19 for Rotterdam; 16, Kennemerland, Duinker, from Samarang, and sailed for Amsterdam; 21, Johanna Maria, Van Aalburg, from Banjoewangie, and sailed for Rotterdam; Hope, Nelson, from Manila, and sailed, 22, for Queenstown; Asterias, Sloan, from Zebu, and sailed for London; Parmenio, Laird, from Foochow, and sailed for Boston; 22, Westfold, Harris, from Zebu, and sailed for Liverpool; 23, Catalina, Ansuategui, from Zebu, and sailed 25 for Liverpool; Kandanghauer, Zeelt, from Batavia, and sailed 25 for Amsterdam; Hindostan, White, from Manila and sailed 24 for London; Cosmopolita, Ugarte, from Manila, and sailed 25 for Corunna.

Off ST. HELENA.—Feb. 13, Western Chief, from Manila, for New York; 17, Europa, from Sourabaya, for Rotterdam; 20, Nyassa, from Shanghai, for London; Naworth, from Singapore, for the Clyde; 22, Orsent, from Samarang, for Falmouth; 16, Rookwood, Hopgood, from Colombo, for London.

At TABLE BAY.—Feb. 4, Manila (str.), Rochfort, left for Manila.

Off CAPE OF GOOD HOPE.—Jan. 30, Furness Abbey, from Shanghai, for London.

CASUALTIES.

The Allahabad, Holmwood, from Samarang to Amsterdam, went ashore near Ambleteuse, March 17, crew saved; all efforts to get her off have as yet been unsuccessful. A large hole in her side had been stopped, and about 3,000 bags coffee taken out 21st inst., not very much damaged; the sugar must be considered as almost totally lost.

The Benvenue, Brown, of and for London, from Penang, with a general cargo, went ashore on the Owers Rock, 16th inst., and sunk during a fresh gale and heavy fog; crew landed at Worthing; steps have been taken to recover salvage by means of divers.

The Leopold Graaf van Limburg Stirum (Dutch brig), Campbell, from Batavia to Amsterdam, put into St. Helena Feb. 22; she had stranded in the Straits of Sunda Dec. 21, but got off with loss of an anchor, port chain, and warps, and without making any water; she was provided at St. Helena with an anchor and rope, and proceeded.

Advices from Alexandria, dated March 18, state that the Otterburn (str.), Stevenson, from London to Ceylon (via Suez Canal), which arrived at that port March 10, after being ashore near Rosetta, had been surveyed, and it was found that the rudder post had been carried away, the rudder badly injured, screw shaft bent and screw broken, and the afterpart of the vessel leaking considerably for a length of twenty-five feet on each side. It was recommended that temporary repairs should be made at Alexandria, and that the vessel should return to England to be repaired effectually.

Advices from New York, dated March 28, state that the George Becker, from Yokohama to that port had been in collision.

The Nettie Merryman, Rollins, which arrived at New York March 15, from Shanghai, experienced in 16 S, 86 E., a heavy hurricane from S.E. to N.W., which lasted thirty six hours, during which she sprung mainmast, lost fore-yard, sails, and spare spars, and stove bulwarks and one tank.

The Jeanie, Cromwell, which arrived at Boston March 21, from Foochow, put into Holme's Hole, March 17, for medical assistance and provisions; she had encountered a succession of heavy W. to W.N.W. gales from lat. 28, during which she started bowsprit, bulwarks, &c., and opened deck seams badly.

The Danube (str.), Hopkins, which left Liverpool, March 30, for for Singapore, China, &c. (via Suez Canal), with a general cargo, went ashore at Holden's Bed, near Wexford, on the 31st, was making about eighteen inches water per hour, and had five feet water in her hold; she was got off with the assistance of tugs, &c., and anchored in ten-fathom water. A portion of her cargo (about 30 tons) has been landed at Wexford.

The Scawfell, from Bangkok, arrived at Table Bay on Feb. 7, making three inches water per hour, and discharged cargo; the vessel was to be hove down.

THE STEAMER FUH-LE.

A short time since we stated that a tug, intended for service in the Chinese rivers, was being built at Hartlepool, and that she would be fitted with the new aëro-steam patent. She was completed some weeks ago, and received the Chinese designation of Fuh-Le, or "The Great Hong," but when making her way to the Thames through a fog she came into collision with a collier off Flamborough Head, and sustained considerable damage. Partly for repairs, and partly by litigation arising out of the accident, she has been detained at Gravesend; and a few days ago she made a trial trip, preliminary to her departure for China, in order to exhibit the working of her engines to some gentlemen who desired to test the value of Mr. Warsop's invention. Among those present were the Duke of Sutherland, Captain Tyler, of the Board of Trade, Mr. E. J. Reed, the Chief Constructor of the Navy, Captain Reed, R.N., Captain Mayne, C.B., the Rev. F. Tremlett, Mr. Holtz, and Mr. Wright. The party went on board at Gravesend where they were received by Captain Gibbon, who commands the Fuh Le. It was at first intended to go out to sea, but, as the tug was deeply loaded, and the weather rough, it was determined to take her down the river into smooth water, and to run her on the measured mile opposite Purfleet. Mr. Reed was anxious to satisfy himself with regard to the speed that could be attained, and also with regard to the effect of the aëro-steam system in preventing priming. In the middle of the first run it unfortunately happened that a loose or misplaced key rendered it necessary to put the air-pump out of gear, so that the question of speed was not determined. The moment the air was cut off the engines began to prime, and it was necessary to reduce the boiler pressure at once. It was not practicable to replace the key immediately, and therefore the experiment came to an end for the time. The speed, of course, had not been tested, but the evidence about priming was such as fully to substantiate the statements of the inventor.

The Fuh-Le was built by Messrs. Irvine and Co., of West Hartlepool, and is very strongly made of iron, schooner rigged, with screw propeller. She is 95 feet long, 18 wide, with 9 feet depth of hold, and of 100 tons gross tonnage. The engines are of 60-horse power nominal, with multitubular boilers of great strength, tested to 120lbs. per square inch. The patent aëro-steam apparatus was applied by Messrs. Eaton and Warsop, of Nottingham; Captain Gibbon having witnessed practically the value of the invention in preventing priming, promoting a great economy of fuel, enabling steam to be raised more rapidly and kept up more freely, and having also evidence of the great diminution of saline incrustation, decided to carry the patent out to China, where the muddy water of the rivers on which the Fuh-Le is to ply as a tug promotes priming to an aggravating degree. She left Gravesend on the 28th ult., wind and tide against her, and was seen passing Dover in the best possible style. On the way it had been discovered, on examining the patent part of the engines, that a principal inlet valve had been maliciously tampered with, and screwed so tight as to throw a back pressure on the air-pump and the donkey-engine working it. The moment this was rectified all the apparatus worked most satisfactorily, and the fuel consumption was so much reduced as to throw the stoker into ecstacy at the relief given him. In being the pioneer of improvements of such value to all owners of steam power in the Far East, where fuel is so costly, Captain Gibbon is a public benefactor, and we cordially bid him and his craft God speed. The Prince of Wales has taken a lively interest in the description of the invention, as illustrated to him by Mr. Eaton, by the aid of a model and drawings; and his Royal Highness was also informed of the fact of the Fuh-Le being about to make the passage to China *via* the Suez Canal.

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Large Godowns are on the premises for STOWAGE OF CARGO, &c , &c. A large stock of Woods, Metal, &c., &c., always on hand.

The Dock steam tug *Woosung* is available at all times to tow vessels to or from sea.

JOHN C. SKEY, Superintendent.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Marseilles.
GIBRALTAR ...	Every Saturday, at 2 P.M.§	—
MALTA.....	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
*BOMBAY	,, ,,	,, ,,
GALLE.....	Saturday, April 2, 2 P.M. And every alternate Saturday thereafter.	Sunday, April 10, 7 A.M. And every alternate Sunday thereafter.
MADRAS.....		
CALCUTTA ...		
PENANG.....		
SINGAPORE ...		
CHINA		
JAPAN		
AUSTRALIA ...	Saturday, April 16, 2 P.M. And every fourth Saturday thereafter.	Sunday, April 24, 7 A.M. And every fourth Sunday thereafter.
NW. ZEALAND		

And all ports touched at by the British India Steam Navigation Company's steamers.

* The following reduced rates will be charged to Bombay:—
From Southampton... £72 first class; £45 second class.
From Marseilles ... 70 ,, 43 ,,
exclusive of transit through Egypt. A corresponding reduction will be made in the rates from Bombay to Europe.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.

Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

OVERLAND ROUTE VIA MARSEILLES. — SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

SUEZ CANAL.

17 April, 15 May, 12 June, 10 July, 24 July — For — Port Said, Ismailia, Suez, Aden, Mauritius, Reunion, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Japan.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-stre t, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent India, China, &c., upon terms to be ascertained at the Office

UNION INSURANCE SOCIETY OF CANTON.

DIRECTORS IN HONG KONG.
W. NISSEN, Esq.,
J. P. DUNCANSON, Esq.,
P. RYRIE, Esq.,
W. KESWICK, Esq.,
A. A. D SASSOON, Esq.,
E. A. HITCHCOCK, Esq.,
W. LEMANN, Esq.,
W. H. FOSTER, Jun., Esq.

AGENTS FOR LONDON.
Messrs. DENT, PALMER, an Co.

Marine Risks are accepted by the above Societyon goods by first class vessels from the United Kingdom to India, China, Japan, Melbourne, and Sydney, at the current rates of premium.

Claims for Losses and Averages are payable in London, or at the Port of destination, as may be desired.

OFFICES:—
Nos. 9 AND 11, KING'S ARMS YARD, MOORGATE STREET, E.C.

ROBERT COCKS and Co.'s NEW MUSIC.

THE HOLY FAMILY for the HOLY WEEK. This admired collection of Sacred Melodies for the pianoforte is now complete in Twelve Books 5s each, also as piano duets 6s. each; accompaniments for flute, violin, and violoncello 1s. each. All at half price, with an extra stamp for postage.

London: Published only by Robert Cocks and Co.

GEORGE F. WEST'S QUESTIONS RELATING to the THEORY of MUSIC. Free by post for thirteen stamps. "Mr. West's 'Questions' seem destined to become a standard work in the musical world."—Vide *North London News.*

GEORGE F. WEST'S SACRED MUSIC for the PIANOFORTE. Each free by post for nineteen stamps.
Jerusalem, Thou that Killest.
Nearer to Thee.
Jerusalem the Golden.
Waft her, Angels (Handel).
He shall feed His flock (Handel).
Comfort ye My People (Handel).
He was despised (Handel).
Lord, remember David (Handel).
Angels ever Bright and Fair (Handel).
Sun of my Soul.
Benedictus, Twelfth Mass (Mozart).
Kyrie Eleison, Twelfth Mass (Mozart).
Agnus Dei, First Mass (Mozart).
Splendente te Deus (Mozart).
Laudate Dominium (Mozart).
Gloria in Excelsis, Second Mass (Mozart).
Quoniam tu Solis, Twelfth Mass (Mozart).
Sound the Loud Timbrel.
Gloria in Excelsis, First Mass (Haydn).
The Heavens are Telling (Haydn).

MR. WRIGHTON'S NEW SONGS and BALLADS.—"In the Downhill of Life," "Thy Voice is Near," "The Wishing Cap," "The Liquid Gem," "Her Bright Smile Haunts me Still," "Morn on the Meadow," "The Lily," "Memories," and 200 other beautiful Songs and Ballads. Free by post for nineteen stamps each.

O FAIR DOVE, O FOND DOVE. Words by Jean Ingelow, music by A. S. Gatty. "We have seldom met with so much beauty concealed in so apparently simple a song."—Vide *Edinburgh Courant.* Price 3s. The same for pianoforte, by Carl Luinl. Post free for nineteen stamps each.

London: Published only by Robert Cocks and Co., New Burlington-street. Order everywhere.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figure
OXFORD STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad Street, Birmingham.

Established 1807.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols Paid up, 3,000,00 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane
BANKERS.—London and County Bank.

BRANCHES AND AGENCIES:

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bomtay
Foochow	Manila	Calcutta
Ningpo		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

"THE CHINA MAIL,"

No. 2, WYNDHAM-STREET, HONG KONG.

NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co," was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

Subscription, 12 dols. per annum, payable to any of the undermentioned agents Postage added. Terms of advertising:—Same as in *Daily China Mail.*

AGENTS.—London: F. Algar, 11, Clement's-lane, Lombard-street, E.C. San Francisco: White and Bauer, 518, Clay-street, San Francisco. Swatow: Drown and Co. Amoy: Giles and Co. Foochow: Thompson and Co. Shanghai, H. Fogg and Co. Manila: Karuth, Heinzen, and Co. Australia: Gordon and Gotch, Melbourne and Sydney. Singapore: Locke. Hongghee, and Co. Batavia: H. Van Dorp.

THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram Boulevard Pereire.
Brindisi	AGENTS FOR BRINDISI STEAMERS.
Hamburg	Mr. ONCKEN.
Holland (Rotterdam and Amsterdam)...	COLONIAL AGENCY, Delftschevaart, 6.323, Rotterdam.
New York.....	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	WHITE & BAUER, 413, Washington-street.
Alexandria	DAVID ROBERTSON & Co., The Square.
Aden	COWASJEE DINSHAW.
Point de Galle	J. GIBSON, THOMSON, & Co. FREDK. PITERS.
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Penang	SANDILANDS, BUTTERY, & Co.
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Foochow	HEDGE & Co.
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	E. C. KIRBY & Co.
Osaka and Hiogo ...	E. C. KIRBY & Co.

OFFICE 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM.)

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HONGKONG AND SHANGHAI BANKING CORPORATION.

CAPITAL 5,000,000 Dols., in 40,000 SHARES of 125 Dols. EACH.

PAID UP 3,500,000 DOLLARS.

DIRECTORS.

CHAIRMAN—H. B. LEMANN, Esq. | DEPUTY-CHAIRMAN—J. B. TAYLOR, Esq.

JULIUS MENKE, Esq. | S. D. SASSOON, Esq. | E. R. BELILIOS, Esq.
W. H. FORBES, Esq. | A. JOOST, Esq. | THOMAS PYKE, Esq.
R. ROWETT, Esq.

Auditors.—W. MACAULAY, Esq., and J. M. VICKERS, Esq.

Branches and Agencies.

HONGKONG (HEAD OFFICE), SHANGHAI, FOOCHOW, NINGPO, HANKOW, HIOGO, YOKOHAMA, MANILA, SINGAPORE, BOMBAY, CALCUTTA, and LONDON.

The Bank grants Drafts upon and negotiates or collects Bills at any of its Branches or Agencies; also receives Deposits for fixed periods, at rates varying with the period of Deposit.

WM. H. VACHER, London Manager.

NINTH REPORT

Of the COURT of DIRECTORS to the ORDINARY YEARLY GENERAL MEETING of SHAREHOLDERS, held at the BANKING HOUSE of the CORPORATION, HONGKONG, on THURSDAY, the 3rd February, 1870.

To the Proprietors of the HONGKONG AND SHANGHAI BANKING CORPORATION.

Gentlemen,—The Directors have now to submit to you a General Statement of the affairs of the Corporation and Balance-sheet for the half-year ending on 31st December last.

The net profits for that period, including $116,791.51 brought forward from last account, after paying all charges, deducting interest paid and due, and making full provision for bad debts, amount to $373,424.27, of which, after taking out rebate on bills not yet due, and remuneration to Directors, there remains for appropriation $356 280.12.

From this sum the Directors recommend the distribution of a Dividend of $7.50 per Share on the Paid-up Shares, and of $3 per Share on the New Shares, being equivalent to 6 per centum for the half-year; this will absorb $210,000; and of the balance, the Directors propose carrying $100,000 to the Reserve Fund, and $46,280.12 to the credit of New Profit and Loss Account.

If this appropriation of profits be confirmed by the Meeting, the Shareholders will have received as Dividend for the year 1869 the sum of $390,000 (12 per centum on the Paid-up Capital), and the Reserve Fund, on the 31st December, 1869, will be raised to $800,000, independent of the sum of $46,280.12 undivided profits to be carried forward.

Although these results are not equal to those realised in the two previous years, the Directors think they must be considered satisfactory, if the Proprietors bear in mind the difficulties which the Corporation, in common with all other Banking Institutions in the East, have had to contend with, in consequence of the cheapness of money at home, and the unexpected and unremunerative turn taken by Exchanges at various times during the period under review.

The other sources of revenue of the Bank have not only remained unaffected, but have shown a steady increase, so that with better prospects in Exchanges for the present year, and a revival of Commercial activity now apparent both in China and in Japan, the Directors feel confident that the general profits of the Corporation will resume their former proportions.

AGENCIES.

The various Branches of the Bank and the Agencies of recent organisation are working satisfactorily, and a new Agency is being organised at Hiogo.

CALLS.

The third Call of $25 per share on the new shares in the capital of the Corporation will fall due on 1st July next. In view of the probable development of business which may be created in Japan by the introduction of railways, and also to facilitate the working of one or two Agencies of the Corporation, contemplated to be established in the course of a year or two, the Directors believe that it will be consistent with the true interest of the Bank to advance the date of payment of the last two Calls (each of $25 per share) on the new shares, and to make the same fall due on 1st July, 1871, and 1st July, 1872, respectively, instead of the dates previously fixed, say 1st January, 1872, and 1st January, 1873; timely notice will be given of the ultimate resolution of the Court on the subject.

DIRECTORS.

Several changes have taken place in the Board.

The Directors have to regret the death of Mr. J. P. Duncanson; and Mr. W. Lemann having resigned, on leaving the Colony, the vacancies have been filled by the nomination of Messrs. H. B. Lemann and Thomas Pyke.

Mr. H. B. Lemann has been appointed Chairman for the year 1870 and Mr. J. B. Taylor, Deputy Chairman.

According to the provisions of the Deed of Settlement, three members of the Court, Messrs. W. H. Forbes, A. Joost, and S. D. Sassoon, retire from the Direction, but are eligible for re-election, and offer themselves accordingly.

AUDITORS.

The Directors have much pleasure in recommending the election, for the year 1870, of the present Auditors, Messrs. M. Macaulay and J. M. Vickers.

H. B. LEMANN, Chairman.

ASSETS AND LIABILITIES OF HONGKONG AND SHANGHAI BANKING CORPORATION, 31st DECEMBER, 1869

ASSETS.

Cash and Bullion on Hand	$4,250,781.11
Government Securities	938,715.60
Bills Discounted, Loans, and Credits	4,763,483.94
Exchange Remittances	17,981,727.18
Bank Premises	80,151.87
Dead Stock	54,687.86
	$28,069,497.56

LIABILITIES.

Paid-up Capital:—		
$125 per Share on 20,000 Shares	$2,500,000 00	
First and Second Calls on New Stock	1,000,000.00	
		$3,500,000.00
Reserve Fund		700,000.00
Notes in Circulation	$1,759,504.46	
Deposits	6,052,179.73	
		7,811,684.19
Exchange Acceptances		15,684,389.11
Profit and Loss Account		373,424.26
		$28,069,497.56

PROFIT AND LOSS ACCOUNT, HONGKONG AND SHANGHAI BANKING CORPORATION.

TO AMOUNTS WRITTEN OFF:		
Remuneration to Directors	$10,000.00	
Rebate on Bills not due	7,144.14	
		$17,144.14
TO DIVIDEND ACCOUNT:		
At the rate of 12 per cent. per annum,		
On Paid-up Shares	$150,000 00	
On New Stock	60,000.00	
		210,000.00
TO RESERVE FUND:		
Amount carried to Credit		100,000.00
TO BALANCE OF UNDIVIDED PROFITS:		
Carried forward to next half-year		46,280.12
		$373,424.26

By Balance of Undivided Profits, 30th June, 1869	$116,791.51
By Amount of Net Profits for the Six Months ending 31st December, 1869, after deducting all Expenses and Interest Paid and Due	256,632.75
	$373,424.26

RESERVE FUND.

To Balance on 31st December, 1869	$800,000	By Balance on 30th June, 1869	$700,000
		By Profit and Loss Account	100,000
	$800,000		$800,000

V. KRESSER, Chief Manager.
W. S. RIDDELL, Acting Accountant.

We have compared the above Statements with the Books, Vouchers, and Securities at the Head Office, and with the Returns received from the various Branches and Agencies, and have found the same to be correct.

W. MACAULAY, J. M. VICKERS, } Auditors.

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BRITISH INDIAN SUBMARINE TELEGRAPH COMPANY (LIMITED).

OPENING OF THE NEW SUBMARINE ROUTE BETWEEN GREAT BRITAIN AND INDIA.

The Cable between Suez and Bombay having been successfully laid, the new submarine line is now open for traffic, and messages for India will be received at all the Postal Telegraph Offices in Great Britain and Ireland.

Until the opening of the Falmouth and Malta line, telegrams from the United Kingdom will be sent by the Anglo-Mediterranean Company's line from Turin to Egypt, and thence by the British Indian cable to Aden and Bombay. Both Companies' lines are worked throughout by English clerks.

To insure the transmission of messages by this route, it is necessary that the sender should insert the words "Via Malta" in the text of the despatch, immediately after the address of the receiver.

(By order) JOHN T. BURT, Secretary.

No. 80, Palmerston-buildings, London, E.C.
26th March, 1870.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 5th and 21st, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 " "
China ..... in 44 " "

Passengers for California and intermediate points on this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent steamers of the Pacific Mail Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked
For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steame from Southampton on 2nd and 17th of each month.
Japan and China... ... 17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

To sail April 10.

FOR HONG KONG, the splendid Clipper Ship ALBERT VICTOR, A1 13 years (built by Messrs. Robert Steele and Co., Greenock), 858 tons register; DAVID MUIR, Commander; East India Docks.
For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Aracan	A1 14 yr.	SWID	With des.
Hong Kong	Beemah	A1 11 yr.	SWID	With des.
Chefoo	Chingtoo (n.)	A1 13 yr.	SWID	With des.
Tientsin and Newchwang	Geo. Shotton	A1 14 yr.	SWID	With des.
Yokohama & Hiogo	Vigil	AA1	SWID	With des.
Yokohama & Hiogo	Ada	A1 13 yr.	SWID	To follow

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Araby Maid	AA1	E.I.D.	April 20
Do.	Omba	A1 16 yr.	E.I.D.	To follow
Hong Kong	Ld. Macaulay	A1 13 yr.	E.I.D.	With des.
Do.	Kate Carnie	A1 13 yr.	E.I.D.	To follow
Yokohama, Kanagawa.	Rollo	A1 13 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

Regular Line of Packet Ship.

FOR HONG KONG, the splendid clipper ship, JOHN LIDGETT, A 1 17 years, 770 tons register; G. POLSON, Commander; East India Docks.
For Freight or Passage, apply to SHAW, MAXTON and Co., 2, Royal Exchange Buildings, London, E.C.

CHINA, JAPAN, AND BOMBA .

THE following high-classed Clipper VESSELS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Yokohama (Kanagawa)	Pak Wan ...	A1 14 yr.	E.I D.	With des.
Nagasaki & Chefoo ...	Zohrab (new)	A1 9 yr.	E.I.D.	With des.
Bombay.....	Alabama, s.s. via S. Canl.	18 yrs.	Livrpl. Docks	March 31

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM to BOMBAY, via Suez Canal. The fast and powerful screw steamer ALABAMA, 1,432 tons register, 250-horse power nominal; HENRY BLAND, Commander, is now loading in the Millwall Docks, and will receive goods until 5th April, and be despatched immediately thereafter.

For Freight or Passage, apply to E. T. GOURLEY, 1, St. Mary-axe, E.C., or to NORRIS and JOYNER, 60, Cornhill, E.C.

The Merchants' Line of Packets for Japan.

FROM LONDON, for YOKOHAMA and HIOGO, with immediate despatch, the splendid A1 14 year wooden clipper barque LORTON, 519 tons register, Captain BRANSCOMBE, built under special survey, copper fastened, and newly coppered. This fine vessel is well known in the China trade as one of the fastest clippers, and has always delivered her cargoes in first-rate order, and as such presents a most favourable opportunity for shippers of fine goods. Loading in the West India Docks.

For further particulars apply to MORS LE BLANCH and Co., 7, East India Avenue, London, or The Albany, Liverpool.

Will be despatched 14th April.

DIRECT FOR COLOMBO, the magnificent clipper ship OCEAN ROVER, A1 16 years, 548 tons register; W. HAMMOND, Commander; West India Docks. This splendid vessel, built in 1867, is well known for her rapid passages and the good order in which she always delivers her cargo, and from her high class can be strongly recommended to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, April 4, 1870.

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FRENCH MAIL EDITION.

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS

VOL. XII.—No. 348.] LONDON, MONDAY, APRIL 11, 1870. [Price 9d., with Sup. 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 1½s. extra.

Latest Advices.

Ports.	Outward. From London	Outward. Arrived out.	Homeward. Received this day.
Japan — Yokohama	Dec. 23	Feb. 17	Feb. 20
Yedo	—	—	Feb. 19
Osaka and Hiogo	—	—	Feb. 16
Hakodadi			
Nagasaki			
China — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	—	—	Feb. 19
Kin-kiang	—	—	Feb. 21
Chin-kiang			
Shanghai	Dec. 31	Feb. 21	Feb. 23
Ningpo	—	—	Feb. 20
Foochow			
Formosa			
Amoy			
Swatow			
Hong Kong	Jan. 14	Feb. 28	March 2
Canton	—	—	March 1
Macao	—	—	March 1
Philippines — Manila	—	—	March 2
Chin-China — Saigon	Jan. 20	March 2	March 6
Siam — Bangkok			
Borneo — Labuan			
Sarawak			
Java — Batavia	—	—	March 2
Samarang			
Sourabaya			
Malacca Straits — Singapore	Jan. 28	March 3	March 9
Penang	Jan. 28	March 1	March 6
Ceylon — Galle	—	—	March17
Colombo	—	—	March17

THE MAILS, &c.

The present inward mail was transferred to the P. and O. steamer *Nyanza*, owing to the accident to the *Imperatrice* in the Suez Canal. The *Nyanza* was detained some thirty hours at Alexandria for it, but reached Marseilles in good time nevertheless. Our despatches were delivered somewhat late in the day.

The next inward mail, due next Monday, should bring the following dates:—Yokohama, Feb. 27; Shanghai, March 2; Hong Kong, March 8; Singapore, March 15; Galle, March 24. Telegrams in advance of the succeeding mail (Hong Kong, March 22) were received on the 7th. *Via* Kiachta, Shanghai telegrams to March 21 came in this morning. The British-Indian line continues to work well.

A Post-office notification has been issued, to the effect that mails for the French packets will in future be made up twelve hours (not twenty-four hours) later than hitherto—viz., on Friday morning, with a supplementary mail on Friday evening. This will commence with the outward mail of the present week.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer *Tanjore*, from Southampton, April 2.—To Yokohama: Mrs Le Mare, Mrs. Vincent and two children, and one second-class passenger. To Shanghai: Two second-class passengers. To Hong Kong: Miss E. Smith. To Ceylon: Mr. V. R. Schalch, Mr. J. P. Green. To Akyab: Miss M. Ogilvie.

Per P. and O. steamer *Pera*, from Marseilles, April 10.—To Shanghai: Mr. G. Munro, Mr J M Canny, Mr. William Davidson. To Hong Kong: Mr. J. C. Ridge. Capt. W B Andrews, Mr. and Mrs. G. Townend, Mr. George Oliver, Mr. and Mrs. Scholefield. To Singapore: Mr. W. W. Willans, Dr. Robertson, Mr. W. H. Keasberry.

Per P. and O. steamer *Nyanza*, from Marseilles, April 17.—To Shanghai (via Bombay): Mr. Dent.

Per P. and O. steamer *Ripon*, from Southampton, April 16.—To Yokohama: Mr. B. Howie, Mrs Morel.

Per P. and O. steamer *Delta*, from Marseilles, April 24.—To Hong Kong: Mr. E. Ward. To Singapore: Mr. J. Young. To Penang: Mr. J. Morrison, Mrs. Scott.

Per P. and O. steamer *Bangalore*, from Southampton, April 30.—To Ceylon: Mr. A. Young Adams.

Per P. and O. steamer *Tanjore*, from Marseilles, May 8.—To Ceylon: The Bishop of Colombo and Mrs Simple.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Advices by the present mail are to the 20th February. The outward French mail of Dec. 23 was received Feb. 17. The excitement aroused by the *Oneida* case had apparently died out, and no new topic of interest had arisen to supply its place. The only items mentioned in the local papers are an amateur concert in aid of a fund for a church organ, and a subscription ball—the former a great success, the latter rather a failure.

Materials have reached Osaka for a tramway from that place to Temposan, and a telegraph is to be erected between Kobe and Osaka. The *Hiogo News* says:—A rumour has been current amongst the Japanese for some time past that Chosiu intends to throw the port of Simoneseki open to foreign trade. We have made inquiries about its correctness, and can only find that the intention is not known to any of the people who should have a voice in the matter. That the rumour should gain credit even is a fact which shows that foreign trade is no longer looked upon with the feelings of dislike and dread which were current a few years ago; and in choosing Simonoseki as the port for the first experiment of voluntary admission of the world, Chosiu may be influenced by his experience in 1863.

TAKASIMA COAL MINE.

We (*Japan Weekly Mail*) have received from Nagasaki the following interesting account of the Takasima Coal mine, which promises to reward with rich fruits the untiring exertions bestowed on it by Mr. T. B. Glover. It was recently visited by H. B. M. Minister, Admiral Kellett, and some of the officers of the *Salamis*, and is an object of great curiosity and attraction to travellers in Japan. One of the galleries has been named after Sir Harry Parkes, and one is called the "Caird Gallery," in honour of a young lady who, accompanied by her brother on a tour round the world, recently visited Nagasaki and descended the mine.

The island is about five miles from the entrance of Nagasaki harbour, is exceedingly picturesque of itself, rising abruptly from the sea to the south, and sloping gradually towards the north, in several broken valleys and contortioned hills. A steep conical island, some 400 yards from Takasima, marks the entrance to the harbour, where there is deep water close up to the rocks, and where, except only in gales from the N.W., the largest sized vessels can safely lie at anchor. A short breakwater will, however, soon remove the only inconvenience that ships could suffer in loading here during any time of the year. A roadway already leads from the mouth of the shaft to the shore, and on this the first railway in Japan is now actually working; the distance is but small certainly, and instead of a locomotive the only power employed is coolie labour; but the excitement of the latter in racing the coal trucks along the road is quite as great as the passage now of an express train through a Somersetshire village.

The coal strata of the island crop through the southern slope and dip to a gradual decline towards the north. For years the Japanese have been working from the southern end, following the coal in its dip through uneven and tortuous passages. During the past five years they have penetrated to a very considerable distance, the coal having been long the favourite of any found in the south of Japan, and even in spite of their great difficulties

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they have found much profit from its working. Water has naturally been their greatest enemy, and during three months of the year it has been more than their system of water wheels could keep under. The labour also required to carry the coals from the extreme working has been excessive and has added largely to the cost of production, during those months of the year when the mine could be kept open.

Glover and Co.'s shaft, struck upon the opposite end of the island to the Japanese workings, reaches the first principal seam of coal (one of eight feet) at a depth of about 150 feet below the surface—the same seam at the southern extremity of the island coming through the hill-side at about the same height above the level of the sea. A further ten foot seam is known to be but a short distance below the one now opened, and will, ere long, also be opened; but meantime the present winnings show an unlimited supply of coals for at least ten years' hard working.

A report upon the seam of coal is attached, made by two practical miners who have just come out from England to take charge of the workings below ground.

The ventilation of the mine has been easy to attain, and is now most complete; a drive of some three hundred yards intercepts a gallery cut by the Japanese in our direction, and the result is a thorough draft of air right through the island. The same result could not even have been obtained so effectually had the ordinary plan of sinking another shaft been adopted, whereas the saving in expense has of course been immense.

A large party of visitors descended the shaft the other day, and, after an apparently interminable walk, first through the high galleries of the new workings, then sloping through the uneven passages of the old (which, having been made too broad, had allowed the floor and roof gradually to contract), emerged into daylight upon the opposite side of the island, a distance of about a mile.

At present the coal is brought up to the harbour of Nagasaki in native junks, but a great step will be made when permission is obtained for colliers to load down at the island, for assisting in which it is proposed to employ a suitable tug-boat. Application for the necessary permission has been made, but so far the local Government fail to see that it would be an advantage to them to encourage the mine to the utmost of their power, and even refuse permission for the construction of a coal jetty to the depot formed in Nagasaki. They fail to see, so far, that it is wealth to their country if the revenues of one of their princes is increased, and an addition to their Custom-house receipts if the consumption of a duty-paying article is encouraged.

CHINA.

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NEWCHWANG.

A correspondent of the *Shanghai Evening Courier* writes as follows:—

Our weather is now very cold. On several occasions the thermometer has fallen three and four degrees below zero. The river became frozen from bank to bank on the early morning of the 6th inst., and so severe must the frost have been that by eight o'clock of the same evening the river was used as a highway by dozens of Chinamen.

It seems that greater damage was done by the heavy rains of last summer than was at first estimated. In several places there were considerable patches of millet completely destroyed from the rain rotting the roots, and in many of the northern districts of the province where this result did not take place our unusually early winter prevented the grain reaching maturity. Already the almost, if not altogether, invariable effect of such misfortunes is seen in small bands of mounted robbers traversing the country between two and three hundred le to the north of this port. These bands are generally not large, but occasionally several of them coalesce when they are in special need of supplies, for the purpose of attacking a large village or a small town. Their wants supplied, these bands again resume their former proportions, and wander about appropriating a horse or two here, and money, food, and clothing wherever they can be found. It seems strange that Imperial forces do not at once put down these vagrant bands, for as there is only a comparatively small proportion of people suffering from actual want, these bands are principally, if not altogether, made up of the very lowest of the poor—those who never work when they can eat without doing so.

It is very fortunate that with a poor harvest there are not also bad roads. If much snow had fallen the roads would have been soft, and in a country like this bad roads would have very materially added to the hardships of an indifferent harvest. The thoroughfares are not nearly so crowded with carts as they usually are at this season; some people think there will not be one half the amount of grain stored in the native hongs this year that there was last. The indifferent harvest will not, I think, account for this great reduction. Millet, peas, and all grains, are dearer than they were last year.

HANKOW.

From this port we hear that when the mail left the river had nearly reached its lowest winter level, being forty-five feet below highest flood mark, and so shallow as to prevent the larger river steamers coming up to Hankow. Great gulfs and vacancies appear underneath the native houses all along the margin of the river, which from the city level appears to have sunk to a surprising depth, revealing the fragile supports upon which an important part of the city is built. This style of architecture, if indeed it deserves such a name, is surely as primitive as that of the post-diluvial inhabitants of the pile-built houses of the Swiss lakes. Present utility at the least possible cost seems to be the ruling idea; elaborate and costly measures, for the sake of public convenience or ornament, the people of themselves never combine to effect. Their guilds are but club-houses, and form no exception to the general lack of public spirit. A correspondent writes:—

"With the exception of a few frosty days, the weather up to February 10 has been mild and fine beyond precedent. Two or three days last week resembled summer days for warmth, the thermometer registering 84 in the sun at 3 P.M. This appears to have brought matters to a crisis; a tremendous storm of thunder and lightning making the night of Friday the 4th inst. hideous. Rain fell plenteously, and, breathed on by the north wind, froze as it fell till every branch and twig was cased in icy tube, and every leaf was sheathed in a glove of ice. Icicles hung pendant from the leaves, and every breath of wind as it swayed the branches (of only poor willow-trees, alas!) gave out a strange unwonted crackling sound from rupture of the icy bonds—cold enough to kill but too frail to bind the trunks and branches they invested. We wanted but the glory of a pine forest or beech grove to arrest and fix the magic wonders of the night—wonders which nature seems almost to waste upon the dead level and treeless, bleak monotony of these dreary flats."

CHIN-KIANG.

The Commissioner of Customs at this port writes:—"The statistics for the quarter show an immense increase in all our principal foreign imports, such as cotton goods, woollens, sugar, and sandalwood. For these articles the demand has been most remarkable, particularly for shirtings, the import of which for this term nearly equals that of the entire year of 1868. The demand from the northern inland marts continues to improve, and notwithstanding the rumours of dull business, owing to recent floods, our quarterly return of cottons sent inland exceeds the high figures of the previous quarter by about 50,000 pieces. The towns of Tsi-nan-fu Tung-ch'ang-fu and Tsi-ning-chou, in Shantung, have taken about five times the quantity of shirtings they took last term, and the demand from many other cities has increased in the same extraordinary manner. The largest consumer of grey shirtings supplied by Chinkiang is Hsu-chou-fu, which alone took 13,750 pieces during the three months."

SHANGHAI.

From this port we have advices to the 23rd Feb. The English mail of Dec. 31 was received on the 21st Feb. We take the following items of news from the *North China Herald*:—

The new Land Regulations, as finally amended and approved by the Ministers for England, Prussia, France, Austria, and America, have been at length printed and circulated. A minute bearing the joint signatures of these gentlemen, explains, at the outset, that they have effect only on the north of the Yang-king-pang, the settlement on the south being under certain regulations promulgated by the French Consul. Provision is made that individuals wishing to sue the Council may do so before a "Court of foreign Consuls," to be established by the whole body of Treaty Consuls.

A meeting of shareholders in the French Gas Company was held on the 16th Feb., when a satisfactory statement of accounts was put forward. Tls. 4,000 had been earned during the past year, which had, however, been absorbed by extraordinary expenses. The 8 per cent. dividend guaranteed by the French Municipality is again claimed, and will be devoted as before to reducing the company's debt, which now stands at Tls. 10,800. A letter was read, from the Secretary to the English Municipal Council, asking at what rate the company would be prepared to light the lamps in this Concession. The matter was left for the directors' consideration. The very satisfactory statement was incidentally made that the Shanghai Gas Company intends to reduce its charge from $4.50 to $3.50 per 1,000 feet, during the current year.

A meeting of the Shanghai Female School Society was held on the 17th Feb., at which the report and accounts for the past year were submitted. The receipts had amounted to $986.54; the expenditure to $770.24. The number of pupils at present in the school is fifteen; but it is hoped to increase these to thirty, if sufficient accommodation can be obtained. The scholars are taught plain sewing, household work, and Christianity, and their progress is satisfactory. Two of the oldest are also being taught English.

A meeting of members of the Race Club was held on Feb. 21, at which the accounts were presented, showing a total income of Tls. 10,210, and expenditure Tls. 8,065. There is a balance in hand of Tls. 2,145, Tls. 1,550 of which is to go to payment of interest on, and reduction of, Mr. Keswick's mortgage. It was also resolved to impose a tax of Tls. 5 per annum on pedestrians using the racecourse. This is a favourite promenade with many who pay nothing towards its support, and the claim for this small sum towards its maintenance is a fair one. Sir E. Hornby, Messrs.

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Anneke, Coutts, Cordes, Dallas, Hyslop, and Little were elected stewards for the ensuing year.

We are glad to hear, on good authority, that the report mentioned by the *London and China Herald*, that the North German Confederation entertained an idea of giving up the extra-territorial rights guaranteed in its treaty is entirely without foundation, and that the news concerning the appointment of the Commissioner of Customs to act as North German Consul, at Swatow, is also founded on a misconception, which will shortly be explained. Very probably the first of these statements is another of Mr. Burlingame's devices to make believe in the success and importance of his mission.

The Recreation Fund has been at length rescued from the chaos of conflicting interests in which it appeared hopelessly sinking, and placed on a clear and legal footing. The decision of the Court appears virtually to extinguish the shareholders, and to vest independent control in the hands of five trustees—the right of the former to repayment of their $50 shares being alone reserved. The Chairman of the Municipal Council and Messrs. Johnson, Reid, Forbes and Groom are appointed the first trustees, with power to fill vacancies in their number, so long as three remain; if, through absence, death or other cause, their number should fall below two, the Court is to be appealed to, to appoint new members. Seeing the difficulty there has always been to get together a meeting of shareholders, we imagine the latter will readily acquiesce in a decision which places the fund in a clear position, and gives them a definite chance of recovering the value of their shares.

A Tientsin correspondent mentions a report that Chung-how is said to view the introduction of road steamers with favour, and that it is not unlikely one may be allowed to ply some day. The project of a railway from Tientsin to Chaitang has also come up again for discussion.

A meeting was held of the Asiatic Society on Wednesday evening, at which Dr. MacGowan read an interesting paper on "Chinese Lotteries and Money Jobbing." A rather animated debate on the recognition of lotteries, and of gambling generally, followed.

Chen, the Native Magistrate of the Mixed Court, has just taken a second wife—that is to say, having lived forty years with his wife without issue, he is allowed to promote one of his concubines, by whom he has had children, to the dignity of wife; the first wife, however, still retains senior rank.

The last two numbers of the *China Magazine* contain some excellent photographs of Shanghai, amongst them the Min Pagoda, the Masonic Hall, and a view of the English side of the Yang-king-pang. The books contain interesting translations of Chinese tales, and are in every respect superior to the earlier numbers.

IN BANKRUPTCY.

(Before CHAS. W. GOODWIN, Esq.—Feb. 18)

IN RE BARNES DALLAS.

Present.—Messrs. E. J. Hogg, A. Michie, F. B. Johnson, and E. Lavers.

Messrs. Hogg Bros. proved debts to the amount of Tls. 7,433.83 less Tls. 353.08 for brokerage, and as attorneys of William Hogg, England, debts to the amount of Tls. 23,473—admitted.

F. B. Johnson appearing for Jardine, Matheson, and Co., proved debts to the amount of Tls. 12,891.87, which were admitted.

A. Michie, representing Killick, Martin and Co., London, put in a claim for balance of insurance on a steamer in 1863, Tls. 1,733 36.

In reference to this claim Mr. Dallas said: In 1863 a steamer belonging to Mr. Richardson and myself was insured in London by the agents, Messrs. Dallas, Pearson and Co. It was insured for £481 17s. 6d. I was told of this subsequently, and that the amount was owing to Messrs. Killick, Martin and Co. This was after Mr. Richardson's death. I said I had paid a previous insurance, and it was the place of the executors of Mr Richardson to pay this amount. They paid a portion of it, but were unable to pay the full amount.

Mr. Michie explained: Killick, Martin and Co. sent me this account in sterling to collect. I converted it into taels, adding interest. I applied for payment to Mr. Dallas. He said that Mr. Richardson, as joint owner, ought to pay it. He did not dispute his liability, but merely said the other ought to pay. I wrote to to the executors of Mr. Richardson. They acknowledged their liability, but first for one half only. I received from them Tls. 400, part payment. The balance now due is Tls. 1,733.36.

The Judge reserved the claim, and advised Mr. Michie to write to Messrs. Killick, Martin and Co. to explain that these proceedings were started before the new Act came into force.

Bankrupt to get his discharge on March 21.

HONG KONG.

From this port we have advices to March 2. The outward mail of Jan. 14 was received on Feb. 28. The following items are from the *Daily Press*:—

The long negotiation with reference to the amalgamation of the docks has now so far progressed that the matter will be decided finally within the next few days. Opinion upon the question has now become almost unanimous, and it is to be hoped that the amalgamation will be duly effected. It is perhaps worthy of note that the shareholders who were appointed to form a committee in conjunction with the directors consisted chiefly of gentlemen who had expressed themselves rather against than in favour of amalgamation—a circumstance which is in some degree a matter of congratulation, as it forms a guarantee that the final decision on the subject will not be come to except after those who are least anxious for amalgamation have felt themselves justified in concurring in the measure.

Mr. Chaloner Alabaster, H.B.M. Vice-Consul at Swatow, who was recently appointed Vice-Consul at Shanghai, takes his departure by the present Messageries Imperiales steamer for Europe, on leave for eighteen months.

It is currently reported that further large grants will be required for the completion of that unlucky undertaking, the Pokfolum Reservoir. The information is not official, but if it prove true, as has been stated, that the works so far as they have gone are in many respects a failure and will have to be overhauled, the public of Hong Kong may look to the pleasure of paying additional taxation before the much-wanted waterworks can be completed. The incident will show the gravely pernicious results of the financial policy so patly enunciated at the Legislative Council, and the public will have an admirable opportunity of judging of the correctness or otherwise of the principle of finance enunciated by the Colonial Secretary, which involves the astounding proposition that when once the money has been voted by the Council, the Government may devote it to any purposes they see fit. If large additional funds are now to be asked for, to complete the reservoir, the heavily-taxed public of Hong Kong will be able accurately to judge how far the sum of $38,000, which was voted for the reservoir, and was put down as a "saving" in the last accounts, and so made use of for objects, with regard to which no money had been voted at all, was of the nature stated. No wonder, when the finances are managed in this manner, that gambling money is indispensable!

Ma-chow-wong has been ordered to find security as before, to be forthcoming at any time within the next two months. He was told that it was not considered advisable to interfere with his business arrangements, provided they occupied a reasonable time, say a month or five weeks. If it should be found necessary he would be brought up again within the two months, and then he would be sent to the Governor, who would probably carry out the ordinance which empowered him to deport him. He was desired to call at the magistracy, when his arrangements should be concluded, and report the fact. There were special reasons, which it was unnecessary for his Worship to specify, why it was necessary to deal thus with him, though it was a principle of English law that a man having once expiated an offence was afterwards free on that particular score. Wong-a-kee insinuated that he was different from ordinary old offenders, who he acknowledged were frequently treated as suspects. His Worship: "Why that's exactly what the police think! It was just because he was different from ordinary old offenders that he was differently dealt with."

The accounts received of the proceedings of the London merchants regarding the new Convention had naturally attracted much attention. The *Daily Press*, alluding to the letter drawn up by the Committee appointed at the meeting at Messrs. Matheson's, says:—"Arguments such as these, it is certain, will not stand against a plain matter-of-fact representation by an influential combination of the mercantile men at home, who are interested in China; and there is every indication, at the present time, that the Burlingame Mission will, in a very different manner than it intended, have the effect of bringing to the notice of the Home Governments the true bearing of the Chinese question. It is inconceivable that, if their attention be properly called to the matter, the Home Government can think of accepting a Convention so defective as that which has been concluded by Sir Rutherford Alcock."

The *China Mail* says:—"The *London and China Express* by this mail is unusually interesting, and though we transfer numbers of items of news from it, we cannot reproduce all which deserves special note in its enlarged edition now to hand. In the copious comments which have been made upon the Alcockian Convention, and the general discussion of its conditions by Chambers of Commerce, at public meetings, and in the columns of the London press, there is at least one comfort, viz., to know that people at home at least are beginning to consider that the question of British interests at this distance is their own interest at home, and includes the tradal and other interests of Western nations generally. Another satisfactory element which presents itself, on a general review of the present state of the China question, is that, in the presence of the writers to the *London and China Express*, the *Standard*, and the *Globe*, such unaccountable vagaries of illogical composition as that given to the world by the otherwise sane author of the work entitled 'Greater Britain' must fall innocuous upon the stronger crust of English common sense which finds expression in better-informed quarters.

"From the articles which appear in the home papers to hand, a general estimate may be formed of the relative value attachable to the statements of the upholders of the present 'conciliatory' policy of Lord Clarendon. Sir C. Dilke's letter to *The Times* has been already well and ably answered by the *Standard*, the *Globe*, and the *China Express*; but it contains one or two statements bearing on the press in China, which at present we can only characterise as rash, reserving fuller vindication for a

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more convenient season. If Sir Charles would compile a book containing all he does *not* know about China, its size would be, to say the least, cumbrous and unwieldy; but as he has set up as an author, and his ignorance, when blazoned forth by *The Times*, may do harm in some quarters, we shall put his admirers and ourselves right with the world on another occasion.

"In contrast to the blast of Sir Charles' penny trumpet, we have the large meeting of well-informed and clear-headed, practical, business men, who give their whole weight against the latest feeble ebullition of the 'peaceful action' of Sir Rutherford Alcock, viz., the new Convention. This may be said, of course, to be a purely commercial opposition; but it proves nevertheless—what must be very satisfactory to those who swear by the policy 'which would not have been tolerated 200 years ago'—that we are not so far advanced by it now as we were in 1858!"

The address of sympathy at the sad and unfortunate disaster which befell the U.S. *Oneida*, from the community of this port, other than Americans had been presented to Rear Admiral Rowan, commanding the U.S. Asiatic Squadron. The address was signed by the entire community, with scarcely an exception. Admiral Rowan, in receiving it, thanked the gentlemen presenting it, on his own part and that of his officers, and the Government he represented, for this warm expression of sympathy on the part of the Hong Kong community, and expressed the pleasure he would have in forwarding it to his Government, by whom it would be received in the same cordial spirit in which it had been dictated.

We (*China Mail*) learn that in the allotment of shares in the two fire insurance companies, applications were as to allotments in a proportion of fifteen, or twenty to two, and that a large number of applicants have not even got a solitary share allotted to them. This looks well for the prospects of both companies.

SIAM.

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BANGKOK.

The cremation ceremonies of his Majesty the late King of Siam were to commence at Bangkok on the 7th March, and from all accounts we have heard will be one of the most magnificent spectacles afforded in the East for many years. The preparations have been on a most extensive scale, and the expense is almost fabulous. The ceremonies were to continue until the 18th March, when the pyre was to be ignited, and the remains reduced to ashes. The ashes would then be collected and placed in a golden urn, and treasured up with those of his predecessors.

JAVA.

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BATAVIA.

The *Batavia Handesblad* gives the following additional information regarding the Belgian coolie ship *Frederic*, the burning of which, in Batavia roads, was noticed in our last issue:—

"We understand that the local authorities here, after having brought on shore the 365 Chinese from the *Frederic*, have provided for their maintenance in the most economical way possible, by concluding an agreement with a contractor for the food needed by them at 18 cents per day per head. Already twenty of the Chinese have had to be taken to the Chinese Hospital. The sudden change in their residence and mode of life, as well as the circumstance that most of them have been taken out of the water, will sufficiently point out a cause for sickness. It is not, however, to be denied that the situation of their present abiding place is by no means conducive to health in the long run. With an eye to this, the local authorities have sought for a better situation, where a bamboo shed for the lodging of the Chinese will be set up. The care of them at the present moment rests wholly on the police, as the captain, through want of an agency for the owners of the ship, or of the firm in Peru on whose account the coolies were engaged and shipped, is powerless to defray their expenses on shore, say, for their residence and subsistence, and medical treatment at Batavia; and the Belgian Consul, owing to the presence of the captain, and perhaps influenced also by the circumstance that these natives of the Heavenly Kingdom are not Belgian subjects nor never will be, seems to have no call or authority to concern himself more particularly with the progress or lot of the rescued coolies. We understand the captain intends to look out for a ship which may be engaged to convey the coolies to the place of their destination."

The N. B. *Handelsblad* says:—"The railway from Samarang to Soerakarta is now open to the public. A commission has been appointed, to hear the difficulties regarding some land-holders, who placed difficulties in the way of the expropriation of plots of ground for the Batavia and Buitenzorg line of railroad, at which people are already hard at work."

STRAITS SETTLEMENTS.

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SINGAPORE.

The outward English mail of Jan. 28 was delivered at this port on the 3rd March. Advices by the present mail are to March 9, but, like those from other ports, bring little news of importance. The following items are from the *Singapore Daily Times*:—

The colonial steamer *Peiho* leaves this afternoon (March 9) for Malacca, to convey the Chief Justice, who will hold the sessions there. Unfortunately, he was prevented from going on Monday, owing to the *Peiho* being despatched in search of the *Ellenborough*. Some inconvenience will no doubt be occasioned by the fact that the proclamation fixed the day for opening the session on the 8th inst., while the Chief Justice will not arrive there before the 10th.

We stated a few days since that the case against the owners of the powder hulk *Statesman* had been concluded, but that judgment had not yet been given. This is a mistake. It appears that the case is not yet closed, but will come on again for hearing after the return of the Chief Justice from Malacca.

The steamer *Japan*, we learn, has been purchased by Messrs. Kim Seng and Co., for $40,000, and is to be placed on the line between Singapore, Malacca, and Penang, in conjunction with the steamer *Fair Singapore*.

Colonel Glover, one of the directors of the British-Indian Telegraph Extension Company, has arrived at Penang from Ceylon, for the purpose of making preliminary arrangements, such as selecting a site for the landing of the cable, establishment of offices, &c. The place at which the cable will be landed will probably be in the neighbourhood of Tanjong Tokong.

The *Daily Times* reprints the protest of the Straits Settlements Association in London to Lord Granville against the construction of the new steamer for the colonial service, with some comments concluding with the following suggestion:—"We are of opinion that should Lord Granville, with the knowledge he now has, sanction—or in fact not at once countermand—the construction of the steamer, the only dignified course for the unofficial members to pursue is one and all to tender their resignations with a declaration of the grounds on which they do so. We are not given to advocate extreme measures such as this, and it is only after the most earnest consideration that we do so now. At no former time was there so distinct and palpable an issue between the official and un-official elements of the Council—and it is, moreover, one directly affecting the expenditure of revenue—and if the former is to be allowed to prevail over the latter by force of numbers only, we may presume the same course will be pursued on all future and possibly very much more important occasions. By the resignation of the un-official members, the legislature of the colony will doubtless lose much practical wisdom, but the occasion is worth the sacrifice, and we may find good come of it in the end; but whether or no, we have no right to ask our independent men to sit in a Council merely to give a constitutional colour to proceedings they are powerless to control."

THE TANJONG PAGAR DOCK COMPANY.

The half-yearly accounts of this company have been presented at a general meeting, and show a very improving state of things. After paying a dividend of seven per cent. to the preference shareholders and nine per cent to the debenture holders, the directors commence their new half-year with an amount at the credit of profit and loss. Full repairs to the works have been charged against revenue, and the wharves, dock, and machine shops are stated to be in a thoroughly efficient condition. During the past half-year no less than thirteen steamers and twenty-three sailing-vessels have been docked and repaired, and the business at the wharves has been added to by the steamers of two new companies formed to ply packets between the Straits and China.

It is understood that the full amount is subscribed to enable the directors to replace the 9 per cent. debentures falling due next October, at the lower rate of 7 per cent., and thus a further increase to the company's income is ensured. Mr. Lipscombe, of Messrs. Boustead and Co., has joined the board, and to them we offer our congratulations, not merely on the prospect of their undertaking proving a great success financially, but upon the important service they have rendered to the colony of the Straits Settlements.

Commercial Report.

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(*For dates see First Page.*)

IMPORTS.

SHANGHAI.—The business in Grey Shirtings had not been on a very large scale, and had consisted chiefly of resales by speculators; prices showed little change on those previously quoted. The market had a firm aspect, although the native dealers were unwilling purchasers at quotations. White Shirtings: The demand had been less active, but holders seemed indisposed to part with their goods at lower rates. T Cloths: A fair inquiry had existed for the finest and commonest kinds of 6 and 7 lbs. goods. The prices offered, however, had generally been under the ideas of holders, and hence operations had been curtailed. The position of the market, especially for 7 lbs. makes, was not very satisfactory. Drills: English and Dutch had commanded some attention, but beyond sales at auction of damages nothing had transpired in American fabrics. Sales of English had been made freely at Tls. 3.55 to 3.60 per piece, and of Dutch at Tls. 3.47 to 3.50 per piece. Jeans: Still neglected. Sheetings, of which the stock was not heavy, would be taken if holders were a little

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less firm in their demands. Fancy Cotton Goods were no less reported upon. Woollens: The market showed no change worthy of remark. Some Crape Lustres had changed hands at Tls. 4.15 to 4.25 per piece, but the inquiry for them had been by no means active. Metals: Nail Rod Iron, during the week 10,000 bundles had been taken at Tls. 2.25 to 2.30, the latter price being for a parcel containing a fair quantity of small-sized Iron. For this kind, however, importers were very firm, and would not do business at current rates; quotations unaltered. Coals: The market remained in a very unsatisfactory state for shippers; Cardiffs sold at Tls. 6.55; for other kinds rates were nominally the same. The current quotations were:—Grey Shirtings, 7 lbs., per piece, Tls. 2.0.4 to 2.0.7; 8.4 to 8.6 lbs., Tls. 2 2.3 to 2.2.8; 9 to 9.12 lbs., Tls. 2.6.5 to 3.1.8. White Shirtings, per piece, Tls. 2.2 to 3.0; T-Cloths, 6 lbs., per piece, Tls. 1.4.5 to 1.6.8; 7 lbs., Tls. 1.6.5 to 1.8.5; 8 to 8.4 lbs., Tls 2.0.5 to 2.1.5; XX Tls. 2.4.0; American Jeans, 30 yds., Tls. 2.8.0 to 2.8 5; American Sheetings, 40 yds., Tls. 3.6 to 3.8; White Figured Shirtings, per piece, Tls. 2.2.3 to 2.2.6; Dyed, Tls. 2.7.5 to 2.8 5. Brocades, White, 40 yards, Tls. 2.2.4 to 2.3; Dyed, Tls. 3.2 to 3.2.5. Damasks, Dyed, 40 yards, Tls. 4.2 to 4.4. Gentian Shirtings, Tls. 2.9 to 3. Chintz, Tls. 1.6 to 1 9; Turkey Reds, 24 yards, 2.0.5 to 2.5.5. Camlets, English, SS, per piece, Tls. 11.7.0 to 12.2.5; SSS, Tls. 10.5 to 11; Spanish Stripes, per yard, Tls. 0.5.0 to 0.5.5; Medium Broad and Habit Cloth, Tls. 0.9 to 1.5.0; Long Ells, Scarlet, 24 yards, HH, per piece, Tls. 6.1; CPH, Tls. 6.0.5; Assorted HH, Tls. 5.9.0 to 6.0.5; CPH, Tls. 5.9 to 6. Lastings, 30 yards, Tls. 11 to 11.5.

HONG KONG.—There was no change to note in the position of the import market, a fair amount of business having been transacted at previous rates.

SAIGON.—A fairly active business had been done, especially in 8¼ lbs. Grey Shirtings; arrivals had been, however, very important, and would soon meet the demand. White Irishes, there being very heavy stocks, were rather neglected. Quotations:—Grey Shirtings, 8¼ lbs., $3.10; do., 7 lbs., $2.70; Grey T-Cloths, 6 lbs., $1.95; do., 5½ lbs., $1.75; do., 5 lbs., $1.65 to 1.67½; do., 4½ lbs., $1.60½. White Irishes, $2.20, nominal.

SINGAPORE.—The closing quotations were:—No. 40's Mule Twist, $150; 8¼ lbs. Shirtings, $3.05 to 310: 7 do., $2.55; 5 do. T-Cloths, $1.60 to 1.62½; 6 do., $1.87½ to 1.85; 7 do., $2.10 to 2.15.

EXPORTS.

TEA.

SHANGHAI.—The market in Black operations had been very trifling, the purchase of one small chop at Tls. 19, and the shipment on native account of another parcel, being the only transactions recorded. In Green there had been rather more activity, and prices for common classes had slightly advanced. Settlements amounted to 8,500 half-chests, and stocks were estimated at 30,000 half-chests. Prices paid had been:—Shanghai packed, Tls. 19 to 22; Fychow, Tls. 21½ to 27; Teenkais, and Moyunes, Tls. 30 to 41; Fingsuey, Tls. 30½.

SILK.

SHANGHAI.—The active demand noticed in our last report continued, but owing to the inferiority of the stocks on offer only a limited business had been transacted, the present steamer being expected to take about 300 bales. Prices had remained very firm, and, in some instances, an advance had been paid. "Koo-fong-sings" chop (water mark) was reported to have been sold at Tls. 590 for No. 3, with an assortment, including Nos. 3½ and 4. In the interior there appeared to be great excitement, and prices were said to have advanced considerably. The unsold stock at Shanghai, consisting of 400 bales, was very inferior; and this fact, coupled with the great difficulty experienced in finding silk in the interior, led to the expectation of an export not exceeding 40,000 bales.

SAIGON PRODUCE.

The following is from Messrs. Kaltenbach, Engler, and Co.'s Market Report, dated 6th ult.:—Rice: Round Gocong grain. Owing to a quite extraordinary accumulation of shipping under charter for Japan in coincidence with the usual interruption of arrivals from the interior during the native holidays prices experienced a further advance, reaching the high figure of $2.10, which we have not been accustomed to see for the last three years. At that rate about 100,000 piculs have been contracted for towards the end of February, when want of money and important supplies of rice operated a sudden change in our market and caused prices to decline within three days to $1.80. Of late arrivals have however been very moderate again, and Chinese were therefore induced to raise their pretentions, so that already before arrival of the China Mail $1.90 had been vainly offered for short delivery, and the fresh orders laid down for the Japan markets met with a very firm market. To-day several contracts have been passed at $2, but at present $2.10 are asked for again. Long Vinlong grain, although only in moderate demand, has been still more scarce than round rice, and was for some time entirely wanting in the market, so that several vessels came on demurrage before sellers could provide their cargoes. A contract for long delivery was passed at $1.72½. During the last fortnight this corn came however freely to hand and was obtainable at about $1.50. Present stocks being of good quality and regular grain, which hardly justified such a large difference of price made for Gocong rice the former was equally directed to Japan, and is, therefore, following the upward tendency of round rice. We may quote to-day $1.70. The monthly exports of rice amount to 447,600 piculs. Paddy has not been much affected by the advance of rice prices, and may be quoted $1.05. Hides continue in good demand, and command higher prices. Quotations are $8¾ for Buffalo and $12 per picul for Cow. Horns: Buffalo, in absence of any stocks, we quote nominally $8¾ to 9 per picul. Black Pepper: No transactions to report; the price offered for delivery in March is $9 per picul. Cocoa Nut Oil. Some sales have been effected at $9.80 per picul. Of late the market has been better supplied, and we may quote $9.50 per picul. Gamboge: No change to report; prices are nominally $62 per picul.

LIST OF SILK SHIPPERS FROM SHANGHAI TO SOUTHAMPTON AND MARSEILLES.

From June 1st, 1869, to Feb. 19th, 1870.

	Bales.		Bales.
Adamson, Bell, and Co. ...	70	Hogg Brothers	741
Barnet and Co.	2,191	Holliday, Wise, and Co. ...	10
Birley, Worthington, & Co.	1,388	Jardine, Matheson, and Co.	772
Birt, W.	114	Jarvie, John, and Co. ...	1,639
Bland, J.	320	Meynard and Co.	20
Borneo Company	100	Milsom and Tod	892
Borntraeger and Co. ...	520	Nachtrieb, A., and Co. ...	885
Bourjau, Hubener, and Co.	227	Parsees	87
Bovet, Brothers and Co. ...	662	Pustau, Wm., and Co. ...	155
Bower, Hanbury and Co....	1,621	Reid and Co.	54
Brand, Monro, and Co. ...	3,585	Reiss and Co.	178
Bradwell, Bloor, and Co. ...	23	Russell and Co.	1,938
Bull, Purdon, and Co. ...	8	Remé, Wm., and Co. ...	773
Carter and Co.	1,648	Sassoon, D., Sons, and Co.	232
Chapman, King, and Co. ...	485	Sassoon and Co., E.D. ...	46
Chinese	122	Scheibler, Matthai, and Co.	928
Coutts and Co.	116	Shaw Brothers and Co. ...	1,017
Cumine and Co.	467	Siemssen and Co.	808
Dickinson and Co. ...	213	Skeggs and Co.	1,258
Fogg and Co.	25	Smith, Archer, and Co. ...	231
Framjee, Hormusjee and Co.	50	Textor and Co.	1,272
Gamwell, F. R.	1,359	Thorne Brothers and Co. ...	586
Gibb, Livingston, and Co...	1,831	Trautmann and Co. ..	235
Gilman and Co.	951	Westall, Brand, and Co. ...	181
Glover, Dow, and Co. ...	204	Sundries	2,770
Gutschow and Co.... ...	241		
Heard, Augustine, and Co.	635	Total bales... ...	37,150
Helbling and Co.	866		

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6d.	4s. 6⅛d.	4s. 6⅛d.
Shanghai ,, ,, ...	6s. 0d.	6s. 0¼d.	6s. 0¼d.
Canton ,, ,, }			
Hong Kong ,, ,, }	4s. 5d.	4s. 5¼d.	4s. 5⅛d.
Macao ,, ,, }			
Singapore ,, ,, ...	4s. 6¼d.	4s. 6¼d.	4s. 6⅜d.
Manilla ,, ,, ...	4s. 4d.	—	—
Colombo ,, ,, ...	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	300 to 301	222
,, Hong Kong	25⅜ to 26¼ dis.	—
Bar silver	111.5.0	9½ prem.
Mexican dollars	73.9.5	¾ to 1 prem.

Bons, at Yokohama, 339 to 370 per 100 dols.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 19; Old, 27 to 28 per cent. premium.
Hong Kong Gas Company, 46 dols. per share.
Hong Kong and Whampoa Dock, 5 per cent. discount.
Union Dock Company, 40 per cent. discount.
China Traders' Insurance, 1,400 dols. premium.
Hote shares, 60 to 70 per cent. discount.
Hong Kong and Macao Steamboat Company, 29 per cent. premium.

Shipping Intelligence.

ARRIVALS.

At OSAKA.—From Cardiff, Feb. 7, Psyche.

At SHANGHAI.—From London, Feb. 17, Forward Ho, Derwent; 19, Leander, Deerhound (reported by telegram).

At HONG KONG AND CANTON.—From London, Feb. 25, Sir Lancelot; from Liverpool, Belted Will (reported by telegram).

At SINGAPORE.—From Liverpool, March 3, Shantung (str.), 5, Ajax from London, 5, Henry Grenfell; from Cardiff, 3, Aline, Alexandra.

At SAIGON.—From Marseilles, March 4, Pere de Famille.

DEPARTURES.

From YOKOHAMA.—For Marseilles, Feb. 15, Paris Porte de Mer.

From SHANGHAI.—For London, Loundon Castle, Dartmouth (reported by telegram).

From SINGAPORE.—For Glasgow, *via* Liverpool, March 7, Wemyss Castle; for Bordeaux, 5, Nouvelle Pallas; for New York, 5, George Green.

From SAIGON.—For Bordeaux, Feb. 21, Caldew.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CAW—On the 2nd Feb., at Manila, the wife of Thomas Caw, Esq., of a daughter.
CRAWFORD—On the 31st March, at Pirbright lodge, West Surrey, the wife of Ninian Crawford, Esq., of a son.
GURNEY—On the 2nd April, the wife of Thomas Gurney, of Notting-hill, and daughter of the late William Dent, Esq., of Ashton-grove House, Brampton, Hants, of a daughter.
HENDERSON—On the 18th Feb., at Shanghai, the wife of Dr. Edward Henderson, of a son.
MAXWELL—On the 9th Feb., at Hankow, Mrs. Richard Maxwell, of a daughter.
SITWELL—On the 2nd Feb., at Yokohama, the wife of J. A. Sitwell, Esq., of a son.
UZIELLI—On the 2nd April, at No. 315, Camden-road, the wife of Edward Uzielli, Esq., of a daughter.

MARRIAGES.

DAVIDSON—IRVINE—On the 17th Feb., at the British Consulate, Shanghai, and afterwards by the Rev James Thomas, Charles Davidson, Esq., to Mary Ellen, only daughter of Duncan Irvine, Esq., National Bank of Scotland, Edinburgh.
LIDDALL—BARNS—On the 5th Feb., at Yokohama, T. B. Liddall, Esq., M.D., British Legation, to Mary Elizabeth, second daughter of Charles Barns, Esq., The Hall, Clay Cross.

DEATHS.

BARNECOT—On the 26th Feb., at 57, Wyndham-street, Hong Kong, William Barnecot late of the Colonial Secretary's office, in his 35th year.
DAVID—On the 18th Jan., at Tientsin, Mr. E. J. David, after a short illness.
LARKEN—On the 5th Feb., at Foochow, Thomas Lancaster Larken, aged 34.
LAZAROO—On the 6th March, at Queen-street, Mr. A. V. Lazaroo.
LYALL—On the 30th March, suddenly, in London, James Hepburn Lyall, of Southwick, Hants, aged 57.

LATEST TELEGRAMS.

(RECEIVED VIA GALLE, APRIL 7.)

CHINA.

HONG KONG, MARCH 22.—Grey Shirtings, 6½ catties, 8¼ lb., $2.90; Watertwist, $1.45. Cotton, Bengal, fair medium, $19 Tea tending downwards. Total export (China and Japan), 136,000,000 lbs. Exchange on London, Bank bills, six months, 4s. 5½d.

SHANGHAI, MARCH 16.—Grey Shirtings, 6½ catties, 8¼ lb., 2.30 taels. Cotton: Shanghai, 20 taels. Tea, nothing doing. Silk, moderate demand, but firmer; No. 3 Tsatlee, 595 taels. Settlements since the departure of last mail, 2,200 bales. Export to date (China and Japan) from commencement of season, 54,000 bales. Exchange on London, Bank bills, six months, 5s. 11¾d. Freight: Tea, 50s.

SINGAPORE.

SINGAPORE, MARCH 29.—Grey Shirtings, 8¼lbs., $3.07; Yarn, 40's, $150. Freights, to London, £2 2s. 6d. Exchange, six months, Bank paper, 4s. 6⅜d.

JAVA.

(RECEIVED VIA GALLE, APRIL 7.)

BATAVIA, MARCH. 22.—Java Coffee, f.31; Rice, 1st quality, f.160 to f.170; 2nd quality, f.130 to f.150; Rattans, f.11 to f.13; Gum Elastic, f.96 to f.105; Arrack, f.80 to f.82.50. General cargo unchanged; freight, f.75 to f 80. Exchange, Holland, f.101.25 to f.102.

ARRIVALS.—Australie (?), Betty, Henrietta, Jonge Cornelis.

DEPARTURES.—Cornelis Wernard Eduard, Java Packet, Maria Elise, Nederland, Noach III., Stad Middelburg, Susanna Elisabeth, Ymuiden.

(RECEIVED VIA KIACHTA, THIS DAY.)

SHANGHAI, MARCH 21.—Another attack on missionaries in Kwangtung. London telegrams by Grant's line to March 1 were received in Shanghai March 21.

COMMERCIAL POSTSCRIPT.

The directors of the Chartered Bank of India, Australia, and China, have issued their report prior to the meeting to be held on the 20th inst. They state that the general balance-sheet of the bank, made up to the 31st December last, shows a net profit for the twelve months of £62,588. The directors regret the diminished amount of profit, as compared with that of last year, attributable chiefly to the adverse state of the exchanges between England and the East, and the general depression of trade. There is, however, no deduction to be made in respect of the old bad debt account, the liquidation of which has progressed so favourably as to reduce the amount to a comparatively small figure. The directors have therefore determined to recommend a continuance of the dividend at the rate of six per cent. per annum free of income-tax, absorbing another £24,000, or the same amount as the interim dividend declared at the half-yearly meeting in October. The surplus remaining, inclusive of the balance brought from last account, is £37,953, which the directors have carried forward to profit and loss new account, as a provision against contingent loss by the Batavia failure, announced a year ago. None of the legal questions involved therein have yet been finally decided by the Dutch and German law courts, to which they were necessarily referred, and where the suits are still pending.

The Telegraph Construction and Maintenance Company notify that the manufacture of the Gibraltar and Malta Telegraph Company's cable is completed, and that the steamship *Scanderia*, with her portion of the cable, leaves the Thames for Malta to-day, to be shortly followed by the steamships *Edinburgh* and *Hibernia* with their respective portions.

The Indo-European Telegraph Company's wires have now been permanently completed, and a staff of English clerks provided all through from this country to India. Messages are now arriving in from four to six hours.

The report of Reuter's Telegram Company, to be presented on the 13th inst., recommends a dividend of 7½ per cent., making, with the previous distribution, 10 per cent. for the year, and leaving £290 to be carried forward.

The annual meeting of the Singapore Gas Company (Limited) will be held on the 26th inst., when a dividend will be declared for the half-year ending the 31st December.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—April 5, off the Goodwin, from Bangkok, for Hamburg, G. F. Vorwerk; off Portland, from Ceylon, Palestine; 7, at Falmouth, from Canton, Oscar Vidal; at Queenstown, from Bangkok, Indiana, from Akyab, Mogul; at Gravesend, from China, Barbadia, Tyburnia; 8, at Queenstown, from Bangkok, J. H. Love; 6, off Scilly, from Singapore, Kate Carnie; 7, from Shanghai, Flitchin; from Sourabaya, Marie Elisabeth; 8, at Falmouth, from Macao, Daylight; from Foochow, Kali Maas; from Rangoon, Spirit of the South; off Falmouth, from Manila, for Liverpool, Merwanjee Framjee; March 15, at Havana, from Macao and Mariel, Cataluna (str.); 23, at New York, from Yokohama, Janet Ferguson; April 7, off the Bolt, from Bangkok, a Bremen barque; 10, at London, from Foochow, Valkyrien, from Shanghai, Corea; from Colombo, Elizabeth Graham; from Bangkok, Preciosa; from Macao, Petchelee; at Falmouth, from Macao, Helensbank; 11, at London, from Colombo, Belvidere; from China, England's Glory; from Rangoon, Waterloo; from Bangkok, Drusus.

DEPARTURES.—From Amsterdam, for Japan, Prinses Amalia; April 7, from Liverpool, for Singapore, Highlander; from Amsterdam, for Sourabaya, Gertina Maria; from Rotterdam, for Batavia, Anna Margaretha; April 7, from Cardiff, for Shanghai, George; 9, from London, for Singapore, Hong Kong, and Shanghai (via Suez Canal), Craigforth (str.); March 24, from San Francisco, for Hong Kong, Shirley; 25, Golden Fleece; from Shields, for Batavia, Devana.

LAID-ON.—At London, for Yokohama, Hiogo and Nagasaki, *via* Suez Canal, Chieftain (str.); at London, for Shanghai, Tyburnia; for Colombo, Palestine; at Glasgow, for Colombo and Madras (via Suel Canal), Carolina.

SPOKEN.—Endeavour (American ship), London to Hong Kong, March 1, 1 N., 29 W.; Royal Diadem, Canton to London, March 31, 49 N., 15 W.; Fluellen, Shanghai to London, Jan. 25, off Cape of Good Hope; Oriana (ship), Manila to Liverpool, March 24, 40 N., 23 W.; Petchelee, Macao to London, April 1, 49 N., 11 W.; Jannetje, Batavia to Rotterdam, April 3, 49 N., 10 W.; Linda (barque), Hamburg to Hong Kong, March 18, 41 N., 12 W.; Kaap Hoorn (Dutch barque), Java to Rotterdam, March 24, 35 S., 24 E.; Stefana Coercevich (?), (Dutch barque), Bali to Rotterdam, 74 days out, Feb. 15, off Ascension; Pauline Constance Eleanor, Java to Amsterdam, March 15, 29 N., 40 W.; Royal Diadem, Canton to Falmouth, March 31, 49 N., 15 W.; Marie and Louise (German brig), Cardiff to Shanghai, Feb. 11, 3 N., 20 W.; Catherine Rankin, China to Amsterdam, Dec. 8, 13 S., 10 (?) E.; Frieda (North German), Batavia (?) to Falmouth, March 17, 47 N., 16 W.; Martin (Dutch barque), Cardiff to Hong Kong, Feb. 7, 21 S., 30 W.; Æolus, Batavia to Rotterdam, March 30, 48 N., 16 W.; President Plate (Dutch schooner), Java to Rotterdam, March 20, 37 N., 32 W.; Volunteer, London to Singapore, Feb. 25, 11 S., 34 W.; Louise (Dutch barque), Batavia for the Bay of Biscay, Jan. 17, 27 S., 57 E.; Estrella, Liverpool to Manila, Feb. 15, 4 N., 22 W.; Homer, Foochow to New York, March 8, 27 S., 9 E.; Nostra Senora de las Victorias, Colombo to London, March 11, 21 S.; Signe (Danish ship), Sourabaya to Copenhagen, March 24, 41 N., 27 W.; Ada, Batavia to Rotterdam, March 14; a North German barque, Canton to New York, March 1, lat. 22, long. 62; Adriana (Dutch barque), from Samarang, Jan. 29, off the Cape of Good Hope; River Clyde, Singapore to London, Jan. 30, off the Cape of Good Hope; Elizabeth Nicholson, Shanghai to London, Feb. 22, 28 S., 8 E.; Peter Denny, Colombo to London, Feb. 22, 28 S., 8 E.; Empress, Macao to Falmouth, Feb. 13, 23 S., 65 E.; Fusi Yama, Singapore to Boston, Feb. 22, 31 S., 41 E.; Coldingham, Singapore to London, Feb. 27, 35 S., 25 E.; Esmeralda (N.G. brg.), from Hong Kong, Feb. 27, 35 S., 22 E.; Oceanus, Batavia to Rotterdam, off the Western Islands; Estrella, Liverpool to Manila, Feb. 15, 4 N., 22 W.; Alice (German), Hong Kong to Hamburg, Feb. 2, 35 S., 20 E.; Rajah of Cochin, Bangkok to the Channel, March 9, 18 N., 25 W.; Albion (Norw. brq.), Sourabaya to Amsterdam, 101 days out, March 31, 37 N., 34 W.

CASUALTIES.—The Danube (steamer), for Shanghai, &c. (*via* Suez Canal), which put back to Liverpool April 2, after being ashore, had discharged her cargo and been docked; 130 packages of goods were found to be very slightly damaged; no salvage. A telegram from Galle, April 5, states that the Corea, off No. 28,322, French (?), from Singapore to London, has got aground on a mudbank in Banka Straits; steamer despatched. The Herald from Batavia to Boston, has put into St. Thomas in distress. Advices from Capetown, dated March 5, stated that the Seawell Hemder, from Bangkok to Falmouth, which put into Table Bay, Feb. 7, leaky, was hove down.

MISCELLANEOUS.—At Port Said, April 8, Nile (str.), Wright, from London, for China and Japan; 9, Historian (str.), from Liverpool, for Colombo, &c. At St. Helena, March 2, Medine, Lefeuvre, from Hong Kong, and sailed for London; 7, Otter, Croscombe, from Sarawak, and sailed for London; 10, Voorlichter, Duinker, from Banjoewangie, and sailed 12 for Rotterdam. Off St. Helena, March 2, Ocean Beauty, from Colombo, for London; 13, Ben Lomond, from Pobolingo, for Amsterdam. At Table Bay, March 1, Agamemnon (str.), Middleton, from Liverpool, and left for Mauritius, Singapore, &c.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks.—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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WE are glad to learn that a good-service pension has been awarded to Admiral KEPPEL. The *Army and Navy Gazette* observes that Mr. CHILDERS did not include this piece of intelligence in his reply to Mr. RYLANDS. It may, however, be received by the hon. gentleman as another proof of the satisfaction with which the Admiralty regarded Sir HENRY'S doings in China.

A TELEGRAM from St. Petersburg, dated Saturday, mentions a rumour that bears strong evidence of probability, to the effect that the negotiations between the Russian Government and the Chinese Embassy have come to a standstill, having been broken off on the return of Mr. BROWN to St. Petersburg. We shall not hear much more of this "Embassy" now.

FROM Washington we hear that the project of converting the monthly Pacific Mail service into a fortnightly one is likely to be carried into effect shortly, the Post-office Committee of the American Senate having agreed to a Bill to subsidise the Pacific Mail Steamship Company for carrying mails between San Francisco and China semi-monthly to the amount of $1,000,000 per annum.

MR. H. A. KRAMERS, 47, Geldeische-Kade, Rotterdam, is appointed agent in Holland for this paper and *London and China Exrress*, and will receive subscriptions.

NOTES OF A VOYAGE ON THE RIVER HAN.

Mr. A. Wylie has sent to our contemporary, the *Revue Orientale*, of Paris, the following highly interesting account of his late voyage, which is equally important from a geographical, commercial, and general point of view, and which we feel sure will be highly acceptable to our readers :—

Since the ratification of the treaties with European Powers, more than twenty years past, our knowledge of the interior of China has been gradually enlarging. Journies into the country have been extending both in frequency and distance, and much information has been gathered regarding the physical features and the means of locomotion. Many of these journies have been given to the public in permanent records, and have proved incentives to the more cautious to swell the number of such adventures.

Few of the eighteen provinces have been left unpenetrated; most of the main rivers have been traced hundreds of miles from their embouchures; the principal lakes have been visited; the recent changes in the current of the Yellow River investigated; every city and town explored for a thousand miles up the Yang-tsze, and many more important places visited even five hundred miles beyond that.

A rich field of investigation still remains untouched, in the numerous affluents of the latter stream. One of these the Han, from its length and importance, is almost entitled to rank higher than a secondary river; indeed, it is so described in the oldest Chinese record. The venerable Shoo having stated that "the Keang and the Han pursued their common course to the sea, as if they were hastening to court," proceeds to tell us afterwards that "from Po-chung (hill) the Great Yu surveyed the Yang (the ancient name of the river near its source) which flowing eastward became the Han. Farther east it became the water of Ts'ang-lang; and after passing the three embankments went on to Ta-pee, south of which it entered the Keang. Eastward still and whirling on, it formed the marsh of P'ang le; and from that its eastern flow was the northern Keang, as which it entered the sea."

If any confidence is to be placed in the "Tribute Roll of Yu," four thousand years ago the rude inhabitants of the Province of King-chow might be seen navigating its waters with their tribute cargoes of feathers, hair, ivory, and hides; gold, silver and copper; the ch'un tree, wood for bows, cedar and cypress: grindstones, whetstones, arrow-head stones, and cinnabar; the k'wan and loo bamboos, and the wood of the hoo tree; three ribbed rushes, silken fabries and pearls. Such we are told was the traffic of ancient times, and although the commodities of commerce may have changed with the exigencies of advancing civilisation, yet we may fairly believe that there has been an uninterrupted transit from that time to the present, and that the river crafts of to-day, laden with cotton, pottery, and the interchangeable products of north and south, are but the continuators and antitype of those old world pioneers.

Now, as of old, the Han rises in a mountainous region in the south of Shen-se province, the source being found at the Po-ch'ung hill, E. long. 106 deg. 25 min., N. lat. 33 deg. With a general easterly course of some 500 miles, it enters the province of Hoo-pih, and passes the city of Kwang-hwa, in the prefecture of Seang-yang. From that, with a prevailing southward course of about 500 miles more, after two or three sharp bends, it reaches Han-kow, where it discharges its waters into the Yang-tsze. Through its entire length it drains eight prefectures and a department, in the provinces of Shense, Honan, and Hoopih, and runs past or very near six prefectural, one departmental, and twelve district cities.

The Ta-pee, a hill of very moderate size, better known by the natives as the Kwei-shan, which marks the entrance of the Han, is a during memento of the Herculean, not to say fabulous, labours of the ancient hydrographer, Yu. The extraord nary assemblage of junks, of all sizes and varieties of build—the shear masts, the high poops, the round bows, and other distinctive characteristics, marking the vessels from Tze chuen, Hoo nan, Seang-yang, and other places with the gay parade of pennants and streamers in fair weather, give an exceedingly picturesque effect to the first two miles from the mouth. Such was the day on which I embarked, towards the middle of October, 1866, in a Seang-yang boat, commodicus and in good condition, our party consisting of six, four of whom were natives.

The water, which at times retains a clear blue tint till it enters the Yang-tsze, has now, in consequence of recent rains, assumed the same appearance as the turbid waters of the latter, which it retained till we were near the City of Keen-chow. There had been a fall in the water for several weeks, it being in places near twenty feet lower than the summer level.

At Tsae-teen, the first considerable town, which lies on the right bank, twenty miles from Hankow, there is a custom-house, where every boat passing up or down has to be examined; but on a simple declaration that our object was the circulation of the Christian Scriptures, we received a ticket to pass, without the slightest delay. Little more than a day's sail beyond brought us to the city of Han-chuen, where the Seaou-pee hill stands on the opposite bank, famous as being the place mentioned in the Spring and Autumn Annals, where the troops of Woe crossed the Han, and were drawn up to resist the forces of Tsoo. Up to this point a few hills occur at intervals on the south, but beyond this the country is almost a dead level till we reach the Ma-leang Hill, which we did on the twelfth day of our journey, another spot of historical interest being the Nuy-fang hill, surveyed by Yu in the course of his engineering labours. On the east of Tsae-teen stream from the Ch'ih-yay Lake flows into the Han, and twenty miles higher up the Yun-kow tang, a much more formidable stream, emerges on the left bank, after a course of nearly two hundred miles, in which it passes the cities of Suy-chow, Tih-gang, and Yun-mung. Many of the water courses marked on the maps were dry as we passed, it being only during the wet season that they retain a supply of water.

Among the more important towns that we visited along the banks may be named the following, with their successive distances, beginning from Han-chuen :—

Yih ma kow	30 le
Fun shwuy tsuy	60 ,,
Ma wang tsuy	30 ,,
Seen tao chin	60 ,,
Pang se ho	52 ,,
Yo kow	45 ,,
Hih nen t'ow	30 ,,
Chang tseih keang...	30 ,,
Ye kea tan	75 ,,
To paou wan	70 ,,
Sha yang chin	30 ,,

At most of these there is a considerable trade, and the people seem generally in a prosperous condition. Where there is a large boating population, there are usually a number of unruly characters, which require some considerable caution in their management. As a rule, however, we found the inhabitants most friendly, and the good feeling was sufficiently dominant to overrule any tendency to tumult.

Just beyond Ma-leang-hill a stream leads up to the Chow city of King-mun. Two or three hours' further sail brought us to the landing place for Shih pae, a large town standing three miles inland from the right bank. Some conspicuous hills soon appear on the same side, known as the San tseen shan, being the terminus of a range of some tens of miles, lying east and west.

At several points along the left bank we found pyramidal brick structures at sharp turns of the river, to resist the force of the current. The face is about an angle of 60 degrees, and probably thirty or forty feet in height; the bricks forming steps up to the top, which is a level terrace. Are these the modern representatives of the *San she*, "three embankments," spoken of in Yu's survey of the Han? The identity appears extremely probable. In this part of our course we found ourselves daily in contact with barges laden with barrows of a peculiar construction, having double wheels. These were the execution of a contract for fifteen hundred, to be used as vehicles of transport for the Imperial forces acting against the Mohammedans in Shense. The principal cargoes bound southward appeared to be cotton grown in the province. The specimens of the crops of this plant that I saw were miserably poor and stunted, and the produce was said to be below the average this year. The vessels ascending the stream were laden with pottery and miscellaneous cargoes, including European goods. An inferior slatey anthracite coal is exposed for sale, which comes from some of the hills not far distant.

At the village of Le-ho-Kow, on the right, an insignificant stream emerges from an opening between the hills; but in the summer this forms a considerable river, a hundred miles in length, passing several busy towns. As we were against this village a search was going on for the body of a person who had fallen into the

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water. Inquiring what method was adopted by the natives for the restoration of life in cases of asphyxia, I was informed that it was customary to suspend the patient head downwards, front to front, with his legs fastened round the neck of a living person, who walked about a mile or two with him in this position, shaking the body and pressing it against his own. A range of tolerably lofty hills now appear nearly parallel with the river, about a mile from the right bank, and some low-lying hills on the left, consisting of a coarse red grit stone, which is much used in building about Hankow.

The following day we arrived at Lew shwuy kow, a busy town standing on the declivity of a rising ground, a range of hills appearing at no great distance to the east.

Much of the next day was spent in E-ching, which stands about a mile and a half from the right bank. This was the first walled city we had come to since leaving Hau-chuen. The people were very peaceable and friendly. Ground nuts and tobacco are grown largely in the neighbourhood.

SIR C. W. DILKE ON CHINA.

(CHINA MAIL.)

What does Sir Charles Wentworth Dilke know about China and Chinese affairs, and whence does he derive his authority to teach all mankind, through the columns of *The Times*, what they ought and ought not to think on questions affecting British interests in China? He has made a voyage round the world, passing through the whole or nearly the whole of the English-speaking countries of the globe. He has published a very readable account of his travels, entitled "Great Britain;" he has met Chinamen in San Francisco, and again in the Australian colonies, and he has given utterance to a few common-places on the subject of Chinese emigration and on the future of the Chinese race. But he has never been even to Hong Kong; has never had anything to do with China, politically or commercially, so far as is publicly known, and beyond the circle of his reading he is ignorant of everything connected with the country or its inhabitants.

Will he favour us with a list of the authors whose works on the Middle Kingdom he has read, and of the men versed in Chinese affairs with whom he has conversed? Till he does so the public cannot, under the circumstances, be expected to credit him with very much knowledge on the subject on which he presumes to write, and must always doubt his ability to deal with that subject, and his common sense while he continues to favour the readers of *The Times* with the follies contained in his last letter to that journal, published in another column for the amusement of our readers. He is an advocate of the peace-at-any-price policy, an admirer of Lord Clarendon as he has exhibited himself lately in his despatches on China. He is a dear lover of "the truth, the whole truth, and nothing but the truth." He condemns the whole of the newspaper press of China as scandalously mendacious in matters of fact, and as utterly illogical and unfair in its criticisms and conclusions. He condemns the telegraph (instruments, wires, posts, insulators, officers and offices, we presume, included) as a notorious liar, and heaps up a pyramid of charges against the press and the telegraph, bewildering at first sight, and almost enough to convince us off-hand that we and our brethren of the press have been falsifying the known truth in all our statements. Not content with condemning us in the past, Sir Charles warns his readers against us in future, and declares us to be concocting additional false items of intelligence in preparation for the next session of Parliament. The man himself is, in fact, guilty of the misrepresentations with which he charges the European communities in China, and the press of China and the telegraph are innocent of everything but of faithfully stating every fact, and every reported fact—every rumour even which is thought to be of importance for the information of the public. If Sir Charles Dilke has heard of the confirmation at Peking of the American Treaty, he has heard it through the press of China, doubtless, or by telegraph. He heard of the rejection of the Treaty in the same way, and it is true that the Treaty was rejected by the Chinese at its first presentation. Mr. McLeavy Brown was rumoured to have been recalled. The rumour came first from Europe. The China press repeated it as an important rumour. The China press also informed Sir Charles Wentworth Dilke that the rumour was unfounded. Sir Rutherford Alcock did state in a despatch to Mr. Medhurst, what was fully the equivalent in as many words of the condensed report sent home. China will not progress but by the application of force. That statement was not false, although Sir C. W. Dilke says that it is. No one in China complains of the refusal of "an audience" to H.R.H. the Duke of Edinburgh. The complaint is that he was totally ignored at Peking. Sir Charles condemns the foreign communities in China for refusing to see the many proofs which the Chinese Government and people are, he fancies, daily giving of their willingness to move forward in the path of progress. He himself shuts his eyes to such documents as Tseng-kwo-fan's memorial to the Emperor—to such facts as the Yangchow difficulty, the two affairs at Formosa, the troubles at Foochow, Amoy, and Swatow, the insults offered Sir R. Alcock on his leaving Peking and later at Nanking, the attacks on the Roman Catholic Missionaries in several of the interior provinces, the attacks on Protestant Missionary establishments and the reports and threats in circulation regarding them. Sir Charles Wentworth Dilke ignores all these things, which are certainly not inventions of the China press, or telegraphic aberrations, and says in the conclusion of his letter under review, "the experience of the year (1869) would seem to prove that there is no amount of progress which may not be hoped for, provided that the temperate policy, &c., &c." What language is too strong to characterise the unblushing impudence of the man who, with a history of the events of the last year in China before him, if, indeed, he has troubled himself with facts at all, puts forth such an opinion as that, and charges falsehood, bad logic, and want of common sense on the press of China, and on the professional and mercantile men who support that press?

THE TRAFFIC ON THE SUEZ CANAL.—The report read at the meeting of the Suez Canal Company last week contains various statistics of the tonnage which has passed through the Canal since its opening. Between the 17th of November and the 15th of March the total was 209 ships, of 146,631 tons, and 606 smaller vessels, of 1,960 tons, including the tonnage which passed through at the inauguration. The nationality of the ships is exhibited in the following list:—English, 80, 56,052 tons; French, 44, 54,390 tons; Egyptian, 23, 17,666; tons; Austrian, 18, 14,625 tons; Italian, 14, 7,386 tons; Russian, 11, 4,178 tons; Norwegian, 4, 4,000 tons; Dutch, 4, 3,200 tons; German, 4, 880 tons; Spanish, 3, 528 tons; Prussian, 2, 3,015 tons; Portuguese, 1, 369 tons; Turkish, 1, 342 tons. Total—209; 146,631 tons. According to this the English tonnage is a third of the entire traffic, but the table, unfortunately, does not show the share of each nation in the business of the Canal—many ships of war being present at the inauguration, and England being far from proportionally represented. Actually the transit dues have only been levied on 79 ships, of 56,644 tons, representing the whole traffic to the 15th of March since the inauguration, and it is the nationality of these ships of which an account would have been most interesting. The statistics show one or two important facts. One is the use of the Canal by steamers almost to the exclusion of sailing ships. The above 146,631 tons is composed as follows:—Steamers, 142,217 tons; sailing ships, 3,715—total, 146,631 tons. The prediction that the Canal would be useful for steamers and hardly at all for sailing ships could not have been more accurately confirmed. It is important to observe again that although the beginning is small, the traffic is increasing. The following is a comparison, month by month, of the number of ships passing through the Canal, exclusive of those present at the inauguration:—November, 1; December, 9; January, 16; February, 29; March, 52. Unfortunately the tonnage is not specified, so that the comparison is not complete; but we may anticipate speedily a large addition to these beginnings, though there is no foundation for some extravagant calculations forward.

CHINAMEN IN THE UNITED STATES.—Senator Lawrence delivered lately in the Californian Senate a speech in favour of the protection of white labourers from the immigration of Chinamen. The Senator said that "the presence of this moral gangrene in our midst, spreading gradually but surely as it does, should in itself be sufficient to arouse thinking men, irrespective of party, to united action. Better by far that a wall of fire, high as heaven and broad as the Pacific, should separate us from this loathsome race than that they should obtain a foothold on this coast—better even in a pecuniary point of view."

THE Bishop of Colombo, the Right Rev. Piers Calveley Claughton, D.D., will, it is believed, resign his see, and will accept the Vicarage of Dudley, vacant by the death of Dr. Browne. The Bishop of Colombo has been in England for some time, on account of health, and had just received a further extension of three months' leave of absence from his diocese, to which he was appointed in 1862. Bishop Claughton, who is the younger brother of the Bishop of Rochester, was Fellow, Tutor, and Dean of University College, Oxford, Public Examiner and Select Preacher.

PRINCE MONING MAIN, son of the King of Burmah, who has for some time been a student at one of the military schools on Woolwich-common, has received the permission of the War Department to prosecute his studies in the manufacturing departments of the Royal Arsenal, under the tuition of Lieutenant Lamb, of the Indian service.

COLONEL NORTH has a notice of motion on the paper for "Returns of all the ordnance captured by the late Field-Marshal Viscount Gough during the operations in China;" and Sir W. Lawson, one for "Copies or extracts of correspondence with English missionary societies or missionaries on inland residence in China."

WE are informed that Captain Chandos S. S. Stanhope, the officer in command of H.M.S. Ocean, flagship on the China station, will in all probability be offered the post of private secretary to the First Lord of the Admiralty, vacant by the advancement to flag rank of the present private secretary, Rear-Admiral F. B. P. Seymour.

WE understand that the Duke of Edinburgh will not return, as was at first expected, in Her Majesty's ship Galatea, *via* the Suez Canal, but by the Cape of Good Hope, where he is expected to arrive early in the month of June.

A MESSAGE, dated Calcutta, Saturday, half-past twelve noon, was received by the Indo-European Telegraph Company at half-past ten, thus beating the sun by two hours.

THE CIVIL SERVICE (FOREIGN-OFFICE).—Mr. T. R. H. M'Cletchie, Mr. J. D. Crawford, Mr. W. L. B. Neale, and Mr. R. W. Mansfield have been appointed student interpreters in China or Japan.

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Foreign Intelligence.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, April 6.

A hitch has occurred in the North German Parliament which has delayed the passing of the new Criminal Code of Laws, the difficulty being to reconcile the abolition of capital punishment with the existing military code, which orders soldiers in time of war to be shot for treachery, cowardice, or attempted desertion. The Reichstag have refused to proceed with the Criminal Code till a revision and modification of the military regulations has been made. The subject of flogging in the Navy has also given rise to a stormy debate, one of the members of the House having brought forward a complaint that one of the sailors of the *Vineta* had been lashed with the cat-o'-nine-tails. Admiral Jachmann was obliged to confess the truth of the statement, but urged in extenuation that the culprit had been degraded to the lowest class, and then for a fresh offence had received corporal punishment, as the only means of preserving intact the discipline of the service. Count Bismark defended the necessity of such acts under certain circumstances, and which, if allowed to go unpunished, might create a mutiny, and endanger the safety of the ship and the lives of the officers and crew. The House then busied themselves with home subjects, among which was the Budget, which is still being proceeded with. The item of "Post-office" caused great interest, as the Postmaster-General gave some particulars of the results of his department for last year. The present system was introduced at the commencement of 1869, and from the great reduction in the postage created in that year a considerable deficit. The system is very simple. There are now only two rates of postage, one and groschens; the first franks a letter all over Germany if not weighing more than a loth (rather better than half an ounce), and the second for letters weighing from one loth up to half a pound. Unfranked letters pay a fine of a groschen, and newspapers as well as all other printed matter pay a one-third of a groschen for two and-half loths for any distance. As a groschen is a fraction more than a penny, and a loth is a tenth more than half an ounce, it will be seen that postage in Germany is considerably lower than the English penny post system. The number of letters that passed last year through the German post offices was 275,694,084, showing an increase of 10 per cent. on the previous year. The number of unpaid letters had diminished by 28½ per cent., with a corresponding augmentation on the prepaid ones. There are 1,700 mail trains on railways that cover every day 1,693 German miles of distance; 713 of the trains have travelling post-offices in them. The sale of postage-stamps produced $10,729,117. Of money orders 9,440,260 were issued for the interior of Germany for the sum of $116,957,280, and 418,107 for $7,462,043 for other countries with which treaties have been concluded.

Money appears to be very plentiful in Germany, if one may judge from the vast sums subscribed by capitalists for new enterprises of various descriptions; among others I may mention the formation of two new joint-stock banks here and one at Berlin. The "International Bank of Hamburg" is formed for the object of liberating the foreign trade of this city from its subjection to the English money market in negotiating its remittances and bill business, which it will for the future undertake by means of its branch establishments in different foreign countries. The purpose of the new "Commercial and Discount Bank of Hamburg" is mainly to facilitate the trade of this city by freely discounting local bills at three and six months. The system hitherto in force here is to sell all goods for immediate payment, and local bills are regarded with distrust and even suspicion; but as a different system obtains at Bremen, where goods are sold on credit, for which bills are taken, and is found to work well and require comparatively less capital to do a large business, whilst the Bank of Bremen discounts freely the local bills; it is proposed to imitate the course pursued by the Bremen merchants, and no longer throw suspicion on local bills, and with this main object the bank has been established. It was originally proposed to establish the International Bank at Berlin, but so many formalities had to be overcome, accompanied by such loss of time, that the Hamburg houses that had promised their support lost all patience, returned home, set to work, and established the bank in a single week, with a capital of ten millions of marks banco, of which the promoters furnished one half, and the other half was offered to the public at par, which was immediately taken up, and now commands a premium of 10 to 12 per cent. In the meantime the people at Berlin, nothing daunted by the promptitude and success of the spirited Hamburg capitalists, plodded on with their usual perseverance, obtained their "concession" and the royal consent to their "statutes" or bye-laws—things unknown and unnecessary at Hamburg—and at length were in a condition to offer their shares to the public. It must certainly have been very gratifying to the feelings of the Berlin promoters to witness the extraordinary success of the subscriptions. It was decided only to call for *two millions* of dollars, and, lo and behold, *two hundred and eighty five millions* were subscribed for in one day, so that a repartition had to be made, and those who subscribed for less than 105 shares got none, and the larger subscribers had to submit to a reduction in proportion. The institution is known by the name of *Die Deutsche Bank*, or the "German Bank."

By the Treaty of Vienna in 1815 it was decreed that the navigation on all the rivers in Germany should be free, but the abolition of river dues has not yet been accomplished. The same stipulation is contained in the Constitution of the North German Confederation made in 1866, and on the Rhine and some other rivers the concession has been put in practice, but not so on the Elbe. The time appears, however, to have now arrived for their abolition, the difficulty being to devise some plan of compensating the States through which the river passes for their losses by no longer raising toll. Count Bismark has now taken up the matter with his usual energy, and has brought it before the Federal Council, where at his suggestion the question has been quickly disposed of, and it will probably be brought before the Reichstag or Federal Parliament shortly after the Easter vacation. There are now only three States that require pecuniary compensation; these are Mecklenburg-Schwerin (who by the new arrangement is to receive $500,000), Anhalt ($85,000), and Lauenberg ($36,000), the last-named, though belonging to Prussia, not being as yet thoroughly incorporated, and having still its own separate Government and finances—all the other riverine States (Austria, Prussia, Saxony, Hanover—now Prussian—and Hamburg) having renounced all claim to compensation. Mecklenburg is still a malcontent, and claims a larger amount ($1,250,000), but there is good reason to believe that the King of Prussia will easily find means to persuade him that half a loaf is better than no bread, and that if he maintains his demand the half million may slip through his fingers. The compensation money is to be borne on the Federal Budget.

The *"entre filet"* of the *Nieuwe Rotterdamshe Courant*, alluded to by your correspondent at Rotterdam in your last issue, of a steam company being in course of formation here for communication with Java, China, and Japan (*via* the Suez Canal), is entirely without foundation, and the learned Theban probably confounded it with the extension of the field of operation of the Hamburg-American Steam Company, by the creation of a new line of steamers to Central America and the West Indies, and a reinforcement by a set of new steamers on their already existing line to Havana and New Orleans. The additional capital required for this new service is not six million thalers, but only two millions, one half raised by a mortgage loan on the property of the company, and the other half, or two millions marks banco, being offered to the present shareholders at par in the proportion of one new share for every two old ones. As the old shares command a premium of 30 per cent., and the company has just declared a dividend of 15 per cent., there can be little doubt of the new shares being eagerly taken up.

COMMERCIAL.

Recent large arrivals of Cassia Lignea at first created a dulness in the market, and threatened a fall in the quotations; but that danger is for the present removed, as considerable orders have come to hand, the execution of which has cleared off more than 7,000 chests, and since then the prices have recovered their former position. None is now to be had under 12½ schillings banco per lb. Pepper is firmly held, but the dealings have been limited. Cleaned rice commands a moderate sale at steady rates, but rough is neglected. No alteration in tea, and business confined to the execution of orders for consumption. It is stated in the London papers that the 240 chests of the wretched stuff, of which six chests were seized and condemned as not fit for consumption, have been sent over here for sale. It is very possibly the case; but if so the importers, before attempting to sell them, will first mix them up with other descriptions, which they can do in their own warehouse, free from all supervision and control, the right of "manipulating" (that is the expressive word) being one of the great privileges of a free port. Nothing to say about Spelter.

SHIPPING.

ARRIVED.—Oscar Mooger, from Bangkok; Cecilia, from Whampoa and Canton.

SAILED.—Seamew, to Shanghai; Schwan, to Nicolayefsk.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, April 8.

The First Chamber is discussing the Agrarian Bill for Java, the debate upon which was opened on Monday last; several members have taken part in the discussion, but not one new argument has been brought forward. It is impossible to foretel what will be the definite result of the debate, of which the Section Report does not give the least indication. It is, if possible, less colourless than those reports commonly are. Some members complained that the Bill was unsatisfactory in not going far enough, while, on the contrary, there were others who judged it too Radical, and some again wanted further explanations. The report overflows with these vague expressions; but we are not told what was the opinion of the majority. This much is certain, that there is in the debate, as there was in the sections, a good deal of party spirit displayed, and that the Opposition papers become from day to day more furious in their attacks upon the measure, and in their appeals to the Lords to reject the Bill. They even assert that, if it should be rejected, the King would not dissolve the Upper House, although not one Liberal paper has said that such a course would be adopted if, indeed, the Lords should prevent the Ministry from taking this first step towards the introduction of Liberal reforms in India. As I hope to be able to telegraph the definitive result before the mail closes, I think it is of no use to reproduce any speculations as to the possible fate of the Bill. For my own part, I have great confidence in the political wisdom of our lords, and feel sure that they will listen to the good advice given them. Just before the opening of the debate a liberal pamphlet was published by the well-known Mr. de Kinder de Camerecq, in which he adduced several new and weighty arguments in favour of the Bill. This author writes with great authority, and his knowledge and experience are disputed by no one. The pamphlet is, consequently, of much greater interest than that published by Mr. van der Wyck, the tenour of which was so incomprehensible that the Conservatives took him for one of their warmest supporters, but he has since said, in the *Nieuwe Rotterdamsche Courant*—which paper criticised the work severely—that he only attacked the Bill because "it was not radical enough." Mr. Philipse, the President of the First Chamber, is dangerously ill; and the Conservatives regret this very much, because they believe that he would have used his influence to have the Bill outvoted.

The Second Chamber has been occupied with Bills which are of but slight interest to your readers. The principal measure carried was that to establish a State academy for sculptors, painters, and engravers.

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The promoters of this Bill are of opinion that Dutch art will be revived by this institution. *Qui vivra verra*, but I think that it will tend to create a great many mediocrities. Some rumours are circulating which are not very flattering to the Minister of Justice, who has had to defend the blunders made by some learned, but not infallible, judges, who, amongst other mistakes, had condemned to death an idiotic girl of fifteen years. This fact was brought to the notice of the Lower House, and the behaviour of the Minister created the greatest disgust amongst some Liberal members. I have reason to believe that some of them will continue to support him, because they desire that he should have the opportunity of defending his Bill to annihilate capital punishment, but their indulgence is not at all founded upon a confidence in his wisdom or prudence. But *revenons à nos moutons*. It is my duty to state some particulars with regard to two interpellations. The first refers to the telegraphic communication between Java and other countries. Mr. Heems kerk Az, who interpellated the Minister of the Colonial Department about some concessions which have been asked for but not yet granted, was of opinion that the Minister had not done so much as he might to promote the several plans for giving the telegraphic net in our colonies the necessary extension. The Minister stated, in reply, that it was impossible to grant to the concession-hunters all they asked for, and he declined to give anyone of them a monopoly or exclusive right; but, nevertheless, he was able to assure the members that within a very short time a concession would be given for the communication between Java, Ceylon (*via* Singapore), and China; and between Java, Timor, and Australia. The other interpellation concerned H.M.'s screw-steamer *Argus*, built according to the plans of the former (Conservative) Cabinet in a private yard. Mr. de Casembroot asked some questions of the Minister about this vessel, which started some days ago from Hellevoet for Java, but which has since put in to Plymouth. Mr. de Casembroot was of opinion that the vessel was not built as it ought to have been, and that it was not seaworthy, and he further stated that the commander made objections to proceed further with the voyage because the vessel pitched in a dangerous manner. The answer of the Minister was not so satisfactory as it might have been. He denied that the vessel was so bad as was stated, but on the other side he owned that she pitched. He, however, gave the assurance that the ship should not proceed with the voyage until a minute inspection should have been made, and said that the voyage to Plymouth ought to be regarded merely as a trial trip. This fact has made a painful impression, and some papers regret that no more care is taken in order to prevent money being thrown away. The members of the Second Chamber will take their Easter recess on the 9th inst., and will not meet again before the 10th of June, at the end of which month they will again leave the Hague until the close of the session.

I regret having to confirm my communication that our capitalists have shown some reluctance to subscribe the capital for establishing the Steam-line Company "*Nederland*" (Holland and Java). Notwithstanding that Prince Henry is honorary president of the Commission, that its other members are of the highest respectability, and that the plan was promoted on a most efficient basis, the subscriptions only amount to 2½ millions of guilders, and it was stated publicly by one of the members of the Commission that the greater part of this sum was subscribed by only a few gentlemen. In our financial circles it is said the Commission made three mistakes, by which this reluctance may be explained. In the first place, the profit of sixteen per cent., promised in the prospectus, was regarded as humbug; it was known that several members of the *haute finance* were among the promoters of the plan, and if such an enormous profit *could* be made they of course would have furnished the capital themselves. In the second place, it was considered to be an error that the vessels were ordered before the Commission had any certainty that the capital would be subscribed, which fact caused the public to believe that their money was not wanted. The third mistake was the stipulation that the vessels should be built on the Clyde; our Protectionists with good reason complain of this, and do all they can to prevent the success of the project. The Commission, after the first *échec*, reopened the subscription, and in two days the last million—3½ millions were wanted—was furnished. It is said that the Prince and the Trading Company, who subscribed each for f.100,000, have doubled this amount, whilst his Majesty the King has also become a shareholder. Early in 1871 the first steamer will start from here direct to Java. That the undertaking will be a profitable one is quite certain, and it would have been a matter to regret if the endeavour had not been crowned with success. It was, indeed, a vital question for our trade, and it would have made the worst impression in Java if such a trifling sum as 3½ millions could not have been obtained in Holland for such an undertaking.

About the Court I hear great news. Our Queen returned, *via* Brussels—where her Majesty took a luncheon at the Royal Palace, from England, and it is now widely rumoured that she crossed the canal to negotiate a marriage between our Prince of Orange and Princess Louise of England. It seems that this is a well founded *on dit*. The niece of this prince will be married in a few months to the German Prince of Wied, and on that occasion a commission (Mr. Messchert van Vollenhoven, Member of the First Chamber, president) will offer to the princess a national present as a mark of homage and respect. According to a private letter from Palermo, Prince Alexander will, on the 10th of May, return home on board H.M. steamer *de Valk* from his trip to the Mediterranean.

The Section report has been published upon the Bill, by which the Minister for Foreign Affairs asks a credit for a diplomatic establishment in China. Several members are of opinion that this Bill should have been withheld until the next Budget is brought forward, and the general opinion expressed is not very favourable to the measure. The promoters consider it desirable that in view of the extension of our commercial relations with the Far East, this mission ought to be established, but many other members feared that if we are represented by an Ambassador in China, it would become necessary to station several of our men-of-war in China water.

Messrs. T. G. Bunge and C. A. Commelin have been appointed president and vice-president of the council of managers of the Nederland Steam Company.

The Java Agrarian Bill was carried this day in the First Chamber, by twenty-five against twelve votes; there were two absentees from the division. General satisfaction at this result is expressed.

COMMERCIAL.

The rate of discount remains unaltered, and in the open market a good demand for money is apparent. The market for public securities is generally flat, but the closing tone is somewhat better. The variations in Foreign Bonds are of no importance. Dutch Two and a-Half per Cents., 55¾; Three per Cents., 67¾; Four per Cents., 86¾; Trading Company, 120½; Obligations of Railway Company, East India, 91.

The result of the March coffee sale, for account of the Trading Company, and that of their sugar sale, the particulars of which were communicated in my last letter, have been equally favourable with that of their tin sale. Prices for these articles have continued to be well maintained at the advance established at the sales, and although there has been but little doing privately, this is mainly to be attributed to the firmness of holders. The general aspect of our market for other leading articles of produce has undergone but little alteration. Arrivals are light, in consequence of contrary winds, rendering the private supply moderate. The deliveries of coffee last month were very large.

COFFEE.—There is a steady demand for the lots resulting from the last sale, but holders decline to operate without a further advance. Some parcels have changed hands chiefly for export, including 2,000 bags Java, ex Prinses Amalia, at 44c. to 46c.; 750 bags do., ex Fop Smit, Vesta and Allegonda Jacoba, at 31c. to 36c.; 500 bags do., ex Eudora; 1,006 bags do., ex Pinella, at 32½c. to 35¾c.; 997 bags Padang, ex Waalstroom, at 38c. to 40c.; 2,426 bags Macassar, ex Norsk Flag, at 31½c. to 35½c.; 866 bags Rio, ex Nanette, on secret terms. The stock was on the 1st inst. on warrants, 214,200 bags. Unsold Trading Company's stock, 262,000 bales; private stock, 49,900 bags Java. 2,000 b. Java, ex Ellen, and 500 b., ex Eudora, sold on secret terms. Gutta-percha: 4,450 kilos. were realised at very high prices. Rice: 10,469 b. Java Cargs, ex Ida Elisabeth, changed hands. Rattans: The auction held by the Trading Company went off as follows:—42,700 b. sold—Borneo, at f.8.90 to f.14; Banjermassing, f.9 to f.9.70; Padang, f.8.40 to f.9.30; Koetie, f.7.80 to f.8.20. Silk: 359 b. Japan sold in auction at the following prices:—83 b. Aecheran, f.28 to f.35.75 per kilo.; 79 b. Sodai, f.30.50 to f.38.25; 48 b. Oshio, f.33 to f.46; 26 b. Ida, f.32 to f.33.25; 32 b. Maibarh, f.36.75 to f.39.75; 75 b. Sinshiu, f.33.25 to f.43.50; 4 b. Shida, f.31 25 to f.32.25; 4 b. Goshio, f.33 to f.36; 4 b. Mastah, f.30.50; 4 b. Tamba, f.31; 37 b. were bought in.

RAW SUGAR.—The business done privately has been confined to the sale of about 6,000 baskets Java, at f.½ to f.1 under March value. The market is somewhat depressed, by the uncertainty which prevails about the question of an alteration in the English duties. The private stock was on 1st inst. 3,956 mats.

JAVA TOBACCO.—The public auction, which was held on the 30th ult., at Amsterdam, went off as follows:—1,710 b. Java, trade mark PK/, Blitar partly sold at an average price of 34c.; the rest bought in at 36c. to 65c.; 1,132 b. Tempeh, partly sold at 36½c. in average; the rest bought in at 42c. to 70c.; 369 b. K sold at 31½c. in average; one lot bought in at 40c.; 62 b. Amat sold at 27½c. to 29c.; 3,126 b. JN sold at 20c. to 52c.; 230 b. Djarit sold at 53½c. in average; 147 b. Blitar/Walter bought in. The stock was, on the 1st inst., 7,637 b. Java, 250 b. Sumatra, and 432 b. E. I.

RICE.—A late arrival of 9,880 Java table, ex Noach II., was brought into the market, and sold at various prices, ranging from f.8½ to f.12, according to quality. A lot of 248 mats Java, ex Peri, also changed hands.

ARRACK.—Sales have been closed on secret terms of 34/1 and 34/2 cases Batavia, ex Northumberland; 50 casks do., ex Eastham; 100 casks do., ex Equator.

SPICES.—Sales have been closed by private tender of 32 casks Nutmegs, 8 casks and 2 cases Mace, imported on private account, per Noach II. and Zephir. The markets looks very healthy; the deliveries of the Trading Company last month were important. Nutmegs: No. 1 is quoted 120c. to 121c.; No. 2, 116c. to 117c. Mace: 195c. to 200c. Cloves: No. 2, at 29c.; No. 3, at 27½c. The stock was as follows on the 1st inst.:—

	Nutmegs.	Mace.	Cloves.	Cinnamon.
Deliveries in March ...	106 casks ...	14 casks ...	30 casks ...	—
Stock on Warrants ...	3,098 „ ...	176 „ ...	2,719 „ ...	45
Unsold stock	917 „ ...	347 „ ...	— „ ...	—

TEA meets with a steady demand, and prices are firm. There is, however, but little doing, in waiting for the forthcoming auction, ex Panuco, which will take place on the 22nd inst. The stock comprises 7,300 chests China and 10,700 chests Java, of which 8,728 chests Java will be offered on the 28th inst. The valuations are as follows:—Pekoe Souchong, 115c. to 130c.: Pekoe, 150c. to 500c.; Tonkay, 115c. to 140c.; Sehin, 80c. to 100c.; Hysant, 130c. to 150c.; Uxim, 160c.; Joosjes, 170c. to 180c.; Boey, 65c. to 80c.; Congou Boey, 80c.; Congou, 80c. to 90c.; Souchong Boey, 80c. to 85c.; Souchong, 80c. to 105c.; Pouchong, 85c.

PRESERVED GINGER.—In auction, of 500 chests China from Macao, *via* London, per Castayr, 310 chests were sold, at 79c. to 81c. The remainder was bought in. A lot of 250 chests offered for sale was bought in at 80c.

TIN.—Before the Trading Company's auction Banca was selling at f.71 for usual prompt, and some transactions also took place for delivery ex the public sale, at f.69 to f.72½, at which latter figure there continued to be sellers. The auction went off very favourably, and not only the whole quantity of 76,863 slabs Banca was sold at f.72½, and 1,691 slabs Billeton at f.72¼ to f.72½, but buyers will only obtain two thirds of what they bought. More than half the quantity was bought by one house, which had previously a stock of 31,000 slabs. Since the auction there has been a most animated demand, and lots have changed hands; Banca, at f.74, f.75, f.75½, and f.76. Billiton, at f.73½ and f.74; and floating, f.72½. Stock of Banca on warrants, 30,958; unsold stock,

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102,922 slabs; floating, 26,300 piculs. Billiton, unsold stock, 1,691 slabs.

INDIGO.—The market looks very healthy; for good and fine quality from 25c. to 30c. has been paid above the December prices, whilst for ordinary quality at the prices of 250c. to 325c. an advance was paid of 70c. to 80c. Under these circumstances the forthcoming auctions, on which 316 chests are to be offered, will have a very favourable result. The valuations run between 225c. and 710c. The private stock comprises 225 chests.

COCOA-NUT OIL.—Small parcels have changed hands at f.28¼, and but little is offered at this price.

HIDES.—In a few days important lots will be offered by private tender. The stock of Java was, on the 1st inst., 9,651 Rinder and 4,126 buffalo.

DRUGS.—Cassia Fistula: 479 b., ex Amstelstroom, and 69 b., ex Eurydice, sold on secret terms. Gutta-percha: 1,900 kilo. Macassar, ex Norsk Flag, sold at secret, but very high prices.

RATTANS.—The following lots have been sold:—300 piculs ex Strathblane, 238 piculs ex Peri, 185 piculs ex Norsk flag, 300 piculs ex Almo, and 15,000 bundles ex Europa.

SHIPPING.

ARRIVALS.—March 24, at Brouwershaven, from Banjoewangie, Ida Elizabeth; at Flushing, from Banjoewangie, Johanna; at Texel, from Banjoewangie, Jan Pieterszoon Koen; 25, from Batavia, Willemina and Clara, Europa; 26, at Brouwershaven, from Batavia, Mina; 27, at Texel, from Batavia, Heymath; 29, at Zierikzee, for Rotterdam, Burgemeester Hoffmann; April 2, at Brouwershaven, from Batavia, Jason, Kinderdyk; from Banjoewangie, L. J. Enthoven; at Texel, from Banjoewangie, Bestevaer; 4, at Brouwershaven, from Tjilatjap, Catharina Maria; at Texel, from Batavia, Koning Willem II.; 5, at Brouwershaven, from Banjoewangie, Copernicus; 6, at Texel, from Batavia, Professor van der Boon Metsch, Libertas.

DEPARTURES.—March 26, from Hellevoet, for Batavia, H.M. str. Argus; from Texel, for Batavia, Jupiter, Anna and Sophia; 27, from Brouwershaven, for Melbourne, Nereus; 27, from Texel, for Samarang, Aria and Betsy; 29, from Brouwershaven, for Samarang, Ortelius; for Batavia, Bastiaan Pot; for Singapore, Maria Diederika; April 1, from Brouwershaven, for Samarang, Honigby; from Texel, for Batavia, Helena, Nieuwe Waterweg; for Samarang, Ferdinand and Louis; for Sourabaya, Gesiena Maria; 2, from Brouwershaven, for Batavia, Otto, from Zierikzee, for Samarang, Aana Margaretha; 4, from Texel, for Yokohama, Prinses Amelie.

FREIGHTS.—The Government has chartered the Kosmopoliet II. to convey troops from here to Batavia. The Trading Company has chartered the Sumatra and De Grondwet to convey coals from an English harbour to Java.

PASSENGERS OUTWARD.—For Java: Per Jupiter, Messrs. H. J. C. Jansen and family, R. H. Clarckson and family, H. Krull, R. Neuman, J. van der Heyde, C. de Lang, H. Huismans and family, W. J. Jansen, L. Lutz, and 125 soldiers; per Aria and Betsy, Messrs. P. Meeter and family, Huisman and family, Laars and family, Miss Budding, Mr. Reuvekamp, Mrs. Kerchof and family; per Ortelius, Messrs. Hessig and family, van Wynen and Beer; per Nieuwe Waterweg, Messrs. Leers, van de Poll, Winckel, van Oordt; per Ferdinand and Louis, Mrs. Meyer Soesman and family, Mrs. Outrop and family, Messrs. Krooymans, Vieleers and family; per Gesiena Maria, Mrs. van Munster, Mrs. Tarenshoek and family, Mr. Oudaatje and family; per Aaamstede, Mr. D. Koek; per Otto, Mr. H. S. Loman, Miss S. A. Aleerburg.

PASSENGERS INWARD.—From Java: Per Prinses Amalia, Messrs. Eikema and family, Alourer and Borst; per Ida Elisabeth, Mrs. von Laer and family, Miss Grevelink, Mr. A. Luke, Mr. L. Jonkman, Messrs. M. Schultz, J. Verboom, and M. Hazard; per Wilhemina and Clara, Messrs. Dessauvagie and family, Veltman and family, Mrs. Schey and family, Miss Rombout, Messrs. van Lier, van Lennep.

UNITED STATES.

The decline of American commerce consequent on the diminution of American shipping is giving great concern to Congress. Projects of various kinds have been suggested with a view to restore to the flag of the Union that commanding position on the seas which it once held. Americans are not unnaturally humiliated at the circumstance of every ocean line of steamers between the United States and Europe being in the hands of foreigners. As a remedy for this state of things, it is proposed to subsidise lines of steamers between America and Europe, and thus to remove in part the existing inequality. President Grant shares the desire of his countrymen to re-establish the American Mercantile Marine. He avows his dissatisfaction at the sight of foreigners reaping a rich harvest by doing work which ought to be executed by Americans; he has characterised the annual payments of from twenty to thirty millions of dollars made for freight as "a drain upon the revennes of the country equal to casting money into the sea, as far as America is concerned."

The Chinese immigration question is still being agitated. A Memphis paper announces that an English company, the Merchants Trading Company of Liverpool, is going into the business of importing Asiatic labour into the United States, and has appointed an agent to reside at Vicksburg, Mississippi. This agent, a Colonel Gowan, says he can supply 100,000 Chinese labourers within twelve months if necessary, his company having nine steamers and twenty-nine sailing vessels, with an aggregate tonnage of 56,000, available for the trade. The Merchants Trading Company has issued a circular stating the terms upon which Chinese immigrant labour can be secured, all their rules being strictly in accordance with the treaties between the United States and China. The price of each labourer, delivered at Charleston, Savannah, Pensacola, Mobile, or New Orleans, is $250 gold.

THE LOSS OF THE "ONEIDA."

On the 14th ult. the collision between the *Oneida* and *Bombay* off Yokohama was referred to in the Senate. Senator Morton (Republican), of Indiana, offered a resolution requesting the Naval Committee to report to the Senate a series of joint resolutions expressing the deep sorrow of the nation for the loss of the officers and men on board the United States war-ship *Oneida*, testifying to the national admiration for their gallant conduct, and expressing the national abhorrence at the inhuman and brutal conduct of the commander of the *Bombay*. Senator Conkling (Republican), of New York, said he thought the resolutions prejudged the case, and he suggested a modification, so as to leave it discretionary with the Committee to make such a report if the facts warrant it. Senator Morton said he was willing to accept the modification, and the resolution was finally laid aside, with a view to securing further information on the subject.

In compliance with a resolution passed by the House of Representatives, the Secretary of the Navy has transmitted the information in his possession relative to the loss of the *Oneida*. The Secretary says, from an examination of the testimony before the Court of Inquiry, and evidence in the possession of the Department, and also of the testimony of the master, Yates, the officer on board the *Oneida* at the time of the collision, it is the opinion of the Department that the *Oneida*, when she was struck, was steaming her proper course out to sea from the harbour; that the ship was well commanded; that the discipline on board was good; and that all necessary precautions had been taken by her commander to insure the safe navigation of the vessel and prevent a collision. The rules of the road were conformed to agreeably to regulations of the United States' navy, and no blame attached to the officers or crew of the *Oneida* for the collision. The Secretary says it is asserted by the captain and some officers of the *Bombay* that the *Bombay*, on rounding Kanonsaki Point, approached the *Oneida* ahead, or a little on the port bow, and then took a course which would have carried her well clear of the *Oneida*. This assertion is, in the opinion of the Department, inconsistent with the real result of their evidence when closely examined, and it is forced to the conclusion, on evidence now before it, that this disaster occurred through the bad navigation of the *Bombay*. No means appear to have been taken by the captain of the *Bombay* to render any assistance to the *Oneida*, although it seems inevitable that he should have had reason to suppose that damage had been done which was serious and dangerous. Whatever doubt might exist as to the responsibility for the collision, there could hardly be a question as to the conduct of the captain of the *Bombay* after the collision, and the department was constrained to say it appeared to have been the result of reckless disregard for human life and of the common obligations of humanity. Immediately upon receipt of the document containing these statements a resolution was carried by the House ordering the Secretary of the Navy to have an inquiry made into the *Oneida* disaster, with a view of ascertaining the responsibility for the disaster and the conduct of the captain of the *Bombay* after the collision. This resolution has been confirmed by the Senate, and approved of by the President, and the inquiry is to be immediately commenced.

THE AMERICAN NAVY IN CHINA.

Since the withdrawal and sale of a portion of the United States squadron stationed in the Eastern waters the Naval Department have been busily engaged in fitting out and overhauling three of the finest vessels in the service preparatory to sending them to China and Japan.

The *Benecia*, a magnificent sloop of war, carrying a battery of fourteen guns of heavy calibre, sailed from the Boston Navy yard on the 5th ult., and will soon be followed by the *Alaska* and *Colorado*. The *Alaska* is a wooden sloop of war, built from the latest and most approved models. She was launched from the Boston Navy-yard in July, 1869, and was placed in commission in November. Her armament consists of fourteen guns, ten of which are nine-inch shell guns, one an eleven-inch Dahlgren, throwing a two hundred pound solid shot, and two brass howitzers on the main deck. She is clipper-rigged out and out, and after leaving port will pursue her voyage under sails alone, except when necessity requires the use of steam. Her length is 251 feet, depth of hold fifteen feet, with a draught of sixteen feet of water. Among her officers are several who have distinguished themselves during the late war. Her commander was the recipient of a valuable sword, presented to him by the citizens of New York, for his gallant action with the *Alabama*, while in command of the gunboat *Hatteras*, off Galveston, in January, 1863, during which engagement his vessel was sunk. The following is the full complement of officers:—Commander, Homer C. Blake; Executive Officer and Lieutenant Commander, C. M. Chester; Lieutenant, A. S. Snow; Ensigns, R. M. G. Brown, J. B. Smith, C. W. Chipp, C. T. Forse, A. V. Wadhams, and N. L. Roosevelt; Chief Engineer, W. H. King; Second Assistant Engineer, S. L. Cooper; Paymaster, Frank Clarke; Surgeon, J. Clark; Assistant Surgeon, S. W. Latta; Lieutenant of Marines, J. B. Breese. Her crew consists of 241 men and 36 marines. The *Colorado* is considered by naval critics one of the finest American frigates afloat, not excepting even the *Franklin* and the old *Niagara*. She is being rapidly provisioned and supplied with ammunition. Her battery consists of forty-four nine inch guns, twenty-two on a broadside, each throwing a one-hundred pound shot. The subjoined is a list of her officers:—Rear-Admiral commanding Fleet, John Rodgers; Fleet Captain, E. T. Nichols; Captain in Command, Geo. H. Cooper; Lieutenant Commander, Silas Casey, jun.; First Lieutenant and Navigator, H. F. Pickney; Second Lieutenant, O. R. Hagerman; Lieutenant, W. W. Mead; Masters, Talten, McIlvane, and Keyes; Ensigns, Moore, Drake, Welsh, Selfridge, Stevens, and Pillsbury; Fleet Paymaster, J. N. Carpenter; Fleet Surgeon, H. O. Mayo; Assistant Surgeons, C. J. S. Welles and C. L. Cassin; Fleet Engineer, A. Henderson; First Assistant Engineer, J. S. Finney; Second Assistant Engineer, H. Slosson; Fleet Marine Officer, M. L. Tilton; Second Lieutenant of Marines, Wm. J. McDonald, jun. Her crew consists of 600 men, with 55 marines.

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The London & China Telegraph.

LONDON: MONDAY, APRIL 11, 1870.

SIR R. ALCOCK'S CONVENTION.

To the oft-repeated question, Will the new China Convention be ratified? we may now safely answer, No. From the beginning of the negotiations there was an understanding that it could not be finally concluded with one, unless accepted by all the Treaty Powers; for endless complications would have arisen had British merchants in China paid duties on a different scale, and been placed in many other respects on a different footing, from those of other nations. The United States Government, in its present humour, would be ready to accept a treaty even more favourable to China than this. Holland and some other Continental nations might have been content to follow in the wake of England and America; but France certainly would not, and the adhesion of Russia is more than doubtful. Count LALLEMAND, the French Minister to Peking, is now in Paris; his leave of absence has expired, but his return to China is postponed until the question of the ratification or rejection of the new Anglo-Chinese Convention is settled. We have good reason for believing that the views of the French Government are in accordance with those expressed by the deputation of London merchants to Lord CLARENDON, and that the consent of France will therefore be withheld.

But if even we put aside the question of the assent of other Treaty Powers, it is no less certain that the thorough exposure that has taken place here of the defects in the Convention will necessitate its rejection by Her MAJESTY'S Government on its own merits. Already one important provision—the right of the Chinese to establish a Consul in Hong Kong—has been abandoned by the Foreign-office. The first breach has been made, and the fall of the entire fabric must follow. Nothing will be made known officially until after the arrival of Sir RUTHERFORD ALCOCK, who has reached Paris (*via* Brindisi), and will probably be in London to-morrow. No reply has yet been received to the last communication addressed by Mr. MATHESON (on behalf of the Committee of London merchants) to Lord CLARENDON, and there is little doubt that Sir RUTHERFORD'S assistance will be required in framing one. We may look for a further justification or defence of the Convention; for we understand Sir RUTHERFORD still believes that if allowed a fair trial it would be found to work well. Admirably, no doubt, for the Chinese; but we do not for a moment believe that in its present shape it will be ratified. What will be the next step—whether we are to remain on the old footing until a new Minister shall have been despatched to make yet another new treaty, or whether Sir R. ALCOCK will return to Peking with his rejected one, and try to make it more acceptable by another process of revision—remains to be seen.

ADMIRAL DE LA GRANDIERE, lately Governor of Saigon and Commander-in-Chief in French Cochin China, has finally resigned the post, and Admiral OHIER, it is believed, will not return to that country, on account of his health. A new appointment may therefore be expected to be made shortly.

THE "BOMBAY-ONEIDA" CASE.

WE have now before us the whole of the evidence given before the Court of Inquiry held to investigate the collision between the *Bombay* and the *Oneida*, and some of the questions most involved in doubt are to a certain extent cleared up. The statement that the shock, terrible as it was to the war-steamer, was but slightly felt on board the mail-packet is corroborated. The assertion that the *Bombay* was going full speed at the time, and did not even slacken speed after the collision, is conclusively disproved. The fact that the *Oneida's* guns were not heard, and no signals of distress seen by those on board the *Bombay*, is also accounted for by the fact that the "primers" for the guns and all the blue-lights and rockets on deck were carried away by the collision; and, as the ship was under full sail and steam, with a fair wind, she had run some miles away from the spot before others could be found. Even then a gun had to be loaded; for the statement at first put forth, that several guns were loaded at the time of the calamity, now proves to be incorrect. In the meanwhile, Capt. EYRE, not seeing or hearing any signs of danger, and reassured by his pilot, resumed his voyage after a stoppage of some few minutes only. All these circumstances tend very much to modify the impression made by the accounts first received through American sources. Still, the Court found Capt. EYRE guilty of culpable negligence, and suspended his certificate for six months. In this country there is a general feeling of dissatisfaction with the decision, and the press calls for a further and more searching investigation. We do not advocate this course for the sake of invoking any increased penalty on Capt. EYRE, for a vindictive punishment is not called for. The recollection that over a hundred fellow-beings were struggling in a watery grave at the moment when, impatient of delay, he gave the word to proceed, will, we should think, be in itself a life-long punishment. But there are many irreconcilable points in the evidence on which the decision of the Yokohama Court was based, and for this reason a further inquiry is, we think, very desirable. It would at least prove to the fellow-countrymen of those lost that the sad fate of their fine ship's crew was not viewed with indifference in England.

THE SUEZ CANAL COMPANY.

SEVERAL members of the direction of the company—Admiral EXCELMANS, MM. G. MILLOU, the Marquis DE RAIGECOURT, G. COUTURIER, and G. FLEURY-HERARD—seceded lately, and, in consequence of some misunderstanding, have addressed a joint letter to a journal (the *Messager de Paris*), stating that their resignation was connected with questions generally interesting to the company and the shareholders. We are not aware what may be the differences at the board, but we know of one question now pending which has some importance for British merchants and shipowners; this refers to the mode of calculating the tonnage of vessels passing through the Canal. Heretofore the rating has been on the registered tonnage, but it is proposed that in future, when the actual cargo surpasses the registered tonnage, the charge shall be made on the former. We are not aware what are the probabilities of this proposal being carried, and we understand that three months' notice will have to be given, but it is known that such an arrangement would fall principally upon British shipping, and we suggest to the company whether it is wise at the present moment to add to the causes which may possibly deter British owners from using the Canal; we wish it all imaginable success, and we should be sorry to see any new impediment. It has already been shown how large a proportion English trade is likely to furnish to the funds of the company, and we can assure M. DE LESSEPS that the likeliest mode of diminishing the gross receipts from that source is to raise the rates.

The passage of the *Hooghly* and *Imperatrice*, and the determination of the Messageries Company to run their future fortnightly mails through the Canal, promise great things for the company, and we trust that the deepening and maintaining of the channel will be looked after without too much delay, so that the P. and O. may feel justified in following the example of the French Company; and we are sure that until the last remnant of a doubt upon this head is removed the true policy of the company would be to hold out every inducement to English owners, and not to depart from the ordinary modes of calculating tonnage. If nothing but cargoes

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of valuable goods were in question the proposal referred to would be fair enough; but English commerce is of an average kind, and only ordinary rules should be applied to it. Again, if a vessel is to be charged for the amount of cargo she carries over and above her registered tonnage, she ought certainly, on the other hand, to be allowed for the deficiency of cargo. Let the tonnage be charged either on the ship's measurement or on the cargo; but for the company to take the benefit both ways would be manifestly unjust and impolitic.

Since the preceding was written the annual report of the company has been published, and we extract from it the most important items. The total receipts of the company to the end of last year are stated to amount to £18,145,785, and the expenditure to the same sum, less £833,470. The necessary expenses for the current year are given as follows:—1. Payment of debentures and coupons outstanding. 2. Payments on account of the loan of one hundred millions. 3. Expenditure necessary for the completion and maintenance of the Canal, the widening of certain curves, and general administrative expenses — estimated altogether at about 30,000,000 francs (£1,200,000), leaving a balance of about 400,000, which, it is hoped, will be obtained from the Canal receipts; but the state of the balance-sheet will not allow of the payment of the coupons falling due in July. Objections were raised to the non-payment of the coupons, but the meeting went with the direction. The letter of the directors lately resigned, referred to above, was read to the meeting, and explanations were given by M. DE LESSEPS. The report and accounts were approved by a unanimous vote. The report had, however, a very bad effect upon the shares in the market, which fell suddenly from 325 to 270 francs; and the délégations from 225 to 190 francs.

THE agents for the South Italian Railway Company announce some decided improvements in the arrangements for passengers by the Brindisi route. The times are now fixed as follows:—The steamer from Alexandria reaches Brindisi on Tuesday afternoon, and the train leaves at 7 the same evening, reaching Bologna at 2.25 P.M., and Turin at 10.50 P.M., on Wednesday. Passengers sleep at Turin, and leave at 5.25 next morning (Thursday), reaching Susa at 6.35 A.M., St. Michel, at 12.15 P.M., and Paris 6.55 on Friday morning. They may thus be in London by 5.40 P.M. on Friday. In case the Alexandria steamer arrives at Brindisi too late for the 7 P.M. train, the railway company run a special express train to catch the regular train at Turin, so that the Alexandria steamer may sustain a considerable delay, and yet the mails and passengers arrive in London as early as if no delay had been experienced.

M. LE COMTE DE MONTBLANC, who formerly represented Prince SATSUMA in France, is now in Paris as representative of Japan, as several Paris papers have asserted, with the standing of Chargé d'Affaires. We are not in the secrets of the French Government, nor in those of the MIKADO, but we are enabled to assert that the announcement of our contemporaries is somewhat premature. For the advantage of Japan itself, and in the interest of commerce, we should be glad to see regularly accredited diplomatic representatives of that country in all the States of Europe. We may add that M. FLEURY-HERARD has resigned his position of Consul-General of Japan in France.

THE Messageries Imperiales steamer *Hooghly* has completed her refit at Marseilles, and will be despatched, *via* the Canal, with the next mails. The *Peiho*, a new steamer, will be despatched in May, and also an extra steamer about the end of the month. The *Peiho* is a larger steamer than even the *Hooghly*, and the cabins are fitted with two berths only, capable of being extended to three in the busy months. The directors will shortly announce a reduced rate of freight and passage-money for Hong Kong. Mons. LECAT will proceed by the *Hooghly*, on a tour of inspection to China and Japan.

MR. WINCHESTER will proceed to Shanghai in July, to resume his post as H.B.M. Consul at that port. Before leaving he will give evidence before the Committee on the Consular and Diplomatic Service.

MANY of our readers will be gratified to hear that the Senate of the University of Aberdeen have conferred on Dr. LEGGE, of China, the degree of LL.D., in recognition of "his eminent services as a scholar and a minister of CHRIST."

A BLUE BOOK just issued (China, No. 5, 1870), contains a mass of correspondence on diplomatic and consular expenditure in China, Japan, and Siam. We must reserve a detailed notice of it for our next issue.

CAPTAIN JAMIESON, of the P. and O. Company's steamer *Pera*, has been appointed to take charge of the Company's Agency at Suez, and has left for that port by the Brindisi route.

A JOURNEY FROM HANKOW TO TSUNG-YANG.

We have received an interesting account of a journey from Hankow to Tsung-yang, undertaken by Dr. Shearer and Mr. War rick, of the former place, in the month of November last. They were absent nearly three weeks, in the course of which they travelled between three and four hundred miles. The weather was, for the most part, very pleasant, and the country passed over is represented as often grand and picturesque. Much information is given of the products of the different places, so that a sketch of the journey is likely to be interesting to our readers.

They left Hankow on the 3rd November, in a native boat sailed up the Yangtsze, and in two days reached Kin-kow. On the way they passed through six miles of hilly scenery on one bank of the river, while the other was a vast plain just emerging from its three or four months' watery covering. The deposit on this bank was six inches deep. The country beyond abounded in the soap, laurel, and wax or tallow trees, which added much to the beauty of the scenery. The soap fruit is a large black pod of a foot long, which is used by the natives for cleansing purposes. The wax tree bears a small round berry, which when opened contains three separate seeds, and by placing them in boiling water the wax floats, and is then used in making candles. The maple tree was also observed; it is manufactured into combs and tea chests. The sweet potato was common everywhere; it is longer than ours, and the leaf resembles that of the convolvulus; like our turnip, it can be eaten raw.

On the 6th they sailed through a lake extending as far as the eye could reach, but from the overflowing of the water it was difficult to tell the boundary. They landed and crossed over hill and dale, admiring the magnificent trees and the beauties of nature all around. The villages were in a sad condition from the flood, which had risen more than six feet above the road. The Doctor was interested in the case of a leper, who appeared among the crowd following us. The tobacco plant next presented itself in all its beauty. Its leaves are very like those of the cabbage, and the flower is pinkish, with elongated tube and dilated at the top. The seeds are more numerous and smaller than those of the poppy, and the leaf is dried on bamboo latticed frames. Bordering on the lake there were precipices which reminded the writer of what he had seen in Shetland, with deep blue and green waters beneath.

On the 7th a belt of mountains was seen, reflecting the golden rays of Helios, and the dim outline of those in the far horizon, with their varied tints, added much to the loveliness of the landscape. They reached the city of Hien-ning, and walked through it. A little way on they noticed half-a-dozen trees, which were declared to be the screw palm. Further on, the holly was met with, which is sometimes used for tea, also the blackberry, golden rod, our own blue bell, &c.; and what with sparrows, magpies, and butterflies careering around, the travellers were ready to fancy themselves again in dear old Scotland. The ferns, too, were numerous, and some of them rare. The hills were chiefly freestone at the top, and argillaceous slate further down. A stately yew was observed, with a circumference of twelve feet; it must have been several hundred years old.

On the 8th they crossed a bridge two hundred feet long, supported on six buttresses, and covered all over with a wooden roof. They left their boat at this point, and engaged several coolies to carry their baggage about ten miles. The road was a mountain path, and the scenery was truly grand On either side were hills covered with wood. The only new kinds were the oak, box, larch, and spruce fir; also the tea bush, with its camelia-like flower, for it is of the same family, and called in Chinese by the same name. Then came the old bracken fern, exactly the same as that described by Scott in the "Lady of the Lake," whose root, when cut, showed the identical eagle as in our own.

In the afternoon they reached Ma-chiao, and located themselves in one of the Russian hongs there. A native servant accompanied them to a tea plantation. Some of the bushes were in flower. The Doctor gathered a large quantity of branches and leaves of indigenous plants, some coinciding with the English Flora wonderfully, others again quite peculiar to this part of the world. Monkeys appear also to abound in this quarter. The natives here use large wheels for drawing water from the river up into the fields.

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Their diameter is about 24 feet, and at each spoke there is a wooden box, the breadth of the wheel, for drawing and holding the water. This is slightly inclined, so that as each reaches the top it pours its contents into a tube which leads it to the fields, and as they are all the one higher than another there is no further trouble, but just to conduct it where you will.

On the 9th they went to see some hot sulphur springs. The scenery by the way (four miles) was exquisite. At the foot of a hill, they found the sulphur springs. The water was welling up in half a dozen places, close by the bank of a river, and it was so hot that they could not keep their hands in it. The heat must have been about 90 deg. in the spring. The gas was bubbling up at a great rate, and on tasting the water it was anything but pleasant. On their way back they found beautiful specimens of rock crystal. Some of the holes in the rocks were lined with this magnificent stone. They met also with the Tung-yew tree, from whose seeds an oil is extracted, in which a large trade is done in Hankow. The sweet potatoe was likewise plentiful. They came in contact with the coffee plant, wild rose, hyacinth, chesnut tree, banana, raspberry, and privet, most of which and many other specimens were secured. The travellers were amused to see a scarecrow in the shape of a man, with hands stretched out, and an old hat on, acting his part in the fields as among ourselves at home.

On the 10th they left the village of Ma-chiao, and on returning by a mountain path they passed through varied scenery; sometimes terrible mountain gorges, and again along the banks of a clear running river. They saw the primrose, mint, daisy, dandelion, ivy, wild orange, aspen, hemp, silver pine, and taro. They crossed several bridges of no mean construction, built of limestone, having three or four arches, whose piers, or buttresses taper off to a point, so as to break the force of the current as well as to cut the ice in winter. It is observed that anyone seeing these bridges would not be inclined to call the builders uncivilised. In a few hours they reached Peh-tun, and were entertained in one of the Russian hongs, the two members connected with which were at the time in Hankow, as the brick-tea season was over. Towards evening they ascended one of the hills, and at the very top found specimens of quick lime, and large quantities of tufa, which, like the hot springs, showed a volcanic eruption long ago.

On the 11th the thermometer at daylight was 40°, and they started with their native host to visit two Russians resident at Yen-Rea-shan, six miles off. As they proceeded among the hills they came to a large plantation of bamboo, a tree of the greatest service in China, likewise the cassia tree, used for scenting tea, the wood sorrel, geranium, and honey-suckle. The tea plant and cypress graced the mountain tops. The graves in this quarter were finely adorned, more so than had been seen elsewhere. They crossed the dry beds of many a mountain torrent, the high water mark at the sides showing with what force the water occasionally came down. They reached the village, and had a little difficulty in introducing themselves to the Russians, who knew nothing of English, but Chinese became the ready medium of communication. They were taken to a cave where there were numerous stalagmites and stalactites. Returning to Peh-tun, there were two men waiting for medicine to cure them of opium smoking. Both had indulged in it for years, and wished to give it up. The Doctor promised to send them some, but told them that the main thing lay in the will, which it was to be feared had the control of them instead of the opposite. They sought to blame the foreigner for bringing it to China. It was asked why they took it, but there was no reply.

On the 12th the travellers proceeded on their way. In this part of the country there are a great many inns, especially for the benefit of tea packers in the spring. They are named a resting place for travellers and merchants. A short distance from Peh-tun there was a peculiar view obtained from the top of a hill of scores, even hundreds, of peaks rising up in the valley beneath, which were all covered with the tea bush in its regular parallel lines on a clayey background. Descending to the mountain track, they walked along for miles amid scenery not unlike some of the lowlands of Scotland, in which the bluebell, wild violet, rasp and strawberry, horse daisy and mountain ash were found. They rested for awhile at one of the inns on the way, meeting with large numbers of coolies engaged in carrying various articles of merchandise. One applied to the Doctor for a cure for opium smoking. He had been accustomed to it for three or four years, and expressed a strong desire to give it up, but could not, he said, without a substitute of some medicine. He took 120 grains a day (one grain being sufficient to set an ordinary individual asleep), and was exceedingly wan and thin.

In the course of the following day they passed several manufactories for making the common blue dye. For this purpose large vats, with raised bottom in the centre, are buried flush with the ground, and when filled with water, a quantity of lime is put in and mixed with leaves of the indigo plant. The whole is then stirred daily for a fortnight, when the dye is ready for use. They do not make it hard as we do, only to a kind of paste. Red dye is obtained from sapanwood, a produce of the Straits. The only new things met with in the vegetable world that day were the millet and canary seed, cotton and chillis, peas and beans. They reached Tsung-yang, the termination of their jouney, and stayed n the Russian establishment for several days. They wandered about the city and ccuntry without any difficulty, examining the curiosities of the place, doctors' shops, &c. The wall of the city is four or five miles round, and there is a population of some 10,000. The trade is principally in tea. Two Russian hongs do largely in congou and brick tea. Black congou or red leaf consists of the year's new leaves, which when picked and dried in the sun are taken in and curled by the feet. This done, the leaves are assorted and then fired, that is, about twenty pounds are put in a basket over a slow charcoal fire in a hollow of the ground for a day, and one man has charge of a room with forty or fifty of these to keep them constantly stirred or turned over. When cooled they are ready for packing into chests made of the maple tree round about. Brick tea is of two kinds, one made of dust, the other of the large under leaves of the bush, and undergoes a different preparation. Bags containing 15 to 20 lbs. of either kind are first steamed over a fire, then divided and put into moulds, and pressed to the size and shape of a brick an inch thick. It is all sent to Siberia in bamboo baskets of 64 and 72 bricks, and in Mongolia it also passes for cash, there being a scarcity of metal in that region. For drinking, a piece is cut off, boiled with butter and spices, and the infusion is ready. The two travellers left Tsung-yang on the 17th, engaging a boat with three men, for about 30s., to take them to Hankow, the distance being from 160 to 180 miles. The river was at the time 200 feet broad and very shallow, being unaffected by the flood of the Yang-tsze. In certain places boys were seen with harpoons catching turtles, while in deep water nets were extensively used for fish. Both banks were richly wooded and the foliage was grand. There were nearly twenty different tints, from the purple and sea-weed red of the aspen and wax tree to the "sere and yellow leaf." The fir and arborvitæ contrasted with the darker green of the cypress and such like, and gave an harmonious yet varied effect to the whole. At the water's edge were many birds, including the black and the hooded crow, the blackbird, and pelican, while far above the highest hill was a species of vulture. The rocks around are made of limestone, and kilns were observed for the manufacture of lime. Bamboo groves also abound on either side. The river contains many rapids in the narrow places, down which the water descends with great velocity, and as they are lined with rocks careful navigation is required. The boats in use are about sixty feet long by six feet broad, and six inches draught for the largest. Pheasants, wild duck, and geese are got here, and water-birds are very numerous of all sizes; some were noticed with white tails and others with red. About mid-day they went to see a coal mine four miles inland. The mouth of it was half way up the hill, and the pit was from sixty to eighty feet deep. On this account the quality was very inferior, but increasing demand by foreigners for good coal has made a corresponding supply from Hunan province. The pits are not perpendicular but sloping. The cost is 9s. to 10s. at the mouth for fine material, which lays it at Hankow for 15s. The out-turn is four to five tons a day from each pit. The hills are covered with brushwood of fir and oak, which was being cut by women, and stored for firewood. The ferry-boats were numerous and free, being kept up either at public or private expense. If at the latter, a tablet is erected at the jetty, giving name, &c., of donor, who is proclaimed to have done a meritorious act.

Next day they passed a bridge of about twenty boats, and reached the walled city of Pooche, containing nearly 10,000 people. On landing they were followed by hundreds of men and boys, who indulged in throwing clods and stones at them. Great devastations had been committed here by the rebels, as in numerous places round about. The following day they visited several mines, 150 feet deep, but the workmen were so few and everything so primitive that a small amount only could be got daily, say three or four tons, while the country seemed to abound in coal.

On the 21st they observed several eagles soaring magnificently above them, and at length reaching the Yangtsze, our travellers sailed upon it for ninety miles until they arrived at Hankow having greatly enjoyed their trip.

THE COMMITTEE ON THE DIPLOMATIC SERVICE.

The Committee resumed its sittings on the 28th ult., and Lord Malmesbury was again examined.

Mr. Rylands asked his lordship whether in the three principal wars he had been engaged in of late, Russia, China, and Abyssinia, there had not been great blunders in the diplomatic action. Was it not the fact that, in respect to the Russian war, that Court was misled as to the intentions of this country?—I am not aware of the fact. In reply to further questions, the Earl of Malmesbury was not prepared to say that the China or Abyssinian wars were caused by the want of proper diplomatic action. He did not think it wise to change the principal Ambassadors with every change of Government. It was necessary under some circumstances to send a very distinguished man, like the late Duke of Wellington for instance, whose name and presence would influence the country to which he was sent, but as a general rule those who belonged to the profession were quite competent to do the work By Mr. Cameron: The action of Mr. Bruce did not precipitate the China War; it was the determination of the Chinese Government not to carry out their treaty obligations. I certainly am not all in favour of doing away with the important missions to Denmark and Sweden, especially while the Russian missions exist.

On the 31st ult. the Select Committee appointed to consider this subject resumed their sittings, the Right Hon. E. P. Bouverie in the chair. Mr. Hammond put in some official documents intended to en-

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able the Committee to draw a comparison between the cost of the diplomatic service of this and other countries. He entered into particulars showing the salaries and expenses of the Queen's messengers both at home and abroad, and explained the cause of the excess on the Chinese Mission, which he said arose from the fact that all the returns were not brought into the Foreign-office. The greater portion of the expenses were paid out of the treasury chest of China, and repaid. Now, no money could be expended on a mission without the accounts being brought into the Foreign-office. There was no blame attachable to any quarter. The right hon gentleman incidentally remarked that if the Foreign-office had as much money as it required it would be more liberal; but it was hard upon the Department, seeing how it was tied down, to blame it for a want of liberality.

THE THROUGH ROUTE TO INDIA.

A conference was held in the Lecture Hall of the Society of Arts last week on "The Through Route to India." Mr. W. Maitland, late chairman of the Calcutta Chamber of Commerce, occupied the chair.

The subject was introduced by Mr. Hyde Clarke, who said he had much pleasure in reporting progress to the conference since they had last considered the question. He was not going to bring before them any special route, because he was ready to favour any line which would effect the main object; and upon that point there would be, he thought, scarcely a difference of opinion among them. He pointed out how a large portion of the necessary route in India had already been completed without the direct assistance of Government, and the chief portion which remained to be accomplished was the Roumelia Railway. This the Ottoman Government was supporting in such a way as to set an example to the English Government. A further aid in the accomplishment of the through route was the opening of the Suez Canal, which had already exercised considerable influence on the port of Bombay. There were two schemes in particular which would effect the solution of that question; one was a line to pass by Aleppo and through the Euphrates; and the other, to pass further to the eastward, through Eastern Asia Minor and the Valley of the Tigris.

Several gentlemen took part in the discussion which followed the reading of the paper.

Mr. V. Fitzgerald alluded to the effects already produced by the opening of the Suez Canal on the trade of ports in that part of the world, and stated that M. Lesseps was in favour of the Euphrates Valley route to India.

The Hon. Captain Stewart said it was a matter of surprise to him that *The Times* had so persistently opposed direct communication with India. One of the principal arguments used against the scheme was that the expense of the land traffic would be too great. But that was a false theory, because it must always be observed that, whichever way the mails went, the great body of traffic invariably followed. It was not traffic which created railways, but railways which created traffic. The Russian Government had shown that it was alive to the importance of having communication with India, and was pressing on its lines with great rapidity, while telegraphic communication through Russian wires with India was cheaper than by any other. He was in favour of the route by the Tigris.

Admiral Ommanney was in favour of the route through Asia Minor, embracing the cities of Damascus, Aleppo, and others to the Persian Gulf.

Mr. Fitzwilliam expressed the hope that the English would be roused from their apathy to realise the importance of pushing forward railways in India. Government was much too backward in the matter.

After a few observations from Mr. W. Harding, a vote of thanks was passed to Mr. Hyde Clarke, and the conference terminated.

NAVAL ARCHITECTURE—THE SUEZ CANAL.

On the 6th inst. Sir John Pakington presided at the meeting of the eleventh session of the Institution of Naval Architects, and spoke with some emphasis of the recent losses of steamships at sea. He hoped the men of science present would express their opinions on the rule of the road at sea, and on the necessity of more stringent regulations to prevent overlading. The right hon. baronet referred pointedly to the recent losses of the *Normandy*, the *Oneida*, and, as it is to be feared, the *City of Boston*. Papers were read by Mr. Samuda, M.P., on the Suez Canal, and by Admiral Belcher and by Mr. Scott Russell on the subject of steam communication with France. Mr. Samuda, in his paper on the Suez Canal, said that the Canal being now an accomplished fact, it was desirable to consider the effect it would have upon the marine and commerce of all nations. In the first place, the Canal would make the following savings in distance in the voyage to England:—From Bombay, 5,570 miles; Ceylon, 3,840; from Hong Kong and Singapore, 3,520; and from Melbourne, 91 miles. This represents a saving of about half the distance between England and Bombay, about one-third the distance between England and China, and practically none between England and Australia. Manifestly, then, the Canal will greatly benefit carriers. Independently of the difficulties and the expense of getting through the Canal, the Red Sea was so dangerous at certain times to sailing ships that the Canal would not do for such vessels. The opening of the Canal, therefore, had caused a great falling off in the construction of sailing-ships, and it tended to the further substitution of steam for sails in carrying on our traffic with the East. A few years ago the opening of the Suez Canal would not have had such a powerful influence, but within the last ten or twelve years so many improvements had been made in engines, and in economising the consumption of coals, that steam can now compete much better than before with sails. In our traffic with the East steamships should, if possible, take enough coal on board before leaving England to enable them to perform the outward and homeward trip. This could be done between England and Bombay, and still leave room for a very large quantity of cargo, so that, without doubt, nearly all the traffic between here and Bombay will be lost to sailing ships. In the trade with China the effect would be less, because the quantity of coal required on startin would prevent the carrying of a large cargo on the outward voyage He thought that superior clipper ships might hold their ground in the China trade for some time, until steamers were improved.

LEGAL.

COURT OF PROBATE AND DIVORCE.

IN RE GOODS OF YUSUF REUBEN, DECEASED.

Mr. C. A. Middleton applied to the Court in this case. The deceased, Yusuf Rahamim Isaac Furas Reuben, was a Jewish merchant at Shanghai, who died in September, 1862, leaving a will in the Hebrew character and Arabic language. In April, 1863, application was made for a grant of administration by his representatives to the High Court of Bombay, and a commission was issued to Shanghai, directed to the Registrar of the Consular Court. Both the commission and original will, however, were lost upon the passage, though fortunately a copy was retained in the archives of the court. Further application was made in September, 1864, and a new commission was issued, with the office copy of the will retained in the registry. The motion made to that commission was that the due execution of the will was proved, and on the 13th of January, 1865, an order was made that the next of kin should consent. The father was next of kin, and the only person who would have been entitled in case of intestacy. On the 4th April, 1865, the warrant was forwarded, but at this point proceedings were stayed by the death of the father. Whilst this was going on at Bombay the Consul at Shanghai had seized the whole estate of the deceased, and converted it into money, which he sent here to London to be deposited in the Treasury, where it now lay. The father thus dead, in whose name this application was made, was left residuary legatee under the will, and therefore his wife would be entitled as his representative to administration of the deceased son's effects. For that purpose she applied to an attorney in this country to obtain administration to the effects of her husband in Bombay. He had now to ask for a second order of administration to the effects of the son.

Lord Penzance said the applicant was entitled to the order, with an official translation annexed of the copy of the will which had been preserved.

TABOR V. TABOR.

The parties in this case were married at Lewisham in 1858. The respondent then kept a chemist's shop at Salisbury, where they continued to reside until the end of 1863. The respondent afterwards went out to Japan, where he had led a very irregular life. The petitioner was examined in support of the allegations of the petition, and stated that she had suffered maltreatment from the respondent almost from the very day of her marriage. The remainder of the evidence had been taken by commission in Japan, and related to the respondent's intercourse with unfortunate females there. Dr. Sidney Jones, senior surgeon at St. Thomas's Hospital, was called, and spoke to the petitioner having sustained serious injury to her left side from her husband's violence, and having had two of her ribs fractured.

The Court pronounced a decree nisi with costs.

VICE-CHANCELLOR'S COURT.

PERRY V. THE ORIENTAL HOTELS COMPANY (LIMITED).

Mr. Dickinson, Q.C., Mr. J. N. Higgins, and Mr. J. C. Whitehorne moved on behalf of the plaintiff in this cause for a receiver of the rents and profits of two hotels, one at Cairo, the other at Point de Galle, belonging to the Oriental Hotels Company, which is now in course of liquidation, and also for an injunction to restrain the liquidator from interfering in the management of the hotels. The plaintiff was the contractor for the erection of the hotel at Cairo, and in that capacity the company owed him £9,073, for which he received a charge on both hotels by a deed under which the company undertook to grant him a legal mortgage of the hotels, and gave a power of attorney to their foreign agents to complete the security according to foreign law, the charge being, however, subject to a first mortgage for £8,000 on the Point de Galle hotel, and to debentures not exceeding £25,000 charged upon both. The motion was resisted on behalf of the official liquidator of the company, on the ground that, as the plaintiff had not registered his security in accordance with the laws of the foreign countries, the charge was not complete, and that to permit him to enforce it by the appointment of a receiver would amount to an alteration of the *status quo* at the date of the winding-up and interfere with the rights of other creditors.

The Vice-Chancellor, without calling for a reply, said that every equitable mortgagee was entitled, as of course, to the appointment of a receiver, subject to the rights of prior incumbrances, and that to prohibit the plaintiff from enforcing his security in that manner would be to alter the rights of the parties, instead of preserving them unaltered, and he should, therefore, make the ordinary order for a receiver and for an injunction.

TEA BROKERAGE.—PENNINGTON V. RALLI.—This case involved a nice point in brokerage. There was a sale of tea by auction in November last in Liverpool. The tea was the property of defendant, the plaintiff bought it, and Messrs. Whistler and Co., of that town, were the salesmen. The plaintiff paid the brokers for the tea, but before delivery was obtained Whistler and Co. failed, and defendant then refused delivery. The action was, therefore, brought to recover the tea. The case turned mainly on the question of usage, on which much conflicting evidence was given. The learned judge said the question was whether the payment to the broker was a payment to the defendant. The jury found for the plaintiff, damages £82 5s. 6d.

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Monetary and Commercial.

The Bank rates for bills at sixty days' sight on Singapore, China, and Japan are as follows:—Singapore, buying, 4s. 3d.; selling, 4s. 5½d.; Hong Kong, buying, 4s. 1d.; selling, 4s. 3d.; Shanghai, buying, 5s. 8d.; selling, 6s. 2d.; Yokohama, buying, 4s. 3d.; selling, 4s. 7d. These rates are merely nominal tranactions, being to a very limited extent.

The Suez Canal Company held a meeting on the 1st inst. at Paris. The directors reported that they had, on December 31st, about twenty millions of francs in hand, or coming in from different sources, but that the expenses of the present year for supplementary works to the Canal, and for the coupon of January, will require thirty millions of francs. It would, therefore, not be possible to pay any dividend in July.

It is stated that one or two Glasgow firms are making arrangements to establish connections with Havre and Trieste, for the special purpose of importing Indian produce direct through the Suez Canal, in order to meet the requirements of Continental producers.

The ordinary general meeting of the members of the Agra Bank (Limited), including those of the late Agra and Masterman's Bank (Limited), was held on the 5th of April. The report was adopted without a dissentient voice, and a dividend of 4 per cent. declared. A full report will be found in another column.

We hear that the Hong Kong branch of the National Bank of India has been opened, under the management of Mr. Sherwood, who has secured the premises formerly occupied by the Agra Bank.

At the meeting of the London and Delhi Bank the shareholders expressed themselves as satisfied with the report of the directors and the progress the bank was making. The report was adopted *nem. con.*, and the retiring directors re-elected.

At the meeting of the China Submarine Telegraph Company the report of the directors was adopted. It states that all the shares have been allotted, and the whole of the allotment money paid. Lieutenant-Colonel Glover, R.E., late Director-General of Telegraphs in India, has been appointed managing director. The report further states that the order for the cable has been given to the Telegraph Construction Company, but that the directors have determined to defer proceedings with reference to the authorisation by resolutions passed at an extraordinary general meeting of the company, held on the 7th of January, 1870, to increase the capital of the company from £525,000 to £825,000 for the construction of the Shanghai section of the cable, until the construction of the line from Singapore to Hong Kong is further advanced.

The British-Indian Submarine Telegraph Company notify that messages for India by their cable may now be despatched from any postal telegraph office. To ensure their going by the right route, the words "*via* Malta" must be inserted after the address of the receiver. Telegraphic communication with India appears now to be efficiently established. A message has been received through the British-Indian Submarine at 1 P.M., from Bombay, at 1.35, the transit, allowing for difference of time, being thus about four hours.

Biddings for £387,500 in bills on India took place on the 6th. The amounts allotted were—to Calcutta, £383,000, and to Madras, £4,500. Tenders at 1s. 11⅛d. will receive about 25 per cent.; above that price in full. These terms, compared with the last occasion, show a reduction of about ⅛ per cent

Bar silver is quoted 5s. 07-16d. to 5s. 0⅛d. per ounce, with little or no business. Mexican dollars are in request for China at 4s. 11⅛d., but the supply here is extremel limited.

Tenders for 250,000 rupees in bills on Ceylon were accepted on the 7th inst., at 1s. 11 9-16d. per rupee.

THE IMPORT TRADE OF SHANGHAI.

By the last mail from China some interesting figures have been received, showing the enormous increase in the Shanghai import of cotton manufactures during the past four years:—

The quantity of grey shirtings imported during 1869 was 4,397,872 pieces, against 1,330,020 pieces in 1865; while that of T-cloths was 2,645,853 pieces in 1869, against 156,765 pieces in 1865. It is to be noted, however, that while the stock of grey shirtings in foreign godowns on Jan. 31, 1870, was not excessive (794,500 pieces), that of T-cloths was unprecedentedly large (1,046,429 pieces). The import of white shirtings in 1869 was 443,887 pieces, against 212,091 pieces in 1865; while drills of English, American, and Dutch makes were landed in 1869 to the extent of 743,914 pieces, against 44,809 pieces in 1865. The imports of other cotton goods, both fancy and plain, also showed a marked increase, though stocks of many kinds were far from light.

The above figures are taken from statistics published by the Shanghai General Chamber of Commerce.

THE AGRA BANK.

The annual general meeting of the shareholders in this bank was held on the 5th inst. at the City Terminus Hotel, Cannon-street, Mr. James Thomson in the chair. The report of the directors was taken as read.

The Chairman said it would have been more satisfactory to the board to have met the shareholders with a full purse than a partially empty one. The result was the more discouraging because the first six months promised much better results. A glance at the statement of liabilities and assets would show the exact position of the bank. The liabilities were due partly to the public or customers and partly to the shareholders. The liability due to the shareholders was £793,463. The liabilities due to customers were £1,940,094, made up of £539,302 on current accounts, and £1,400,792 upon fixed deposits. The amount due to the holders of bills was £744,530, by the exchange with branches. On the other side, there were the assets, or the means of meeting the liabilities, consisting of cash in hand, £671 627; house property, £123,001. Then there were the investments amounting to £903,261, of which £38?,097 and £520 164 were for discounts loans, and credits. Then came in the exchange with branches, whereby it would be seen that the total liability was £1,818,566, which was considerably in excess of the bills payable The inspection of the accounts by the eye of a business man would suggest two questions. The first was the soundness of the bank's position, and the difficulty of employing money safely in order to earn a profit. The great object of the board had been to organise a sound business at all the branches, and they had succeeded in getting an excellent constituency, and the only fault the bank had to find with its customers was that they were more ready to give the bank their money than to borrow the bank's funds. In exchange operations, generally consisting of the purchases and sale of bills, there had been such severe competition that buying and selling had been done at almost the same rates. That fact had had a great deal to do with the small profits made by Indian banks, and also with the heavy losses which some of them had sustained. The returns of the bank on the 30th of June last showed a net profit of 10½ per cent. upon the participating capital, and when the interim dividend was declared a considerable and substantial balance was carried forward. The board thought that, estimating the profits of the last six months at a very moderate amount, they would be enabled to declare a dividend considerably in excess of the interim payment. But the result had been otherwise. With the single exception of that at Madras, there had been a loss at all the Indian branches of the bank on the transactions of the second half-year. Had they only continued to have paid their current expenses in the second half-year, without even adding a penny to the profits, the board would have been able to pay a dividend at the rate of nine per cent. per annum As to the capital account, the board had had great difficulty in persuading the holders of the old scrip in the old Agra and Masterman's Bank to come to a liberal and fair arrangement proposed, and there was still seventy-two holders, possessing £1,326 of scrip, who had made no sign either one way or the other, of approval or dissent, and he trusted that public appeal would be sufficient to induce them to fall into the arrangement, because all the time they were liable to pay £10 per share, so as to complete the capital of the bank of £1,000,000 sterling. By the recent decision of Vice-Chancellor James, Mr. Ball remained nominally the liquidator of the old bank, but without any authority, and without the power of charging. The question of the guarantee of Messrs. Masterman, in reference to which a special resolution was passed at the last meeting, had been dealt with. A copy of the resolution had been forwarded to the partners, and after consultation and consideration those gentlemen sent a reply to the effect that they had fulfilled every obligation which they entered into at the time of the amalgamation. There were two other questions referred to at the previous meeting which were the subject of law proceedings. One was the Irish case, which was still *sub judice*, and therefore not a fit subject for comment and discussion at that meeting; and the other was the claim for £92,000 of the Anglo Egyptian Bank. That claim was subsequently reduced to £43,000; and he was happy to inform the meeting that it had been compromised by the plaintiffs paying the Agra Bank the sum of £27.500. (Loud laughter.) Gentlemen might well laugh on hearing that a claimant for £92,000 in the first instance should compromise the suit by the payment of £27,500 to the defendants; but he believed if the suit had gone on the Agra would have got more. How it had occurred that debit should have been placed instead of credit was one of those things which nobody could understand. (Renewed laughter, and cheers.) The resuscitation of the bank was completed. They had done with liquidatorial interference, and the future was full of promise. He moved the adoption of the report.

Mr. Stewart having seconded the motion, Mr. Sangster expressed some satisfaction with the report and the accounts, and more especially the chairman's explanation of them. He approved of the formation of a reserve fund, and hoped all the shareholders would cordially support it. The report was then adopted, and the dividend at the rate of 4 per cent. per annum declared.

Colonel the Hon. H. B. Dalzell and Mr. J. C. Palmer, the retiring directors, were, upon the motion of Mr. Moreland, seconded by Dr. Payton, unanimously re-elected. Some formal business was transacted, and the proceedings closed with a vote of thanks to the chairman and directors.

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CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The general meeting of the shareholders was held on Tuesday, att he Terminus Hotel, Cannon-street; Mr. John Pinder in the chair. The chairman, in moving the adoption of the report and accounts, referred to the resolution passed at the last meeting for increasing the capital of the company, and said that these powers had not been used, and it was very probable that the additional capital would not be required. The company were now in negotiation with the North of China Company to use their line when completed, for the traffic between Hong Kong and Shanghai, which would give the China Submarine a share of the profits of the former line, without calling up the additional capital authorised at an extraordinary meeting held on Jan. 7, 1870. The order had been given for the cable. The British-Indian cable had been most successfully laid, and was now at work. The next section of this great work would be the Singapore section, and further on the China section. In answer to a question, the chairman stated that the dividend on the British-Indian from the business done last week would yield 5 per cent. to the shareholders; but the line had been laid so quickly that the public were at present generally ignorant of the opening. The traffic was expected to increase considerably when the completion of the Indian cable became more generally known. It was stated at the meeting on reliable authority, that the call due on April 1 on the British-Indian amounted to £66,000, £51,000 of which was paid on the day it became due.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices April 7.
£10	Agra Bank, A shares	All	10½ to 11½
10	Do. Prov. Certificates	7½	¾ to ⅞ pm.
25	Bank of Egypt	All	42 to 44
20	Chartered Bank Ind., Aust., and China	All	18½ to 19½
25	Chartered Merc. of India and China ...	All	31½ to 32½
20	City Bank	10	11½ to 12½
100	Colonial Bank	25	42 to 44
500fr.	Comptoir D'Escompte of Paris	—	—
£28½	Hong Kong and Shanghai Bank ...	All	37 to 39 xd.
28½	Do. Do. new	11½	4⅝ to 5½ pm. xd.
100	Imperial Bank	20	17½ to 18½
50	London and County	20	48 to 49
50	London Joint Stock	15	32 to 33
100	London and Westminster	20	59 to 60
25	Oriental Bank Corporation	All	44 to 45
	Union of London	15	36½ to 37½
	Telegraph Companies.		
10	Anglo-Mediterranean	All	16½ to 17
10	British Indian Submarine	All	9½ to 9⅝
10	British Indian Extension	7	2 to 1½ dis.
10	British Australian...	3	2 to 1⅝ dis.
10	China Submarine	2	1⅝ to 1½ dis.
10	Falmouth, Malta, and Gibraltar ...	All	9 to 9½
10	Great Northern	All	11½ to 12
10	Do. China and Japan Extension	4	2⅝ to 2½ dis.
25	Indo-European	All	20 to 22
10	Mediterranean Extension	All	6 to 7
20	Telegraph Construction Company ..	All	37½ to 37⅝
50	Indiarubr., Gutta Percha, & Tel. Works Co.	45	49 to 51
	Miscellaneous.		
20	British India Tea Company	All	2½ to 3½
—	Ceylon Deb., 6 per cent., May & Nov. 1878	100	109 to 111
—	Do. Do. 1872... ...	100	103 to 105
—	Do. Do. 1882-3 ...	100	113 to 115
20	Ceylon Company	10	4½ to 3½ dis.
20	Do. A shares	5	3½ to 2⅛ dis.
50	Colonial Company	20	1 dis. to par
10	Credit Foncier and Mobilier of England	All	2⅝ to 2⅞
10	General Credit and Discount Company	7½	par to ¼ pm.
10	International Finance Society	5	1⅝ to 1⅝ dis.
20	London and Prov. Marine Insurance Co.	2	par to ¼ pm.
50	Merchant Shipping Company	All	—
25	National Discount Company	5	11 to 11½
10	North Assam Tea Company	7	—
25	Ocean Marine Insurance Company ...	5	13 to 14 pm.
20fr.	Messageries Imperiales of France ...	All	— to — pm.
£50	P. and O. Steam Company	All	42 to 44
50	Do. Do. 1867	10	4 to 3 dis.
100	Royal Mail Steam Company	60	48 to 52
20	Thames and Mersey Marine Insur Co.	2	4½ to 4⅝ pm.
20	Universal Marine Insurance Company	5	4½ to 4⅝ pm.
10	Upper Assam Tea Company	All	½ to 1
25	West India and Pacific Steam Company	20	—

BULLION AND SPECIE.

The following is from Messrs. Pixley, Abell, Langley, and Blake's Circular:—

Gold.—The Continental Exchanges continue so high that there is no demand for export for France, and, with the exception of small orders for bars for India and sovereigns for the Brazils, all arrivals have been sent into the Bank. The amount purchased since our last Circular is £42,000, and further sums will shortly be sent in. The Tanjore has taken £42,240 to India, and £19,000 (sovereigns), withdrawn from the Bank, have been sent to the Brazils. The Essex has brought £10,000, and the Alexander Duthie £30,500, from Melbourne.

Exchange on India for Banks Drafts is 1s. 11½d. per Rupee. Council Drafts for Rs. 38,75,000 were allotted yesterday; Tenders at 1s. 11½d. received 25 per cent., those above that price in full. These terms, compared with the last occasion, show a reduction of about ½ per cent. India Government Loan Notes remain as last quoted, viz.:—4 per Cents. 92¼ to 92⅜; 5 per Cents. 103½ to 104½; and 5½ per Cents. 109½ to 110½.

Silver.—Bars have been rather firmer in price the last day or two, owing to the demand for Holland; and we quote the price as 60½d. per oz. standard The orders for India have been small. The "Tanjore" has taken £30,600 to Bombay, and the "Seine" £19,370 to the West Indies.

Mexican Dollars.—The "Tanjore" has taken £64,080 to China and the Straits. The late arrivals have been sold at 59½d. per oz. We do dot look for any advance in price, although dollars are at present scarce.

EXPORT OF SILVER FROM SOUTHAMPTON TO INDIA, CHINA, AND THE STRAITS.

Year.	India.	China.	Straits.	Total.
1862 ...	... £6,890,810	... £2,530,663	... £669,937	... £10,091,64
1863 ...	... 5,971,632	... 1,995 909	.. 295,470	... 8,263,011
1864 ...	... 5,008,291	... 891,338	... 354,375	... 6,540,004
1865 ...	... 2,738 762	... 560,026	... 299,270	... 3,593,058
1866 ...	... 2,009,580	... 303,196	... 52,850	... 2,365,626
1867 ...	... 370,231	... 265,766	... 6,915	... 642,912
1868 ...	... 1,000,635	... 474,945	... 160,062	... 1,635,642
1869 ...	... 1,349,680	... 780,014	... 233,119	... 2,362,943
1870 to date ...	170,600	... 547,673	... 130,111	... 848,384

QUOTATIONS.

Bar Gold	77s. 9d.	per oz.
United States Gold Coin... ...	—	per oz.
Bar Silver, Fine	5s. 0½d.	per oz.
Fine Cake Silver	5s. 5½d.	per oz.
Mexican Dollars	4s. 11½d.	per oz.
Spanish Dollars (Carolus) ...	—	per oz.
Five Franc Pieces...	—	per oz.

ARTICLES OF IMPORT.

TEA.

The market since our last has again been very quiet, transactions being more curtailed as the time of the Budget draws near, both buyers and sellers preferring to wait the result. The principal amount of business has been at the public sales, at which, however, there was but little spirit in the biddings, and the prices for common to fair qualities receded in value. The public sales of the 29th ultimo comprised 18.691 packages, of which 12,550 packages were sold, nearly all being printed without reserve. Those of the 5th instant comprised 8,518 packages, of which 6,352 packages were sold, nearly all again being without reserve.

Red-leaf Congous: Siftings have been sold with difficulty at a shade under previous prices. Broken-leaf kinds have sold rather lower. Fair to good common have sold cheaper at public auction, there being less demand for export. Fair to good Kaisows have only been saleable in small parcels at about former prices. Fine to finest show no alteration. There has been a limited inquiry for boxes of Pak Lin at previous rates. Amoy kinds have been partially inquired for from 11d. to 11½d. per lb. for fair quality. Black-leaf kinds: Siftings show no change. The grades below good common have been in over-supply, and prices have given way ½d. to ¼d. per lb.; very good common has been sold at 1s. 0¾d., to 1s. 1d. per lb. Fair to good medium kindss have sold rather lower at public auction; privately some parcels have been sold at about previous prices. Good to fine qualities remain firm, also finest, the supply being moderate. New-make Canton kinds show no material alteration. Oolongs and Souchongs remain much as before, transactions having been limited. Scented Teas: Common Canton Capers continue depressed; fair have been rather more in request; good to fine remain firm. Foochow kinds show no further change. Canton Orange Pekoe show but little alteration. Foochow kinds: Old season's have sold rather lower; good qualities of new season have been neglected; fine have been inquired for at full prices. Uncoloured Japans: The common sorts remain dull of sale, but fair to good and fine have been saleable at previous prices. Green Teas: There has not been much doing in these kinds; a few parcels of recent import have been sold, the finer qualities being fully maintained, but common to medium kinds remain dull at lower prices, those at the public auctions showing a marked decline. Canton-made gunpowders have been without inquiry, and prices are rather nominal.

The deliveries are as follows:—

	1870.	1869.
Home consumption for London from 1st Jan. to 31st March ...	13,953,000	17,900.000
Export do. do.	6,460,000	10.658.000
Sent coastwise do.	10,680,000	8,440,000
Total,	31,093,000	37,398,000

SILK.

The following is from Messrs. Kilburn, Kershaw, and Co.'s Circular:—

The lull which we noticed in our last issue as having taken place in the market has since continued, and there appears a general pause, which is, after all, but a natural consequence of the extensive operations which have been made since last November; the approach of the Easter holidays, as well as the season of the year, are also further reasons for a quiet market such as we now have. Prices must be quoted as rather easier for Chinas and Cantons, but holders do not seem at all disposed to make concession, and thus there is not more than 6d. decline quotable, say:—31s 6d. for chop 3rd Tsatlees; 27s. to 27s. 6d. for "Red Peacocks;" and 25s. to 25s. 6d. for No. 5 Tsatlees, which are the asking prices of to-day. Taysaams, owing to their rather free arrival of late, are more neglected than Tsatlees, and there are but few buyers. Hainins are again uninquired for, after the few days' slight improvement which took place last month, and at 26s. for No. 2 Fatmows, which is the present quotation, there is no business. Japan and Bengal Silks show more decided flatness than any others, and are again neglected; it would be difficult to sell at 1s. to 1s. 6d. reduction from present nominal quotations. The deliveries in March were unusually large and satisfactory, and mark the healthy progress of consumption; indeed, it is eight years since so large a total monthly delivery as that of last month, say 6,654 bales, can be found. The clearances since the 1st instant are still good, say 434 bales China; 108 Canton; 91 Japan; and 82 Bengal. Total 715 bales, from 1st to 5th.

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LONDON QUOTATIONS.

CHINA.	
Tsatlee, No. 1	32s. 0d. to 33s. 6d.
,, ,, 2	32s. 0d. to 32s. 6d.
,, ,, 3	31s. 0d. to 32s. 0d.
Red Peacock	27s. 0d. to 27s. 6d.
Yuenfaa, Nos. 1, 2, and 3	24s. 6d. to 27s. 6d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 6d to 27s. 0d.
Long Reel	21s. 0d to 23s. 6d.
Canton	16s. 0d. to 22s. 0d.
Chinese Thrown	23s. 6d. to 26s. 6d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	28s. 0d. to 35s. 0d.
Idah, Nos. 1 and 2	None.
Sodai, Nos. 1 and 2	28s. 0d. to 31s. 0d.
Oshiu, Nos. 1, 2, and 3	29s. 0d. to 36s. 0d.
Koshiu, Nos. 1 and 2	26s. 0d to 29s. 0d.
Eichizen	None.
Mashta	,,
Hatchoji	,,

COFFEE.

The auctions of plantation Ceylon have been more extensive, but, the demand being slow, have gone off with little competition at 1s. to 1s. 6d. per cwt. decline, except for desirable bold and coloury qualities, which continue to find purchasers on previous terms. There is little demand for Native, and rates are with difficulty maintained at last mail's range. The following may be given as the current quotations :—Plantation triage and ordinary, 46s. to 58s. ; small grev and dull sorts, at 59s. to 63s. ; low middling and middling ditto, 62s. to 68s. ; bold ditto, 67s. to 74s. 6d. ; small coloury, 64s. to 66s. ; middling coloury, 68s. 6d. to 76s. ; good and fine middling, 77s. to 81s. ; good bold, 82s. 6d. to 84s. 6d. ; peaberry, 74s. to 85s. Native fine ordinary bold, 58s. ; good bold bright, 60s. Of 3,290 bags Manila offered 1,131 bags sea-damaged sold—first and second class of yellow, at 55s. 6d. to 56s. ; third and repacked, at 53s. 6d. to 55s. ; first and second of bold mixed, at 49s. 6d. to 50s. Of the sound portion 200 bags pale Indan sold at 54s. to 54s. 6d., the remainder being bought in—good yellowish, at 58s. to 59s. ; Indan, at 57s. Of Java 637 bales mixed bold pale and brown Sumatra kind sold at 48s. 6d. to 49s., chiefly the former price.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows :—Plantation. 304,246 cwt., against 270,769 cwt. at the corresponding date of 1869 ; Native, 30,194 cwt., against 56,685 cwt. The quantity afloat for the Continent is 2,694 cwt. Plantation against — cwt., and 1,517 cwt. Native against 1,605 cwt. The quantity of Coffee landed in the thirteen weeks ended April 2, 1870, was of Ceylon, 4,687 tons, against 5,765 tons during the corresponding period of 1869 ; of all descriptions, 6,935 tons, against 10,021 tons. The quantity entered for home consumption was, of Ceylon, 2,033 tons, against 2,459 tons; of all descriptions, 3,685 tons, against 4.223 tons. The quantity exported was, of Ceylon, 5,023 tons, against 5,511 tons ; of all descriptions, 8 820 tons, against 1,1267 tons. The stock on April 2 was, of Ceylon, 11,495 tons, against 8,190 tons ; of all descriptions, 18,649 tons, against 13,751 tons.

SUGAR.

The demand has become greatly restricted, there being no disposition either to sell or to buy until the alterations to be effected in the duties are made known. Transactions during the fortnight have been extremely limited, comprising only the following parcels :—Penang, at auction, 800 bags at 36s. to 38s. ; 1,251 baskets, 48 bags date sort (duty 8s.) being bought in at 27s. 6d., privately 1,600 bags good brown to good yellow sold at 33s. to 37s. 6d. ; Manila, at auction, 18,637 bags clayed, import 1866 and 1867, were bought in, duty 8s., at 30s. 6d., duty 9s. 7d. at 32s., and 100 tons clayed sold at 29s. 6d. ; privately a sale has been effected of 6,000 bags (duty 8s.) at 30s. per cwt.

The quantity of Sugar landed in the thirteen weeks ended April 2, 1870, was, of Penang, 313 tons, against 1,126 tons in the corresponding period of 1869 ; of Manila, Java, and China, 4,493 tons, against 8,239 tons ; the quantity entered for home consumption was of Penang, 726 tons, against 866 tons ; of Manila, Java, and China, 6 588 tons, against 2,966 tons. The quantity exported was, of Penang. 32 tons, against 42 tons ; of Manila, Java, and China, 1,107 tons, against 236 tons. The stock on March 19 was, of Penang, 1,885 tons, against 547 tons ; of Manila, Java, and China, 32,593 tons, against 36,781 tons.

COCOA-NUT OIL.—There is not much doing in Ceylon the demand being restricted, but the previous quotation is maintained, the price being still £42 per ton. The quantity of Ceylon afloat for Great Britain is estimated at 50,681 cwt., against 35,222 at the corresponding date last year, and 25,442 cwt. in 1868.

COIR GOODS.—Ceylon Yarn and Fibre are in steady demand at £22 to £38 15s. for common to good, £43 to £64 10s. for fine and superior Yarn, and £23 for Fibre.

CAMPHOR.—The market has continued very quiet, but there is a limited business doing at 87s. 6d., on the spot and to arrive, for China ; Japan is scarce ; new parcels afloat are not yet being pressed for sale.

CHINA MATTING.—842 rolls were all bought in. Gowqua extra contract 2/4 white at 36s., 3/4 at 44s., 4/4 at 41s., common 4/4 white at 27s. per roll.

CINNAMON.—Since our last report there has been rather more demand, and 355 bales in auction sold readily, fourth sort, 9d. to 1s. 11d. ; third, 1s. 2d. to 2s. 2d. ; second, 1s. 10d. to 2s. 10d. ; and first, good middling to good, 2s. 8d. to 3s. 1d. ; fine, 3s. 3d. to 3s. 7d. per lb. Of Chips, 1,194 bags have been offered and partly sold on easier terms, ordinary coarse bark, 2½d. ; thin bark, with flavour, 3¼d. ; middling dusty thin shavings, 4d. ; good middling to good, 5¾d. to 6¼d. per lb.

CUTCH.—The market is flat; of 1,497 boxes, fine quality, offered, only about half sold at 24s. to 25s., and there are now sellers at 23s. 6d. per cwt. Afloat from Calcutta and Singapore to London and Liverpool 829 tons, against 218 tons same time last year ; to the Continent 295 tons, against 824 tons ; and to America 620 tons, against 240 tons. From Rangoon, &c., to U.K. 535 tons, against 749 tons.

GAMBIER.—The market is dull ; 3,098 bales block offered at auction retired at 17s. 6d. ; pressed Cubes have sold at 18s. to 18s. 6d. ; 250 tons block sold at 17s. privately, and there are sellers at same price to arrive. Cube is rather steadier, with large sales.

GUMS.—Benjamin : Siam steady ; 7 cases retired above the value. 99 cases Sumatra offered ; 2nds firm ; fine sold at £10 ; fair middling, £8 10s. to £8 12s. 6d. ; TT & Co. Penang 3rds selling at 97s. 6d. Palembang very dull. Copal : Steady ; 164 cases Manila, retired at auction, since sold at full prices. Damar has again sold well ; 185 cases, half sold at 78s. 6d. for Singapore good sorts. Gamboge steady.

GALLS have been in moderate request, and 250 cases China of old import have been sold privately at 48s. per cwt. 180 cases China and 25 ases Japan at auction retired.

HEMP.—The inquiry for Manila has exhibited some slight improvement ; about 700 bales have found buyers, realising £50 for brown, and £52 to £53 for barely fair and fair roping.

HIDES.—The sales during the past month of East India Hides have been moderate, consisting of 203,323 in the hair and tanned, a considerable proportion of which have been taken in the bales by private contract. The demand during the early part of the month was not active, but has since improved, and the supply offering being small, prices have advanced ¼d. to ½d. per lb. Singapore and Penang : Ox and Cow—1,982 Hides, more or less damaged, have been sold, light, 8¾d. ; heavy, 7¾d. ; extra heavy, 7½d. ; thirds, 5½d. ; fourths, 4¾d. per lb. Buffalo are still not much wanted, and out of 10,347 Hides offered to sale only 2.837 found buyers at about former rates, viz., best heavy, fair to good, 5¾d. to 6d. ; seconds, 5½d. ; light, 6½d. to 7d. ; inferior, best heavy, 5d. to 5⅝d. per lb.

HORNS.—Buffalo are generally 1s. to 2s. per cwt. lower, but Deer have sold more freely at an advance of 5s. to 8s. per cwt., at which improved rates a considerable portion of old stock has been cleared. Buffalo : Siam 43s. 6d. to 45s. 6d. ; Deer : Ceylon 58s. 6d.

INDIA RUBBER.—There is no change to report, the demand continuing good for clean qualities, and common being still neglected ; there have been no public sales.

ISINGLASS.—Sells readily, especially sound and clean ; 25 packages Straits sold at auction, fine pipe at 3s. 10d. ; good at 3s. 6d. to 3s. 8d. ; leaf at 3s. 6d. to 3s. 8d. ; pickings at 2s. to 3s. ; cake at 2s. 5d. to 2s. 7d.

JAPAN WAX is very flat, and the arrivals do not tend to improve the tone of the market ; 1,681 cases have just arrived per Vampyr. Private transactions have been extremely limited, and of 1,112 cases offered at auction only 123 cases sold at 69s. 6d. to 71s. per cwt. for fair saucers.

MUSK.—The demand continues good, but at auction 31 caddies Tonquin Pod were held above the value, and all retired ; 9 caddies Cabardine Pod were bought in at 17s. 6d. ; 4 tins Grain sold at 50s. 6d. to 55s. 6d. for fine, and 43s. for middling.

OILS.—Aniseed : A small business has been done at 8s. 8d. Cassia : Neglected ; at public sale 10 cases realised only 4s. 7d. to 4s. 8d. Nutmeg : White would sell readily.

PLUMBAGO.—The demand has continued active, but stocks are large, and middling lump, being neglected, is difficult to dispose of : finest quality is very scarce. At auction 1,329 barrels, partly old lots, were offered, and one-third sold ; lump, small medium, 19s. to 20s. ; inferior, 12s. to 14s. ; chips, 14s. ; dust fine 10s. to 11s. 6d. ; inferior and middling, 6s. 3d. to 8s. ; very common earthy, 5s. to 6s.

PEPPER.—Black has improved in value in a slight degree, and small sales of Singapore have been made privately at 5¼d. per lb. for good ; but advices of large shipments are to hand, and there are sellers afloat at 4⅝d. to 4¾d. (4,000 bags have, however, been taken at 4¾d.). About 2,000 bags Penang, chiefly sifted Acheen of recent import, have been sold on the spot at 4 13-16d. to 4¾d. per lb. At auction 441 bags Singapore have been offered, and half placed at 5¼d. per lb. for good, and of 3,891 bags Penang, part sold at 4¾d. to 4⅞d. for fair to good Acheen, part dusty. White has been singularly dull and inactive during the fortnight, and of 957 bags Singapore offered at auction only 122 bags sold, at 6¼d. to 6⅝d. for fair, part mixed ; 98 bags Penang were placed at 6⅜d., one lot 6½d. per lb., being cheaper.

RICE.—The market has been without the least animation, speculation being quite dormant, and the sales have been only to supply the actual wants of our cleaners ; holders, however, are firm, and are not disposed to accept less than present rates. Sales comprise, on the spot, 500 bags Bassein at 9s. ; 2,700 bags Rangoon at 9s. 3d. ; 2,500 bags Bengal, Dacca 7s. 9d., middling white 10s. 6d. ; 17,000 mats field Siam at 7s. to 7s. 1½d., quay terms ; afloat a cargo of 500 tons field Siam at 7s., quay terms, and one of old crop Rangoon at 8s. 9d. for the U.K.

RATTANS.—There is a good demand, but great scarcity, and no transactions are reported.

RHUBARB.—The market is steadier ; 77 cases of old import offered since our last met a fair demand, and half was sold, common rough, part middling grey fracture at 9d. to 1s. 3d. ; good and fine is more enquired for, and new parcels would meet a ready sale.

ROOTS.—Colombo continues dull. Galangal : The market for China is dull at 38s.

SPICES.—Cassia Lignea has met little demand, and of 103 cases at auction only 45 cases sold at 125s. per cwt. for good but rather coarse 2nd pile. Nothing doing in Buds : fine qualities are scarce. Mace sells well at previous value, and of 29 cases brought to the hammer, more than half were placed at 3s. 1d. to 3s. 2d. per lb. for good heavy, pale and red mixed. Nutmegs are very firm, and in some cases higher prices have been paid ; business to a small extent has been transacted privately, but there are few sellers. Auctions have comprised 108 cases (mostly small sizes) Penang, 68 to the lb., 3s. 7d. to 3s. 9d. ; 77 to 79, 2s. 8d. to 2s. 7d. ; 80 2s. 6d. to 2s. 7d. ; 82 to 85 2s. 5d. to 2s. 4d., and 75 2s. 2d., 1 lot 2s. 3d. per lb. 21 casks Dutch limed mostly sold at 1s. 8d. to 1s. 9d., and 30 cases Bombay in the shell sold at 1s. 2d. per lb., with allowance of ½d. for shell.

SAGO.—Steady ; of 280 boxes and 354 bags small Pearl at auction a small portion sold at 18s. for good in bags. Flour continues dull.

SAPANWOOD.—Low prices continue to rule ; 30 tons Manila have been sold privately at £7 10s. ; 10 tons Siam and 50 tons Ceylon have been offered without finding buyers.

SHELLS.—Mother-o'-Pearl : There is no change in the tone of the market ; sales are announced for next week. Tortoise : No business is reported.

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SOY.—There is still an entire absence of demand.

STICKLAC.—The market continues dull.

STAR ANISEEDS.—There have been no sales.

TAPIOCA.—The market is steady, but quiet. Auctions have embraced 665 bags Singapore, 256 bags sold at 2¼d. per lb. for slightly greyish white; 2,083 bags Penang offered: all the damaged sold at 1¾d. to 2d. per lb. for 1st and 2nd class. 98 bags of Pearl, half sold at 22s. 6d. per cwt. for good small medium. 700 bags of Flour, 500 bags sold, mostly ex "Dharwar," and apparently damaged, at 1d. lo 1¼d. per lb.

ARTICLES OF EXPORT.

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WOOLLEN GOODS.

Messrs. Thornton, Homan, and Co. report upon the Bradford market as follows:—Our market for goods suitable for the Eastern markets still remains very dull and inactive. We regret being unable to report any improvement since our last. Raw material necessary for such goods still rules very high, and prices offered to the manufacturer would be a loss to him, and as we before stated, short time of working is preferred, and is being resorted to.

The following is Messrs. Hayter and Hayter's monthly statement of the estimated exports of Woollens shipped to China and Japan from London and Liverpool:—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Spanish Stripes, Broad Cloth, &c.	Pieces Stuffs.	Pieces Inferior Woollens.
Shipped to this date during the present year	To Hong Kong	5,480	2.000	900	8,890	2,018
	,, Shanghai	38,800	16,880	18,036	83,560	5,590
	,, Japan	—	120	3,212	6,135	800
Total...		43,780	19,000	22,148	98,585	15,408
Shipped to same date last year	To Hong Kong	6,100	2,440	2,160	2,460	7,370
	,, Sanghai	41,900	19,220	15,763	76,920	17.009
	,, Japan	1,500	3,730	2,374	27,241	34,821
Total...		49,500	25,390	20,297	106,611	59,200
Total shipped during the year 1869 ...	To Hong Kong	25 120	18,570	13,803	35,920	54 836
	,, Shanghai	159,000	60,050	70,253	355,193	56.180
	,, Japan	2,000	7,340	15,823	82,556	96,206
Total...		186,120	85,860	99,879	473,669	207,222
Do. do. 1868	To Hong Kong	21,460	7,190	15.989	46,000	18,581
	,, Shanghai	125,080	64,710	51.510	304,520	33,560
	,, Japan	—	8,290	3,055	73,460	33.906
Total...		146,540	80,190	70,554	423,980	86,047
Had arrived out when the last accounts left of last year's shipments...		164,200	73,570	85,169	406,739	185,577

QUOTATIONS.

	a.	d.	
HH Long Ells	36	6	per piece Scarlet
HH Spa: Stripes	2	10	,, yard ,,
HH SS Camlets...	61	0	,, piece ,,
HH Lastings (6 reed)	56	0	,, ,, Gentian
LL ,, (5 reed)	49	0	,, ,, ,,
HH Crape Lastings	43	6	,, ,, ,,
LL Do. do.	40	0	,, ,, ,,
HH China Figures	21	0	,, ,, Scarlet
HH Crape Lustres	19	0	,, ,, Black
China Blankets	1	8	,, lb. Scarlet

(These prices (except for blankets) include tilleting and packing, and are subject to a discount of 1½ per cent. for cash.)

NEW YORK MARKET REPORT.

COFFEE.—The market for East India is still inactive, and in the absence of business previous prices are nominally maintained. The stock o Manila on the 1st March was estimated at 3,600 bags, against 6,769 bags on March 1, 1869; of Java (Government) at 1,475 bags, against 1,541 bags; of Java, 14,558 mats, against 23,808 bags; of Ceylon *nil*, against 7,000 bags; of Singapore 200 bags, against *nil*.

CAMPHOR.—China is quoted 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.12½; Cassia, $1.25 gold (in bond).

GAMBIER.—The current quotation is 4⅛c. to 4¼c. gold (duty paid); stock, very small.

HEMP.—The sale is reported of 1,000 bales Manila at 14¼c. gold, 60 days credit, showing no change from the previously quoted rates. The stock of Manila on the 1st March was estimated at 19,813 bales, against 7,000 bales at the corresponding date of 1869, and 19,750 bales in 1868. The imports into the United States from the 1st January to the 28th February, 1870, were 27,546 bales, against 26,675 bales during the corresponding period of last year, and the quantity afloat on Feb. 28 was 29,056 bales, against 20,796 bales at the same date last year.

INDIGO.—Manila exhibits a slight decline, 18 cases having been sold at $1.25 currency.

PRESERVED GINGER.—China is quoted $8 currency (duty paid).

RHUBARB.—The quotation for China is $1.50 to $2.50 currency (duty paid).

RICE.—The sale has been effected of 1,500 bags Rangoon on private terms. In other descriptions of East India no business has been done. The stock of East India on the 1st March was 6,582 bags, against 8,640 bags at the corresponding date last year, and 3,842 bags in 1868.

SPICES.—Transactions to a moderate extent are reported at prices corresponding with those given in our last report.

SUGAR.—There is still an absence of business in East India; prices are nominally without alteration; a recent importation of 2,056 baskets, and 9,324 bags Java, has been taken for refining purposes. The stock on the 1st March was of Java 310 baskets, against 310 baskets at the corresponding date last year; of Manila 263,380 bags, against 21,543 bags; of China 75,518 bags, against 7,825 bags.

TEA.—The market presents a very quiet appearance, the demand for large parcels having almost entirely subsided. There is, however, a fair line trade, and prices for all descriptions rule firm at the range last given; the sales are 1,300 half-chests Green, per Netty Merryman, and 2,400 do., vessels not named.

TIN.—The tone of the market is unchanged; we note the sale of 50 slabs Straits at 32½c. gold; Banca is still quoted 34c.

SHIPPING.

ARRIVALS.—March 22, at New York, from Shanghai, N. B. Palmer; 21, at Philadelphia, from Colombo, Maid of Glanwern; 23, at New York, from Yokohama, Janet Ferguson.

DEPARTURES.—None.

LOADING.—At San Francisco, for Hong Kong, Golden Fleece, Shirley; at New York, for Singapore, Queen of the Seas; for Hong Kong, Formosa; for Hong Kong and Shanghai, Willy Rickmers.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship.	Captain.	From	At
Mar 31	Copernicus	Pyl	Bali, for Rotterdam	Off Beachy Head
Apr. 1	Elizabeth Jacoba.....	Bakker	Macassar,for Amstm.	Off Falmouth
— 2	St. Bede.....	Hunter	Bangkok	Do.
— 2	Thomas Mitchell	—	Maulmain	Liverpool
— 1	Mr. Jacob v. Lennep	Sprenkel.....	Batavia	Off the Start
— 2	Jason	Rusman	Do.	Brouwershaven
Mar 26	Albert Jurss	Stadtlander ...	Takao, for London ...	Gibraltar
Apr. 5	Drusus	Hansford	Bangkok	Falmouth
— 4	Preciosa	Franke	Do.	Do.
— 1	County of Lanark ...	—	Sourab., for Amstdm.	Off Scilly
— 6	Ravenscliffe	—	Bangkok	Liverpool
—	Waterloo	Kelly	Rangoon, for London	Off Queenstown
— 6	Jacob Hansen Love...	Mathieson	Bangkok	Off Roche's Point
— 6	Drydens	—	Do.	Queenstown
— 7	Barbadian	—	Woosung	Deal

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr. 2	Northampton	Barclay	Shanghai	London
— 2	Solid	Schmidt.....	Cardiff & Singapore.	Do.
— 1	S. D. Carlton	Talpey	Hong Kong	Liverpool
—	Nieuwe Waterweg	v. d. Valk	Batavia	Amsterdam
— 1	Sea Mew	Ratsey	Shanghai	Hamburg
—	Ferdinand and Louis	—	Java	Amsterdam
— 3	Belle Marguerite.....	—	Galle	Cardiff
— 6	Taunton.....	Hogg	Shanghai	London
— 6	Monte Rosa	Thomas	Cardiff & Yokohama	Do.
— 5	Senator Iken.....	Schumacher ...	Hong Kong	Cardiff
— 6	Malacca	—	Singapore	Liverpool

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Rollo, Pak Wan. For Yokohama and Hiogo: Lorton, Ada. For Tientsin and Newchwang: George Shotton. For Chefoo: Chingloo. For Shanghai: Dundonald, Aracan, Araby Maid, Chusan. For Hong Kong: Lord Macaulay, Albert Victor, L'Imperatrice, Beemah, John Lidgett. For Manila: Angela. For Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Craigforth (str.). For Penang: Lucayas. For Batavia and Sourabaya: Vincenza. For Colombo: Gauntlet, Wynaud, Ocean Rover. For Colombo, &c. (*via* Suez Canal): Great Victoria, (str.).

At LIVERPOOL.—For Nagasaki, Hiogo and Yokohama: Oberon. For Yokohama and Hiogo: Carnarvon Castle. For Shanghai: Carricks. For Hong Kong: Japan. For Manila: Maria Fidela, Matilde. For Singapore: Knight Templar, Sidlaw. For Batavia and Sourabaya: Peggy. For Penang, Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Priam (str.), Magdala, (str.). For Colombo (*via* Suez Canal): Chrysolite (str.), Stirling (str.), Bolivar (str.).

At GLASGOW.—For Singapore: Norham Castle. For Batavia and Sourabaya: County of Ayr.

SPOKEN.

SER (?) (ship), Foochow to London, March 27, 49 N., 9 W.
JOHN PAULINE (North German), Macao to London, Jan. 18, 29 S., 52 E.
SIR EDW. HAMILTON (?), Colombo to London, Jan. 31, off Cape of G. Hope.
PETCHELEE, Macao to London, Feb. 15, 11 S., 10 W.
HELENA AND ANNA, Bangkok to Falmouth, Feb. 10, 19 S., 2 W.
KAAP HOORN, Samarang to Rotterdam, Feb. 13, 15 S., 7 W.
MARY SARAH, Bali to Rotterdam, Feb. 22, 3 S., 23 W.
GALILEI, Amsterdam to Java, March 25, 49 N., 6 W. [Hope.
MOUNTAIN ASH (Brit. brq.), London to Japan, Dec. 2, off Cape of Good
TASMANIA (barque), Sourabaya to Amsterdam, March 5, 23 N., 40 W.
DAYLIGHT, Hong Kong to Queenstown, March 7, 24 N., 39 W.
PERCY DOUGLAS, Colombo to London, Feb. 4, 10 S, 84 E.
LAMENTINE (?), Ceylon to Bordeaux, March 3, 20 N., 40 W.
ANN BRIDSON, Sourabaya to Amsterdam, Feb. 10, 18 S., 5 W.
BALI, Batavia to Rotterdam, March 9, 23 N., 44 W.
AID, Canton to Falmouth, Jan. 20, 27 S., 10 W.
BRILLIANT, Bangkok to Falmouth, Feb. 23, 17 N., 36 W.
BELVIDERA, Colombo to London, Feb. 26, 3 N., 23 W.
MOA (Aust. ship), Java to Rotterdam, Jan. 31, 15 S., 7 W.

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KENILWORTH Batavia to Rotterdam, Jan. 31, 15 S., 7 W.
PALESTINE, Colombo to London, March 28, 45 N., 22 W.
EUGENIE LEONIE, Cardiff to Singapore, 48 N., 18 W.
JAVA PACKET (Dut. ship), Bat. to Rttrdm., 115 days out, 49 N.,18 W.
QUEEN OF THE AGE, Yokohama to New York, March 1, 23 N., 63 W.
BERTHA, Cardiff to Singapore, Feb. 5, 4 N., 24 W.
AGIR (Norw. bq.), Liverpool to Singapore, Feb. 19, on the line, 26 W.

FREIGHTS AND CHARTERS.

Berth freights are without alteration; coal freights from the Northern outports are firm, and rates in a few instances show an advance.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight. 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hiogo: £36. For Yokohama: £35. For Shanghai: £36. For Hong Kong: £29. For Singapore: £24 For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Hiogo: £1 14s. For For Shanghai: £1 16s. For Hong Kong: £1 8s. For Singapore: £1 5s. For Galle: £1 7s.

The Admiralty have invited tenders for the conveyance of 65 tons stores to Hong Kong.

MISCELLANEOUS.

At BREST.—Fuh Lee (str.), Gibbons, from West Hartlepool, for Shanghai.

At MALTA.—April 1, Nile (str.), Wright, from London, and ieft 2nd for China, &c. (*via* Suez Canal).

CASUALTIES.

The Messenger, Hill, which arrived at Boston on March 21, from Manila, reported that when off the Cape of Good Hope she experienced two very heavy gales, causing her to strain and leak badly; she also had several main rigging chain plates carried away.

Advices from Fayal, dated March 24, state that the Juanita, Bartols, from Sarawak to London, which put in there March 8 leaky, had discharged about 220 tons of cargo, and was about to be caulked from the copper upwards. The master intended waiting for instructions as to whether he was to have the vessel hove down, or proceed in ballast trim.

THE "MALACCA."—The screw corvette Malacca, late the property of Her Majesty's Government, is, we hear, going to Singapore, on her way to Japan. She is one of the finest corvettes ever built, having been constructed by Government entirely of teak, even to her decks, masts, &c. She had new engines and boilers by the celebrated Humphrys, Tennant, and Co., of London, of 200-horse power, indicating 800-horse power, boilers with brass tubes, two brass fresh-water condensers, lifting-screw of brass, magazines for powder and shot, put in her in the beginning of 1866, since which time she has done little or no work. She is pierced for seventeen guns, to be carried on her upper deck, and which will give some idea of the strength of the vessel. She will steam nine knots, and sail and steam ten and a half. Her screw can be lifed out of the water at sea in three minutes, when she is of course a perfect sailing ship. She is the first vessel sold by Government under the new Act of Parliament, consequently, save and except her armament, she is just the same as when in commission—all her fittings of every kind as she was in Her Majesty's service The vessel herself is a splendid model; all her man-of-war fittings, powder-magazines, shot-rooms, &c., are, we understand, exactly as they were, so that she is well adapted for any Government for a first-class man-of-war, and her shallow draft of water, say thirteen feet when light, adapts her to almost any bar harbour. Captain John Kier, well known in the China Seas, is in command of her, and we have no doubt when she arrives she will be well worth an inspection. She left the Mersey on the 5th inst., with a cargo of fine goods, and is expected to reach Singapore in sixty-five days.

LAUNCH OF THE P. AND O. COMPANY'S STEAMER "AUSTRALIA."—On the 5th inst. there was launched from the building-yard of Messrs. Caird and Co., Greenock, a beautifully-modelled spar deck steam-vessel, which was named Australia by Mrs. Methven, wife of her future commander. The Australia belongs to the Peninsular and Oriental Steam Navigation Company, and is of the following dimensions, viz.;—Length of keel, or forerake, 370 feet (over all 401 feet); breadth of beam, 44 feet; depth of hold, 36 feet; of tonnage (builders' measurement), 3,538 tons. She will be propelled by engines constructed by Messrs. Caird and Co. on the most improved principles, and of 600-horse power nominal. Besides provision for a large number of first and second-class passengers, the Australia will carry 1,800 tons of cargo and 1,000 tons of coal, while it can be arranged whereby 2,500 tons of cargo can be stowed by reducing the passenger accommodation. We understand that Messrs. Caird Co. have other two vessels of similar dimensions in course of construction for the P. and O. Company. Immediately after the Australia left the "ways," workmen commenced operations for laying another keel in the vacant space. The Australia, we believe, is the largest steamer ever launched at Greenock. After the launch the vessel ran on the bank, but was floated during the night without damage.

THE new clipper barque Zohrab, Captain G. R. Stevens, owned by Messrs. Holme, Ringer, and Co., of Nagasaki, 411 tons register, built in Sunderland, has been fitted with the patent slide propellers, by Messrs. Hall, Russell and Co., of Aberdeen, driven by an engine of 18-horse power, capable of propelling the ship at a speed of three knots per hour in calms. The vessel has sailed for Nagasaki and Chefoo with a full general cargo.

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The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent India, China, &c., upon terms to be ascertained at the Office.

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Marine Risks are accepted by the above Society on goods by first class vessels from the United Kingdom to India, China, Japan, Melbourne, and Sydney, at the current rates of premium.

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MUSIC.

ALFRED SCOTT GATTY'S FAVOURITE SONGS.

Tell Him I Love Him yet. | The Northern Star.
Long, long ago. | O Fair Dove, O Fond Dove.
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No. 1. Rain Drops Patter. | No. 5. The Burial of the Linnet.
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"His 'Songs for Children' are charmingly simple and fresh, and have made him a name in many a 'happy home.'"—Vide the *Globe*.—Free by post 19 stamps each.

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ALFRED SCOTT GATTY'S AMUSING COMIC SONGS OF THE DAY.

I Really am so Sleepy. | I'll not try it again.
Put It down to Me. | Medicine Jack.
Bobbie! Bobbie! | B. R. A. G. (a lady's song)
Not so bad for Me.

These songs may be sung in any drawing-room. Post free for 19 stamps each.

"Mr. Alfred Scott Gatty is getting quite a reputation for his comic songs, and deservedly so. They possess far more real humour than the popular songs of the music halls, and we need hardly say are far above them in every respect. Mr. Gatty's words are funny without being vulgar, and there is not one of his songs but what has a hearty and legitimate laugh in it. 'I Really am so Sleepy' is a very simple melody, set to clever racy words, and will sure to be a favourite amongst those who enjoy an honest comic ballad."—Vide *Illustrated Midland News*, Jan. 8.

London: Published only by ROBERT COCKS and Co., New Burlington-street.

"THE CHINA MAIL,"

No. 2, WYNDHAM-STREET, HONG KONG.

NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co," was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

Subscription, 12 dols. per annum, payable to any of the undermentioned agents. Postage added. Terms of advertising:—Same as in *Daily China Mail*.

AGENTS.—London: F. Algar, 11, Clement's-lane, Lombard-street, E.C. San Francisco: White and Bauer, 518, Clay-street, San Francisco. Swatow: Drown and Co. Amoy: Giles and Co. Foochow: Thompson and Co. Shanghai: H. Fogg and Co. Manila: Karuth, Heinzen, and Co. Australia: Gordon and Gotch, Melbourne and Sydney. Singapore: Locke. Hongghee, and Co. Batavia: H. Van Dorp.

THE STRAITS TIMES.—Daily, weekly, and fortnightly editions; published in Singapore, for circulation throughout the STRAITS SETTLEMENTS, JAVA, BORNEO, SIAM, FRENCH COCHIN CHINA, CHINA, and JAPAN.

This paper, which is the oldest in Singapore, and the most widely circulated throughout the FAR EAST, offers an excellent medium for the advertisements of shipbuilders, machinists, manufacturers, patentees, &c., in the United Kingdom.

Advertisements to be forwarded through an Agent in Singapore, or GEORGE STREET, 30, Cornhill, London.

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Close to the Landing Place, Depot of EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

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Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts two of which has been gained in this country, may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co, and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

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JOHN GOSNELL and Co.'s Prince of Wales Perfume

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JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

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BENZODYNE AN INTERNAL STYPTIC of great value. In Cholera, Diarrhœa, and Dysentery this medicine far surpasses any other, having a peculiar mechanical power of putting a sudden stop to wasting diseases. Chronic Cough and blood spitting are immediately relieved by it, as well as pain and debility of every kind. Prepared by Mr. PRICE, Analytical Chemist, 2, Lower Seymour-street, and 30, Duke-street, Portman-square, London; and sold by Chemists all over the world, in bottles at 1s. 1½d., 2s 9d., 4s. 6d., 11s., and 22s., or in dispensing bottles at 5s., 10s, and 20s. each

Liebig Company's Extract of Meat.

AMSTERDAM EXHIBITION, 1869 FIRST PRIZE, being above the Gold Medal. Supplied to the British, French, Prussian Russian, Italian, Dutch, and other Governments. One pint of fine flavoured Beef-tea at 2½d. Most convenient and economic "stock."

CAUTION.—Only sort warranted genuine by the Inventor, Baron Liebig, whose signature is on every genuine Jar.

Ask for LIEBIG COMPANY'S EXTRACT, and NOT for Liebig's Extract of Meat.

MORRIS AND CO.,

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LONDON AND CHINA EXPRESS.

HONG KONG.

THE CHINA & JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA & JAPAN AGENCY

2, COWPER'S-COURT, CORNHILL, LONDON, E.C.

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LUNGS, LIVER, AND KIDNEYS.—A large number of internal maladies arise from obstructions, over the removal of which these celebrated Pills exercise the most perfect control. A course of them is strongly recommended as a remedy for almost all chronic affections, as liver complaint, congestion of the lungs, torpidity of the liver, and other functional disorders, which cause much present suffering, and, if neglected lay the foundation for incurable diseases. Holloway's Pills are especially adapted for the young and delicate; their gentle and purifying action places them above all other medicines. In indigestion, nervous affections, gout, and rheumatism, these pills have raised for themselves a universal fame. They expel all impurities from the blood, and restore cheerfulness and vigour.

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A.D. 1870.

GRANT'S TRANS-MONGOLIAN TELEGRAMS
VIA KIACHTA.

TELEGRAMS FROM EUROPE.

TELEGRAMS for **China** or **Japan** may be despatched from any Telegraph Station in Europe on any Tuesday, commencing from the 22nd February, to Tuesday, the 29th November, inclusive.

Telegrams must be addressed, "GRANT, KIACHTA." If Express, "GRANT, KIACHTA, Express."

Express Telegrams may be despatched on any day. They are forwarded by Special Couriers within Half-an-Hour of their delivery at Kiachta.

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Twenty Words or under ... ... Taels 12 | And for every additional Ten Words or under ... ... Taels 4

Express Telegrams, 150 taels, plus 2 taels for every Ten Words.

The Charges are payable by the receiver to the Agents within Three Days of Delivery; otherwise 20 per cent. will be added to the above rates. The Sender is responsible for the payment in case the Receiver fails.

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,, Tientsin ... ... ,, J. LIVINGSTON & Co. | ,, Kagan ... ... Messrs. MATRINSKI & KAYANTZOFF.

Telegrams for Ports South of Shanghai are forwarded by Messrs. HALL & HOLTZ.

Head Office: KIACHTA, ORIENTAL SIBERIA.

C. MITCHELL GRANT, *Proprietor.*
WILLIAM HAGEMANN, *Secretary.*

LONDON AGENCY,
"LONDON AND CHINA TELEGRAPH" OFFICE, 2, COWPER'S COURT, CORNHILL.

REDUCED TO TEN AND A-HALF DAYS.

I have the pleasure to announce that I have succeeded in reducing the Contract time for this year by TWELVE HOURS.

Telegrams from Kiachta to Tienstin, and *vice versa*, will be delivered in TEN DAYS AND A-HALF.

I have made an engagement to pay a Tael for every hour a courier arrives in advance of the time, and I think that many Despatches will be transmitted in Ten Days.

I take this occasion to thank the Gentlemen who subscribed their names to establish GRANT'S TRANS-MONGOLIAN TELEGRAPH SERVICE. Having now repaid the whole of the Capital advanced to me, I have reduced the charges on Telegrams, to prove that I am not unmindful of the confidence they showed me.

C. MITCHELL GRANT.

KIACHTA, January 10, 1870.

GRANT'S TRANS-MONGOLIAN TELEGRAMS.
1870.

CHINA CIRCULAR.

THE success which has attended the European Commercial Telegram Circular which I have issued for the last two years in China and Japan induces me to think that a China Circular will be approved of in Europe. I have made arrangements to receive Prices, &c., as per annexed form, from Shanghai by the first steamer to Tientsin in February till the freezing of the river Peiho, in the beginning of December; but in order that Subscribers may not be inconvenienced by the stoppage of the Circular, I purpose making arrangements to have it transmitted viâ Galle during the winter months. From four to six Circulars per month will be issued, or from forty-five to fifty Circulars during the Season.

The time occupied in the transmission from Shanghai to London will probably average SEVENTEEN DAYS.

As to the reliability of the information I furnish, I need only mention that the majority of my Subscribers in China are members of the Chamber of Commerce, and the subscriptions are double the undermentioned charges.

CHARGES.

For 10 Circulars, commencing at any time of the Season . . . £3 3 0
For the whole Season (i.e. Feb. to December) £12 12 0

The Circular will be printed in London, and posted a few hours after the delivery of private telegrams.

C. MITCHELL GRANT.

KIACHTA, January 17, 1870.

London Agency—LONDON & CHINA TELEGRAPH OFFICE,
2, COWPER'S-COURT, CORNHILL.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vesse's of 16 to 17 feet draught It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive t spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMON and Co., Singapore: or 21, St. Swithin's-lane, Cannon street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, June, 1868.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following dimensions, viz., Length, 300 feet, breadth at bottom, 40, is capable of receiving vessels drawing 13 to 16 feet, as the state of the tides will allow. The Dock runs dry to the blocks, and is pumped out by steam.

The above premises comprise a large Machine Shop containing a

WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c. &c. A large stock of Woods, Metal, &c., &c., always on and.

The Dock steam tug *Woosung* is available at all times to tow vessels to or from sea.

JOHN C. SKEY, Superintendent.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Marseilles.
GIBRALTAR ...	Every Saturday, at 2 P.M.¶	—
MALTA	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
*BOMBAY	,, ,,	,, ,,
GALLE	Saturday, April 2, 2 P.M. And every alternate Saturday thereafter.	Sunday, April 10, 7 A.M. And every alternate Sunday thereafter.
MADRAS		
CALCUTTA ...		
PENANG		
SINGAPORE ...		
CHINA		
JAPAN		
AUSTRALIA ...	Saturday, April 16, 2 P.M. And every fourth Saturday thereafter.	Sunday, April 24, 7 A.M. And every fourth Sunday thereafter.
NW. ZEALAND		

And all ports touched at by the British India Steam Navigation Company's steamers.

* The following reduced rates will be charged to Bombay:—
From Southampton... £72 first class; £45 second class.
From Marseilles ... 70 ,, 43 ,,
exclusive of transit through Egypt. A corresponding reduction will be made in the rates from Bombay to Europe.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

STEAM to BOMBAY, via Suez Canal. The fast and powerful screw steamer ALABAMA, 1,432 tons register, 250-horse power nominal; HENRY BLAND, Commander, is now loading in the Millwall Docks, and will receive goods until 5th April, and be despatched immediately thereafter.

For Freight or Passage, apply to E. T. GOURLEY, 1, St. Mary-axe, E.C., or to NORRIS and JOYNER, 60, Cornhill, E.C.

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THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 5th and 21st, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,

Passengers for California and intermediate points on this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent steamers of the Pacific Mail Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

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17 April, 15 May, 12 June, 10 July, 24 July — For Port Said, Ismailia, Suez, Aden Mauritius, Reunion, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Japan.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Yokohama. Hiogo and Nagasaki...	Chieftain (s.s.), via Suez Canal	—	WID	May 10.
Shanghai ...	Aracan	A1 14 yr.	SWID	April 17.
Shanghai ...	Her Majesty	A1 14 yr.	SWID	With des.
Hong Kong	Beemah	A1 11 yr.	SWID	April 20
Chefoo	Chingtoo (n.)	A1 13 yr.	SWID	With des.
Tientsin and Newchwang	Geo. Shotton	A1 14 yr.	SWID	With des.
Yokohama & Hiogo	Vigil	AA1	SWID	April 23.
Yokohama & Hiogo	Ada	A1 13 yr.	SWID	To follow

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Araby Maid	AA1	E.I.D.	April 20
Do.	Omba	A1 16 yr.	E.I.D.	To follow
Hong Kong	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Yokohama, Kanagawa.	Rollo	A1 13 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

Will be despatched 14th April.

DIRECT FOR COLOMBO, the magnificent clipper ship OCEAN ROVER, A1 16 years, 518 tons register; W. HAMMOND, Commander; West India Docks. This splendid vessel, built in 1867, is well known for her rapid passages and the good order in which she always delivers her cargo, and from her high class can be strongly recommended to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St Helen's, Bishopsgate-street, E.C.

To sail April 15.

FOR HONG KONG, the splendid Clipper Ship ALBERT VICTOR, A1 13 years (built by Messrs Robert Steele and Co., Greenock), 858 tons register; DAVID MUIR, Commander; East India Docks.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship.

FOR HONG KONG, the splendid clipper ship, JOHN LIDGETT, A 1 17 years, 770 tons register; G. POLSON, Commander; East India Docks.

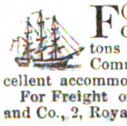
For Freight or Passage, apply to SHAW, MAXTON and Co., 2, Royal Exchange Buildings, London, E.C.

To Sail on the 25th April.

FOR SHANGHI, the splendid Composite Clipper, CHUSAN, A1 14 years, 817 tons register; JOHN W. ROY, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

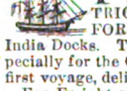
To follow the "Chusan."



FOR SHANGHAI, the splendid Clipper Ship BROCKHAM, AA1, 1,048 tons register; WILLIAM RICHARDSON, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With Immediate Dispatch.



FOR HONG KONG Direct, the magnificent Clipper Ship, L'IMPERATRICE, AA1, 671 tons register; JOHN FORBES, Commander; loading in the East India Docks. This splendid vessel, built last year especially for the China trade, has just arrived after her first voyage, delivering her cargo in excellent condition.

For Freight or Passage apply to HENRY ELLIS and SONS, 17, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram Boulevard Pereire.
Brindisi	AGENTS FOR BRINDISI STEAMERS.
Hamburg	Mr. ONCKEN.
Holland (Rotterdam and Amsterdam)...	Mr. H. A. KRAMERS, 47, Geldeische-Kade, Rotterdam.
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THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.
Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.
WM. PUSTAU and CO.
China, 1st January, 1870.

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The London and China Telegraph.
新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS

VOL. XII.—No. 349.] LONDON, MONDAY, APRIL 18, 1870. [Price 9d., with Sup.. 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.

Latest Advices.

—o—

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
Japan — Yokohama	Dec. 31	Feb. 22	Feb. 27
Yedo	—	—	Feb. 26
Osaka and Hiogo	—	—	Feb. 22
Hakodadi			
Nagasaki	Dec. 17	Feb. 10	Feb. 23
China — Peking			
Tien-tsin	—	—	Feb. 14
Chefoo			
New-chwang			
Hankow	Dec. 23	Feb. 21	Feb. 27
Kin-kiang	—	—	Feb. 28
Chin-kiang	—	—	Feb. 28
Shanghai	Dec. 31	Feb. 21	March 2
Ningpo	—	—	Feb. 26
Foochow	Dec. 31	Feb. 22	March 1
Formosa			
Amoy	—	—	March 2
Swatow	—	—	March 3
Hong Kong	Jan. 20	Feb. 5	March 8
Canton	—	—	March 7
Macao	—	—	March 7
Philippines—			
Manila	Dec. 31	Feb. 17	March 2
Cochin-China—			
Saigon	—	—	March 11
Siam — Bangkok	—	—	March 11
Borneo—Labuan	—	—	March 7
Sarawak	—	—	March 9
Java — Batavia	Jan. 28	March 7	March 9
Samarang	—	—	March 7
Sourabaya	—	—	March 5
Malacca Straits—			
Singapore	Jan. 28	March 3	March 15
Penang	Feb. 11	March 16	March 17
Ceylon—Galle	Feb. 25	March 23	March 24
Colombo	—	—	March 23

THE MAILS, &c.

—o—

The next inward mail. due in London on the 2nd May, should bring the following dates: Yokohama March 13; Shanghai, 16; Hong Kong, 22; Singapore, 29; and Galle, April 7. The latest telegrams to hand are—from Hong Kong, *via* Galle, to March 29; *via* Kiachta, from Shanghai, to March 21. Correspondence from Yokohama to Feb. 23 was received *via* San Francisco last week, but the present mail brings four days later news.

List of Passengers.

—o—

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Delta*, arrived April 15th.—From Hong Kong: Mr. Colarte, Mr. Hitch. From Singapore: Mr. and Mrs. Bauer, three children, and governess, Mrs. Bing. From Galle: Mr. Brown, Mr Ekker.

To Southampton, per P. and O. steamer *Poonah*, expected to arrive April 22.—(List not to hand.

By last Bombay mail to Marseilles, per P. and O. steamer *Nyanza*, arrived April 9. —From Galle: Mr. Zomoyski and servant.

To Suez, per P. and O. steamer *Columbian*, arrived April 2.—From Singapore: Mr. T. Lels.

PASSENGERS OUTWARD.

Per French mail steamer *Hooghly*, from Marseilles, April 16 (booked from London).—To Shanghai: M. Scheibler and wife. To Singapore: Mr. R. Lyall, Mr. Buchanan Smith.

Per P. and O. steamer *Ripon*, from Southampton, April 16.—To Yokohama: Mr R. Howle, Mrs. Morel. To Penang: Mrs. Scott.

Per P. and O. steamer *Delta*, from Marseilles, April 24.—To Shanghai: Mr. Littlewood. To Hong Kong: Mr. E. Ward, Mr. C. H. Lepper. To Singapore: Mr. J. Young. To Penang: Mr. J. Morrison.

Per P. and O. steamer *Syria*, from Marseilles, May 1.—To Shanghai (via Bom bay): Mr. Dillon, Mr. H. Thomas.

Per P. and O. steamer *Bangalore*, from Southampton, April 30.—To Shanghai: Mr. W. Heise. To Ceylon: Mr. A. Young Adams.

Per P. and O. steamer *Tanjore*, from Marseilles, May 8.—To Ceylon: The Bishop of Colombo and Mrs. Temple.

Summary of News from the Far East.

—o—

JAPAN.

YOKOHAMA.

From this port our advices extend to the 27th February. The outward English mail of Dec. 31 reached Yokohama on Feb. 23. We give some interesting items from the local papers.

With reference to the decision in the case of the *Bombay* and *Oneida* collision, the *Japan Mail* says:—"Now that the excitement connected with the collision has subsided, and the irritation caused by the American Minister's indiscretions is allayed, the calm impartiality of the decision is very generally acknowledged and appreciated. Mr. De Long need fear no implacability on the part of the British section of the community, whose gratitude he has earned by illustrating the effects of institutions they dislike, distrust, and fear. He has shown that these institutions advance to prominent positions men whose knowledge of the world is confined to obscure sections of it, and whose views have been formed and motives of action regulated by the pressure of surroundings ill calculated to fit them for dealing with large yet delicate issues. Whether he will find equally ready pardon from the intelligent, thoughtful, and cultivated—in fine, the unrepresented portion of American society — is another question, which is rather a matter of speculative interest for us than anything else. But judging from such manifestations of opinion as have reached us both here and from Shanghai, we think it will be some time before Mr. De Long recovers from the lamentable imputation at present resting on him of having attempted with a vindictiveness which required only ability to ensure its success, to inflame passions which a wise and good man would have sought to allay. The type of character he represents is not without rudimentary merits; warm-hearted, impulsive, and conscientious, it is deficient in generosity, and such moral intuitions as it possesses are moulded by strong national prejudices intensified by the extreme narrowness of vision which necessarily belongs to circumscribed antecedents. The attempt to import an international complexion into a simple though deplorable case of collision could only recoil upon the mind which conceived it; but it is lamentable that views of this order should be encouraged to complicate simple issues, and only fail from want of sufficient power to do so."

In another column the *Japan Mail* observes:—"After the collision, the attempts made by the officers to save the crew of the *Oneida* were frustrated by the want of boats, the absence of good discipline—as was proved by the evidence of one of the survivors —and the want of rockets and blue lights. One gun only was fired, and though discharged four times, it was on the wrong side of the ship, and so failed to attract the attention of the *Bombay* either by its flash or report. The fatal nature of the collision arose quite as much from deplorable circumstances connected with the state of the *Oneida* as from any default of Mr. Eyre. She was cruelly ill-provided with boats, the rockets and blue lights kept ready for signals had been carried off by the collision, and those in the magazine-room were not fastened to sticks. She fired but one gun, though, as stated, she fired it several times, but it seems to have been manned only by two men, and this fact alone discloses a want of such readiness as emergencies of such a nature imperatively demand. It would be, therefore, grossly unjust to impute to Mr. Eyre the whole blame of the loss of the crew of the corvette. He was in no way responsible for the collision, which was attributable to the bad management of the *Oneida;* he saw no signals and heard no guns; he had no conception that the vessel was a man-of-war with a full complement of men, and he inferred that she was in no danger, or that, if in danger, she could ensure her safety by running on to the spit."

The *Japan Herald* comments in a very similar spirit on the case as affecting Captain Eyre:—"As extenuating circumstances, it is but fair to him to remember that the *Oneida* stood away under sail after the collision as if nothing of consequence had occurred to

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her—for he was probably unaware that her steering apparatus had been carried away—that she showed no blue light or rockets, or exhibited any signals of distress; for her guns, for some reason, were not heard, nor their flashes seen by any one on board the *Bombay*. *We know* why blue lights and rockets were not seen, but Captain Eyre did not. These signals were looked for, but we learn by the evidence that they were not seen, because they could not be exhibited; but at that time Captain Eyre could not be in possession of the reason why they were not burnt, and was misled into believing that, as these most ordinary signals of distress were not shown, his assistance was not required. Moreover, he was not to be blamed for the collision of the ships; on this, the first time of his entering the port, he was at his post on the bridge, and directly the *Oneida's* lights were observed, followed 'the rule of the road' by porting his helm. It may with safety be affirmed that had the American ship been steered in obedience to this common observance on ships passing, no accident whatever would have occurred. He stands acquitted, not alone by the Court, but by public opinion; at all events of being the proximate cause of the calamity, though unhappily not of some of the ultimate consequences, which he must evermore deeply deplore."

The *Japan Herald* has the following:—

The Mikado presented Tosa with 100,000 rios paper for his sincerity in the late war, which he has given to those burnt out lately, so Tosa for the hour is in high feather. The Mikado has been lauded so highly for his magnanimity during the war that the world (through agency of the telegraph) is pretty well assured that he is worthy of universal praise; but it is a fact that Enomoto and half-a-dozen followers are in strict confinement at Yedo, as though the Mikado really feared them. Why not prove his magnanimity and release them? Did not America release Davis, a greater rebel, and not suffer for it? So let the Mikado be advised. At the burning of the Palace of Aidz all the books relating to the amount of kinsatz loaned the several Daimios were burnt, so that it is now impossible to tell what quantity they had, or what number has been issued by the Government.

A school of navigation will shortly be opened at Skigi, whereat the professors will not be Europeans, but Japanese officers who served for or against Enomoto at Hakodadi. Daimios are said to be making quite a rush for "presentation," in order that their children may have the young idea exercised in the law of projectiles, and familiarised with naval tactics.

A marine survey party is about being organised by the Japanese Government, to survey the coast and harbour, under European instruction. The *Tomio Maru*, steamer, is likely to be devoted to this service, and sub-Lieut. Maxwell, navigating Lieut. of the *Sylvia*, will probably be appointed to the command. A series of large godowns are about to be erected along the water frontage, from Benten to the native western hatoba, for storage of goods belonging to Japanese merchants.

The efficiency and high state of discipline of the P. and O. Co.'s service was amply proved on the collision which took place between the *Sunda* and the North German barque *Carry and Jane*. In three minutes after the accident all hands from the barque were on board the *Sunda*, the majority of them having been picked up by her boats. It is a cruel reflection that with this high state of discipline every man of the *Oneida's* crew was not saved. It is ill work opening wounds still bleeding, but such thoughts are inevitable to those who cannot easily forget a calamity so heart-rending as that of last month.

The *Japan Times* says: "We stated in our weekly issue of the 12th inst. that the Government at Yedo had stopped the publication of the native newspapers, but this is not entirely correct; the papers have ceased to exist, indeed, but they died easy and natural deaths, in no way attributable to the hand of the Government. The publication of the *Government Gazette* still continues and records the appointments to various offices, the movements of the court, and matters of that nature."

We have had a heavy fall of snow, which still lies on the higher and more exposed parts of the country, and has clothed our beautiful mountain with a winter shroud

A few days ago the telegraph wire between this and Yedo was cut by some mischievous opponent to the practical introduction of foreign science into *Dai Nippon*. Suspicion has of course fallen on the rowdie samourai, who are ever to be seen swarming in the neighbourhood of Shinagawa.

HIOGO AND OSAKA.

The following items are from the *Hiogo* and *Osaka Herald*:—

"We understand that the screw steamer *Adler* has been disposed of by Messrs. Lehmann, Hartman, and Co., to Prince F'ku-yama, the price obtained for her being about $18 500. We hear that this vessel is to be employed on a Mail Packet Service to and from Osaka and ports in the inland sea.

The Japanese Government, as generally reported, appear to be adopting active measures for the total suppression of native Christianity. The news of the raid at Urakami no sooner reaches us than we hear of similar doings from various parts of the kingdom. Some ten days since about 200 of these Christian believers were landed at Osaka a little below the Castle, and thence conveyed to prison From what we could learn respecting them, they were from Bizen, Geyshiu, and the adjacent provinces; they had been dragged from their homes, irrespective of age or sex, and were not even permitted to bring with them other than the garments they had on at the time. On landing at Osaka they presented a very wretched and miserable appearance; men, women, and children separated from kith and kin—in truth a pitiable sight.

A correspondent from Osaka says:—

Rice gets dearer and dearer, and foreign rice is in demand. I suppose we must look to Saigon for fresh supplies. I notice that the total export of Rice from that port, to all parts, has increased fifty per cent., within the past two years, while in British Burmah, thanks to the shortsighted policy of the Indian Government in taxing the export of rice nine per cent. we read that "the trade of Akyab, the great rice port, is going back."

Railway material arrived on the 8th instant at Kobe, in the *Psyche*, to the consignment of Messrs. Alt and Co. We presume this is for the construction of the contemplated line of tramway in connection with the new dock works at Osaka.

The *Hiogo News* notices a severe gale which passed over the port on the 15th Feb., doing some damage, both afloat and ashore, the Grand Stand having been "forcibly removed." A fall of snow is likewise recorded at Hiogo and Yokohama.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, Feb. 17, 1870.

My last was on the 29th ult., *via* Marseilles, since when there has been very little news, if I except that contained in the enclosed cuttings from the local papers. On the afternoon of the 10th inst. the Messageries Imperiales steamer *Thabor* arrived in this harbour from Shanghai, bringing the English mails of the 3rd and 17th Dec., and on the next evening the P. and O. steamer *Cadiz* also arrived from the same port, and in a like manner they proceeded to Hiogo and Yokohama. The services constantly clash, and are of little value to this community, and are not likely to prove advantageous to either company, if the branch service is made a permanent one, which no doubt it will be when the companies find out the importance of Nagasaki as a coaling station, where good coals can be obtained at the very moderate price of $5 to $6 per ton, free on board. It is a matter of surprise to many that while the P. and O. Company are endeavouring to reduce the cost of their coals they still send them out from home to Yokohama, when they can be obtained from this port at a much cheaper price The situation of this place is nearly in the route of the company's steamers while on the voyage between Hong Kong and Yokohama, and the little delay caused by their calling in on their inward voyage would be a mere trifle when compared with the saving effected in the price of the coal. The question is worthy of the consideration of the directors and shareholders, who would do well to authorise competent persons to institute inquiries and report to them.

Business here is almost entirely confined to local articles, such as raw Cotton, Sugar, Rice, Peas, &c., and while scarcely any demand exists for Cotton Manufactures, the raw material imported from China finds a ready sale at advancing rates; this somewhat confirms the rumours current a short time since, respecting the neighbouring Daimios prohibiting Foreign piece goods from entering their territory. Exchange on London 6 months, 4s. 5½1; Niboes 420 to 425; Freight to London nominal, as there is no vessel loading.

The following is from the *Nagasaki Shipping List*:—With regard to the report current here, that 200 native Christians who were imprisoned had been set at liberty immediately on receipt of orders from Yedo, we regret to say that such is not the case All the Christians that had been arrested were at once shipped off, or sent overland to Oumura; further, that no arrests were made after the 24th ult., simply because there were no more Christians left in the place. This report was only got up for the purpose of making us believe that the Government wishes to act in good faith. We also regret to state that the Government here still continue to sell the property of the exiled Christians. The report regarding the loss of the steamer *Feloong* proves to be unfounded, she having discharged her cargo of native Christians somewhere on the coast We have not been able to get any information from the people on board as to the place where the people she took away from this were landed, and it is not likely that we shall get any particulars on the subject. H. B. M. gunboat *Dove* sailed for Hiogo and Yokohama 2nd February.

In a later issue of the same paper we find the following:—We are glad to say that although the Ministers did at first believe in the faith and promises of the Yedo Government, they have since the receipt of further news from this place, come to the conclusion that they could not rest satisfied with such empty promises; and we hope that they will insist in having the unfortunate victims of Urakami brought back to their homes. We regret to say that we have been unable to obtain any more reliable information. The actions of the local authorities have been kept so dark, and such strict watch has been kept on our reporters, that we have not been able to learn anything for some time; we have no doubt the Government having discovered that most of the information we have lately published was derived from native sources, have issued some secret order threatening the Japanese people, who may give such information to foreigners about the Christians, with severe punishment; this may be the reason which has deterred many of them from coming forward; and we feel sure, that although

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foreigners know little or nothing of what is going on, still the Government is busy working out their dark designs. That the native Christians are henceforth not to be left in peace we are quite convinced; since, in making the usual annual census, every Japanese is now required, when registering himself, to declare what religion he professes; a thing that has not been done since the old Government, after the Treaties of 1858, had abolished the custom of making the people trample on the cross.

The *Nagasaki Express* has the following, under the heading of "Our Mail:"—The London mail of 3rd Dec. arrived in Shanghai on the 23rd Jan. H.M.S. *Salamis* left for this port the next morning at daylight—but did not bring it. The Dutch brig *Engel* left Shanghai on the 27th Jan., and arrived here yesterday—but did not bring it. The British ship *Kagosima* left Shanghai on the 29th Jan., and arrived here on the 3rd instant—but did not bring it. The P.M. steamer *Oregonian* left Shanghai on the 2nd, and arrived here yesterday—but did not bring it. Query—When will the London mail of 3rd Dec. reach Nagasaki? Letters when posted are generally stamped, and stamps are sold by the Government—*ergo*, the Government accepts some responsibility in their delivery. Query—Who is to blame for the non-delivery of the London mail of 3rd Dec?

The following extracts are also from the *Express*:—

A report was current last week that even then more Christians were being collected, and were to be deposited in the steamer *Elgin*, then at anchor off the native town of Nagasaki. Inquiries resulted in a band of about seventy men having been seen that afternoon, tied in the same manner as those already made prisoners, and supposed to be Christians, being marched through the town. A certain degree of excitement prevailed amongst those foreigners who sympathised with these unhappy people The Governor of Nagasaki, however, now denies that any Christian natives were sent away; he declares that the steamer *Elgin* only went to Hirado, on Sunday last, for the purpose of reshipping those very wretched ones who were wrecked in the steamer *Governor Higginson*; he further announces their destination to be Tsuwano and Matsuye. But if, as we are informed, in what he has hitherto done in deporting 4,000 unfortunates, he has acted contrary to the wishes of the Japanese authorities at Yedo, why did he not send the steamer *Elgin* to bring the wrecked ones back, and restore them to their homes? In our view of the proceedings we may say that the Northern disapproval seems to us to be a very indefinite one; we do even now hope that the Ministers will not let the matter rest; their urging will compel the Japanese to undo this barbarity if their now remain aught to be undone. If the Japanese authorities wish us to believe that these Christians are not really put to death, or to deadly work, let them be shown how to convince us. We know some of the deported ones; we know the valley where the greater number of the 4,000 lived; we saw their homes and their fields tenanted cheerfully in the last harvest; we have seen these homes and fields since their departure in the hands of the soldiery. Let the deported ones be brought back, that we may see them busied again in the spring. But if others occupy the lands, what can we believe? We cannot forget Papenburg's cliff, whence two hundred were hurled into the sea.

Manifest of the British barque *Eastern Chief*, Carr, master, which vessel sailed for London 11th February, 1870; 1,374 bales tobacco, 1,197 boxes tea, 102 bales waste silk, 72 boxes galls, 14 tons M. O. P. shells, 50 cases curios, 87 cases, and 9 bales sundries. Passenger by her, Mr. W. Glover.

A meeting of residents took place at the club, last week, for the purpose of expressing the sympathy of the community with the relatives of the officers and men who perished in the U.S. *Oneida* There were present—W. P. Mangum, Esq, U.S. Consul, Chairman; A. A. Annesley, Esq., H.B.M. Acting Consul; Jose Loureiro, Esq., Portuguese Consul; W. F. Gaymans, Esq., Italian Consular Agent; Dr. van Mansvelt, and a number of the residents. Mr. Annesley proposed that a letter, embodying expressions of condolence and sympathy with the friends and relatives of the deceased. be offered to the community for signature; and that a committee be appointed, irrespective of nationality, to accomplish the object. Seconded and carried unanimously. Mr. Mangum, in a few words, thanked those present for their attendance, and said that he would make known the expression of the sympathy, on the part of the community, through the proper channel at Washington, so that it would be sure to reach the friends and relatives of the deceased. A committee of seven gentlemen, headed by H.B.M. Consul, having been appointed, the meeting separated with a vote of thanks to the chairman.

A funeral mass for the souls of the Catholics lost in the *Oneida* was celebrated at the Roman Catholic Church last week, and was attended by several residents.

CHINA.

PEKING AND TIENTSIN.

The unfortunate Peking College still affords topic for conversation. The latest event is the dismissal of M. Lépissier, the Professor of French, because he refused to continue his courses unless certain changes were made in the existing order of things. His chief grievance was said to be that he does not hold his appointment direct from the Tsungli-yamen, as Dr. Martin does, but from Mr. Hart only.

We have letters from Tientsin to the 14th February, confirming the satisfactory rumour which reached us by the last mail, that Chung-how has really advised the Chinese Government to work the coal mines in East Chihli by foreign appliances. This does not necessarily mean that his suggestion will be adopted, but it affords room for hope, as he is an influential mandarin. The ice in the river was two feet thick, and not expected to break before the middle of March. No open water could be seen from Taku. The prospects of trade for the coming season are considered good, as the country is tranquil and the inland markets are reported to be void of cotton goods. Business was commenced on the 10th ult., by sales of some common make 8⅓-lb. Shirtings, at Tls. 2.33; they had risen on the 14th to Tls. 2.35; and Tls. 2.40 was looked for, when the inland dealers should arrive. The Chinese were said to hold no stock, and that in foreign hands was estimated at only 14,000 pieces. The total imports during 1869 had been 1,211,835 pieces Grey, and 243,600 pieces White Shirtings—three-fourths of the former, and nearly all the latter, direct from England.

HANKOW.

The *Confucius*, gunboat, in the Chinese service, lies a complete wreck off the Tiger Rock, a few miles below Hankow. It appears that the regular pilot remained behind in Hankow to spend the New Year with his friends and relatives, according to the national custom, and the boat sailed with the French Minister and the French Vice-Consul for Shanghai, under the charge of a comparatively inexperienced native pilot. At this period, when the river has fallen so low, the navigation is attended with innumerable dangers, and one is surprised in the circumstances to find the command, for it virtually amounts to that, being entrusted to a novice. After a few hours' sail the boat went full speed on to the Tiger Rock, and instantly went to pieces. No lives were lost, but I understand the passengers' luggage and goods were not recoverable.

SHANGHAI.

The present mail brings Shanghai correspondence to March 2. No later advices than those of Dec. 31 had been received from London. *Via* Kiachta, London telegrams had been received up to Jan. 20. The following summary of the proceedings of the French Minister is from the *North China Herald*:—

We are able to lay before our readers a complete sketch of M. de Rochechouart's proceedings during his recent expedition up the Yangtze to settle the pending missionary grievances. His first call was at Nanking. where, as we have already mentioned, he induced the Viceroy to issue a suitable notification. Passing next to N'ganking, he satisfied himself that the leading rioters were punished, and brought all questions connected with the French missionaries in this neighbourhood to a satisfactory settlement. Two delegates from the Viceroy have accompanied a member of the Jesuit mission to the city, and are now engaged in selecting and purchasing a plot of land for a mission-house and church. Ko, one of the delegates, is an expectant Chehsien attached to the Shanghai district, and proved to be fairly acquainted with the French language, which, it is presumed, he learned at Sikawei. The other, Hu, is a member of the Subordinate Board of Foreign Affairs, which has been established at Nanking to aid the Viceroy in discharging his duties as Commissioner for Foreign Affairs in Southern China. The idea was, we believe, to make a sort of junior Tsungli yamen, which should negotiate with foreign Consuls in the South, as the real Foreign Board does with foreign Ministers at the capital. But foreign officials generally have not appreciated the change, and have preferred direct negotiation with the Viceroy.

We learn, by-the-bye, a fact curiously illustrative of the turbulent character of the students, that the Futai and the examining Commissioner were themselves mobbed in their yamens by the former, a few days after the missionary disturbance.

The expedition next passed on to Kiukiang, where several questions were pending; and after a fruitless attempt to settle them with the Taoutai, M. de Rochechouart determined to visit Nanchang, the capital of the Kiangsi province. He was obliged to make the trip in a steam launch, owing to the lowness of the water. The apparition of the steamer created great interest among the people who had never seen such a phenomenon before; and they were impressed with the high dignity and importance of a visitor who was received with so much ceremony by their Governor. The French noticed that placards were posted in the streets through which they passed, stating that the French Minister had arrived; but that his stay would be short; and warning the people to be polite, otherwise the consequences might be serious. Nanchang has the credit of being one of the most anti-foreign places in the empire; so this effect is the more gratifying. It was fortunate, too, in escaping capture by the rebels, so its inhabitants are exceptionally impressed with their own strength and importance.

The next visit was to Hankow, where the Sz chuen difficulties have been settled, and the questions relating to Kweichow arranged as far as possible, regard being had to the disturbed state of that province. A proclamation which we publish elsewhere details the circumstances, and the punishment inflicted for the attack on Roman Catholic Missions at Tien-men, a hien city some 360 li up the Han river; and a despatch from Li Futai explains at length the

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measures taken in Szechuen. The rumour that Li-hung-chang is to go to Shungking is contradicted. He is delegated as Imperial Commissioner to Yunan, Szechuen and Kweichow, to settle existing troubles; and will, as we remarked before, be temporarily replaced by his brother Li-han-chang—now Futai of Chekiang—in the viceroyalty of the two Hoos. Li-hung-chang is said to be annoyed at being so quickly disturbed from his well-earned rest. After quelling the Taiping rebellion in Kiangsu, and the Nienfei in Shantung, he conceives himself entitled to some rest, instead of being at once turned against the Kweichow Miaotze and Yunnan Mahomedans.

M. de Rochechouart left Hankow on the 1st inst, on his way overland to Peking. He is accompanied by two Europeans, Messrs. Laguerre, lieutenant de vaisseau, Debacourt, attaché of the Legation, and a Persian servant. He purposes passing through Singan, the capital of Shense, to settle various matters connected with the Catholic Missionaries in that province, on his way. He is provided with a pass from the Chinese authorities, requesting that every facility may be provided for him on his way; and is accompanied by two officials to aid him in making his travelling arrangements.

Having given this brief sketch of M. de Rochechouart's proceedings, it only remains for us to congratulate him and all foreign residents in China on the successful result of his efforts. He has raised the *prestige* of France by his energetic action, and has added one more to the many lessons we have already gained of the inutility of diplomatic remonstrance, in dealing with Orientals, unless it be clearly shown that what is asked is meant, and that neither evasion nor refusal will be tolerated. Let our Ministers be sure that their grievances are real, and their demands just, and then insist on their fulfilment. Adherence to this policy will obviate much danger of collision. while indulgence in the opposite excess must lead to eventual war.

A correspondent writes that "the Taoutai of Chinkiang has issued a proclamation urging the agricultural population to devote their attention to the cultivation of the mulberry, on all untilled soil, in the hope of making Chinkiang a silk-producing port. To prevent the poor villagers suffering any pecuniary outlay by following his advice, the Taoutai is issuing plants gratis to all who desire them, and, when he is satisfied that sufficient ground is planted to feed silkworms, eggs will also be given to the growers of mulberry-trees. As it is so seldom that officials take such effective measures to improve their district and enrich the people, I think the matter should be made known to the native public. I hear that application has already been made for as many as 25,000 mulberry cuttings."

Communication has been resumed with the north, that is to say, several steamers have left, in the hope of being able to reach Taku; but, from what we hear of ice in the Peiho, they do not seem likely to get in for a week or fortnight; yet this year they started one day later than last.

The weather off the coast has been boisterous lately, and the mail steamer *Ganges*, which arrived on the 21st ult., had to put into Amoy.

HONG KONG.

Our advices by this mail are to the 8th March. The French mail of Jan. 20 arrived out on the 5th Feb. The latest London telegrams were to Feb. 16.

The *Overland Trade Report* announces that after a great deal of discussion the Hong Kong and Whampoa Dock and the Union Dock Companies of Hong Kong have become amalgamated. "The result is generally looked upon with favour, as a continuation of the competition which has existed for the last three or four years could not but be detrimental to the interests of all concerned. The details of the discussion which has lead to this result have been given in previous numbers; and it seems beyond a question that the amalgamation will prove productive of the satisfactory results that have been anticipated; as, while the one dock possessed the greater advantages in the matter of capital and influence, the other had the benefit of its docks being in the harbour in place of away from it. It is expected that a great saving in the working expenses will be brought about, and that by its being possible for the amalgamated docks to guarantee to take in the mail steamers, whenever necessary, much additional business will be secured."

The question of the accomodation and the rate of passage by the P. and O. steamers has been the subject of some discussion in the local papers. It is suggested that, in view of the competition which will ensue from the opening of the Suez Canal, the P. and O. will findit to their advantage to improve their second-class accommodation, and to arrange that the first-class passengers be not called upon to pay for wines, &c., which they may not consume, but that these be charged separately from the passage money. In connection with the subject, a correspondent of the *Daily Press* has thrown out a useful suggestion, to the effect that the journey could be made very conveniently *via* Calcutta and Brindisi; and points out that by that route there would be only 33 days sea, against 41 to 44 by the P. and O., and that if a regular service were established the time might be greatly shortened.

An important case of detention of young girls has come before the police magistrate. The facts brought to light during the investigation were somewhat startling. Five girls, of ages ranging from fifteen to eighteen, had been purchased in Canton, and regular bills of sale made out. One of them cost the purchaser 3,000 cash, or about 11s. 6d. English. Their place of confinement was discovered by a mere accident in Hong Kong. and but for this there would have been nothing to prevent the projected resale of the girls in Singapore. This wretched business is a lucrative and extensive one, and the presumption is that it exists in many of the secret places of the colony.

The following is from the *Daily Press*:—Last year a letter was received by the Trustees of the Cathedral, from Mr. R E. Baker, executor of the late Mr. Douglas Lapraik, offering. on behalf of the latter, to present a memorial window. This offer was accepted by the Committee, and news has been now received that Mr. John S. Lapraik has taken the matter in hand, and is sparing no pains to obtain a window worthy of the object. This intelligence will doubtless be received with pleasure by the numerous friends of the late Mr. Douglas Lapraik, who cannot but be gratified at having so appropriate a memorial of a much esteemed fellow resident. This window is to be placed in the new chancel, and it is hoped that so important a part being thus provided, there will be no difficulty experienced in carrying out that undertaking.

The *China Mail* says:—The address of sympathy at the sad and unfortunate disaster which befel the U.S. *Oneida*, from the community of this port other than Americans, was presented to Rear Admiral Rowan, commanding U.S. Asiatic squadron, on the 28th. The address was signed by the entire community, with scarcely an exception. Admiral Rowan, in receiving it, thanked the gentlemen presenting it, on his own part and that of his officers, and the Government he represented, for this warm expression of sympathy on the part of the Hong Kong community, and expressed the pleasure he would have in forwarding it to his Government, by whom it would be received in the same cordial spirit in which it had been dictated.

The new fire insurance ventures have taken a start, and China fire shares are quoted 65 per cent. premium, while Victorias are 40 to 45 per cent. premium, no sellers even at that. A fire is reported from Foochow, in which a mission church and 700 to 800 houses were burnt; the chapel cannot be rebuilt under 3,000 dols. The ruins of the fire cover several acres.

The *Manila Official Gazette* announces that the Spanish Government has granted a concession to Messrs. Hearns and Graham for forty years, to lay a telegraph cable from Hong Kong, *via* Manila, to Singapore. This is the most definite piece of information relating to the project that has yet reached the Hong Kong public.

Regarding the suggestion we made some time since, as to the advantages which would ensue if British subjects in Hong Kong and elsewhere in China were represented in the British Parliament, we notice that our northern contemporary, the Shanghai *Express*, warmly endorses the idea. The ridiculous figure cut by most "hon. members" who set up in the House as oracles on the China question is adduced as an excellent reason (and justly so) why the suggestion should be acted upon. The *Express* thus fairly puts it:—"If such an appointment could be made, and if such a man as Mr. H. N. Lay could be elected to it, and would agree to serve his countrymen in China by representing them at home, a vast stride would have been made in the march of commerce in the East, and we should have some prospect before us of at any rate gaining a patient hearing in the first councils of our land. As it is at present, any county squire, who has, perhaps, never travelled farther from his ancestral home than London, or at most to Paris, can get up in his place and call our leading merchants 'irate traders,' abuse our missionaries as he pleases, censure Consuls for actions of which the nation should be proud, and prate generally of things and places of which he personally knows nothing, and of which he displays his ignorance in the most barefaced but lamentable manner."

The *China Mail* has the following observations on the proceedings of the French Minister (which we have already recounted under "Shanghai"):—"The account of the manner in which the French Minister in China has 'negotiated' with the Chinese in matters affecting the lives and property of French subjects here may be read with profit by *The Times*, the *Pall Mall Gazette*, by Sir C. W. Dilke, and by all others who adopt their peculiar notions as to what British policy should be. M. Rochechouart is entitled to the thanks of every foreigner in China, for the judicious and unwavering determination he has displayed in dealing with the native officials. Had he been an officer in the British service, his conduct in such a succession of emergencies must have been influenced by the thought of 'what will they say at home;' and just as unfortunate Gibson temporised in Formosa, so M. Rochechouart would have halted when he should have run strong, and thus have brought about hostilities which have been prevented by his prompt and uncompromising demeanour. The French flag is decidedly in the ascendant here just now. The Chinese respect it because they know they cannot insult with impunity the men who have a claim to its protection. And it has gained the respect of foreigners of all nationalities here for the vigour with which its representative has shown readiness to enforce an observance on the part of the Chinese of obligations that lie at the foundation of international rights, but which politicians of the Dilkeian school seem to consider as not important enough to be insisted upon when English subjects are in question. The contrast between English and French action in China is mortifying enough, at

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any rate to us who are here; but we have very little hope of improvement until the next war. If a Frenchman had been robbed and nearly murdered, and a price set upon a French consul's head, as recently happened to Englishmen in Formosa, something would have been heard thereof, otherwise than through editorial growls, to which Mr. Dilke, and *The Times*, and the *Pall Mall*, in the plenitude of their omniscient knowledge, pay no attention. Let us hope that the narration of M. Rochechouart's efforts may lead them to entertain a juster idea than they now have of our position in China, and of the difficulties to be contended with, and that what they henceforward write in reference to British policy in China may be to some extent inspired by what actually occurs here, and not be based so entirely as it now is upon the speculations of theoretical and careless critics."

STRAITS SETTLEMENTS.

SINGAPORE.

From this port we have advices to the 15th March. The outward mail of Jan. 28 was received on March 3. The week since the departure of the French mail has been a very dull one, and there is little news of interest.

The *Straits Times* say:—"The day for opening the Legislative Session has not yet been fixed, and there is no question of political interest before the public. The Attorney-General went home by the French mail, on leave of absence, and his post will be filled in the meantime by A. M. Aitken, Esq. Whether the intended absence of the Attorney-General had anything to do with the long season of rest the Legislative body has enjoyed we are not aware, but at the closing of the session last year there was a good deal of work to do, which was postponed until the next session. Among these was the adaptation of the Indian Penal Code to the Straits; and there are a number of important measures to be considered, all of which should receive earnest deliberation, and when the session does begin it will doubtless prove a very busy one."

The laying of the submarine cable between Suez and Bombay has an important bearing upon the interests of Singapore, in that it is to be followed by a cable from Galle to Penang, and thence to Singapore. Colonel Glover, R.E., late Director-General of Telegraphs in India, is at present in Singapore, selecting a site for landing the cable, and making the necessary arrangements. He says this cable will be laid about the end of the present year.

On the 2nd March, the steamer *Shantung* arrived here from Glasgow, having made the run in 42 days including stoppages, and 37 days actual running time. She left Glasgow on the 19th January—two days before the mail steamer left Southampton—traversed the Suez Canal, and reached here one day in advance of the mail. The captain reported that he sounded the Canal very carefully while coming through, and found nowhere less than 26 feet of water. This passage gives a practical demonstration of what can be effected by a fast steamer between China and London by the short route; and we may expect most of the trade with China shortly to pass into the hands of steamers *via* the Canal.

The ship *Ellenborough* arrived on the 8th March, having on board 135 men, women, and children for the troops here and at Hong Kong. The vessel has had a long passage, having been becalmed the greater part of the time since passing the Straits of Sunda. The passengers do not appear to have suffered in health, notwithstanding the vessel ran short of provisions. No deaths occurred on the voyage; there were, however, three births.

We learn that the Hon. J. F. A. McNair has been appointed by the Governor to a seat in the Municipal Commission, in place of the Hon. C. J. Irving.

The *Straits Calendar and Directory* for 1870 has been issued. It is the tenth year of publication, and is printed, as usual, at the Commercial Press. It contains a great deal of useful information in a concise form and well aranged.

Commercial Report.

(*For dates see First Page.*)

STRAITS, JAVA, CHINA, AND JAPAN IMPORTS.

YOKOHAMA.—The market had been exceedingly quiet. A few settlements in Cotton Yarn and Grey Shirtings were reported, but they were quite insignificant. Fancy Goods had been altogether neglected, whilst Woollens had been in a similar position, with the exception of a few small sales of Blankets and Alpacas at quotations. Metals: Business dull. Quotations:—G. E. Grey Shirtings, 7 lbs., per piece, $2.70 to 2.75; do. do., 8¼ to 8½ lbs., $3.02 to 3.07½; do. do., 9 lbs., $3.50 to 3.60; G. E. White, do., 56 to 60 reed, $2.65 to 2.85; do. do., 64 to 72, $2.90 to 3.05; T-Cloths, 6 to 7 lbs., $1.90 to 2.30; Camlets, BBB, $13.50 to 14.50; do. SS, $13 to 13.50; do. SSS, $9.50 to 10.50; Alpacas, $7 to 8; Long Ells, Scarlet and Black, $8 to 8.75; Blankets, per lb., $0.30 to 0.35.

HIOGO AND OSAKA.—There was a fair demand for staple articles, especially Cottons, at somewhat improved quotations. Stocks generally were light, and holders appeared disposed to ask higher rates. Grey Shirtings were rather better, and the annexed quotations were offered for arrival. Cotton Yarn was wanted, but rates were slightly easier, except for the higher counts. Black Velvets and Turkey Red Cloth readily saleable, the stock of the latter being very small. Victoria Lawns attracted attention, in anticipation of the Spring demand. Orange Camlets continued to find buyers, and good assortments were also saleable. Figured Orleans were in somewhat improved demand. Plain Black Lustres and Orleans in fair inquiry. Mousselines de Laine of good patterns, and plain, showed a tendency to advance. Black Cloth in less demand. Blankets lower, in consequence of the Government interfering with their use by the lower classes. G E Grey Shirtings: 7 lbs., 38½ yds. 39 in., per piece, $2.75; 8¼ to 8½ lbs., ditto, $3.12 to 3.25; 9 lbs., 38½ yds. 44 in., $3.50 to 3.56. G E White Shirtings: 56 to 60 reed, 40 yds. 36 in., per piece, $2.75 to 3; 64 to 72 reed, ditto, $3 to 3.50. T-Cloths, 6 to 7 lbs., $2 to 2.40. Cotton Yarn: Nos. 16 to 24, per bale, $165; Nos. 28 to 32, $175; Nos. 38 to 42, $200.

TIENTSIN.—The market for Grey Shirtings was reported firm; 8¼ lbs. were quoted Tls. 2.3.3 to 2.3.7; stock, 14,000 pieces. T-Cloths, 6½ lbs., ruled at Tls. 1.6.0, and were in low stock.

SHANGHAI.—Piece Goods: The market for certain staples had been fairly active, and the business done had been of a more legitimate character. Less foreign speculation and more inquiry from the native dealers had been experienced. The demand had been quiet, but steady; prices much the same as last quoted. Grey Shirtings: Speculators, both foreign and native, had been selling largely, and their desire to realise for cash to meet prompts prevented any improvement. Prices ruled rather irregularly, parcels of Dewhursts Eagle Chop seeking purchasers at Tls. 2.2.6 per piece for cash. Inquiry for 7lb. languid, and few sales of the heavier makes reported. White Shirtings: 56 and 60 Reeds commanded most attention, and an advance of 2 to 3 can. per piece on the value of the former had been established. Stock of this class very small. High counts less wanted; few sales of 64 Reeds at a slight decline. T-Cloths: From 45,000 to 50,000 pieces had changed hands at irregular prices; it was feared that these will continue whilst the desire to realise is so strong. Drills: In Americans nothing reported. 7,000 to 8,000 pieces English and as many Dutch placed at rather better rates. Sheetings: Sales, 2,000 pieces American, prices unchanged. Jeans: Auction sales of damages supplied all wants. Fancy Cottons, Dyed Spots: Advanced, and placed at Tls. 3.0.0 per piece. Dyed Brocades: About 1,500 pieces sold at former rates, demand steady. Chintzes, Turkey Red, Velvets, and Velveteens in fair inquiry at quotations. Muslins: Stock small; orders from Japan had caused an advance; holders refused to sell at the rates offered. Woollens: Attention chiefly directed to Camlets and Spanish Stripes; prices rather in favour of buyers. Long Ells: Market quiet, transactions principally in barter against Silk. Lastings and Crape Lastings placed to extent of 9,000 and 1,500 pieces; quotation for the latter slightly easier. Crape Lustres: Sales reported, the low rates having tempted buyers. Best chops—cloth and assortments sold at Tls. 4.15 to Tls. 4.25 per piece; ordinary not wanted. Figured Orleans: Small lots taken at current rates; sales, 7,000 pieces. Metals—Iron: Settlements composed almost entirely of "sales to arrive," at an advance of 5 can. per picul; market stronger, especially for small sizes. Lead: Up to Feb. 24 holders of L. B. continued firm in their demands for Tls. 5.30, but news of a dull market in Hankow; the large stock in Shanghai and the quantity at present afloat caused a sudden reaction, and best brands had been freely offered at Tls. 5.20; a few sales reported at Tls. 5.18; cargo to arrive placed at Tls. 5.05. Coals: This market still depressed, and sales effected with difficulty, at prices ranging lower; Cardiffs afloat sold for Tls. 6.55, a few lots privately from ship Tls. 6.75 to Tls. 7.00; English, no demand, price nominal. American: Sales at Tls. 9; from ship large stocks. Quotations (duty paid):—Grey Shirtings, 7 lbs., per piece, Tls. 2.0.2 to 2.0.5; 8.4 to 8.6 lbs., Tls. 2.2.3 to 2.2.8; 9 to 9.12 lbs., Tls. 2.6.5 to 3.1.8. White Shirtings, per piece, Tls. 2.2 to 3.0; T-Cloths, 6 lbs., per piece, Tls. 1.4.5 to 1.6.8; 7 lbs., Tls. 1.6.5 to 1.8.5; 8 to 8.4 lbs., Tls 2.0.5 to 2.1.5; XX Tls. 2.4.0; American Drills, 40 yards, Tls. 3.7 to 3.8.8; Jeans, 30 yds., Tls. 2.8.0 to 2.8 5; Sheetings, 40 yds., Tls. 3.4.5 to 3.8.5; English Drills, 40 yards, Tls. 3.5.5 to 3.6.5; Dutch, 40 yards, Tls. 3.4.5 to 3.5.2; White Figured Shirtings, per piece, Tls. 2.2.5 to 2.3; Dyed, Tls. 2.8 to 3. Turkey Reds, 24 yards, 2.2.0 to 2.7. Velvets, per yard, Tls. 0.1.7 to 0.1.8. Camlets, English, SS, per piece, Tls. 11.2.5 to 12.1; SSS, Tls. 10.5 to 11; Spanish Stripes, per yard, Tls. 0.5.0 to 0.5.5; Medium Broad and Habit Cloth, Tls. 0.9 to 1.5.0; Long Ells, per piece, Tls. 5.9 6.1. Iron, Nail Rod, per picul, Tls. 2.2.0 to 2.40.

HANKOW.—Grey Shirtings: Large business at an advance of 2 candareens per piece for 8¼ lbs. 7 lbs. Cloth sold in quantity at Tls. 2.09 to 2.10 for best. Heavy makes in speculative enquiry at advancing rates. Closing quotations Tls. 2.07 to 2.10 for 7 lbs., Tls. 2.27 to 2.31 for 8¼ lbs., and Tls., 2.90 to 3.15 for 9¾ lbs. goods. White Shirtings in moderate enquiry at rather firmer prices. T-Cloths: 8 to 8¼ lbs. goods wanted, supplies small, prices advanced to Tls. 2.15 to 2.17 for best makes. 7 lbs. Cloth changed hands in fair quantity, but stocks being ample, no improvement quoted. Good makes saleable at Tls. 1.80 to 1.85 per piece. Drills without enquiry, quotations nominal. Fancy Cottons attracted more attention, but, owing to small stock few sales reported. Woollens and Worsteds—Camlets: Sales freely made at rather easier rates, closing prices about one mace below last mail's. Lasting: Dull. Long Ells: Without enquiry. Scarlet: Nominally quoted Tls. 6.10 per piece. Assortments: Tls. 6.00 to 6.15 per piece. Figured Orleans: Good Assortments in small request, but sales limited. China Crapes: A few transactions reported at a decline of 5 condareens per piece. Lead: Declined. Quicksilver: Sold at Tls. 52.00 to 52.80 per picul.

FOOCHOW.—Business during the interval had comprised 200 pieces 8¼ lbs. Grey Shirtings, at $8.05 per piece; 375 piculs Lead, at $7.50 per picul.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular:—Cotton Yarn: The supply of Nos. 16-24 being extremely light, enhanced rates are demanded, thus causing a suspension in business. In Nos. 28-32 and Nos. 38-42 no change can be noted. Piece Goods: The firmness of the market last advised has been sustained, and a fair business has been transacted during the interval. The demand for 7 lb. Grey Shirtings has continued, and a further advance of 2½ cents. per piece has been established. In consequence of some inquiry for 8.4 lb. goods at Chefoo, more activity has prevailed here for these manufactures, and quotations are 2 cents higher than last advised. 10 lb. goods are also in better request. White Shirtings of all descriptions are firmly held,

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and price remain unchanged. T-Cloths have met with ready sale, more especially 6 lb. goods, for which in some instances advanced rates have been paid. In Drills no change whatever can be reported, the market for all kinds being very dull. Turkey Red Shirtings, in consequence of the heavy stocks, show no improvement. Jeans and Sheetings, in the absence of any demand, are lower. Woollens: Nothing has been done, and very little change can be noted in the market for these goods. Long Ells are very dull of sale, and there are no buyers of Scarlet at greatly reduced figures. Lastings of all descriptions are 25 cents lower. Blankets are neglected, and stocks large. Metals: A moderate business only has been transacted during the past fortnight,—Nail Rod Iron, however, has been in request at an advance of 10 cents, and at which enhanced rate holders are unwilling to realise. Hoop Iron and Steel are lower. Lead is without improvement. Coal: Arrivals have been 2,920 tons Sydney, and 260 tons Labuan. Sales comprise 1,870 tons Sydney, for which kind a better demand has existed. Quotations for other kinds are nominal. Ginseng: A moderate inquiry has existed during the fortnight, and sales of 98 casks have been made at $135 to 140. The following were the closing quotations:—Cotton Yarn, No. 16.24, per bale, $137 00 to 145.00; 28 to 32, $142.00 to 146.00; 38 to 42, $167.50 to 175.00; Grey Shirtings, 7 lbs., $2.50 to 2.55; 8.4 lbs., $2.77½ to 2.85; 9.12 to 10 lbs., $3.80 to 3.90; White Shirtings, $2.45 to 3.10; T-Cloths, 6 lbs., $1.95 to 2.08; 7 llbs., $2.10 to 2.50; 8 to 8.4 oz., $2.65 to 2.80; Spotted Shirtings, $2.50 to 3.50; Turkey Red Shirtings, 8 lbs., $2.75 to 2.80; American Drills, 40 yards, 15 lbs., $4.90 to 5.00; Dutch, 40 yards, 14 to 15 lbs., $4.40 to 4.60. Spanish Stripes, per yard, $0.67 to 0.92; Cloths, $1.40 to 3.35; Long Ells, $7.30 to 7.50; Camlets, SS, $14.50 to 16.25. Metals, &c. Iron Nail Rod, $2.40 to 2.50; Lead, $6.40 to 6.50.

SINGAPORE.—Messrs. Boustead and Co. report:—In Manchester Goods there has been very little change during the fortnight, our market having been very quiet, and the business limited. 39-inch Grey Shirtings: 6 lb. quiet at $2.10 to 2.12½; 7 lb. inquired for at $2.57½; 8½ lb. sold at $8.10 to 3.05; for near arrival at $3. 45-inch: 8 lb. worth $2.85; other weights not in request. 36-inch White Shirtings: Common qualities in demand; 64 reed in moderate request at last rates; a few well known makes of fine qualities in request at firm rates; ordinary descriptions, stocks heavy and values nominal. 45-inch are enquired for at last quotations. 36-inch White Spots quiet. 45-inch White Cambrics: Common and medium quiet at unaltered values; 15/16's placed at $31.75 to 32.50, according to quality. 30-inch White Maddapollams in limited inquiry at $21 to 22. 33-inch Imitation Irish Linens inquired for at $2.10 to 2.12½, and stocks much reduced. 32-inch Grey T-cloths: Light weights in better demand, 4½lb. placed at $1.45 to 1.47½; 5lbs. in fair request at $1.55/57½, 6lbs. saleable at $1.85 to 1.90 for good; 7lbs. at $2.10/12½. 32-inch Grey Maddapollams: 2½lbs. placed at $21 per corge, 8lbs. at $21.75 to 21.87½; 30-inch Grey Drills: 9¼lbs. placed at last rates and in fair inquiry; heavy weights, both Dutch and English, in large stock and dull; a few sea-damaged bales of the former placed at auction at $78 to 80 per bale for 14lbs. 32-inch Turkey Red Cambrics: In less demand; difficult to make sales at the low rates ruling; 2 lbs. 4 oz. worth $2.10, 2 lbs. 8 oz. at $2.25 to 2.30, 2 lbs. 12 oz. at $2.40, 3 lbs. at $2.55 to 2.60. Grey Yarn: 18-24s in small inquiry, nominally worth $120 to 122½; 30s worth $1.40; 40s placed to some extent at $148 to 150. Coloured Yarns: Turkey Red in rather more inquiry, but at low rates; sales of 28s at $137½ and $140 for 10 to 12 lbs., and of 40s at $149 to $157 for the same weights. Orange placed at $77, Green at $80 to 85, Imperial Red unaltered. Metals: Copper Sheathing $26; large sales of Yellow Metal at $22 to 22½ per picul. Iron: Very little doing; holders less inclined to force sales; Square, $2¼; Swedish, $3.45. Pig Lead is held for $6¼, and sold "to arrive" at $6.15. Coals extremely dull, without nominal change.

PENANG.—There had been a slightly improved demand for Piece Goods, but a disinclination on the part of holders to part with their goods, unless at prices which buyers were equally disinclined to pay, excepting for immediate wants, so that operations had been so far restricted. Grey Shirtings: 6lbs. disposed of at $43 to 44, 7 lbs. at $52½ to 53, 8¼ lbs. at $62 to 63 per corge. No transactions in 45-inch. Grey Long Cloths: 7¼ lbs. inquired for, but not in stock; quotations nominal. In Grey Madapollams sales reported of 2½ lbs. at $21 to 21½ per corge. Grey T-Cloths in light stock, sales of 5 lbs. at $33, 6 lbs. at $38½ to 38¾, 7 lbs. at $43½ to 44 per corge, demand moderate. White Shirtings dull, except low qualities; sales effected of low at $63, good medium at $75, fine at $85 to 100, 45 inch at $78 per corge. White Cambrics very quiet, sales of low at $27 per corge. Grey Sheetings.—A few buyers at $92 to 95 per corge. Turkey Red Cambrics, in limited request, sales of 2 lbs. 10 oz. at $49 to 50 per corge, 2lbs. 6oz. at $44, 2lbs. 2oz. at $41 to 41½ per corge. Grey Mule Twist.—Low numbers still in small stock; sales reported of No. 40 at $148, No. 30 at $138 to 140 per bale. Metals.—Very inactive; Iron and Steel, no sales; Lead, in considerable stock, without enquiry.

BATAVIA.—For Grey Goods there had been a quiet inquiry, although not sufficiently active to cause any advance in value. Few sales reported, principally for cash, 6¾ lbs. Shirtings at f.6.75, 7lbs. at f.7.10 to f.7.12½, 2¾ lbs. Madapollams at f.2.90, and 3 lb. at f.3.10 cash to f.3.25 credit. Drills slow of sale. White Shirtings: Rather more inquiry for medium 36-inch, and small sales of 64 reed reported at f.8.50 cash; 40-inch would command ready sale, Dutch 6/4 being scarce; demand for 45-inch languid. In White Madapollams of English make little had been done. 15s and 16s Cambrics in better request; some sales of fair quality reported at f.4.70 cash, and f.4.90 to f.4.95 credit. Grey Twist: Very scarce, both in first and second hands; no demand for local consumption. Woollens: Saleable only in retail quantities, at very low rates.

STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—No business had been transacted; prices were nominally unaltered; supplies had been limited, and the stock on hand did not amount to more than 3,000 piculs.

HIOGO AND OSAKA.—A fair business was done before the commencement of the native new year holidays at former rates. The American mail brought more favourable news, and, consequently, on the resumption of business, prices hardened, and the few settlements reported had been at advanced rates. Settlements, about 1,000 piculs; arrivals, about 500 piculs; stocks difficult to ascertain, but estimated at 3,500 piculs. The quotations were:—Fine Rios, $37 to 43 per picul; finest and choice, $44 to 50; common, $16 to 19; good common, $20 to 24; medium, $25 to 30; good medium, $31 to 36.

HANKOW, KIUKIANG, FOOCHOW AND AMOY.—No transactions had been effected at these ports during the interval.

SHANGHAI.—Black: Only one small parcel reported "settled" since last mail, and nothing possessing interest has to be recorded. The stock was very trivial. Settlements for the fortnight, 188 chests; re-shipments on owners' account, 1,050 chests; stocks, 16 chops, or 4,356 packages. Green: There had been a steady demand throughout, resulting in the settlement of 20,250 half-chests, consisting chiefly of common Teas, for which fully previous prices had been paid; a few chops of medium had been taken at rather higher rates. Arrivals small. There were very few desirable Teas remaining; the greater portion of the stock being of inferior to common Fychow and Shanghai-packed chops. Quotations:—Moyune and Teenkai, Tls. 30 to 41; Fychow, Tls. 22 to 35; Pingsuey, Tls. 30 to 31; Shanghai-packed, Tls. 22 to 29. Settlements for the fortnight, 20,250 half-chests; re-shipments on owners' account, 1,378; stock, 59 chops, or 23,988 half-chests.

CANTON.—The only business of the past fortnight consisted of a few parcels of Canton-made Gunpowder purchased for shipment to Australia. There was some disposition among Teamen to accept lower rates, especially for Capers, but no offers had been made, foreign buyers appearing for the present to be holding off.

SILK.

YOKOHAMA.—The market had been very active, and prices had experienced an advance of nearly $100 per picul; $890 having been paid for the better parcels of Hanks, and $900 to 920 for extra Oshius, whilst a further advance was anticipated. Holders were firm, and speculators seemed willing to accede to their demands. A few parcels of Echizen had arrived on the market, and had realised high rates. Settlements for the fortnight amounted to about 1,050 bales. Stocks did not exceed 950 bales, but fresh arrivals were daily expected. The following were the ruling rates (all charges paid):—Mybash and other Hanks: Extra, 35s. to 35s. 8d.; Best, 33s. 3d. to 34s. 5d.; Medium, 30s. 3d. to 32s. 2d.; Inferior, 26s. 5d. to 29s. 1d. Oshiu: Extra, 36s. 9d. to 37s. 10d.; Best, 33s. 3d. to 36s.; Medium, 30s. 3d. to 32s. 6d.; Inferior, 26s. 5d. to 28s. 4d. Koshiu: Best, 28s. 4d. to 30s. 3d.; Medium, 26s. 5d. to 28s.; Inferior, 23s. 9d. to 26s. Sodai: Best, 29s. 1d. to 30s. 7d.; Medium, 26s. 5d. to 28s. 4d. Echizen: Best (nominal), 29s. 1d. Mashta: Medium, 26s. 5d. to 28s. 4d.

HIOGO AND OSAKA.—The advices report an entire absence of transactions; quotations were consequently nominal.

SHANGHAI.—The following is from Messrs. Skaggs and Co.'s Circular:—The French mail which left here on the 23rd Feb. took forward 216 bales, and about 800 more will probably go by the present opportunity, making settlements for the fortnight 1,000 bales. Prices for common, medium and good Tsatlees have again advanced from Tls. 10 to 20, Tls. 500 to 505 having been paid for Red Peacocks and such qualities, whilst chops in the same period are only Tls. 5 higher, being quoted as follows:—Choopings and Koo-fong-sings, Tls. 590; Dragons, Tls. 585; Cock and Worm, Tls. 580; and Incense, Tls. 570. Kahing and Chincum Taysaams must also be quoted about Tls. 10 up, and the dealers are still advancing the rates for these descriptions and Hainins. Arrivals from the country have been in a more liberal scale since China New Year, but it is still estimated that the total export will not exceed 40,000 bales.

JAVA AND STRAITS PRODUCE.

SINGAPORE.—Malacca Tin: Less inquiry for shipment to China, and prices somewhat weaker in consequence; about 800 piculs China brand sold at $29, a few small purchases of other brands at 27½ for shipment to America. Gambier: Advanced to $3½, about 500 tons placed. Black Pepper: In great request, but dealers unwilling to make any important engagements; A few small purchases at $7.85, but $8 was asked at the close. White: Also in demand; large purchases at $11½ to 12½, the lower quotation only offered. Sago Flower: 2,300 piculs Sarawak placed at $2.42½ Pearl Sago: Large contracts at $3.10 to 3.20; 300 piculs Sarawak manufacture brought $3.20. Tapioca: In rather less demand; a few small purchases at $4 for Flake. Buffalo Hides: In good demand at $10¾; Cow sold at $14½. Gum Dammar: 100 piculs sold at $16¾. Rattans: Market entirely bare of all descriptions. India Rubber: 20 piculs brought $40½. Gutta Percha: Advanced to $85 for first quality. Coffee: Sales of 800 piculs Bontyne at $12.60 to 12.87½; no other kind on the market. Nutmegs: Nominally worth $50. Mace: Out of supply.

PENANG.—Tin in fair supply, and had advanced to $27.75 per picul, which was the closing price, and at which some considerable business had been done. Considerable transactions in West Coast Black Pepper at $7½ to 7.70 per picul, purchases of East Coast and Acheen at $47.40—Trang at $7.65 per picul. Very little White, of inferior quality, taken at $10½ per picul. Sugar in good demand, prices slightly hardened. Sales of Penang No 1, from $6¼ to 6.70—No. 2, $5 to 5½—No. 3, $4 to 4¾ per picul. Cloves, Penang in small supply offers taken at $20 per picul. Mace, No. 1 picked, $82, Nutmegs, 110 to the lb., $53 per picul. Cutch in boxes $5 per picul. Hides, Buffalo, scarce and taken at $10½ to 10.35. Cow, unpicked, at $14, picked at $14.30 per picul. Only one arrival of Horns, which was taken at $10.10 per picul.

BATAVIA.—Arrack in very poor request; a parcel of 60 leaguers changed hands at f.82½ per leaguer, equal to f.123.97 per leaguer f.o.b. Coffee: On the spot about 500 piculs middling Palembang found buyers at from f.26½ up to f 30 per picul. Last season's crop may virtually be considered as finished, and operators were turning their attention to that of the forthcoming season. Gum Dammar, notwithstanding favourable advices from Europe, had declined, probably owing to advance in freights; aggregate of sales 500 piculs cleaned, 400 piculs at f.42, 100 piculs at f.41 per picul. Hides are in fair supply; moderate business in Buffalo; 850 skins good, 1,350 low quality taken at 27c. to 28c. for the former and 24c. to 25c. for the latter. 200 pieces Cow brought 42c. Horns scarce, and worth f.19 per picul. Gutta-percha: Market still bare. India-rubber: Small supplies;

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a few trifling parcels of Sumatra bought about 22 piculs in all, at f.96 to f.98 per picul. Pepper: Limited arrivals of Black readily placed. 600 piculs quitted at f.17½ per picul, and 200 piculs at f.17⅝ to f.18 per picul. No White on the market. Rattans in small demand. Padang: Ordinary f.9¼ per picul. Sapanwood in little demand, at f.3 per picul; 120 piculs reported sold.

EXPORT OF TEA AND SILK, SEASON 1869-70.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Feb. 28, 1870	74573	69864486	49565984	1349918	14484569	135339440	38774
Corresponding period last season	731407	68689159	53399568	...	15790745	138610879	49167

Shipments Since:

Mar. 2	per Imperatrice (str.)	From Shanghai	...	—	333
— —	... Solent	... Canton	...	1,008,165	
— 8	... Ellora (str.)	... Shanghai, &c.	...	—	907

TO THE CONTINENT.

							Bales
From June 1 to Feb. 28, 1870	...	...	...	...	...	4076017	14284
Corresponding period last season	...	...	...	...	...	4096135	18551

Shipments Since:

Mar. 2	per Imperatrice (str.)	From Shanghai, &c.	...	—	430
— 8	... Ellora (str.)	... Do.	...	—	469

TO UNITED STATES.

							Pcls
From June 1 to Feb. 28, 1870	...	...	...	...	...	35065020	889
Corresponding period last season	...	...	...	...	...	35218570	1483

Shipments Since:

Feb. 11	per New York (str.)	From Shanghai	...	26,625*
— 24	... Harlaw	... Do.	...	1,046,529*
Mar. 8	... Ellora (str.)	... Do.	...	— 3

* Included in above total.

TO AUSTRALIA.

From June 1 to Feb. 28, 1870 ... ... 13,169,241 lbs.
Corresponding period last year 16,687,239

Shipments Since:

None.

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844	51,022,600	*
,, 1845 to 1846	57,334,200	18,604
,, 1850 to 1851	63,972,000	22,143
,, 1853 to 1854	77,327,800	61,280
,, 1855 to 1856	92,240 300	50 481
,, 1857 to 1858	76,990,255	68,315
,, 1858 to 1859	65,789,792	83,134
,, 1859 to 1860	85,560,452	64,169
,, 1860 to 1861	90,666,160	76,644
,, 1861 to 1862	109,864,040	79,199
,, 1862 to 1863	121,273,580	72,887
,, 1863 to 1864	117,463,586	46,603
,, 1864 to 1865	121,236 870	32,313
,, 1865 to 1866	118,333,042	62,890
,, 1866 to 1867	118,423,290	50,052
,, 1867 to 1868	116,890,430	57,449
,, 1868 to 1869	142,789,804	70,917

* Including the Continent.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 5½d.	4s. 6d.	4s. 6d.
Shanghai ,, ,,	5s. 11½d.	6s. 0d.	6s. 0½d.
Canton ,, ,,	4s. 5½d.	4s. 5½d.	4s. 5⅝d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,,	4s. 6½d.	4s. 6½d.	4s. 6⅝d.
Manila ,, ,,	4s. 4d.	—	—
Colombo ,, ,,	par	1½ to 2 dis.	1½ to 2 dis.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	300 to 301	222 to 222½
,, Hong Kong	25½ to 25⅝ dis.	—
Bar silver	111.5.0	9½ prem.
Mexican dollars	74.1.0	¾ prem.

Bons, at Yokohama, 338 to 360 per 100 dols.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 18; Old, 28 per cent. premium.
Hong Kong Gas Company, 46 dols. per share.
Hong Kong and Whampoa Dock, 1 per cent. discount.
Union Dock Company, 45 per cent. discount.
China Traders' Insurance, 1,400 to 1,500 dols. premium.
Hotel shares, 60 to 70 per cent. discount.
Hong Kong and Macao Steamboat Company, 29 per cent. premium.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Feb. 25, Osaka; from Cardiff, 25, Island Queen.

At HIOGO.—From London, Feb. 9, Corsair; from Liverpool. 3, Isolina.

At SHANGHAI.—From Newcastle, Feb. 27, Mobile; from Hamburg, 27, Hesperus.

At HONG KONG and CANTON.—From London, March 5, Isles of the South; from Callas, Feb. 2, Callas.

At MANILA.—None.

At SINGAPORE.—From London, March 9, Ellenborough; from Hamburg 6, Princess.

At PENANG.—From London, March 3, Buxton Vale; 8, King Harold; 12, Chu Kiang (str.).

At BATAVIA.—From London, March 6, Lotus (str.); from Rotterdam, Feb. 24, Nicolette; March 5, Bezoekie; from Amsterdam, Feb. 27, Aeroliet, Phillips Van Marnix; March 1, Nieuw Waterweg II., Gerard Pieter Servantius; 4, Amstelstroom.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For New York, Feb. 24, Harlaw.

From FOOCHOW.—None.

At HONG KONG and CANTON.—For London, March 2, Solent; for Falmouth, 3, Lizzie; for Callao, Feb. 28, Fray Bentos.

From MANILA.—For Liverpool, Feb. 20, Maria de G.; for Cadiz, 21, Alavesa.

From SINGAPORE.—For London, March 11, Corea; for Plymouth, Alvington; for New York, 4, Ferndale, 11, Etha Rickmers.

From PENANG.—None.

From BATAVIA.—For Channel, Feb. 22, Krimpen a/d Lek.

VESSELS LOADING.

At YOKOHAMA.—For New York, Cœur de Lion, Brave, Cymbeline for Boston, Alphonsine.

At HIOGO.—For New York, Esperanza.

At SHANGHAI.—For London, Dartmouth Castle, Loudoun Castle; for New York, Banian, Surprise.

At HONG KONG and CANTON.—For London, Annie Richmond.

At MANILA.—For Liverpool, Elisa; for Falmouth, Espana; for Cork, Khorasan; for Cadiz, Candida, Delia; for New York, Tewkesbury, Panama, Great Admiral, City of Agra; for Boston, S. G. Glover.

At SINGAPORE.—For London, Gladiateur, Westward Ho; for Falmouth, Elliotts; for Liverpool, Harry Grenfell; for New York, Alexandra; for Boston, Mary Tatham.

At PENANG.—For London, Onrust.

At BATAVIA.—For Channel, Grecian Queen; for Amsterdam, Aldebaren, Zeenymph, Maria Catharina, Azia, Stad Leyden, Dakkarlea; for Rotterdam, Jacoba Cornelia, Jacoba Helena, Maria Adriana; Albrecht Beyling, M L. Antoinette, Hendrik Ido Ambacht; for New York, Candati; for Middleburg, Baron von Hemstra.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To New York, £2 to £2 5s. per ton of 40 cubic feet.

At HIOGO.—To New York, £2 to £2 10s. per ton of 40 feet.

At SHANGHAI.—For coasting purposes there has been a good inquiry for tonnage to London and New York; the rates are £2 10s. and £3 respectively.

At HONG KONG and CANTON.—To London, £2 5s. per ton.

At MANILA.—To London or Liverpool, £3 2s. 6d. per ton sugar.

At SINGAPORE.—To London, 42s. 6d. to 50s.

At PENANG.—There is no alteration to report.

At BATAVIA.—To Holland, sugar, f.75 to f.80.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Feb. 16	Belle of Southesk	Singapore	England
,, 19	Dilbhur	Singapore	London
,, 22	Dudbrook	Hong Kong	London
,, —	Callisto	Singapore	London
,, —	Havelock	Yokohama	New York
,, 23	Uranus	Singapore	Hamburg
,, 24	Anita	Bangkok	Falmouth
,, —	Samuel Larrabee	Manila	New York
,, —	Aeroliet	Rotterdam	Batavia
,, 25	Salvadorena	Macao	Callao
,, 26	Eensgezindheid	Batavia	Amsterdam
,, —	Krimpen and Lek	Bangkok	Falmouth
,, —	Lochleven Castle	Glasgow	Singapore
,, —	Manuelita	London	Whampoa
,, 27	St. Lotus	London	Siam
,, —	Nieuw Waterweg II.	Amsterdam	Batavia
,, —	Carmelitat	Cardiff	Singapore
Mar. 1	Mexicana	Rotterdam	Shanghai
,, —	Ville de St. Lo	Hong Kong	Mauritius
,, —	Alavesa	Manila	Cadiz
,, 8	Queen's Own	Sunderland	Singapore
,, —	Amstelstroom	Amsterdam	Batavia
,, 4	Amberwitch	London	China
,, —	Bezoekie	Rotterdam	Batavia
,, 5	Stanfield	Sunderland	Singapore
,, —	Panama	Manila	Boston

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

DE SILVA—On the 10th March, at Kandy, the wife of Rev. J. De Silva, of the Cathedral, Colombo, of a son.

HENDERSON—On the 18th March, at Shanghai, the wife of Dr. Edward Henderson, of a son.

HOGG—On the 11th April, at Pevensey Villa, Broadstairs, Mrs. James Hogg, of a son.

KNOTT—On the 17th March, at Shanghai, the wife of Mr. R. Knott, of a daughter.

MAXWELL—On the 9th March, at Hankow, Mrs. Richard Maxwell, of a daughter.

MILLER On the 13th Feb, at Yokohama, the wife of Thomas Wilson Miller, Esq., of a daughter.

MURTON—On the 18th Feb., at Shanghai, the wife of Captain William Murton, of the British barque *Srirugapatam*, of a son.

SITWELL—On the 2nd Feb., at Yokohama, the wife of J. A. Sitwell, Esq., of a son.

SWAN—On the 7th March, at Colombo, Mrs. Edward Swan, of a daughter.

WALSH -On the 6th Feb., at Yokohama, the wife of Thomas Walsh, Esq., of a daughter.

MARRIAGES.

CORNER—BULL.—On the 7th April, at St John's Church, Southwick-crescent, by the Rev. R. Morey Weale, M.A., assisted by the Rev. A. Stewart, M.A., Frederick Corner, Esq, Woodbury, Teddington, and of Yokohama, Japan, to Henrietta Alice, youngest daughter of J. P. Bull, Esq, 15, Hyde-park street.

DAVIDSON—IRVINE—At the British Consulate Shanghai, and afterwards by the Rev. James Thomas, Charles Drvidson, Esq., to Mary Helen, only daughter of Duncan Irvine, Esq, National Bank of Scotland, Edinburgh.

LEECHMAN—ALLEN.—On the 12th March, at Colombo, by the Rev. F. D. Waldock, Christopher Anderson Leechman, Esq., of Colombo, son of the Rev. Dr. Leechman, of Bath to Marian, eldest daughter of J. W. Allen, Esq., of Ashchurch Villa, Shepherd's Bush, London.

SIDDALL—BINNS—On the 5th Feb., at Yokohama, by the Rev. M. B. Bailey, Joseph B. Siddall, M.D., Yokohama, to Mary Elizabeth, second daughter of Charles Binns, Esq., Clay Cross, Derbyshire.

SIMPSON—COMER—On the 31st Jan., on board S.S. *China*, by the Rev. Leonard W. Kipp, Charles R. Simpson, to Mary E. Comer.

STORY—MITCHELL—On the 3rd March, at Singapore, by the Rev. W. Jeffrey, James Story, son of George Story, Esq., of London, to Rosina Jane, second daughter of George Mitchell, Esq., formerly of Penang.

DEATHS.

DUNBAR—On the 6th Feb., at Yokohama, Robert Dunbar, Master of the *Costa Rica*, a native of New London, Connecticut, from an attack of heart disease following on small-pox.

SURMAN—On the 21st Feb., at Shanghai, of abscess of the liver, Charles Douglas Surman, aged 23.

TENTERDEN—On the 10th April, the Right Hon. John Henry Abbott, Lord Tenterden, aged 74.

LATEST TELEGRAMS.

CHINA.

(PER BRITISH INDIAN CABLE.)

HONG KONG, MARCH 29.—Grey Shirtings, 6¼ catties, 8¼ lb., $2.90; Watertwist, 16-24, $1.45. Cotton, Bengal, fair medium, $19. Tea quiet, prices drooping. Total export (China and Japan), 137,000,000 lbs. Exchange on London, Bank bills, six months, 4s. 5½d.

SHANGHAI, MARCH 24.—Grey Shirtings, 6¼ catties, 8¼ lb., 2.30 taels. Cotton: Shanghai, 20 taels. Tea, nothing doing. Silk active, but unchanged; No. 3 Tsatlee, 595 taels. Settlements since the departure of last mail, 1,100 bales. Export to date (China and Japan) from commencement of season, 55,000 bales. Exchange on London, Bank bills, six months, 6s. Freight: Tea, 60s.

JAVA.

(RECEIVED VIA GALLE, APRIL 15.)

BATAVIA, APRIL 4.—Hides: Buffalo, f.25 to f.29¾; Cow, f.35 to f.45; Cotton goods, only a trifling business doing; Freights to Holland, f.75 to f. 80; Change on Holland, 101¼ to 101½ per cent.

ARRIVALS.—Telanak (?), Utrecht, Wyk aan Zee.

DEPARTURES.—Aldebaran, Anna Maria Wilhelmina, G. H. Betz, Lichtstraal, Triton.

COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O. Company's steamer *Ripon*, from Southampton on the 16th inst., was in gold, to Galle, £1,690; to Bombay, £20,000; to Madras, £5,399; in silver, to Hong Kong, £12,596; to Singapore, £6,000; to Shanghai, £5,375; total in gold, £27,089; in silver, £23,971.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—April 11, at Texel, from Banjoewangie, Java; from Sourabaya, Tasmania; at Gironde, from Batavia, Bella Carmen; March 30, at San Francisco, from Batavia, Henrietta Gerardina Susanna; April 14, at Queenstown, from Akyab, Feronia; 10, at Cadiz, from Manila, Cervantes; 16, at London, from Shanghai, Dora; from Bangkok, Helena and Ann; from Singapore, River Clyde; 13, off Dungeness, from Sourabaya, for Amsterdam, County of Stirling; 15, at Falmouth, from Batavia, Orient; 3, at Boston, from Padang, Argonaut; 15, off St. Alban's, from Batavia, for Amsterdam, Kennemerland; 13, at Texel, from Banjoewangie, Albion; at Brouwershaven, from Macassar, Vrachtzoeker; from Banjoewangie, Erasmus; 17, at London, from China, Singapore, &c. (*via* Suez Canal), Nestor (str.); at Liverpool, from Rangoon, Asteria, &c., Ganges; 18, at Deal, from Colombo, Lincelles.

DEPARTURES.—From Amsterdam, for Macassar, Cath. Elizabeth; April 14, from Sunderland, for Batavia, Cornelis Smit; 12, from Hamburg, for Nicolajefsk, Galatea; 16, from the Clyde, for Colombo, &c. (*via* London and Suez Canal), Carolina (str.); March 26, from San Francisco, for Hong Kong, Shirley; April 13, from Cardiff, for Singapore, Tycoon; 17, from Liverpool, for Singapore, China, &c. (*via* Suez Canal), Danube (str.), after repairing; 16, for Mauritius, Penang, Singapore, and Hong Kong (*via* Suez Canal), Priam (str.).

SPOKEN.—Panmure, Java to Rotterdam, Feb. 2, 12 S., 14 W.; Olivia Davies (barq.), Manila to New York, 51 days out, Jan. 29, 31 S., 38 E.; Todres Mina (?), (Dutch), from Bangkok, 24 days out, Nov. 21, 14 S, 86 E.; Trent (barq.), Bangkok to Falmouth, 64 days out, Nov. 30, 36 S., 25 E.; Frau Anna (Dutch ship), Hamburg to Singapore, 27 days out; Feb. 8, 2 N., 26 W.; Melbrek, London to Shanghai, March 8, 5 N., 24 W. Ionge Jan (Dutch barq.), Rotterdam to Batavia, Feb. 21, lat. 28, lon. 22; Jane Augusta Allane (Prussian), Singapore to Hamburg, 112 days out, April 7, 49 N., 9 W.; Pedro Plandolit (Spanish ship), Manila to Cadiz March 22, 28 N., 39 W.; Corrib (?), British ship, Sourabaya to Rotterdam, 98 days out, April 4, 47 N., 22 W.; Ortelius, Rotterdam to Batavia, April 3, 47 N., 9 W.; Otto, Rotterdam to Batavia, April 1, 49 N., 6 W.; Maitland, Sunderland to Hong Kong, Feb. 19, 1 N., 27 W.; Bertha (barq.), Cardiff to Singapore, Feb. 19, 1 N., 27 W.; Suzanne (Dutch ship), Bali to Rotterdam, Feb. 17, 20 S., 3 E.; Maria (Dutch ship), Batavia to Rotterdam, April 1, 38 N., 34 W.; Pauline (Dutch barq.), Java to Amsterdam, March 28, 41 N., 25 W.

LAID ON.—At London, for Shanghai, Glamorganshire, Tordenskiold for Hong Kong, Corea; for Sinapore, Atma, Petchelee.

MISCELLANEOUS.—At Gibraltar, April 9, Fuh Le (str.), Gibbon, from Hartlepool, and cleared for Shanghai (via Suez Canal). At Port Said, April 14, Far East (str.), Jackson, from the Clyde, for Singapore.

THE Foreign-office has reprinted (China, No. 6, 1870) a further series of memorials received by Lord CLARENDON on the subject of the convention for a revision of the Treaty of Tientsin. This return includes also the paper read by the Earl of CLARENDON to the deputation of merchants of London—the substance of which we published at the time; a letter from Mr. MATHESON; a letter from Mr. W. KESURIE, chairman of the Hong Kong Chamber of Commerce; memorials of the inhabitants of Hong Kong; of Messrs. SASSOON and Co.; of the Halifax Chamber of Commerce; and of the East India and China Association of Liverpool.

NAVAL AND MILITARY.

The sailing ship Lady Melville, Commander Harrison, arrived at Spithead on the 11th inst., from Colombo, and disembarked the following military and civil passengers:—Lieut. Molesworth, commanding the troops on board, Mrs. Molesworth, and family; Assist. Surg. H. C. Gillespie, 73rd Infantry; Quartermaster Scott, Rev. Mr. Coles, Mrs. Coles, and family; Mr. Walker and family; Mr. Linklater, Messrs. Harvey and Bruce, invalids; Royal Artillery—twelve men, two women, and three children; 73rd Infantry—sixty men, six women, and seventy-one children; five men and one child from various army departments. Three invalided soldiers died during the voyage, as did also an infant child of the Rev. Mr. and Mrs. Coles. The Lady Melville sailed from Colombo on Dec. 29, and rounded the Cape of Good Hope on Feb. 6. On Feb. 14 she called in at St. Helena, sailing again on the following day, and crossing the equator on March 1. After having transferred the troops on board to the Government steamer, the Lady Melville resumed her voyage for London to deliver her cargo.

The Rodney, screw line-of-battle ship, Capt. A. C. F. Heneage, anchored at Spithead on the 11th inst., on her return to England, after a term of service on the coasts of China and Japan. She sailed from Yokohama on July 25, 1869, from Hong Kong on Sept. 23, passed Singapore on Nov. 12, and reached the Cape of Good Hope on Jan. 27, 1870. She sailed again from the Cape for England on the 30th, passed St. Helena on Feb. 4, and Ascension on the 25th. Fine weather was experienced throughout the voyage. Capt. Heneage is to be tried by court martial, arising out of a dispute between himself and Commodore Bedingfield. The Rodney has been inspected officially, and taken into Portsmouth harbour, to be prepared for paying out of commission.

The following vessels of war have been ordered home from the stations named, on the expiration of their periods of commission, for the purpose of being paid off—viz, the Reindeer, 7, from the Pacific; the Mullet, 5, from the North American and West India station; the Daphe, 4, and the Star, 4, both from the East Indies. The Racoon, 22, is to be paid off and re-commissioned at Bermuda; and the Cormorant, 4, is ordered to be sold at Hong Kong.

Good service pensions of £300 a-year have been awarded to Vice-Admiral Sir Thomas M. C. Symonds, K.C B., Rear-Admiral the Hon. J. R. Drummond, C.B., Admiral the Hon. Sir H. Keppel, K.C.B., and Rear-Admiral J. W. Tarleton, C.B. In the case of the first two officers these pensions are not payable until the dates when they are respectively placed on half pay.

MISCELLANEOUS.

THE DIPLOMATIC SERVICES COMMITTEE.

On the 11th inst. Mr. Kaye, Permanent Under-Secretary to the India office, was examined before the Diplomatic and Consular Services Committee. He described the inconvenience and delay which take place in consequence of the business of the Persian Mission being divided between the Foreign and the India Offices, and stated that a despatch had been received from Lord Mayo, complaining of the present cumbrous mode of proceeding. The double departmental authority arose from the mixed character of the business, some being Oriental and the other European. Many questions were now pending, in which

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the dual government operated prejudicially, and very often antagonistic views were entertained by the two departments.

Sir Henry Rawlinson was afterwards examined and entered into details with regard to the necessity of making presents to, and otherwise obtaining influence over despotic rulers in the East. In reply to the Chairman, he said:—I was British Minister at the Court of the Shah of Persia in 1858 and 1859, but I resigned my office when the Mission was re-transferred to the Foreign-office, because there was less freedom of action and less liberality under the Foreign-office than under the Indian Department. In Oriental Courts, and especially in the Persian Court, there was a system of making presents to the Sovereign which was absolutely indispensable if a Minister was to retain his influence at that Court. The sum thus spent in presents by the English Minister was £1,500 a-year. The system is acted on at the present day, and under the liberal system of the Indian Government I was in the habit of making presents to the Shah at my own discretion, and thereby gained very considerable influence with the Shah. The practice certainly tended very much to influence the conduct of the public business, and if any political emergency had occurred, it might have been of great national importance. The power of making presents contributed most essentially to the maintenance of my influence. It not only bought the goodwill of the Sovereign, but fell in with the natural habits, prejudices, and customs, and was felt and believed to be only what was due from a person who held the position of a Minister of a Sovereign of a great State. When I found that I was no longer able to give presents, I felt that I should be unable to retain my influence, and therefore that, on public as well as private grounds it was better that I should retire while I still held a confidential position with the Shah.

By Mr. Eastwick: Giving presents at the Court of the Shah is a thing we cannot prevent, but there is a great difference between the administration of the Mission under the Foreign-office and under the Indian Government. There is a greater liberty of action under the Indian Department. We have not to follow a dry letter of instructions like we have under the Foreign-office.

By Mr. Rylands: The means of influencing a despotic Government like that of Persia are wholly different to those which influence a constitutional one. Everything depends upon personal influence with the Sovereign. There is no public opinion whatever. The despotism of the Shah of Persia is quite different to anything we can conceive of the despotism of a European Sovereign. He has no sense of responsibility whatever, and can at five minutes' notice strangle half-a-dozen of his Ministers. The knowledge of the way to deal with such a Government is not to be found in Downing-street, simply because the traditions of Downing-street run entirely in a different groove, and refer to civilised diplomacy and European Missions.

By Mr. Lowther: The Shah used to take me into an inner room, and leave the Foreign Minister outside. I had a great advantage over the Foreign Minister.

By Lord Barrington: The French have no great interests in Persia, and their mission is on a small scale.

The Chairman then thanked Sir Henry for his attendance, and the Committee adjourned.

THE INSTITUTION OF NAVAL ARCHITECTS.

The second meeting this session of the Institution of Naval Architects was held in the hall of the Society of Arts, Sir John Pakington, president, in the chair, on the 7th instant. Some very interesting subjects were discussed; the following condensed report was unavoidably omitted from our last issue.

THE LOAD DRAUGHT OF MERCHANT VESSELS.

Mr. W. W. Rundell, secretary to the Liverpool Underwriters' Association and to the Underwriters' Registry for Iron Vessels, read a paper on this subject. He said:—The proper draught for a merchant vessel was not to be determined, in the first place, by science, but by experience. Nor was it a fixed quantity for the same vessel. It varied with the seasons, with the nature of the voyage, of the cargo, and many other circumstances. The builder based his calculations on a free side of two and a-half inches to each foot depth of hold. The shipowner requires three and a-half inches to the foot. As wooden vessels were fast passing away and iron sailing ships were being superseded to a large extent by steamers, there could be little objection to the 3-10 scale being taken as a proper one for ascertaining when sufficient cargo has been placed on board a vessel. Having described the temptation to which surveyors were liable to depart from stringent rules, Mr. Rundell observed, if the scale of three tenths of the total displacement be accepted as an approximate guide, the following plan may be worthy of consideration:—Let a round spot nine inches in diameter be conspicuously painted on every vessel over 300 tons register on each side amidships, at the point through which a horizontal plane would pass, which would cut off the upper quarter of the vessel's registered tonnage when she is on an even beam. This would be useful in indicating pretty accurately when three-tenths of the whole vessel are out of the water, by observing that in vessels of about 500 tons this mark should be fully its own diameter above the level of the water. That in vessels of about 750 tons it would be one and a-half times its own diameter above water. That in vessels of 1,000 to 1,500 tons it would be two diameters above water, and in larger ships two and a half diameters. No kind of instrument would be required to make the observation, and it could be estimated at a considerable distance. Thus, if the spot were very near the surface of the water the ship would certainly be very fully laden; if it touched the water she would be very deeply laden; and if it were immersed, or out of sight, we should not be far wrong in supposing that the vessel was dangerously laden. This proposed new imposition upon shipowners would not much increase the burden they now have to bear. On the other hand, it would give the shipowner and others concerned information which would frequently be of service; and where a ship was fine under water, and long in proportion to her depth, it would check misrepresentation as to the extent of her loading.

THE LOSS OF LIFE AT SEA.

The lengthy discussion which followed the reading of the foregoing paper turned chiefly upon the causes of the great loss of life at sea. Mr. Lamport, speaking as a shipowner, thought that no arbitrary rule for the loading of ships would work in practice. The strain upon a vessel in a seaway depends more upon the disposition of the cargo in the ship than upon the amount of freeboard, and the plan proposed by Mr. Rundell would be practically useless in the case of steamers, even assuming it to be applicable to sailing-ships. Mr. John Dudgeon, shipbuilder, wished to call attention to the steerage power of vessels, which as a rule was not quick enough to meet emergencies. He recommended the twin screw. Mr. Scott Russell said that he laid it down as an axiom that any shipbuilder could undertake to build an unsinkable ship, if any shipowner would come forward and order an unsinkable ship to be built; but, then, what would become of the insurance people? (Laughter.) He had such faith in iron, and such contempt for water, that he believed iron would beat water any day. Mr. W. M. Fenning said that he was one of the underwriters at Lloyd's, and that he had no practical knowledge of shipbuilding, but that he knew that losses of life and property at sea were increasing; also that ships were overladen much more than they used to be. So much was this the case that it seemed as if storms had never left off blowing in all directions ever since the great cyclone at Calcutta. As an underwriter, he knew that that overloading was a great cause of this evil, and he thought that the evil was constantly increasing.

A CANAL THROUGH THE ISTHMUS OF PANAMA.

Mr. Scott Russell then read a paper on "The Fleet of the Future," in which he began by pointing out the great changes in telegraphy, railways, ships, and canals during the past ten years, and whilst speaking of the Suez Canal he said that he had just heard that it had been proved that there was a current flowing steadily through it from the Red Sea to the Mediterranean. Great revolutions had taken place during the last ten years; what changes were likely to take place in the ten years to come? He did not think that it was difficult to foresee some of these. In the first place, the bottom of every ocean will be covered with telegraphic lines; and in the second place the Isthmus of Panama will be cut through by a canal, for he held in his hands a plan of the canal, which was sanctioned, as he believed, by the American Government. It was planned to go through the narrow part of the isthmus, and it would be of the same length as the Suez Canal, viz., one hundred English miles—with this difference, that one half of it is already made by nature, as the projectors took advantage of one of the local rivers, just as M. Lesseps had done with the lakes in the Isthmus of Suez. The "young English" on the other side of the Atlantic are so go-ahead in all that they do that he should not wonder if they brought over a very big cargo of Chinamen, and finished the canal in five years instead of ten. In ten years he thought that direct railway communication with India would be established, and that a bridge would be erected over the Bosphorus. Railways in China will probably begin somewhat later. Who can predict the moral results when thoughts and things shall have the power of flowing so freely to and fro? Railways tend to kill the slower and smaller kinds of ships, but they supply large cargoes, and they load large ships rapidly and punctually. The work of collection and distribution, in short, is no longer done by ships, but by railways, which take away the traffic from coasters, and take the cream of the business from coasting steamers, which, however, to some extent still hold their ground. The ships of the future, he thought, would be for the most part large iron steamers, able to get through the Suez Canal, and to steam rapidly and economically. The minimum size for trade with the East will probably be 3,000 tons nominal. He then gave minute details of what he thinks likely to be the typical ship of the future, and he suggested the desirability of constructing a new class of war vessels made to attack the enemy "stem on" instead of with guns, although guns would be necessary for occasional broadside firing.

ROYAL ASIATIC SOCIETY.

At the meeting of this society, held on the 4th instant, Major-General Sir H. C. Rawlinson, K.C.B., in the chair, the paper read was by Mr. F. V. Dickens, "A Brief Account of the Chief Cosmical Ideas now Current among the Better Educated Classes in Japan."

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The account given by the writer is taken for the most part from the *Yedo Oho Setsyo*, published at Yedo in 1861. This work is a kind of encyclopædic hand-book in two volumes, the first being a dictionary, the second, the chief source of this paper, a sort of compendium of useful knowledge, illustrated with numerous and excellent woodcuts. The Great Primary Principle (Tai-Kyoku) separating into its parts, the result was the Firmament (Tai-Yoten), by which the earth is supposed to be surrounded, as the yolk of an egg is surrounded by the white. There are two elemental principles, from either, or the combination of which, everything originates—a Male, or developing, and a Female, or receptive one. The Earth is supposed to have been formed by the condensation of the Female Principle in the middle of the Heavens, and generally believed to be square in form, though in reality it was spherical. The Sun, on the contrary, was the product of the Great Male Principle; it was a ball of fiery matter moving round with the revolution of the Heavens, in which it was fixed; the way thus described is called the Yellow Way. The Moon originated in the Female Principle, being a condensation from moisture. Its path is called the White Way. Besides these there are five planets, which derive from the Male Principle, and neither wax nor wane. The views of the Setsyo are then explained regarding the origin and nature of the principal natural phenomena, showing a good deal of their original cosmical and astronomical notions and superstitions, not a little affected, it would seem, by an acquaintance with the result of European science. The writer concludes in briefly criticising the Japanese system as propounded by the Yedo Setsyo. The origin and nature of the Tai-Kyoku, or Primary Principle, of which the two elementary forces were considered to be parts, were not even touched upon, and the mind was satisfied to explain everything, even itself, by a reference thereto,—even the Divine Beings descended from this Prime Cause; and though there were innumerable gods, there was no God in Chinese and Japanese philosophy. It was thus easily comprehended that the better educated, freeing themselves from the more vulgar superstitions, should become utter indifferentists to everything except material comfort and the dictates of a code of honour for the most part traditional and artificial.

THE "ONEIDA" DISASTER.—The following, from the *San Francisco News Letter*, shows a wonderful contrast to the spirit of the American press generally in commenting on this sad case:—"We have before us the official notes and evidence in the proceedings of the Naval Court of Inquiry as to the collision between the United States corvette *Oneida* and the P. and O. Steamer *Bombay*. It is a large pamphlet of forty pages, containing a complete statement of everything that is known about the accident. We do not hesitate to say that a careful perusal of it will convince any disinterested person accustomed to examining evidence that the judgment of the Court suspending Captain Eyre for a period of six months was unnecessarily severe. The evidence shows beyond the shadow of a doubt that the collision resulted from the utter stupidity of Lieutenant Yates, of the *Oneida*, a young gentleman of twenty-three, who had been a Master in the United States Navy less than a year; that no one on board the *Bombay* suspected the amount of damage sustained by the injured vessel, nor heard a gun fired; that probably no guns were fired; that signal lights were handy and were not used, and finally, that had there been the faintest scintillation of sense illuminating the souls of the officers of the *Oneida* (at least those who saved themselves), not a life would probably have been lost. It does not appear either that Mr. Eyre was careless before the collision or heartless afterward, and it does appear that the frothy condemnation of him by the American press is the most ludicrous illustration of going off at half-cock that we have had the pleasure of witnessing for lo! these many years. There is something essentially absurd in this business. It is the pitiful spectacle of an injured female scolding shrilly at the neighbour whose well her thoughtless young one has clambered into. The result of this investigation is doubly gratifying to us. First, it exonerates an innocent man from a crime the very enormity of which was a partial refutation of the charge made against him, and, second, it proves that our own intuitions were correct. As an illustration of this latter fact, we may quote a derisive remark we made in our issue of March 5th in relation to those guns:—'It is precisely these guns that cast a fishy glamour over the story. It seems that they had been loaded for the purpose of returning the salute of a Russian ship which did not salute, and were thus in prime condition for firing when there was no time to load them. There is a savour of ingenuity about this explanation that reflects credit upon the few survivors; but we should like to have the testimony of the Russian gunner who did not fire that salute.' Mr. Yates testifies: 'None of the guns were loaded at the time of the collision.' It is bad enough for our local press to slop over in the way it has done; but it is infinitely worse to afterwards suppress the most important evidence in the case and garble the rest, to conceal its own stupidity from the public. We wish it were possible to convey to the people some faint suspicion of how they are led by the nose by editors who, as a general rule, have less sense than themselves. But it is not, and there's an end."

WIRE TRAMWAYS.—There is exhibiting on the Brighton Downs at the present time a wire tramway five miles in length, in perfect working order. It illustrates the immense advantages of this singularly cheap and effective method whereby, as a feeder to railways or maritime transit, goods, minerals, and agricultural produce may be conveyed. The system was introduced to public notice about fourteen months ago by Mr. Hodgson, the civil engineer, who is the sole inventor and patentee. Since then it has been adopted in this country, and to a greater extent in France, with a success which has far exceeded the expectations of the promoters. While wire tramways can never supersede railways and canals, they will aid both by developing resources which would otherwise remain sealed. A party of gentlemen under the guidance of Mr. Beale, the agent of the patentee, recently inspected the works at Brighton. From a summit of the Downs they saw what appeared to be double telegraph wires laid up hill, through dale, and in a devious, but speaking roughly, a circular course. The posts were of iron instead of wood, and constructed of light bars instead of solid timber. The seeming wires were as thick as a walking-stick, and from them at intervals hung iron boxes, so fixed and so constructed that when the wire, which was in reality an iron rope, began to move the boxes moved with it, one set passing away, the other coming forward. The whole system of iron tramways with all its ingenuity and obvious merits stood revealed. In a hollow puffed the engine which gave life to the whole, and near it the drum round which the rope ran its endless course. Each box was capable of holding a hundredweight and a-half, and the full ones are made to go on to the terminus, bringing back by their movement the empties. By a clever contrivance the posts, some of which are seventy feet high, are cleared without a hitch, and by an elaboration of pulleys, large and small, angles and curves are passed without stoppage. The line, though five miles long, thus employs a rope of double that length. The difficult ground of the Downs was selected to show the facility of the system to some gentlemen who were negotiating for sixty miles of tramway in Ceylon.

THE CHINESE IN CALIFORNIA.—The Californians are still much annoyed by the large influx of Chinese immigrants into their State. Crowds of Chinese are pouring into the country and overstocking the labour market in a manner not at all relished by a large section of the native population. The malcontents are, it seems, powerfully represented in the State Legislature, and we learn from a Californian journal, the *Alta California*, that one or two very vigorous measures are meditated in order to check the invasion. It was first proposed that an Act should be passed forbidding the exportation of the bodies of any persons who may die within the limits of the State. This measure is, of course, directed against the Chinese, who are superstitious on the subject of burial in their own country. To grapple with the evil at an earlier stage, it is further proposed—the ostensible objection to the Chinese being that they bring the smallpox with them—to pass an Act for their compulsory vaccination immediately on their arrival, charging them ten dollars per head for the operation. Thus discouraged, it is hoped that the unhappy Celestials will desist from their attempts to force themselves upon an unwilling State. Should these measures, however, pass the Legislature, the question whether they are constitutional or not will be at once tested.

JAPANESE SUN-DIALS.—It has been stated in some of the French papers that there is an intention to fix in all the squares of Paris, for general use, "watch regulators," which are simply sun-dials of galvanised iron, with the addition of the equation of time, or the differences between the clock and the sun, imprinted on the face of the dial. The gnomon is a fine steel wire, the well-defined shadow of which tells the time within a minute. This is not one of the new things under the sun. The sun-dial maker is a frequent tenant of the little street-stalls which abound in the Foukagawa quarter of Yedo. The most popular of his productions is a portable sun-dial, of the shape and size of a large walnut, which, opening on a hinge, discloses on one side the dial, marked with twelve Japanese hours, each of which equals two of ours; and on the other a compass for setting it. The little instrument is, of course, only useful in Yedo (or its latitude), the locality for which it is made.

THE full report from the *Japan Gazette* of the official inquiry by the Naval Court at Yokohama into the circumstances connected with the collision between the *Oneida* and the *Bombay* appears in the New York papers. Great dissatisfaction continues to be expressed with the verdict suspending the captain of the *Bombay* for six months. The *Tribune* says that no American will be satisfied with it. It thinks that upon the bare facts admitted in the finding of the Court, "the inadequacy of the sentence, and the terms in which it is imposed, seem absolutely monstrous." The *Times* considers the Yokohama Court the "mildest mannered" that ever found a sailor guilty of running away from a distressed ship. It, moreover, is of opinion that his own evidence fixes on Captain Eyre "a degree of guilt to which the actual reprimand and penalty are totally inadequate."

THE GEOGRAPHICAL SOCIETY.—A paper written by Major Montgomerie, R.E., and read at the Geographical Society, stated that a Pundit who had been trained to explore the table lands of Thibet had discovered their prolific gold mines and vast plains of soda and salt. Sir Roderick Murchison, in expressing his praise of the paper, said enough had been said in it to cause the starting of two or three public companies within the week. Mr. Gladstone, he added, had lately remarked that the labours of the Geographical Society would shortly come to an end, as there were no more worlds to conquer. Major Montgomerie's evidence proved the reverse of that, for it showed that in Central Asia alone there were vast and valuable regions, which for many years yet to come could only be explored by Pundits.

FOREIGN OFFICE, APRIL 9.—The Queen has been pleased to approve of Don Mariano Brusola, as Vice-Consul for Spain in the Island of Ceylon to reside at Point de Galle.

THE Mauritius papers confirm the statement that Sir Henry Barkley, the Governor of the island, will succeed Sir Philip Wodehouse in the government of the Cape Colony.

THE *Post* is informed that it is proposed to confer a baronetcy upon Mr. Daniel Adolphus Lange, in consideration of the services rendered by him with regard to the Suez Canal.

THE *Guardian* contradicts by request the report that the Bishop of Colombo has accepted the vicarage of Dudley and is about to resign his see.

THE abolition of the impressed stamp and the adoption of the half-penny rate on newspapers will take effect from the 1st of October next.

THE annual meeting of the Austrian Lloyd's Steam Navigation Company will be held on the 25th of May, at Trieste.

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Foreign Intelligence.

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HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, April 15.

The Conservatives have reaped as they had sown. Their factious opposition to the Java Agrarian Bill led to its being carried in the First Chamber by the overwhelming majority of 25 against 12 votes, and the King ratified the Bill the day after it was voted. It has now, therefore, become law, and the first step is taken to secure for Java a new and liberal rule. The whole Conservative system has been pulled down, and a new era opened for Java—an era of progress and development. We may now expect that the Minister of the Colonial Department will alter his Bill regarding the sugar culture in such a way as to agree with Liberal principles; his experience of the Agrarian Bill must convince him of the necessity which exists for yielding to the opinions of the Liberal members or having his measure outvoted. The Conservative papers are still furious at their want of success, and they now predict that this "plundering law" will cost Holland not only a good deal of money, but also much "national blood," in defending our colony from the usurpations of foreign adventurers. They direct the attention of the public to a speech delivered by Mr. Fransen van de Putte, upon the Colonial question, which speech had such a Radical tendency that one of his auditors put forward a resolution that the meeting should express the desirability of a Bill being passed stipulating that every year a certain quantity of land should be sold publicly in Java. Notwithstanding that Mr. van de Putte opposed this resolution as being at issue with the Agrarian Bill, the Opposition persist in regarding it as the true exposition of Liberal principles. Another fact has likewise offended them very much. The Radical paper, *Het Noorden*, hit upon the idea that Java ought to be represented in our Parliament by Europeans, established in that colony, and this was regarded as but little short of high-treason. In political circles it is again rumoured that one of the consequences of the measure will be the recall of Governor-General Myer, nd the succession of a Liberal to the post. The *Vaderland*, however, discredits these rumours. As soon as the First Chamber had carried the Agrarian Bill the members took recess; but the Second Chamber held a few sittings, and some Bills of local interest were carried. The principal vote was that by which it was arranged to arm our infantry with rifles upon the Beaumont system.

Whilst the Hague correspondent of the Paris journal *Le Temps* is stating, but in words as vague as possible, that we are again threatened with a "Luxemburg question," the Belgian paper *l'Etoile Belge* affirms that a diplomatic question has arisen between Holland and Belgium with reference to the project of the Belgian Ministry for augmenting the import duties on spirits. This our Government complains is not in conformity with international to commercial treaties.

In a former letter I told you that Mr. de Casembroot had interpellated the Minister of the Naval Department regarding the new screw war steamer *Argus*, whose destination was Java. I also told you that the answer given by the Minister about the seaworthiness of the vessel was not so satisfactory as it might have been. The *Argus* has now returned from Portsmouth, and of course a careful inspection will be made. In the meanwhile the papers are involved in a very animated discussion on this subject.

On the 4th of May a general meeting will be held at Arnhem of the members of the association for promoting the welfare of the Javanese. Nothing more has been heard about the quarrel between Mr. Bosch (director of that association) and Mr. Nierstraaz, M.P.

Some Japanese officers are now residing in Holland; their names are Yamakata, Mihori, Marima, and Hakamoura. They have visited several towns and fortresses, and it it said that they will stay here for some months.

I hear that one of my compatriots has been appointed by the Japanese Government to give instruction at one of the medical schools in Japan, namely, C. J. Ermerins, physician at Amsterdam.

Prince Alexander returned on the 10th inst. from his trip to the Mediterranean.

COMMERCIAL.

Since the departure of last mail there has been but little alteration in the colonial produce markets. Business is partly suspended owing to the impending auction sales.

COFFEE.—The market is very dull with only a very trifling business doing. The following parcels have changed hands: 2.000 bags Java, ex Ellen; 500 bags do., ex Eudora; 1,406 bags do., ex Princes Amalia; 1,157 bags do., ex Herman de Ruyter; 866 bags Rio, ex Nanette; 1.433 bags, ex Helena; and 3,000 bags Rio, ex Hilma, at private rates. The Trading Company will offer in public sale on the 20th inst. 92,400 bags Java and Padang; whilst in May and June no larger quantity than 170,000 bags will be offered.

RAW SUGAR.—Sales have been unimportant, both buyers and holders declining to operate. A small lot of 1,500 mats Java was sold at f.1 under the value of the last auction, and 1,490 mats Java, No. 11, ex Ben Lomond, at f.33¼. The stock of raw sugar was, on the 1st inst., 30,045 694 kilo.

RICE has met with a good demand, and a steady business has been effected. The following lots have been sold: 248 mats Java, ex Peri, at f.6½; 10,469 bags Sourabaya, ex Ida Elizabeth, at f.5¼; 25,500 bags Saigoon, ex Montrose.

SPICES.—There are no particulars to report about Nutmegs, Cloves and Mace. Black Pepper is held firmly; 495 bags, ex Maria Regina, and 2,052 bags Batavia, ex Somerset (both parcels damaged), sold at prices that did not transpire, but which are believed to have been very high.

DRUGS.—Camphor meets with a very limited demand, and the article can only be sold at somewhat lower prices. The quotation for Japan is 53c. Japan Wax: Nominal, at f.45 for A, and f.43 for B. Gutta-percha: 3.450 kilo. Sumatra, ex Dordrecht, sold at a very high price, and also 52 ch., ex Norsk Flag. Gum Damar: On the spot, 49c.

TEA.—The market is quiet, in waiting for the auctions to be held on the 22nd inst. The cargo of China, ex Panuco, which will be offered on that date, is valued at 65c. to 112c., and the parcels ex Deerfoot at 87c. to 110c.; besides which will be offered 100/4, 200/12, and 300/16 chests Congou, ex Ceylon, from Foochow, via London, valued at 95c. to 105c., 147/12 chests Souchong, ex Jubilee, from Foochow, via London, valued at 85c., and about 500 chests Java, mark "Tjikoppo Mayak," of which the valuation is as follows:—Boey, 66c. to 68c.; Congou, 78c. to 85c.; Java Souchong, 82c. to 93c.; Pekoe, 200c. to 270c.; Pekoe Souchong, 100c.

TOBACCO (JAVA LEAVES).—There is a steady demand for those qualities suitable for cutting purposes, and all that was offered under 25c. has been sold. Good covers for cigars are very scarce. The whole quantity now in stock amounts to 7,637 b. Java. The whole crop of 1868 is nearly exhausted. Since my last 90,516 b. have been sold at an average price of 38½c.

RATTANS.—Since the auction held by the Trading Company the following lots have been sold:—163 piculs, ex Jorgen Lorentzen; 250 piculs, ex Kruse Bjorn; 566 piculs, ex Indian Empire; 246 piculs, ex Eudora; 146 piculs, ex Princes Amalia; 150 piculs, ex Heimath; 190 piculs, ex Somerset. The prices paid are said to have been very high.

JAVA INDIGO.—With a very limited inquiry, only 40 chests have been sold.

HIDES.—Several parcels E.I. offered by private tender sold at high, but secret prices.

TIN.—The market is very firm, and prices are creeping up. For lots, out of the last auction, f.76 has been paid, but holders decline to operate without a further advance. For delivery out of the autumn auction the prices have gone up from f.69 to f.72, and the last figure is now offered in vain. Billiton is now quoted on the spot, f.74; floating, f.74½, and for delivery out of the February Batavia auction, f.72½.

JAPAN SILK.—25 bales bought in at the last auction have been sold privately.

SHIPPING.

ARRIVALS.—April 8, at Hellevoet, from Portsmouth, H.M.'s steamer Argus; at Texel, from Batavia, Wallace; from Banjoewangie, Mr. Jacob van Lennep; 10, at Brouwershaven, from Batavia, Aeolus; 11, at Brouwershaven, from Banjoewangie, Maria Elizabeth, Maarten van Rossum, County of Nairn, Oceanus, Maria Sarah, President Plate; from Batavia, Janetje, Kenilworth; from Sourabaya, County of Lanark (left Sourabaya on the 11th of October!); from Samarang, Kaap Hoorn; at Zierikzee, from Batavia, Bali; 11, at Texel, from Sourabaya, Tasmania; from Tjilatjap, Pauline Constance Eleonore; from Banjoewangie, Aurora; from Passaroeang, Java; 13, at Brouwershaven, from Macassar, Vratchtzoeker; from Banjoewangie, Erasmus.

PASSENGERS INWARD.—From Java, per Copernicus, Messrs. J. van Noyen, F. van Noyen, E. Bruigom, W. Nash; per Mr Jacob van Lennep, Mrs. Waleson and family; per Æolus, Mr. J. Cannegieter; per Vratchtzoeker, Mr. H. J. C. van der Star and family; per Jannetje, Mrs. d'Artillaet Bril and family; per Maarten van Rossum, Mrs. Borger and family.

PASSENGERS OUTWARD.—For Java, per Hendrika, Messrs. H. Visser, C. C. But and family.

CHARTERS.—The Trading Company has chartered the following ten vessels to convey produce from Java to Dutch harbours:—To Amsterdam: A. M. E., Captain N. N., 491 lasts, f.76.98; H. W. N., Captain A. G. M. Bruijns, 665 lasts, f.76.98; Jupiter, Captain P. H. Kiewit, 387 lasts, f.79.94; Elisabeth, Captain Y. Feenstra, 610 lasts, f.79.94; Bato, Captain H. W. Kramer, 794 lasts, f.80; Sourabaya Packet, Captain S. C. J. Olivier, 262 lasts, f.80.88. To Rotterdam: Vijf Vrienden, Captain J. Verwey, 178 lasts, f.78.98; Zuid Holland, Captain J. J. Swart, 682 lasts, f.79.95; Neuwland, Captain A. G. Ruhaak, 398 lasts, f.80.98; Generaal de Stuers, J. C. Viersma, 396 lasts, f.80.98.

POSTSCRIPT.

ROTTERDAM April 16.

The two leading Liberal papers, *het Handelsblad* and *de Nieuwe Rotterdamsche Courant*, are attacking the Cabinet in such a manner as to create a rumour of an impending Ministerial crisis. The Amsterdam paper is of opinion that, notwithstanding the Ministry gained a victory upon the Agrarian Bill, the Cabinet is weak and needs re-organisation. The *Courant* warns Mr. van Mulken, Minister of War, that he must be more vigorous if he wishes the Liberals to retain him, and the Conservative paper, *het Dagblad*, is assured that Mr. van Mulken intends to resign.

Mr. G. A. Fokker, M.P. for Middelburg, will resign his seat at the close of the present session.

The King has granted permission to Mr. H. J. C. Hoogeveen, Resident at Batavia, to accept the Spanish Order of Charles III.

COMMERCIAL.—Cassia Vera, 600 bales Borneo, ex Krusebjorn, were sold at prices that did not transpire. Sugar: The following parcels have changed hands: 897 mats Java, No. 18, ex Maria Sarah, at f.36½; 557 mats do., No. 14, ex L. J. Enthoven, at secret prices; and 2,500 mats Java, ex different ships, of which no particulars are known; 942 mats Java, No. 12½, floating per Hilja, at f.34½; 845 mats do., per Copernicus, No. 13½, at f.35¼; 576 do., per do., No. 13. at f.35. Tobacco: Of Java, 100 bags A/S Malang, and 40 bags M were sold. Coffee: 500 and 876 bags Java, ex Prinses Amalia; and 686 bags Bali, ex County of Forfar, have changed hands. Banca: Tin is now quoted f.78.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, APRIL 18, 1870.

THE CONSULAR AND DIPLOMATIC SERVICE.

IN our issue of the 17th of March we noticed a Blue-book, issued in that month, containing the replies of the British Consuls in China and Japan to Lord CLARENDON'S demand for information regarding the cost of their respective establishments, and the possibility of effecting reductions. Another volume of correspondence on the same subject has just appeared, consisting chiefly of despatches exchanged between the Secretary for Foreign Affairs and Her MAJESTY'S Ministers in China and Japan. It is a fitting sequel to the former one. The Government surely took a needless amount of trouble, and made a superfluous demand on the time of its employés, in asking for information as to the possibility of making the proposed reductions, since they were evidently pre-determined to make them, whether just and prudent or the reverse. At any rate, the advice asked for has been most contemptuously disregarded, and that to an extent which cannot fail to prove most prejudicial, not only to the service itself, but to British interests in China and Japan generally.

Firstly, with regard to China. In his despatch to Sir R. ALCOCK, Lord CLARENDON expresses an opinion (we are unaware on what grounds it is based) that the cost of living in China has of late years decreased; and he asks whether "prices have fallen" to an extent which would warrant a reduction in the salaries of Her MAJESTY'S Consuls and Vice-Consuls. At the same time, in addition to a desire to reduce the regular pay of these officials, he announces the intention of the Foreign-office to discontinue entirely the special allowances hitherto granted to the Consuls at Shanghai, Hankow, Kiukiang, and Foochow, which were given at the recommendation of Sir F. BRUCE and Sir R. ALCOCK, as a set-off against the greatly-increased cost of living at those particular ports; unless, indeed, they should be proved, "on full inquiry, to be indispensable." In his reply to this, the British Minister enters at considerable length into the condition of our trade in China, and the duties and requirements of the Legation and Consular establishments. The conclusion he arrives at is, that a saving of some £4,000 per annum may be effected by withdrawing entirely from Formosa, but that such a step would have a bad effect unless we stipulated, in return, for a Treaty port on the Upper Yangtsze, or some other commensurate advantage. The only other immediate reductions Sir RUTHERFORD considers admissible, with due regard to efficiency, are in the extra allowances, with one or two trifling exceptions. The middle class of salaries, he observes, will not bear to be touched, and the lower salaries are barely sufficient for existence. "The number of these junior officers, so far from "admitting of reduction, must be increased if we are to "maintain an establishment capable of doing the work with-"out perpetual recurrence to temporary assistance from with-"out, which is often bad and always expensive." Of the sum that would be saved by cutting off the temporary allowances, he considers that a considerable portion ought to be applied to increasing permanently the salaries of the Consuls who would be affected by the measure. Sir RUTHERFORD justly points out that as regards the Consuls at important ports, it is not a question merely of what sum is necessary for their subsistence; they have to entertain, and otherwise incur great expense to support their social and official position. The cause of the junior officials he pleads eloquently, advocating an increase to their salaries all round, and recommending that if a reduction must be made it should be in numbers, not in salaries. He says:—"I believe it is better and wiser "to overwork a man than to starve him, or reduce him to "such straits that his life is made miserable. I venture to "urge favourable consideration for these junior classes. They "have a hard struggle the first five years, and many break "down under it." In other respects, too, as regards some provision for the personal comfort of the assistants, Sir RUTHERFORD says he has often applied to the Foreign-office, but in vain, and he has little hope of success now. He names three Consuls, who have each performed over twenty-five years' service in China, as deserving of an increase; the first being Mr. WINCHESTER, whose salary at present stands at £1,500, with £500 "extra allowance." Those who are aware of the cost of living in Shanghai will know that these two sums together are not one penny more than a Consul would require (supposing him to have a family to support), to enable him to live with a proper degree of comfort. Sir RUTHERFORD, indeed, recommends an addition of £300 to his salary, but states that if this cannot be granted it ought at any rate to have an addition of £100, to raise it to the same sum as is received by the Consul at Canton. But though the Foreign Secretary eagerly seizes the opportunity of effecting all the reductions that are allowed to be practicable, and a good many more besides, he turns a deaf ear to the arguments in favour of awarding increased pay to deserving officers, except in one or two minor cases. So Mr WINCHESTER loses his special allowance of £500 a-year, and does not seem likely to get even the rise of £100 to which Sir R. ALCOCK considers him justly entitled. The Consul at Shanghai is a hard-worked official, with an insufficient and ill-paid staff, and the blow thus aimed at him is most unwarrantable. But this is only a single instance; the same spirit is manifested throughout the estimates; and we are forced to the conclusion that, for the sake of a paltry measure of retrenchment—not economy, for the experiment will prove in the end a most expensive one—our present Government is bent on ruining the Consular service in China. It is not likely that young men of intellect and culture, who go out on a pittance of £200 a-year, will long remain in the service when they are so scurvily treated and have so little to look forward to. To maintain a high degree of efficiency it is above all things necessary that the junior officers should be made comfortable and contented with their position, to prevent them from leaving it and carrying their acquirements to a better market, just as they become efficient and valuable as public servants; and that the higher posts should be well paid, as inducements to the juniors to stand by the service and steadily work up to them.

Besides the reductions considered as immediately admissible by Sir R. ALCOCK, and so promptly put into practice by the Foreign-office, there are some others of a prospective nature, the chief of these being a proposal to reduce the salary of the Consul at Canton to £1,200, when it shall become necessary to appoint a successor to Mr. ROBERTSON. The estimates for the coming year are remarkable for a reckless cutting down of the number of native employés in nearly every Consulate, such as boatmen, chair-coolies, and messengers, who are described by the Consuls (in despatches already noticed) as barely sufficient. With regard to Japan, the proposed alterations are less numerous; there was even less scope for cutting down than in China, so we find the only very important alteration is the abolition of the Kanagawa Consulate, and the appointment of a Vice-Consul instead, as the judicial functions will be discharged by the Deputy-Judge of the Supreme Court, who will in future be permanently located at Kanagawa. This change will, we believe, give satisfaction to the residents, among whom the Consular Court has not of late been very popular; and it is perhaps the best feature in the whole of the new scheme, which, in most other respects, is an embodiment of meanness and injustice.

THE treaties of commerce between Austria and China, Japan, and Siam, have now been ratified by the Austrian Reichsrath.

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THE COLONIAL POLICY OF HOLLAND.

THE Java Agrarian Bill has become law, the Dutch Parliament having given its consent to the measure which abolishes the old Conservative system, based on the despicable principle of squeezing the Javanese for the benefit of the Dutch treasury. A hard fight it was that the Liberal members had to wage against their opponents, who to the last defended by every possible means their money-making but unjust system. Our Rotterdam correspondent communicated some weeks ago the tenor of the measure now carried, and we only need to record the fact that in future tenant-right may be given by the Government for a period of seventy-five years. The immense natural riches of Java will now be thrown open to the efforts of private industry, and foreigner as well as Dutch may settle in the beautiful and wealthy island as cultivators of the soil. The tracts of land thus thrown open, the larger portion of which has been entirely neglected by the Dutch Government, are very extensive. According to a statement made by the Colonial Minister in a recent sitting of the Second Chamber, there are fifteen million bouws of land available for cultivation in Java. The natives only occupy two millions, of which half a million remains uncleared, while the Government's "djatti-woods" cover two and a-half millions. Thus there still remains ten millions; and if we grant that only three-fourths of this are fit for tillage, then there are seven and a-half millions of bouws, equal to five and a-half millions of hectares, still open to private enterprise. We have no doubt but that European capital will find its way to Java, and that agriculture and trade will be enormously extended by its means. The Agrarian Bill, thus, is not only of interest to Java and Holland, but to the whole world, at least to every every enterprising nation. Of course its stipulations do not yet agree with what may be considered entirely equitable and just. Tenant-right is good, but property in the soil vastly better. Still, we have confidence in the liberal spirit of the Dutch nation, and now that the first step is achieved it will doubtless be followed by further progress in the right direction.

It may be interesting, under present circumstances, to recount in a brief manner what the Dutch culture system formerly was, and this may be gathered from a very able speech delivered at a meeting held in Rotterdam, by Mr. T. D Fransen van de Putte, M.P., one of the former ministers of the Dutch Colonial department. He commenced by an allusion to the manner in which the East India Company settled itself in India, and monopolised its entire trade, and observed that the principles prevailing in that barbarous age are considered by the Conservatives still applicable. That company gradually gained such enormous power that it not only ruled the trade, but the Government as well, and the people of the colony suffered under a system of oppression, while the company grew wealthy. Several causes however led eventually to its decay, and at last the Batavian Government was obliged to take over the affairs of the company, which at that time showed a deficit of 140 to 160 millions, and in the year 1803 a commission was appointed to deliberate upon the measures which ought to be taken. It was then that the Government was first warned against a continuation of the system of oppression, and it was conclusively demonstrated to be of the greatest urgency that free labour, industry, and rights of propriety, coupled with the levying of taxes in money and not in labour, should take the place of the existing plan. But all this was in vain; the system of oppression was continued, and the colonies languished. Eight years later, in 1811, Java was brought under British rule, and doubtless a liberal system would have been introduced if their Government had lasted longer. But as soon as the Dutch regained possession, the old plan came once more in operation. Decay followed; there were deficits in the colony, deficits in Holland, and the Belgian revolution was approaching. In this crisis King WILLEM I. took the advice of Earl VAN DEN BOSCH, and to some extent altered the old system, but at the same time maintained its main principles. The Government now became a cultivator and trader, and forced labour, to which the Javanese were compelled to submit, produced enormous wealth; public functionaries grew rich in a very short time; shipowners in Holland obtained immense freights, shipbrokers high premiums, indeed every one made his profit; but one fact was lost sight of; however many persons win at play, there must be some one who loses, and in this instance the Javanese was the victim. From 1830 till 1844 all went well; but the native population became at length so exhausted that complaints began to be heard. The Dutch Treasury, however, was at that time poor, and the Government could not afford to take notice of remonstrances or advice. In 1848 the first protest was made in the Second Chamber by Mr. VAN HOEVELL, who severely criticised the Government system, and defended the rights of the Javanese. The system gradually languished and was abandoned, except as regards coffee and sugar. Many reasons could be given why private industry can be made to flourish where Government enterprise gives but very small profits. The only necessity for the establishment of private industry is that tenure of land should be granted, and this has now been done, while, instead of the Javanese being obliged to pay taxes by means of forced labour, they will pay them in money. In the speech to which we have alluded Mr. VAN DE PUTTE, although an opponent of the Batig Slog (the Golden Calf), defended the principle that Java should pay every year a certain contribution to the Dutch Treasury, while, on the other side, he said Java had the right of being governed according to just principles, and its people the right of being our brethren, and not our slaves.

THE PHILIPPINE ISLANDS.

A SMALL Blue-book issued this week contains Reports from some of Her MAJESTY'S Consuls in France, Germany, Norway, Spain, and Turkey, on the commerce of the ports at which they are stationed. Under Spain, we find the Report of Mr. Consul RICKETTS on the trade of Manila during the year 1869, and this ought to be interesting as being the first published since the outbreak of the Revolution in the mother-country, which of course cannot have been without some influence on the state of her colonies, however distant. In many points, however, the Report is necessarily incomplete, not owing to any fault on the part of the compiler, but in consequence of the remissness of the Government officials. Thus Mr. RICKETTS can give no authentic statistics regarding the quantity and value of the imports into Manila during the year 1868, because the official returns have not yet been published; and, he adds, "It being quite uncertain when "they will be published, as those for the year 1865 have not "as yet been brought to light, one has no means of furnish-"ing any proper statement as to this branch of the com-"merce of the Philippines." The quantity of cotton goods, plain, printed, and coloured, that left Great Britain for Manila in 1868 is reported at 34,000,000 of yards, and the cotton twist at 314,000 lbs. Large stocks of cotton goods remained on hand last year, and sales generally realised but low prices; indeed, many Chinese traders who had invested heavily in cotton goods were compelled to part with them with but little profit. In short, the supply of this sort of goods would appear, for some time past, to have been in excess of the requirements of the country, and this is by no means an encouraging feature in the Report; but Mr. RICKETTS believes that the abolition of the differential duties, and other fiscal reforms inaugurated by the new Spanish Government, will prove highly beneficial to the trade, especially with Great Britain.

With regard to the export trade of the Philippines, Mr. RICKETTS is able to give more precise information. The total value of produce shipped from the various ports in 1868 was $14,013,108, of which Great Britain and her colonies absorbed the value of $6,441,644. Of the above total $3,900,154 represented shipments on Government account, and of the remainder, shipped by merchants, more than half went to Great Britain and her possessions. Sugar, hemp, tobacco and coffee are the principal articles of export; the sugar and coffee are consumed chiefly by Great Britain, the hemp by America, and the tobacco by Spain. The shipments of sugar and hemp for 1868 exceed the average of the three preceding years, but fall short of those in 1862 and 1863; coffee shows a tolerably steady increase; cigars fluctuate in a curious manner, the export in 1868 being considerably less than in 1863 or 1866, but far above 1862, 1864, 1865, and 1867. Even in its present unsatisfactory state, the commerce of Manila gives employment to a good many English ships. Of the vessels trading to Manila Harbour in 1868, 93 were Spanish, and 112 foreign; of the latter, 54, or nearly one-half, being British. The 112 foreign ships represented close upon three times the tonnage of the 93 Spanish; but the

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latter nearly all entered and left with cargoes, while the foreigners mostly arrived in ballast, to load produce. Mr. RISKEITS strongly advocates the abolition of the tobacco monopoly, and the opening of the Philippine ports to the trade of the world, without restriction. He may expect to see his hopes fulfilled about the same time as free trade is established in the Dutch East Indies.

IT appears that the indemnity obtained from the Chinese by the United States Government after the war of 1856-7 was more than sufficient to cover all the claims of American citizens arising out of those operations, and the question has now arisen, "What is to be done with the surplus?" The American Minister, Mr. REED, demanded the sum of $700,000 as idemnity for the losses of his countrymen. The amount was paid by the Chinese authorities, and accepted by the United States Government, on the condition that the balance remaining, after satisfying all claims for the losses above mentioned, should be refunded. The sum of $500,000 was found to be sufficient, and the balance is still in the Treasury at Washington. It is now proposed, with the concurrence of the Chinese Government, to apply the remaining $200,000 toward the American College at Peking, for the benefit of both Chinese and Americans. A committee in New York, consisting of ex-Governor MORGAN, Wm. E. DODGE, Chancellor FERRIS, and others, have the matter under consideration. At a late meeting (of which we give an account in another column) they recommended that the sum be increased to $400,000 and at once bestowed upon the college. The plan originated with the late Mr. BURLINGAME.

A PARLIAMENTARY PAPER just issued (Japan, No. 2, 1870) contains a "Further Report from Mr. ADAMS on Silk Culture in Japan," which has already been published by the Yokohama Chamber of Commerce. Mr. ADAMS gives more information about the destructive parasite uji, from which it appears that the natives, if properly informed, could easily "stamp out" this pest. When the uji comes out of the cocoon, it is thrown aside, under the impression that it is dead, or dying, but this is not the case—it undergoes a transformation into a fly, which lays its eggs in the silkworm, and so on *ad infinitum*. Were this fully understood it would be easy to exterminate the parasite by destroying it while in the larva stage. Mr. ADAMS considers the large exportation of eggs an important cause of the deterioration in Japan silk, and lays great stress on the necessity of introducing European machinery.

PEOPLE who fancy that the award of a good service pension to Admiral KEPPEL is a proof that his doings in China have given satisfaction at the Admiralty, labour under a slight mistake. Sir HENRY KEPPEL is far too energetic and independent to be popular at the Admiralty under the present *regime;* in fact, the qualities that have won for him universal esteem and admiration in the East, and everywhere where "British pluck" is appreciated, are the ones least calculated to receive favour from Mr. CHILDERS. The good-service pension conferred on Sir HENRY, well-earned as it is, proceeds not from a due recognition of his merits at the Admiralty, but is conferred by special desire of the QUEEN.

IT is proposed (according to the *Eastern Budget*) to establish a new route to India, which some people think will be a formidable rival to that *via* Brindisi. A railway is to be built connecting the Austrian lines with the harbour of Santi Quaranta, in Epirus, *via* Dalmatia, Bosnia, and Albania. It is stated that this harbour could be made to accommodate a large number of ships, and that the country in its vicinity is very fertile, and capable of affording a great opening for its commercial development. It is 760 miles nearer Alexandria than Brindisi, and ships using it for the Indian traffic would avoid the dangerous navigation of the Archipelago.

FROM Washington we hear that the project of converting the monthly Pacific Mail service into a fortnightly one is likely to be carried into effect shortly, the Post-office Committee of the American Senate having agreed to a Bill to subsidise the Pacific Mail Steamship Company for carrying mails between San Francisco and China semi-monthly to the amount of $1,000,000 per annum.

THE preparations for the expedition of the first section of cable to be laid by the Great Northern Telegraph (China and Japan Extension) Company are making progress. The Danish frigate *Tordenskjold* has arrived in the Thames, where she will take on board a portion of the cable, for the remainder of which the company have chartered the steamers *Cella* and *Great Northern*. About 400 miles are now finished in the tanks, and the remainder will be completed by the time the ships are fitted up and ready to receive their cargoes. It is expected that before the end of May the whole will be on its way to China.

THE report of Messrs. MICHIE and FRANCIS (delegates of the Shanghai Chamber of Commerce) on the Upper Yangtsze is ordered to be laid on the table of the House of Commons. We are glad to see this valuable document receive the recognition due to its merits.

MR. CYRUS FIELD is in Washington promoting the scheme for a telegraph cable under the Pacific Ocean to connect California, China, and Japan. A memorial has been presented to Congress on the subject.

THE Danish Minister to Japan, M. JULIEN FREDERICK SICK, left by the last (French) mail for Yokohama.

THE CHINESE INDEMNITY FUND.

Under this heading the *New York Times* gives the following report of a meeting held at the University of the City of New York, in regard to the American college at Peking, proposed by Mr. Burlingame :—

The committee appointed at a recent meeting of citizens to consider what disposition ought to be made of the surplus of the Chinese Indemnity Fund, and to communicate with Congress upon the subject, convened on Tuesday, in the Chancellor's room of the University of New York City, at the call of Chancellor Ferris, chairman.

Professor W. P. Jones, lately United States Consul at Amoy and Canton, at whose invitation the previous meeting had been called, gave a brief history of the fund, showing that after the Anglo-French and Chinese war of 1856 and 1857, in which the Chinese authorities burned the foreign settlements of Canton, Mr. Reed, United States Minister, demanded and obtained 500,000 taels (or about $700,000) as indemnity for the losses thus inflicted upon certain Americans; that Mr. Reed promised that if this sum proved to be more than we were entitled to, the excess should be restored to them; that two years later, when all just claims of our citizens had been discharged from the fund, there remained a surplus of more than $200,000, which Mr. Buchanan in his annual message to the Thirty-sixth Congress, and Mr. Lincoln in his annual message to the second session of the Thirty-seventh Congress, both declared "belongs in equity to the Chinese Government," and recommended Congress "to appropriate to some benevolent object in which the Chinese may be specially interested," intending thereby (as shown in Mr. Seward's report, Exec. Doc. No. 29, to 3rd sess. 40th Cong.), the Scientific Institution at Peking, first proposed by Dr. Williams, United States Charge d'Affaires, and afterward repeatedly recommended by the late Minister Burlingame. Prof. Jones stated the design of the institution as twofold; first to teach the Chinese language, laws &c., to Americans desirous of fitting themselves to act as United States interpreters in our consular service, or as scientific explorers, builders of railroads, &c., in that country; and secondly, to teach the Chinese the English language, and introduce a knowledge of American arts and sciences among them. He then showed what action Congress had taken up to this time, upon these recommendations of the Presidents, and submitted sundry resolutions, which he hoped would express the sense of the committee on this subject.

After full discussion, participated in by Hon. Mr. Dodge, Mr Benedict, Mr. Taft, and Chancellor Ferris, the following resolutions were unanimously adopted and ordered to be engrossed, and a copy sent to each House of Congress.

Resolved—That this committee is of opinion that the surplus of the indemnity fund received from the Chinese under the Convention of 1858, referred to in the annual message of President Buchanan to the second session of the Thirty-sixth Congress, and of President Lincoln to the second session of the Thirty-seventh Congress, with the accumulation thereon, certainly does belong in equity to the Chinese Government, as the Presidents therein declare, and should be returned to it. But if declined by the Imperial Government we are in favour, with their consent and approval, of having the same expended in the manner advised by the late Minister Burlingame, to found a literary institution in China for the mutual benefit of both Chinese and Americans.

Resolved—That we believe that the sum of $400,000, judiciously expended, is sufficient to effect very important results in the way

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of introducing a practical knowledge of scientific principles among a people so intelligent and so desirous of obtaining information as the Chinese, and that we believe that the method proposed by Mr. Burlingame, rightly developed, may become the means of rapidly advancing the interests of commerce, science, and modern civilisation, and strengthening American influence with the literati—the real rulers of China.

Resolved—That in view of the fact that our Government has required of China the right to exclusive jurisdiction over all American citizens and American property on Chinese soil, justice and national honour also require that proper provision should be made for the suitable education of interpreters for our consular and diplomatic service in that empire, either according to the plan contemplated by this measure, or by some other equally effective. (Signed)

Isaac Ferris, Chancellor of the University of New York City, chairman; Wm. E. Dodge, President Chamber of Commerce; F. A. Winston, President M.L.I. Co. of New York; E. D. Morgan, E. C. Benedict, A. A. Low, John C. Green, James H. Taft, Stewart Brown, Samuel B. Ruggles. Wm. F. Jones (secretary).

Literature, &c.

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CHINA AND THE GOSPEL*

Under this title the Rev. Mr. MUIRHEAD, well known as one of the most able and experienced among Protestant missionaries in China, has produced an unpretending but withal interesting and valuable little book. In his introductory remarks the author anticipates the question, "Why publish a new book on this subject?" and answers it thus:—"The greatness of the theme, and our long practical acquaintance with it, form the only apology." In truth, no apology is needed at all. A careful perusal of the work leads us to the conclusion that notwithstanding the number of books already written by China missionaries, this one is still important as throwing a new light on many interesting questions, and dealing with others that missionaries, as a rule, either ignore or deal with in a manner doubtless thoroughly conscientious, but at the same time the reverse of practical. Mr. MUIRHEAD'S estimate of the native character is eminently just, as will be seen by the remarks here quoted:—

We desire to give the utmost credit to the Chinese for such illustrations of moral excellence as we find amongst them. At the same time, the whole body politic is in large measure vitiated, corrupt, and depraved. Many of the worst vices obtain among the lower classes; and the higher, the ruling, the mandarin sections, are cruel, unjust, and extortionate in their official life. Little faith can be placed in their word, and they hesitate not to break it whenever their selfish and ambitious interests are supposed to interfere. Our political, mercantile, and missionary intercourse with the Chinese brings out elements in their character and conduct which may irritate and annoy, but need not surprise us. There can be no close hearty association with them, on this very ground. We require to be always on our guard against the deceit, the dishonesty, the untruthfulness, the treachery with which they are chargeable; and their social life is marked by principles and practices which place them in a low position as compared with our Christian civilisation. Infanticide doubtless obtains among them, but we have no means of determining its extent. It is denounced in the Criminal Code and in other official announcements, but it is perpetrated in secret and does not appear in open day. The Chinese are aware of its moral impropriety, but excuse themselves on the ground of poverty or illegitimacy, or the comparative worthlessness of female children, or of the infant soul. A woman once confessed to me that she had destroyed three or four of her own girls, but she did not like it to be referred to, as there was evidently a sense of shame and infamy connected with it. We are inclined to think that the reports among us on the subject are greatly overdrawn; but the fact is, there are times and places when and where the evil is more current than at other seasons and in other circumstances. Gambling is a prevailing habit in China, though it is declared to be illegal. Opium smoking is rampant in all parts, and is eating out the vitals of the nation. It is the fruitful cause of many other social crimes, such as theft, suicide, murder, and piracy, which are greatly on the increase, in consequence of the extensive use of this narcotic.

Mr. MUIRHEAD'S remarks on the political situation are very clear and well expressed, though we cannot help thinking he somewhat exaggerates the "hate and dread" with which foreigners are looked on by the people. At any rate the hatred and fear, even if they do in some parts exist to the extent the author believes, are fostered and stimulated by the mandarins for their own evil purposes, and would soon give way to a better and more friendly feeling were free intercourse promoted instead of the present system of jealous exclusiveness:—

We may further observe that the deep-rooted aversion to change is allied to an intense hostility to foreigners on the part of many. The one is a mere subterfuge in their case for the other. We are hated and dreaded. We have entered China not as friends and tribute-bearers, but as mighty conquerors and independent of control. The authorities have been obliged to receive us, and cede certain rights and privileges which they would gladly take away if they could. Had they the power, the governing classes would soon compel us to leave the country, or confine us to some limited position on the sea coast. And it is the opinion of not a few that this is their aim and expectation. All they are doing now in the way of forming arsenals, building gunboats, training soldiers, and manufacturing shot and shell, is only with this idea, that they may be on an equal footing with ourselves, and be able to fight on our own ground. In evidence of this, it is maintained that the Chinese authorities are more supercilious and overbearing than ever. They are strongly opposed to anything like concession to foreigners, and instead of advancing in the line of progress, showing that they are more favourably inclined towards us, they are actuated by a more exclusive spirit, and are resolved to keep us as much at arm's length as possible. The mission of Mr. Burlingame to Western Courts is represented by many as an illusion, designed only to ward off the day when China shall be thrown open to foreign intercourse in the fullest manner. Its promises of a liberal policy are said to be belied by the occurrences that are taking place in the country, and the stolid opposition of the ruling powers to the demands of our foreign Ministers. What is to be done in the circumstances? We are not writing for political purposes. We have other and higher aims in view. Only we may remark that it is indispensable we should maintain the rights we have already secured, and employ all legitimate means for pressing upon the people and authorities the necessity of progress in their national civilisation and culture. We cannot be true to ourselves, nor to the country with which we are brought into contact, if this is not done. Any drawing back on our part and our just claims and privileges will assuredly be taken advantage of, and issue in our own discomfiture, as well as in loss to the Chinese themselves.

Let the Government maintain their political rights to the utmost, and show that they have both the power and the will to do so. This will intimidate such a treacherous nation as the Chinese are, especially in their representatives, from breaking their treaty stipulations with us, as they are always ready to do. Let our foreign authorities exert their influence for the enlightenment of the high officials as to our superior civilisation and culture, and press these upon them in all legitimate ways. Let our merchants aid in the noble endeavour as best they can, by the diffusion of useful information on the subject among those with whom they come in contact. Let our missionaries, too, act their solemn part in the matter; and by these various means we may expect, in course of time, to see the ignorant and stupid prejudices of the Chinese disappear. They will be taught to know us better than they have done; and, appreciating at once our science and religion, a new era will be followed by a brilliant and glorious day in the character and history of its people.

We should like to make a good many extracts, but have room for only one more, which will give an idea of the author's views on the opium trade—a subject that is attracting a great deal of public attention just now, and will shortly be discussed in Parliament. Mr. MUIRHEAD says:—

We venture to ask, is the opium trade necessary, honest, Christian, in any sense whatever? Can we righteously and conscientiously participate in it? Can we engage in a thing which is in nowise productive of good, and is the direct and acknowledged cause of much evil to the Chinese? They confess that they are befooled and besotted by it. In their own persons, in the various relations of life, in their national character and capacity, they have been overcome, enslaved, degraded by it. They will not defend the use of it in any instance, except that having betaken to it, they cannot give it up. The abandonment of the trade would be confusing for a time to our mercantile interests, to our Indian Exchequer, and to myriads who have become its victims. What then? That is no argument for its continuance, and the call is loud and earnest to those who have anything to do with it. Be the consequences what they may, in any of these respects, the duty of all Christian men is to have no connection with it. We know there are several honourable firms in China who have wholly abstained from the traffic. They are honoured accordingly; but there are many whose names and hands are soiled with the drug. We know one gentleman who was so thoroughly convinced of the evils of the trade that he wrote on his authority to Bombay to cease the consignment of any more opium to his house, and he was prepared to stand by it, however he might be called to suffer. What should hinder all our English and American merchants following his example?

* "China and the Gospel." By the Rev. Wm. Muirhead. James Nisbet and Co.

The April number of *The Food Journal* contains, among other interesting matter, a continuation of the papers on coffee adulteration, in which the admixture of chicory with coffee is unreservedly condemned, as being not only "cheap and nasty," but absolutely poisonous. To make matters worse, it seems that the chicory used to adulterate coffee is first itself adulterated with all sorts of abominations. "Exhausted tea-leaves" form the subject of another article, which is especially interesting just now, when public attention is so forcibly drawn to the importation of spurious tea.

Messrs. Trubner and Co., in their *Literary Record*, give a facsimile of the celebrated *Phra Bat (Footprint of Buddha) near Nophburi in Siam*. They also intended to have given an account of the visit of Mr. Henry Alabaster to this "Holy shrine," and an accurate explanation of the place, but found it would exceed the space available, and have therefore concluded to print it separately, in pamphlet form, and issue it at 2s.

We have received a copy of *Peterson's Ceylon Almanack* for 1870. It contains an immense mass of information of value to those residing or interested in the island, including copious Mercantile and Estates Directories, Civil Service List, Tariff, Postal and Telegraphic Information, &c.

MESSRS. LONGMANS AND CO. will shortly publish a volume entitled *Westward by Rail: the New Route to the East*, containing the letters about the Pacific Railway, the Mormons, and California, from the pen of Mr. W. F. Rae, which originally appeared in the *Daily News*.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks.—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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ARTICLES OF IMPORT.

(For Quotations see Table of Prices Current.)

TEA.

The following is from Messrs. Thompson's Circular:—The Budget published on the 11th inst. has increased the flatness on our market. Dealers are now occupied clearing stocks, and business is not likely to be resumed until after the Easter holidays. Foochow Congous: Dust and Sittings continue unchanged. Common is saleable at 1s., and good common at 1s. 0½d. to 1s. 0¾d. Fair (really good Tea) has been sold at 1s. 0¾d. to 1s. 1d., while medium to good is quoted at 1s. 3d. to 1s. 5d. In fine to finest the stocks continue limited, and the prices are nominal. Black-leaf Congous: Good common at 1s. 0½d. to 1s. 0¾d., and fair at 1s. 1d. to 1s. 2d. show no alteration. Medium and fine continue to be held firmly, the finest grades being very scarce. In Souchongs and Oolongs there is nothing fresh to report. Scented Teas remain unaltered. Green Teas: A few invoices have been placed on the market, but transactions have been limited.

SILK.

There has been no change in the market since our last report; there is hardly any business doing, and prices are rather weaker, although holders continue to ask the same rates. It is hardly probable that there will be any activity till after Easter.

The deliveries from 1st to 13th inst. were—1,276 bales China; 347 bales Canton; 272 bales Japan; 171 bales Bengal. Total, 2,066 bales

COFFEE.

Although strong expectations have lately been held that the duty would be abolished, no alteration has been made, which has had a depressing effect upon the market, and prices have a downward tendency. The offers of Plantation Ceylon at the public sales have been very extensive, and having met with but a limited demand have been quitted with difficulty at a decline of 6d. to 1s., in addition to that reported in our last. Of Native the offers have likewise been large, and the entire quantity has in the absence of any inquiry, been bought in. In other East India there have been no transactions; the only parcel placed on the market, consisting of 889 bags pale Indian Manila, was bought in at 56s. The latest prices paid have been Plantation Ceylon, triage and ordinary, 28s. to 57s.; small grey and dull, 58s. to 62s.; low middling to middling ditto, 62s. 6d. to 66s.; bold ditto, 66s. to 72s.; small coloury, 62s. 6d. to 65s. 6d.; middling coloury, 66s. 6d. to 74s. 6d.; good middling bold and coloury, 75s. to 78s.; fine middling, 79s. to 81s.; pea-berry, 78s. to 84s. Native bought in, bold at 60s. to 64s.; good and fine ordinary, at 56s. to 58s.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation. 304,246 cwt., against 270,769 cwt. at the corresponding date of 1869; Native, 30,194 cwt., against 56,685 cwt. The quantity afloat for the Continent is 2,694 cwt. Plantation against — cwt., and 1,517 cwt. Native against 1,605 cwt. The quantity of Coffee landed in the fourteen weeks ended April 9, 1870, was, of Ceylon, 5,350 tons, against 6,261 tons during the corresponding period of 1869; of all descriptions, 7,901 tons, against 11,295 tons. The quantity entered for home consumption was, of Ceylon, 2,113 tons, against 2,636 tons; of all descriptions, 3,876 tons, against 4 566 tons. The quantity exported was, of Ceylon, 5,246 tons, against 6,308 tons; of all descriptions, 9,344 tons, against 12 709 tons. The stock on April 9 was, of Ceylon, 11,855 tons, against 8,312 tons; of all descriptions, 18,900 tons, against 13,240 tons.

SUGAR.

In consequence of the alteration in the duties, the market presents an unsettled appearance, and the prices paid are very irregular. In East India descriptions there have been no transactions at the public sales; only one parcel has been offered, comprising 3,800 bags clayed Manila, which was bought in at 28s. By private contract 6,000 bags unclayed Zebu have been sold at 22s. 6d.; 1,000 bags Taal, at 23s.; and 1,000 bags current clayed, at 28s. 9d.

The quantity of Sugar landed in the fourteen weeks ended April 9, 1870, was, of Penang, 792 tons. against 1,126 tons in the corresponding period of 1869; of Manila, Java, and China, 5,110 tons, against 8,672 tons; the quantity entered for home consumption was of Penang, 729 tons. against 944 tons; of Manila, Java, and China, 6 700 tons, against 3,472 tons. The quantity exported was, of Penang 32 tons, against 42 tons; of Manila, Java, and China, 1,221 tons, against 406 tons. The stock on April 9 was, of Penang, 2,361 tons, against 469 tons; of Manila, Java, and China, 39,972 tons, against 36,428 tons.

COIR GOODS.—At the last sales only a limited quantity of Yarn was offered, consisting of common qualities which went off slowly, and only about one-half sold at about last sales' rates. Of 50 tons Ceylon Yarn about 26 tons sold, low coarse to common, £20 10s. to £22 15s.; good common, £25 5s; medium, £27 to £28 15s. 3 tons Ceylon Fibre were offered and withdrawn.

CARDAMOMS.—We note the sale of 11 bags Ceylon at 2s. 11d.

CANTHARIDES.—Of China 6 boxes were offered and bought in at 2s. 6d.

CANES.—At auction 42,825 Tonkin were bought in at ¾d., 7,000 Whanghee at 2¼d., and 1,146 picked Dragon at 8d. Of 34,985 Partridge offered 12,000 sold at 2¼d., 20,000 Borneo at 1⅞d. to 1¾d., 10.500 Malacca at 3¾d. to 4⅛d., and 900 picked at 1s. 1d. to 1s. 2d.

CAMPHOR.—The market continues quiet, with limited business in China at 87s. 6d. per cwt.

COCOA-NUT OIL.—Small transactions continue to be effected in Ceylon at £42 per ton. The quantity of Ceylon afloat for Great Britain is estimated at 50,681 cwt., against 35,222 at the corresponding date last year, and 25,442 cwt. in 1868.

CINNAMON.—The offers have been 144 bales Ceylon, which were chiefly bought in, first sort at 3s. 2d. to 3s. 3d., second at 2s. 6d. to 2s. 8d., coarse third at 1s. 8d., only 13 bales sea-damaged selling at 1s. 6d. to 2s. 4d.; 13 cases broken were bought in at 1s. Chips: 400 bags Ceylon were offered and all sold at previous rates, common bark at 2¼d. to 2⅝d.; middling woody chips at 4⅛d. to 5¼d. good middling at 5⅝d.

CUTCH.—At auction 242 boxes good Penang were bought in at 25s. and 72 cases 56 bags very low mixed sold without reserve at 7s. 6d. to 9s.

GAMBIER.—The only sale reported is of 50 baskets Cubes at 18s. 6d. per cwt.

GUMS.—Copal: At auction of 555 cases Manila offered about 290 cases, chiefly soft kinds, sold at firm rates; hard description met less demand and was bought in at 50s.; fair to good clean soft yellow sold at 36s. to 38s.; dark, 30s. to 35s. 6d.; good hard, partly scraped, 48s. 6d.; dark. 39s. 6d.; 130 cases bold hard coated Singapore sold at 40s. 6d. to 45s. Damar: 7 cases middling Singapore sold at 74s. Gamboge: 20 cases sold; good clean pipe slightly run at £16 10s.; the first lot £16s. 5s.; blocky and country damaged, £14 2s. 6d.; one lot £14 5s.; and 8 cases middling lump and pipe at £14 5s. to £14 10s.

HEMP.—There is a steady but not an active demand for Manila; the sales amount to about 630 bales; common brown at £51; fair roping at £52. and £54 for Sorsagon.

HIDES.—At the last sales there was a good demand for East India Hides, the Home Trade having operated more freely than for some time past, and the catalogues were all but cleared. 18,006 Dry Singapore and Penang Cow Hides were offered and sold—Dry best light, 10½d.; seconds, 8d. to 9¾d.; best heavy, 9½d. to 9½d.; seconds, 7½d. to 8½d.; extra heavy, 7¾d. to 8¼d.; thirds, 6½d. to 7½d.; best small, 10¾d.; seconds, 9½d. to 9¾d.; third small, 7½d. to 7¾d.; fourths, 5½d. to 6d.; brined, best light, 12d.; seconds, 9¾d.; best heavy, 9¾d.; seconds, 8½d.; extra heavy, 8d. to 8¼d.; small, 12d. per lb. 4,981 Singapore and Penang Buffalo Hides were offered, and 1,341 sold—Prime slaughtered, best and seconds, 6½d.; fair to good, best heavy, 5½d. to 5¾d.; seconds, 5½d.; thirds, 4d. to 4½d.; light, 6½d. per lb.

INDIA-RUBBER.—Without change; no transactions are reported in East India.

ISINGLASS.—An offer of 5 bales Manila cake was bought in at 2s. 9d.; 4 bags Penang leaf sold at 3s. 8d. to 3s. 9d.

INDIGO.—The dulness previously reported still prevails, there being little if any disposition to make purchases; and, as owners do not press sales, business is of very small amount.

JAPAN WAX.—There is no business to report.

MUSK.—The market is steady, and at auction 47 caddies Tonquin sold at about previous prices, fair partly rough and bally 28s. 6d. to 29s., one lot 28s., wet 20s., rough and bally 16s. 6d. to 18s., pickings 10s. to 12s., 2 tins grain bought in at 42s. to 45s., 1 tin skins sold at 1s. 3d.

OILS.—Aniseed: Of 20 cases offered 1 case sold at 8s. 7d., the remainder bought in at 8s. 8d. Nutmeg: 11 cases sold colored to fine pale at 7d. to 7¾d. Cassia: 12 cases sold at 4s. 7d., and 2 cans settlings at 4s. 1d.

PLUMBAGO.—Fair business has been effected in Ceylon at steady rates, viz., good clean lump 24s., small 20s., good small bright 22s., fine bright chippy dust 17s., chips 13s. 6d., fine dust 12s. 6d., good 10s. per cwt.

PEPPER.—The market for both Black and White is dull, and prices are a shade lower; of the former the sales have been 300 bags damaged and repacked; Penang at 4 11-16d.: 120 bags sound at 4¾d.; 200 bags West Coast at 4 13-16d.; and 350 bags Siam at 4¾d.; 631 bags Singapore being bought in at 5¼d.; and 400 bags Penang at 4¼d.; of White 50 bags ordinary Singapore have realised 6¼d.; and 63 bags first class but sea damaged 6¼d.

RHUBARB.—Of 72 chests China offered 64 chests ordinary rough sold at 8d. to 9d., the remainder being bought in; good fair, smooth coated, at 4s. 4d. to 4s. 6d.

RATTANS.—At auction 5,168 Penang sold at 3s. 1d. to 4s.; chiefly damaged and mouldy at 2s. 3d. to 3s. 9d. per 100 canes.

RICE.—The market has continued to present a quiet appearance; the only sale on the spot has been of 10,000 bags old crop Necransie Arracan at 7s. Afloat the following transactions are reported:—The cargo of 689 tons field Siam, per J. H. Love, sold for London at 7s. 6d. landed. The cargo of 1,300 tons field Siam, per Rajah of Cochin, arrived off coast, sold at 7s. 3d. new quay terms for London. The remainder of the cargo of old Rangoon, per Waterloo, consisting of about 850 tons, sold at 8s. 9d. new quay terms. The cargo per Berar, about 600 tons, Rangoon early February, sailing at 9s. 6d. ex ship for London with guarantee of quality. The cargo per Shields, 500 tons Rangoon, February sailing, on same terms.

SPICES.—Cassia Lignea: At auction 886 cases of fresh import, per Canning, met few offers, and were chiefly withdrawn, second pile 125s. to 128s., except a few lots which sold at 124s., unsorted 120s. Mace: Of 7 cases Penang offered 3 cases middling red sold at 3s. 1d., the remainder being bought in at 3s. 6d.; 11 cases Java sold, good middling red at 2s. 10d. to 2s. 11d., middling at 2s. 8d., common mixed at 2s. 6d., low at 2s. 1d. Nutmegs: Of 9 cases Penang offered 2 cases 81's and 78's sold at 2s. 5d. to 2s. 7d., 16 barrels 96's being bought in at 2s. 2d.; 25 cases Java chiefly sold, 79's to 76's at 2s. 6d. to 2s. 8d., 91's at 2s. 1d.

SHELLS.—Mother-o'-Pearl: At the periodical auctions the supply, which was not large, met with a good demand, the greater part being disposed of; Manila sold rather dearer, the whole quantity offered, 89 cases, being disposed of; fair bold commencing at £8 17s. 6d., and rising to £9 7s. 6d.; good to fine bold at £9 7s. 6d. to £9 15s. Tortoise: The only offer of East India, one box (67 lbs) Singapore, was bought in at 17s. Turtle: 3 cases (203 lbs) Manila were offered, and bought in at 4s. 6d. per lb. Cowries have met a good demand, and sold at advanced rates; 29 bags good blue Manila sold at 22s. 6d.; 12 bags Penang were withdrawn. Other Shells: 16 tons Japan Ear sold, commencing at £47 5s., and rising to £49 10s. per ton; 9 cases 8

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baskets Singapore Fancy sold, Clam at 1½d. to 2½d., Helmet at 6½d. to 8d. each.

SAPANWOOD.—At auction 18 tons Siam sold, first pile at £9, second at £8, sea-damaged at £7; 67 tons Manila were bought in at £8 15s. to £9, except 14 tons stained, which sold at £6 10s. to £7.

STAR ANISEED.—An offer of 10 cases fair China was bought in at £6 2s. 6d.

SAGO.—In public sale 980 boxes good small pearl were bought in at 18s. 6d., 218 bags middling ditto sold at 17s. 6d., and 32 boxes also sold, good large at 23s. 6d., medium at 3s.

TAPIOCA.—Of 721 bags Singapore 250 bags sold, fine at 2¼d. to 2½d., the remainder Rio kind being bought in at 3d.; 200 bags Penang were also bought in at 3d.

TIN.—An active demand has been exhibited, and rates have gradually advanced; the closing rates are—Straits on the spot £131, afloat £130; Banca and Billiton £130, being a rise of £3 upon last mail's quotations.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

The activity noticed in our last report continued for some days after the departure of last mail, and had the effect of slightly advancing prices for goods suitable for China and Japan. The inquiry, however, became subsequently somewhat less extensive, but without weakening prices, and the tone of the market now is quiet but firm, producers declining to make any concession upon current rates either for present or future delivery. China Grey Shirtings show an advance of 1¼d. to 3d. for 8½ lbs. and 9 lbs., other weights being without alteration; T-cloths exhibit a similar rise except 6 lbs.; and Yarns, both 16-24 and 28-32, are ¼d. higher.

QUOTATIONS.

GREY GOLD END SHIRTINGS, CHINA AND JAPAN QUALITIES.

Width	39 in.	...	...	...	...	...	44 in.
Weight	7 0	7 0	8 4	9 0	9 4	9 12	9 0
Count	14 by 12½	14 by 13	16 by 15	16 by 18	19 by 19	19 by 19	16 by 15
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Pillar Ticket ...	9 3	9 3	11 0	12 4½	12 10½	—	—
Horse & Jockey Ticket... ...	9 4½	9 4½	11 3	12 7½	13 1½	13 9	12 0
Hand & Branch Ticket... ...	9 7½	9 7½	11 6	13 0	13 3	14 0	12 3

T-CLOTHS, CHINA AND JAPAN QUALITIES.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14 by 13	15 by 15	15 by 15	18 by 18	18 by 18	18 by 18	18 by 18
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Horse and Jockey Ticket	7 0	7 1½	7 10½	7 9	8 7½	9 9	10 3
Hand and Branch Ticket	7 1½	7 3	8 3	8 0	9 0	10 3	10 6

		s. d.	s. d.
China Grey Shirtings, 8½ lbs. (Eagle Chop)		... 11 3	—
Maddapollams		... 4 1½	—
Long Cloths		... 10 9	—
White Spot Shirtings ...	(nominal)	... 12 1½	—
,, Brocade	do.	... 12 4	—
,, Damasks	do.	... 22 0	—
Cotton Yarn, Nos. 16-24 China ...		... 1 2½	to 1 3½
Nos. 28-32 do. ...		... 1 3½	to 1 4½
No. 40 do. ...		... 1 4	to 1 5½
No. 40 Mule Twist ...		... 1 3½	to 1 5½

NEW YORK MARKET REPORT.

COFFEE.—A considerable improvement has taken place in the market for Brazil, owing to the stock being small and in few hands; for this description there is an active demand, at an advance of one-half cent. For East India the inquiry still continues limited, but in sympathy with the movement in Brazil, prices are firmly maintained at about the range previously ruling, viz.:—Java Government bags 20c. to 21½c.; mats, 20c. to 21c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. gold. The sales have been small in extent, and are not reported in detail; an arrival of 14,000 mats Java, per Regina Maris, had been sold previously afloat. The stock of Manila on the 1st April was estimated at 2,627 bags, against 6,769 bags on April 1, 1869; of Java (Government) at 815 bags, against 1,641, bags; of Java mats, 51,929, against 41,808 bags; of Ceylon, 1,500 bags, against 7,000 bags; of Singapore *nil.* in both years.

CAMPHOR.—China is quoted 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.12½; Cassia, $1.25 gold.

GAMBIER.—The current quotation is 4⅜c. to 4½c. gold (duty paid); stock, very small.

HEMP.—The requirements of manufacturers who have for some time past been holding off for lower rates have at length brought them into the market, and shortly after the date of our last report a sale was effected, 3,300 bales Manila at 14½c. gold (60 days prompt), and of 1,000 bales to arrive on private terms. The quotation above given was firmly maintained up to the close. Three vessels recently arrived from Manila, the Franklin, Tabor, and Western Chief brought supplies amounting to 13,018 bales, the greater part of which has been added to stock without influencing the tone of the market. The stock of Manila on the 1st April was estimated at 20,591 bales, against 3,205 bales at the corresponding date of 1869, and 27,844 bales in 1868. The imports into the United States from the 1st January to the 31st March, 1870, were 48,136 bales, against 34,795 bales during the corresponding period of last year, and the quantity afloat on the 31st March was 18,317 bales, against 12,676 bales at the same date last year.

INDIGO.—The market for Manila continues to present a quiet appearance, but prices are well maintained; we note the sale of 40 cases at $1 to $1.36 currency.

PRESERVED GINGER.—China is quoted $8 currency (duty paid).

RHUBARB.—The quotation for China is $1.50 to $2.50 currency (duty paid).

RICE.—The market generally is dull, and prices exhibit a downward tendency. In East India there has again been an absence of business for home consumption, the only sales having been 650 bags Rangoon for export at $2.87½ to $3.25, gold (in bond). The stock of East India on the 1st April was 6,350 bags, against 10,940 bags at the corresponding date last year, and 4,200 bags in 1868.

SPICES.—There have been considerable arrivals of Cloves, Nutmegs, Mace, Cassia, &c., but were sold and reported by us previous to arrival, and we have now only to notice the sale of 15,000 mats Cassia, ex Oliver Cromwell, at a private price. There is a fair jobbing demand, and, with stocks well concentrated, prices are steady and firm at previous rate.

SUGAR.—Immediately following our last report sales were effected of 3,925 bags Manila ex W. G. Russell at 9¼c., and subsequently 9,000 bags per same vessel were quitted at 8⅞c. to 8¾c. gold. These sales comprised the whole of the business in East India, the inquiry for which has not kept pace with that for other kinds, which is improving. The closing quotations are—Java (Dutch Standard, Nos. 10-12) 8⅝c. to 9¼c. Manila current to superior clayed 8c. to 8¼c. The stock on the 1st April was of Java 9,024 bags, 2,366 baskets, against 310 baskets, at the corresponding date last year; of Manila 291,428 bags, against 39,190 bags; of China 1,911 bags against *nil.*

TEA.—The market continues quiet, the demand continuing very limited, and as the supply has increased prices rule less firmly than at the date of our last. The sales have been 1,052 half-chests Green, per Everhard; 1,200 half-chests, per J. L. Stone; 200 half chests, per Dilpussund; and 800 half chests Oolongs, per Yokohama, at the following prices, which are the current quotations:—Hyson: Common to fair, $65 to 75; superior to fine, $80 to 90; extra fine to finest, $105 to 130. Young Hyson: Canton-made, nominal; common to fair, $65 to 75; superior to fine, $85 to 110; extra fine to finest, $125 to 160. Gunpowder and Imperial: Canton-made, nominal; Common to fair, $75 to 90; superior to fine, $105 to 130; extra fine to finest, $140 to 175. Hyson-skin and Twankay: Canton-made, nominal; common to fair, $18 to 68; superior to fine, $65 to 68; extra fine to finest, $70 to 75. Uncoloured Japan: Common to fair, $78 to 78; superior to fine, $80 to 90; extra fine to finest, $95 to 115. Oolong: Common to fair, $60 to 70; superior to fine, $75 to 95; extra fine to finest, $105 to 140. Souchong and Congou: Common to fair, $60 to 70; superior to fine, $75 to 80; extra fine to finest, $175 to 180.

TIN.—There was a steady market for a few days after the date of our last report, business being done to the extent of 100 slabs Billiton at 32¼c. gold (thirty days prompt) and 800 slabs Straits on private terms. Subsequently advices were received of an advance in the London market consequent upon the result of the Dutch Trading Company's sale, and three had the effect of advancing prices and strengthening the inquiry; sales are reported of 800 slabs Straits and Billiton at 32¼c. 425 slabs Banca at 34c. to 35c., and 200 slabs Billiton at secret prices. At the close holders are quoting Straits, 32½c. to 33c.; Banca, 34¼c. to 35c. gold.

SAN FRANCISCO MARKET REPORTS.

COFFEE.—Holders manifest a good degree of stability; not inclined to force sales, but willing to meet jobbers' views regarding quantity. Quotations: O. G. Java, 22c; Manila, 17c.

CORDAGE AND HEMP.—The San Francisco Company adhere to the advanced price of 18¼c. for round lots to the trade, and 20c. for jobbing parcels. The last China steamer brought over 960 bales Manila Hemp for the local factory, thus keeping up liberal stocks of the raw material. Manila cordage is in limited request.

CHINA MATTING.—Imports from Jan. 1 to March 16—49 bales 2,207 rolls. The season for an active trade in this line is approaching. At present, however, there are no sales of importance to record.

RICE.—Imports from Jan. 1 to March 15—China, 58 946 mats. According to late market advices, No. 2 China cannot now be placed here for less than 6¼c. per lb. This has been the occasion of an improved business with us. Sales, 15,000 mats China, at $5.35 to 5.62½ per 100 lbs.; now held at $5.75 to 6.

TEA.—Imports from Jan. 1 to March 15—China, 3,193 packages; Japan, 16,793 packages. The entire cargo of Japan, ex Benefactress, has gone over the Pacific road, a considerable portion of the 11,000 chests being ordered, by New York telegram, to be left at Chicago. In addition to the above, we note shipments of other parcels to Jackson, Michigan. The present quotations for Japans is 65c. to 90c. according to quality and size of package. Common Oolongs rule at $1 to 1.25 and $1.50 per lb, according to the chop and size of package.

SHIPPING.

ARRIVALS.—March 23, at San Francisco, from Hong Kong, Sumatra; from Sourabaya, Gerardina Susana; 26, at New York, from Foochow, Resolute; 27, from Yokohama, George Becker; at Boston, from Penang, Rainbow; 28, at New York, from Hong Kong, Oliver Cromwell; 29, from Shanghai, Tynedale; from Yokohama, Phaeton; from Hong Kong and Manila, Franklin; 30, from Manila, Western Chief, Tabor; from Amoy, Raleigh; 31, from Padang, Regina Maris, Zeebloem; from Shanghai, Elizabeth McDougall; April 1, from Amoy, Golconda; 9, at Boston, from Yokohama, Rifleman.

DEPARTURES.—March 19, from San Francisco, for Hong Kong, Comet; 24, Golden Fleece, Shirley; 30, from New York, for Singapore, Queen of the Seas.

LOADING.—At New York, for Hong Kong, Formosa; for Hong Kong and Shanghai, Willie Rickmers.

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LONDON PRICES CURRENT.

IMPORTS.

	s. d.	s. d.
CANES, Bamboo—each	0 0½	0 2½
Malacca	0 1½	0 11
Partridge	0 1½	0 4½
Tonkin	0 0½	0 1½
COFFEE, in bond per ct (*Duty 3d per lb.*)		
Ceylon		
Native fine bold ...	58 6	62 6
gd. and fine ord.	54 0	58 0
small and ordinary ..	44 0	53 0
Plantation, fine ..	89 0	93 0
fine middling ..	82 0	86 0
good middling ...	76 0	80 0
middling	67 0	75 0
fin ord. to low mid	60 0	67 0
mixed and triage ..	30 0	58 0
Batavia, yellow ...	—	—
pale and mixed ...	—	—
Sumatra	—	—
Manila...	—	—
Singapore	—	—
COIR GOODS, per ton	£ s	£. s.
Rope, Ceylon ...	—	—
Yarn, good & fine...	37 0	71 0
ord. to medium...	22 0	35 0
Junk	—	—
Fibre	12 0	32 0
COTTON ...per lb	s. d	s. d.
Surat	0 7	0 10⅝
Sawginned Dharw ...	0 9¼	0 10¾
Madras, Tinnevelly ...	0 8⅝	0 9¼
North, and Westrn.	0 7	0 9¼
Cocanada	0 8¼	0 9½
Bengal and Rangoon	0 7⅛	0 8⅜
Scinde	0 7⅝	0 8½
China	—	—
Egyptian	0 8½	1 5
Smyrna	0 9	0 11
Sea Island	1 4	3 6
Upland...	0 10	0 11½
Mobile...	0 9⅝	0 11½
New Orleans	0 10	0 11⅝
CUTCH.		
Pegu	—	—
Straits...	25 0	—
DRUGS.		
Aloes, Hepatic, per ct	60 0	160 0
Socotrine ...	100 0	220 0
Aniseed, China Star...	120 0	125 0
Beans, Tonquin, per lb.	0 10	1 6
Camphor, per cwt. ...	—	—
Japan	—	—
China	87 6	—
Cardamoms ...per lb.		
Malabar, good ...	7 10	8 6
inferior	5 9	7 0
Ceylon	2 6	2 10
Cocoas Nuts, per cwt.	12 0	15 0
Cassia Fistula ...	16 0	35 0
China Root	35 0	45 0
Colombo Root ...	30 0	40 0
Cubebs...	32 0	35 0
Dragon's Blood ...	87 6	200 0
Galangal Root ..	17 0	22 0
Gentian Root... ...	19 0	—
Ipecacuanha ... per lb.	5 6	6 0
Isinglass, Brazil ...	2 7	4 5
Tongue sort ...	3 0	4 9
Penang	2 0	4 0
Myrabolanes, per cwt.	7 0	15 6
Musk ... ...per oz.	18 0	34 0
Orris Root ... per ct.	38 0	44 0
Rhubarb ... per lb.		
China, good and fine	4 6	8 0
gd mid. to ord ...	0 8	4 8
Dutch trimd. ...	10 0	—
Saffron, Spanish ...	44 0	—
Squills...	0 1½	0 2½
Tamarinds ...per ct.		
East India	9 0	14 0
Vanilla, large...per lb.	24 0	32 0
Vermillion, China ...	3 0	3 1
ESSENTIAL OILS.		
Aniseed ...per lb.	8 8	8 9
Cassia	5 0	—
Cinnamon ...per oz	1 0	4 6
Citronel	0 2½	0 2⅝
fine	0 3	—
Clove ... ...per lb	2 7	—
Lemon...	5 0	7 0
Lemongrass ...per oz.	0 3½	0 3⅝
Mace, expressed ...	0 1	0 2½
Nutmeg	0 5	0 10
Orange ... per lb	5 0	7 0
Patchouli ..per oz.	6 0	—
DYE STUFFS.		
Galls, Buss. bl. per ct.	90 0	100 0
in sorts	65 0	75 0
white	50 0	52 0
China	49 0	50 0
Japan	—	—
Sticklac, Siam per ct.	40 0	57 6
Madder Root... ...	—	—
Bombay	25 0	30 0
Orchella, Angola ...	60 0	65 0
Bombay	—	—
Turmeric per cwt.	—	—
Bengal	20 6	21 6
Madras	11 6	14 0
Malabar split bulbs	12 6	14 0
Java...	—	—
China	30 0	40 0
GAMBIER.		
Bales per cwt.	—	—
Cubes	18 6	—
GUMS ... per cwt	£ s.	£ s.
Arabic...	—	—
E. I. fine pale ...	3 16	4 2
sorts, mid. to fine	3 5	3 14
garblings ...	2 0	3 0
Assafœtida, com. to gd	2 0	5 0
Benjamin, Siam, 1s and 2nd	14 0	23 0
Sumatra, 1st an 2nd	7 0	11 0
do. third	3 0	6 0

GUMS.	£ s	£ s.
Copal, Angola red ...	4 15	5 7½
Manila ...	1 10	2 15
Dammar, Batavia, pale	3 17½	4 5
Straits	3 17½	—
Gamboge, pkd. pipe...	14 0	16 0
GUTTA PERCHA	s. d.	s d.
genuine ...per lb.	2 6	4 6
HEMP ... per ton	£ s	£. s.
Sisal	54 0	57 0
Manila, fair roping ...	52 0	—
do., Boluzan ..	54 0	—
China grass	70 0	75 0
HIDES.		
Sourabaya & Batavia		
Ox and cow hides, dry, best, 61b. to 10lb.	s d	s d
Seconds	—	—
Thirds	—	—
Buffalo hides, yellow, best, 17lb. to 22lb. ...	0 6½	0 7½
Seconds	0 5½	0 6
Thirds	0 3½	0 4½
Dark, best, 20lb. to 28lb.	0 5½	0 6½
Seconds	0 4½	0 5½
Singapre., Pnang., &c.		
Ox and cow hides, dry, best, 6lb. to 10lb	0 8½	0 10½
Seconds & Thirds	0 6½	0 9¼
Buffalo hides, best, 20lb. to 36lb. ...	0 5½	0 6½
Seconds	0 4½	0 5½
Manila,		
Buffalo hides, best, 18lb. to 27lb. ...	0 4	0 5
Seconds	0 3½	0 3¾
HORNS, BUFFALO, per cwt.	—	—
Singapore, 2½lb. to 4lb.	35 0	48 0
INDIGO.—		
Manila...	—	—
Bengal...	5 6	10 2
INDIA RUBBER, pr lb.		
Assam and Pegu ..	1 0	1 4
Penang and Java ...	1 5	1 10
JAPAN WAX.		
Saucer...	—	—
Block	—	—
OILS.	£ s	£ s.
Cocoa-nut, Coch. p.tn.	46 0	—
Ceylon	42 0	—
Sydney	35 0	41 0
Singapore	—	—
PEPPER. per lb.	s. d	s. d
Penang, black ...	—	—
Singapore, do. ..	—	—
Siam, do.	—	—
Singapore, white ...	—	—
PLUMBAGO.	s. d.	s. d.
Ceylon, Lump ...	14 0	27 0
Dust	6 0	14 0
German	4 0	5 0
RUM.		
Penang (proof) ...	1 8½	—
RATTANS.		
Straits	2 11	3 1
Java	—	—
Siam	—	—
RICE, E.I. per cwt	s. d.	s. d.
Arracan (Necransie)	8 9	—
Rangoon	—	—
Bassein	—	—
Saigon...	—	—
Java	—	—
Siam, garden... ..	—	—
Do. field	—	—
SAGO (*duty free*) ...		
Pearl, small	—	—
large and medium	—	—
Flour, Singapore ...	13 9	—
SHELLS per cwt		
Mother o'Pearl ...	—	—
Manila	190 0	—
Straits	250 0	—
Bombay	—	—
Tortoise per lb.	—	—
Manila	—	—
Straits	8 0	14 6
SOY per gall.		
China	2 10	—
Japan	—	—
SPICES.		
Cassia Lignea, per cwt.	120 0	130 0
Vera...	47 0	88 0
Buds	160 0	175 0
Cinnamon per lb.		
Ceylon, 1st quality.	1 10	3 7
2nd ,,	1 6	3 4
3rd ,,	1 3	3 1
4th ,,	0 10	2 7
Chips ...	0 3	0 9
Cloves, Penang ...	0 10⅝	1 0
Amboyna	0 4½	0 5¾
Zanzibar	0 2⅝	0 3
Ginger per cwt.		
Cochin	32 0	110 0
Preserved China ...	0 6½	0 8½
Mace, Penang ...	—	—
Java	—	—
Nutmegs.		
78 to 60 lb. ...	2 8	4 0
80 to 90 lb. ...	2 2	2 7
95 to 132 lb. ...	1 7	2 1
SAFFRON. per lb.	—	—
SUGAR per cwt.		
Duties:—		
Ref. and Candy, 6s.		
Raw, 1st cl. 5s. 8d.		
,, 2nd cl. 5s. 3d.		
,, 3rd cl. 4s. 9d.		
,, 4th cl. 4s.		

SUGAR.	s. d.	s. d.
Penang, yell. & white	—	—
brown ...	—	—
Manila, clayed ...	—	—
unclayed ...	—	—
Java, gray and white	—	—
brown and yel.	—	—
China	—	—
brown and yellow...	—	—
Siam, yellow... ...	—	—
brown	—	—
TAPIOCA (*Duty free*) per lb.		
Penang and Singapre.	0 1¾	0 3
Pearl ... per cwt	21 0	24 0
Flour	0 2	0 2½
TEA AND SILK.		
See Market Report.		
TALLOW.		
Straits...	—	—
TOBACCO.		
(*Duty 3s per lb., and 5 per cent. and ⅛ per cent., equal to about 3s. 1½d per lb*) pr. lb.		
East India leaf ...	0 2	0 5
Japan	0 6¾	0 8
Java	0 7¼	—
Manila cheroots ...	6 0	7 6
TIN.	£ s.	£ s.
Banca	130 0	—
Billiton	130 0	—
Straits	131 0	—
WOOD ...per ton		
Red Sanders, Singap.	8 10	—
Sapan, Manila ...	7 15	8 10
Do., Siam	8 10	—
Ebony... ...		
Ceylon	6 0	12 0
Satinwood ... per ft.	—	—
Sandalwood	—	—
WOOL ... .. per lb.	s. d	s. d.
E. I. & China, white	0 9	1 2
yellow and gray ..	0 3	1 1

EXPORTS.

	s. d.	s. d.
CHEMICALS.		
Alum ... ...per ton	145 0	155 0
Antimony, ore ...	320 0	360 0
crude ...per cwt.	35 0	—
regulus, bowl ...	65 0	68 0
star	65 0	68 0
Brimstone, roll ...	11 0	—
Calomel ...per lb.	2 5	—
Corros. Sublim. ..	1 11	—
Iodine, dry per oz.	0 9	0 9½
Ivory Blk. dry, p. cwt.	—	—
Lime, Acet wh. ...	12 6	23 0
Magnes Carb. ...	42 6	—
Prussian Blue, per lb.	—	—
Quinine Sulph., per oz.	—	—
British, in bottle ...	5 10	6 0
French	5 6	—
Vermilion, Eng., pr. lb.	2 6	3 0
COAL, per ton		
London	15 3	18 6
Newcastle	—	—
Cardiff	—	—
COCHINEAL per lb.		
Honduras, black ...	2 8	3 10
silver ...	2 7	2 11
pasty ...	2 0	2 6
Teneriffe, black ...	2 9	4 0
silver ...	2 7	2 9
METALS.		
IRON ... ...per ton	£ s.	£ s.
Welsh Rails in Wales	7 5	7 10
Welsh Bars in Wales	6 5	6 10
Welsh Bars in London	6 15	7 5
Staffordshire Bst. Bars in London	8 0	8 5
Staffordshire B. Nail Rods...	8 0	8 5
Stafford-hire B. Hoops	8 10	9 0
Staffordshire B. Sheets	9 10	10 0
Scotch Pig No. 1 in the Clyde	2 16½	—
Swedes Bars in London	10 0	10 10
Swedes Steel in kegs, ½ in. and ⅝ in. ...	15 0	15 5
COPPER	s. d.	s. d.
Ore ... per unit	13 3	—
	£ s.	£ s.
English tough quality	70 0	—
English best selected	71 10	—
English Sheets,—		
Sheathing, &c. ...	77 0	79 0
English Bottoms ... rolled	80 0	—
English Bottoms ... hammered	86 0	—
Yellow Metal Sheets, 4 by 4 ft. ...per lb.	s. d.	s. d.
Yellow Metal Sheathings and Rods ...	0 6½	—
LEAD ... .. per ton	0 6¾	—
Pig, W.B.	£. s.	£ s.
Pig, L.B.	19 15	—
Pig, other brands ...	19 5	—
Spanish soft, ex ship	18 17½	19 5
Sheet	18 7½	—
Shot (kegs extra) ...	19 5	19 10
White (kegs extra) ...	22 0	—
Red (kegs extra) ...	27 0	30 0
QUICKSILVER per bottle	20 10	21 0
SPELTER ... per ton	6 17	—
Silesian	19 5	19 10
English (smelted from ores)... ...	19 0	19 5
TIN.		
English plates ...	—	—
ZINC.		
English Sheet ...	24 0	—

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Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Apr. 9	Palestine	Massey	Colombo	London
— 7	Oscar Vidal	Berg	Canton, for Hamburg.	Falmouth
— 6	Kate Carnie	Lowe	Singapore	Off Scilly
— 7	Fiuellin	Simpson	Shanghai	Do.
— 7	Marie Elizabeth	Bonjer	Sourabaya	Do.
— 8	Indiana	Cooper	Bangkok	Queenstown
— 8	Mogul	Blyth	Akyab	Do.
— 8	Daylight	Pearce	Macao	Falmouth
— 8	Kali Moas	Kuhn	Foochow	Do.
— 8	Spirit of the South	Burrows	Rangoon	Do.
— 8	Merwanjee Framjee	Bidwell	Manila, for Liverpool	Off do.
Mar 15	Cataluna (str.)	Icaiaquillo	Macao and Mariel	Havana
Apl. 10	Valkyrien	Page	Foochow	London
— 10	Corea	Carr	Shanghai	Do.
— 10	Elizabeth Graham	Pragg	Colombo	Do.
— 10	Petchelee	Owen	Macao	Do.
— 11	England's Glory	Moon	Foochow	Do.
— 11	Belvidera	Gedge	Colombo	Do.
— 8	Johanna Augusta	—	Singap., for Hamburg.	Off Portland
— 8	Sirene	Andrea	Soura., for Christiansd	Portland Roads
— 8	Alice	Schuck	Hg. Kg., for Hamburg.	Off the Start
— 11	Lady Melville	Harrison	Ceylon	Portsmouth
— 9	Royal Diadem	Thomas	Hong Kong	Falmouth
— 10	Helena and Anna	v der Valk	Bangkok	Do.
— 10	St. Helens	Urkman	Do.	Do.
— 10	Asterias	Sloan	Manila	Off do.
— 5	Jannetje	—	Batavia, for Rottrdm.	Off Scilly
— 5	Aurora	—	Sourab., for Amstrdm.	Do.
— 7	Maarten v. Rossem	—	Samar., for Schiedam	Do.
— 8	County of Ayr	—	Sourab., for Rotterdm.	Do.
— 8	Oriana	Lund	Manila	Liverpool
— 11	John and Pauline	Maden	Macao	London
— 9	Pauline C. Eleonore	Kuyper	Tjilatjap for Amstdm.	Off Beachy Head
— 12	Earl Dalhousie	Campbell	Foochow	London
— 12	Glamorganshire	Gilley	Do.	Do.
— 11	Belvidere	Howes	Zebu	Queenstown
— 10	Æolus	de Vries	Batavia	Brouwershaven
— 12	Dora	Brown	Shanghai	Falmouth
— 12	Rajah of Cochin	Sedgwick	Bangkok	Do.
—	Imperator Alexr. II.	Molsa	Java, for Amsterdam	Off I. of Wight
—	Henrietta Adriana	Schuchard	Batavia, for Rottrdm.	Off Plymouth
— 12	James Vimicombe	Riggall	Bangkok	Falmouth
—	Europa	Lupcke	Banjoewangie	Off Land's End
— 11	County of Nairn	Bain	Do.	Brouwershaven
— 11	Oceanus	Planten	Do.	Do.
— 11	Maria Sarah	Van der Eyk	Do.	Do.
— 11	President Plate	Julius	Do.	Do.
— 11	Kenilworth	Butler	Batavia	Do.
— 11	Kaap Hoorn	Dik	Samarang	Off do.
— 11	Hall	v. Rossum	Batavia, for Rotrdm	Zierikzee
— 12	Sliedrecht	Borchers	Do. do.	Off Falmouth
Mar. 1	Uncowah	Roscevin	Macao	Callao

DEPARTURES.

Date.	Ship.	Captain.	For	From
—	Prince Amelie	Driest	Japan	Amsterdam
Apr. 7	Highlander	—	Singapore	Liverpool
—	Gezina Maria	Rolff	Sourabaya	Amsterdam
—	Anna Margaretha	v Munchen	Batavia	Rotterdam
— 7	George	Mehrens	Shanghai	Cardiff
— 9	Craigforth (str.)	Froud	Sing., H.K., & Shang., via Suez Canal	London
—	Devana	—	Batavia	Shields
— 11	Lord Macaulay	Care	Hong Kong	London
—	Ferdinand	Vogelsang	Java	Amsterdam
— 12	Gauntlet	Pfort	Colombo	London
—	Cornelia	de Boer	Batavia	Newcastle
— 9	Knight Templar	Walsh	Singapore	Liverpool
— 13	Pak Wan	Shiel	Yokohama	London
— 11	Ornate	Simpson	Shanghai	Cardiff
— 11	Chetah	Reid	Singapore	Do.
— 10	Turandot	Meinert	Hong Kong	Hamburg
— 10	Fetisch	Greiff	Do.	Do.
Feb. 24	Wilhelmine	Willenbrink	Batavia	Monte Video
Apr 18	Magdala (str.)	Davidson	Peng., Sing., H. K., & Shang., via Suez C.	Liverpool

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Rollo. For Yokohama and Hiogo: Vigil, Lorton, Ada. For Yokohama, Hiogo, and Nagasaki (*via* Suez Canal): Chieftain (str.). For Tientsin and Newchwang: George Shotton. For Chefoo: Chingloo. For Shanghai: Dundonald, Aracan, Araby Maid, Chusan, Her Majesty, Tyburnia, Brockham. For Hong Kong: Albert Victor, L'Imperatrice, Beemah, John Lidgett, Kate Carnie, Great Northern (str.). For Manila: Angela. For Penang: Lucavas. For Batavia and Sourabaya: Vincenza. For Colombo: Wynand, Palestine, Ocean Rover. For Colombo, &c. (*via* Suez Canal): Great Victoria (str.).

At LIVERPOOL.—For Nagasaki, Hiogo and Yokohama: Oberon. For Yokohama and Hiogo: Carnarvon Castle. For Shanghai: Carricks, John Nicholson. For Manila: Maria Fidela, Matilde. For Singapore: Sidlaw. For Batavia: Gysbertus Hermanus. For Batavia and Sourabaya: Peggy. For Hong Kong and Shanghai (*via* Suez Canal): Priam (str.). For Colombo (*via* Suez Canal): Bolivar (str.).

At GLASGOW.—For Singapore: Norham Castle. For Batavia and Sourabaya: County of Ayr. For Colombo, &c. (*via* London and Suez Canal): Carolina (s.s.).

SPOKEN.

JUNGFRAU (barq.), London to Shanghai, April 2, 28 N., 20 W.
EMPIRE (?) (Eng. ship), Shanghai to London, March 4, 22 N., 41 W.
APLEBY (?) (Dan. ship), Sourabaya to Norway, March 20, 49 N., 17 W.
VRACHTZOCKER, Batavia to Rotterdam, March 9, 4 N., 28 W.
ALBLASSERDAM, Batavia to Rotterdam, March 28, 35 N., 39 W.
GRAAFSTROOM, Batavia to Rotterdam, 45 N., 24 W.
HENRIETTA ADRIANA, Batavia to Rotterdam, 45 N., 24 W.
GOVERNOR VON DER EB (ship), Java to Rotterdam, Feb. 26, 3 N., 24 W.
TASMANIA, Sourabaya to Amsterdam, March 30, 48 N., 16 W.
HOLLINSIDE, Newcastle to Galle, March 24, 48 N., 7 W.
ROSLIN CASTLE, Clyde to Singapore, March 26, in soundings.
BASTIAAN POT Rotterdam to Batavia, April 1, 50 N., 5 W.
MARIA DIEDERIKA, Rotterdam to Singapore, April 1, 50 N, 5 W.
A Dutch Ship, showing N.W. S.B., Sourabaya to Rotterdam, 115 days out, April 4, 4 N., 27 W.
A Dutch brig, showing P.W.T.K., Macassar to Rotterdam, 115 days out, April 7, 47 N., 15 W.
GERARDINA WILHELMINA, Amsterdam to Macassar, Feb. 17, 2 N., 21 W.
LORD CLYDE (barq.), Singapore to London, Feb. 2, off Cape of G. H.
DOBRI CZAR (barq.), Foochow to Falmouth, March 4, 1 N., 32 W.
PENRITH, Bangkok to Falmouth, Feb. 1, 11 S., 104 E.
WEYMOUTH (ship), London to Shanghai, Jan. 29, 20 N., 24 W.
INDIA, Batavia to Rotterdam, Feb. 3, 33 S., 30 E.
EUROPA, Singapore to Hamburg, March 2, 1 S., 21 W.
JAMES SHEPHERD, Macao to London, 26 N., 39 W.
AIM (?) (N.G. bq.) Bangkok to Flmth., 57 days out, Feb. 1, 36 S., 20 E.
BRITISH EMPIRE (ship), Shanghai to London, Feb. 16, 9 S., 13 W.
JOHN PLATCHETT (?) (Dut. ship), Batavia to Rtdm., Jan. 3, 32 S., 33 E.
ENDEAVOUR (?) (Amer. ship), London to H. Kong, March 1, 1 N., 29 W.
LINDA (barque), Hamburg to Hong Kong, March 18, 41 N., 12 W.
STEFANA CORCEVICH (?) (Dutch barque), Bali to Rotterdam, 74 days out, Feb. 15, off Ascension.
MARIE AND LOUISE (Ger. brig), Cardiff to Shanghai, Feb. 11, 3 N., 20 W.
CATHERINE RANKIN, China to Amsterdam, Dec. 8, 13 S., 10 (?) E.
FRIEDA (North Ger.), Batavia (?) to Falmouth, March 17, 47 N., 16 W.
MARTIN (Dutch barque), Cardiff to Hong Kong, Feb. 7, 21 S., 30 W.
VOLUNTEER, London to Singapore, Feb. 25, 11 S., 34 W.
LOUISE (Dutch barque), Batavia for the Bay of Biscay, Jan. 17, 27 S., 57 E.
ESTRELLA, Liverpool to Manila, Feb. 15, 4 N., 22 W.
HOMER, Foochow to New York, March 8, 27 S., 9 E.
NOSTRA SENORA DE LAS VICTORIAS, Colombo to London, Mar. 11, 21 S.
ADA, Batavia to Rotterdam, March 14.
A North German barque, Canton to N. York, March 1, lat. 22, lon. 62.
ADRIANA (Dutch bq.), from Samarang, Jan. 29, off the C. of G Hope.
RIVER CLYDE, Singapore to London, Jan. 30, off the C. of G. Hope.
ELIZABETH NICHOLSON, Shanghai to London, Feb. 22, 28 S., 8 E.
PETER DENNY, Colombo to London, Feb. 22, 28 S., 8 E.
EMPRESS, Macao to Falmouth, Feb. 13, 23 S., 65 E.
FUSI YAMA, Singapore to Boston, Feb. 22, 31 S., 41 E.
COLDINGHAM, Singapore to London, Feb. 27, 35 S., 25 E.
ESMERALDA (N.G. brg.), from Hong Kong, Feb. 27, 35 S., 22 E.
ALBION (Norw. brq.), Sourabaya to Amstdm., March 31, 37 N., 34 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports still continue dull; coal freights from the Northern outports are firm, the undermentioned quotations being well maintained.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight. 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hiogo: £35. For Yokohama: £35. For Shanghai: £36. For Hong Kong: £28. For Galle: £27. From Newport, Cardiff, or Swansea per ton.—For Hiogo: £1 15s. For Shanghai: £1 16s. For Hong Kong: £1 8s. For Singapore: £1 4s. 6d. For Galle: £1 7s.

CASUALTIES.

The Danube (steamer), for Shanghai, &c. (*via* Suez Canal), which put back to Liverpool April 2, after being ashore, had discharged her cargo and been docked; 130 packages of goods were found to be very slightly damaged; no salvage.

A telegram from Galle, April 5, states that the Corea, off No. 28, 332, French (?), from Singapore to London, had got aground on a mudbank in Banka Straits; steamer despatched.

Advices from Capetown, dated March 5, state that the Seawfell, Hemder, from Bangkok to Falmouth, which put into Table Bay, Feb. 7, leaky, was hove down.

The Jacob Hansen, Love, from Bangkok, had her jibboom carried away during a heavy squall at Queenstown, on the night of the 8th inst.

The Senator Iken, Schumacher, which sailed from Cardiff, April 5, for Hong Kong, has put back, after being ashore at Lundy Island; one man killed.

Advices from Lima, dated March 15, state that the Queen of Nations, Child, from Yokohama, which arrived at Callao, Feb. 12, had been obliged to go into dock at the latter port, having struck on a rock during her passage in the China Seas.

The Herald (ship), of Salem, from Java to Boston, with sugar, put into St. Thomas, March 27, with main and mizen-masts sprung, and leaking badly.

Later advices from Alexandria, dated April 11, state that the Otterburn (str.), Stevenson, had been surveyed, and would proceed on her voyage to Colombo about the 20th inst.

A telegram from Port Said, dated April 12, states that the Nile (str.), from London to Singapore, &c., had been aground in Lake Timsah since April 9, but she was discharging cargo and coal, and hopes were entertained that she would be got off on the 12th; the vessel and cargo were not damaged.

MISCELLANEOUS.

At PORT SAID.—April 11, Woodham (str.), Hill, from Colombo, and sailed for Marseilles.

At SUEZ.—Historian (str.), from Liverpool, and left April 11, for Colombo, &c.

At ST. HELENA.—March 2, Medine, Lefeuvre, from Hong Kong, and sailed for London; 7, Otter, Croscombe, from Sarawak, and sailed for London; 10, Voorlichter, Duinker, from Banjoewangie, and sailed 12 for Rotterdam.

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Off ST. HELENA.—March 2, Ocean Beauty, from Colombo, for London; 13, Ben Lomond, from Probolingo, for Amsterdam.

At TABLE BAY.—March 1, Agamemnon (str.), Middleton, from Liverpool, and left for Mauritius, Singapore, &c.; 3, Eastern Isles (str.), Falmouth to Singapore and Japan, short of coal.

At MAURITIUS.—Feb. 11, Delangle, Simon, from Cardiff, sailed for Galle.

At REUNION.—Feb. 18, Maximos, Fabrique, from Sumatra, and sailed 20 for Marseilles.

ECONOMICAL STEAMING.—Last week a trial of some interest to engineers was made in Leith of the engines of the screw steamer St. Petersburg, belonging to D. R. Macgregor, Esq., of Leith. Previous to the alterations being made, the vessel had been propelled by the ordinary low-pressure engines with common condenser; but as she is intended to sail to India by way of the Suez Canal, it was, of course, very desirable that the consumption of fuel should be reduced as low as possible. The steamer has hitherto had two cylinders, 52 in. in diameter; the steam, in passing from them to the condenser, is usually reduced from about 20 lbs. per square inch of pressure to a little above atmospheric pressure, thus leaving some useful work in the steam, which, in the new system, is completely utilised. In the present arrangement one of the 52-inch cylinders was removed, and replaced by one of 30 inches diameter. Steam of 60 lbs. pressure enters it first from the boiler; after having done work there, the steam passes to the larger cylinder, and, working expansively, passes to the condenser considerably below atmospheric pressure, its power for doing useful work being completely exhausted. On the trial the engines started and reversed easily with a pressure of 23 lbs. per square inch, which is considered good work for compound engines. On the voyage round to Liverpool the speed of the vessel shows a slight increase while the consumption of fuel is reduced from 22 cwt. of coals to 7½ cwt. per hour. We believe this is the first time steamboat engines of the ordinary type have been converted into compound, and the experiment has proved a complete success.

A TELEGRAPH SHIP.—The screw steamer Edinburgh, the property of Messrs. Edward Bates and Sons, has just been fitted by Messrs. Laird Brothers, at their works, Birkenhead, for the service of the Telegraph Construction and Maintenance Company. Her dimensions are—290 feet long, 39 feet wide, 26 feet deep; tonnage, 2 200 tons. She is now arranged with three large cable tanks, two of them being 32 feet diameter by 22 feet deep, and the third 26 feet diameter by 20 feet deep. Under the two largest of them there has been fitted an inner skin, forming a double bottom, for stowage of water ballast when the weight in the cable tanks has run out. There are also various other fittings and appliances specially arranged for the telegraph work. The engines, which are new, have been made by Messrs. Laird on the compound system, and are the third pair made for the same owners. The engines are vertical, the small cylinder having a diameter of 44 inches and the large cylinder 78 inches, with a stroke of 3 feet 6 inches, and are nominally of 275-horse power. The cylinders are jacketed at the tops and bottoms as well as the sides. The valve for admitting the steam to the small cylinder is fitted with an expansion valve, and is placed at the forward end, and the valve for admitting the steam into the large cylinder is placed between the two cylinders. The pumps are worked by levers from a cross head on the piston-rod of the large cylinder. The condensers have horizontal tubes, the water circulating inside the tubes. There are two cylindrical boilers, firing from both ends, having two furnaces, each with return tubes, and fitted with cylindrical superheaters on the top of each boiler.

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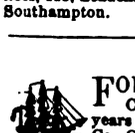

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Hong Kong	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Yokohama, Kanagawa	Rollo	A1 13 yr.	W.I.D.	With des.

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Shanghai ...	Her Majesty	A1 13 yr.	SWID	With des.
Hong Kong	Beemah	A1 11 yr.	SWID	With des.
Chefoo	Chingtoo (n.)	A1 13 yr.	SWID	With des.
Tientsin and Newchwang	Geo. Shotton	A1 14 yr.	SWID	With des.
Yokohama & Hiogo	Vigil	AA1	SWID	With des.
Yokohama & Hiogo	Ada	A1 13 yr.	SWID	To follow

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From LONDON.				
Yokohama and Hiogo.	Lorton	A1 14 yr.	W.I.D	With des.
Batavia and Sourabaya	Vincenza ...	A 11 3-3rds A1	E.I.D.	With des.

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To follow the "Chusan."

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Angels ever Bright and Fair (Handel).
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Benedictus, Twelfth Mass (Mozart).
Kyrie Eleison, Twelfth Mass (Mozart).
Agnus Dei, First Mass (Mozart).
Splendente te Deus (Mozart).
Laudate Dominium (Mozart).
Gloria in Excelsis, Second Mass (Mozart).
Quoniam tu Solis, Twelfth Mass (Mozart).
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Gloria in Excelsis, First Mass (Haydn).
The Heavens are Telling (Haydn).

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Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

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A.D. 1870.

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I take this occasion to thank the Gentlemen who subscribed their names to establish GRANT'S TRANS-MONGOLIAN TELEGRAPH SERVICE. Having now repaid the whole of the Capital advanced to me, I have reduced the charges on Telegrams, to prove that I am not unmindful of the confidence they showed me.

C. MITCHELL GRANT.

KIACHTA, January 10, 1870.

GRANT'S TRANS-MONGOLIAN TELEGRAMS.
1870.

CHINA CIRCULAR.

THE success which has attended the European Commercial Telegram Circular which I have issued for the last two years in China and Japan induces me to think that a China Circular will be approved of in Europe. I have made arrangements to receive Prices, &c., as per annexed form, from Shanghai by the first steamer to Tientsin in February till the freezing of the river Peiho, in the beginning of December; but in order that Subscribers may not be inconvenienced by the stoppage of the Circular, I purpose making arrangements to have it transmitted viâ Galle during the winter months. From four to six Circulars per month will be issued, or from forty-five to fifty Circulars during the Season.

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C. MITCHELL GRANT.

KIACHTA, January 17, 1870.

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26th March, 1870.

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Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.
WM. PUSTAU and CO.
China, 1st January, 1870.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, April 18, 1870.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS

VOL. XII.—No. 350.] LONDON, MONDAY, MAY 2, 1870. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	Jan. 14	March 8	March 13
Yedo			
Osaka and Hiogo	—	—	March 9
Hakodadi			
Nagasaki			
CHINA — Peking			
Tien-tsin	—	—	March 10
Chefoo			
New-chwang			
Hankow	—	—	March 12
Kiu-kiang			
Chin-kiang			
Shanghai	Jan. 20	March 12	March 16
Ningpo			
Foochow	—	—	March 18
Formosa			
Amoy	—	—	March 19
Swatow			
Hong Kong	Jan. 28	March 11	March 22
Canton			
Macao			
PHILIPPINES— Manila	Jan. 20	March 14	March 17
COCHIN-CHINA— Saigon			
SIAM — Bangkok	—	—	March 17
BORNEO—Labuan			
Sarawak	—	—	March 22
JAVA — Batavia	—	—	March 24
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	Feb. 17	March 22	March 29
Penang	Feb. 25	March 29	March 31
CEYLON —Galle	March 11	April 5	April 7
Colombo	—	—	April 5

THE MAILS, &c.

The next inward mail (French) is due on the 9th inst., and should bring one week's later news. The Japan mails of March 22 by the Pacific route were received this day. Telegrams of the succeeding mail of April 22 are due on the 14th inst. Telegrams by Galle in advance of the mail of April 5 from Hong Kong and Shanghai March 30 were received on the 21st (*via* Kiachta). Dates from Shanghai to April 9 arrived on the 26th.

List of Passengers.

PASSENGERS INWARD.

By Pacific mail steamer *America*, arrived at San Francisco April 13.—For Europe: Messrs. J. B. Andrals, M. L. Boelle, T. W. A. White, and D. Kyre. For New York: Surgeon J. Suddards, United States Navy; J. J. Yates, United States Navy, in charge of forty-nine sailors and marines, the survivors of the United States steamer *Oneida*; G. F. Thorne, J. Carst and three children, J. Kibbey, and three Japanese.

By this mail to Marseilles, per P. and O. steamer *Tanjore*, arrived April 30.—From Shanghai: Mr. Simpson. From Hong Kong: Mr. Hogedorn, and one second-class passenger. From Singapore: Mr. Reme. From Galle: Mr. Noel, Mr. Higgs.

To Southampton, per P. and O. steamer *Nyanza*, expected to arrive May 5.—(List not to hand.)

By last mail to Southampton, per P. and O. steamer *Poonah*, arrived April 22.—From Yokohama: Captain Brydges, R.M.A., Lieutenant Dashwood, R.N. From Hong Kong: Mr. and Mrs. Masson and child, Commander Keppel, and one second-class passenger. From Singapore: Mr. A. Spottiswoode, and two second-class passengers. From Galle: Mr. Layard, and two second-class passengers.

By last Bombay mail to Suez, for Marseilles, per P. and O. steamer *Behar*, arrived April 16.—From Galle: Mr. McFarlane.

To Southampton, per P. and O. steamer *Pera*, arrived April 30.—From Hong Kong: Mrs. Murray, child, and servant. From Singapore: Mr. Edelstein. From Ceylon: Mr. and Mrs. Crookshank, child, and servant.

PASSENGERS OUTWARD.

Per P. and O. steamer *Bangalore*, from Southampton, April 30.—To Shanghai: Mr. W. Heise. To Ceylon: Mr. A. Young Adams, Mr. G. L. Taylor.

Per P. and O. steamer *Tanjore*, from Marseilles, May 8.—To Singapore: Mr. M. Moss. To Ceylon: The Bishop of Colombo and Mrs. Temple.

Per P. and O. steamer *Pera*, from Southampton, May 14.—To Yokohama: Mr. J. R. H. McClatchie. To Shanghai: Mr. J. D. Crawford, Mr. W. L. B Neale.

Per P. and O. steamer *Ripon*, from Marseilles, May 22.—To Yokohama: Mr. G. Hamilton. To Shanghai: Mr. G. W. Thomson. To Singapore: Mr. J. Hardie.

Per P. and O. steamer *Bangalore*, from Marseilles, June 5.—To Ceylon: Mr. and Mrs. E. Elliott.

Per steamer *Great Republic*, from San Francisco, April 1.—For China and Japan: Captain S. L. Phelps, Mr. and Mrs. Cargill, Dr. W. S. Elliott, Dr. Gottbury, Mr. Phillipus, Mr. and Mrs. J. W. Wright, Vernon Wright, G. Burgess and wife, H. G. Pemberton, A. Dahl, A. Kowraptff, T. E. Richardson, Mrs. Bradford, Mrs. Crowell.

Per *Chusan*, sailed April 30.—For Shanghai: Mr. Sedgwick.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates are down to the 13th March. The outward mail of 14th Jan. arrived out on 8th March. The following items are from the *Japan Mail*:—

Our last issue was dated the 23rd February, since which the most remarkable feature of the fortnight has been the continued arrivals of grain from Saigon, eighteen vessels have entered the port, and yet no stock remains on the market. This implies a grave deficit in the country of the first necessary of life, and involves a large expenditure of the national resources to supply it. Presuming that we shall receive from first to last a million of piculs of rice, costing, in round numbers, three millions of dollars, it is so much abstracted from the purchasing power of the country, so much less to spend in cottons and woollens, in oil and small luxuries. It is so much dead loss. And yet it might have been far worse for Japan. But for the foreign trade thousands would have starved outright who will now be preserved alive for four or five dollars a piece, and whose labour will still be available for the service of the country. Spring is approaching, and in a few short months the seed each of these men has sown will ripen, and nature will repay tenfold the amount spent meanwhile on his sustenance. Still we must look for a dull import trade, a dragging business and great proverty in the country, riots from inability to pay the taxes, and rumours of riots magnified into sounds of rebellion. Against these it is our duty to caution our readers very earnestly. We have during the past few days made strict inquiries into the truth of reports which have been circulated of late in regard to risings in the country, and they amount to this, and this alone—that on account of the scarcity of money in certain districts of the country, and the pressure put on the farmers to pay the ordinary levy of taxes, they have risen against the local officers, and some slight bloodshed has ensued.

There is more or less talk about disturbance in the Prince of Mito's Territory, and some misapprehensions exist on the subject. The fact is that there are three parties in the principality, the old Conservatives, the students or Radicals, and the Trimmers, and between these parties, as always has been, and always must be the case, there is perpetual feud. A riot has broken out, which is in no sense a rebellion, and which has nothing whatever of a political nature in it, and troops have been sent from Yedo to restore order. The old Prince of Mito who was so well known for his enmity to foreigners and his opposition to the Regent, Tikamon no Kami, who espoused the foreign cause and was subsequently assassinated by Mito ronins, died in 1865, and was succeeded by his son Yoshiatsu, on whose death last year Mimbu no Tayu, another of his sons, succeeded to the principality. This is the prince who went to Europe some years ago and resided in Paris. The ex-Shogun Keika, or Yoshihisa, is another son of Nangaki.

A fire broke out at 97, Hotoba-street, and, as the wind was high at the time, much apprehension was entertained for the safety of the Homura-road and the back of the settlement. In a few minutes after the alarm was given several engines were on the spot, and the tidal drain in the neighbouring street being full, there was an abundant supply of water. Companies both of the English and French troops were sent down from their respective camps and assisted in keeping order. It is not to be expected at moments of the kind that this can be perfectly done in a part of the settlements abounding with a very inferior class of houses, but, making allowance for the nature of the locality, it seemed that, on the whole, no greater disorder occurred than was inevitable, nor have we heard that any of the occurrences which distinguished the late fire were repeated last night. But from the intense nature of the flame during the passage of the fire from the first to the second house attacked, we are inclined to think that more

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kerosine, or similar inflammable substance, was stored there than should have been the case had we more control over such matters than we have at present. At one time the Phœnix Hotel was in great danger, and but for the good supply of water and the presence of a large number of engines it must have taken fire. By half-past eleven all danger was over, though the firemen were employed during the night in keeping a constant stream of water poured on the burning ruins. The estimated amount of loss is not very large. On the following night another fire broke out in the Japanese town near the Yoshiw-arra, and extended from the foot of the Nungi hill to the iron bridge over the Creek. Above a hundred houses were destroyed and the accident will cause a great deal of distress amongst the poor. The fire brigades turned out with their customary alacrity, and were as efficient as ever.

Another fire is raging at Yedo, and as the wind is blowing strong from the north, doubtless considerable destruction of property will ensue.

H. E. the Spanish Minister was received by his Majesty the Mikado on the 3rd March, and presented his credentials. Copies of the Spanish Treaty will be exchanged at a subsequent interview.

TEN DAYS LATER NEWS BY PACIFIC MAIL.

The Pacific Mail steamer *America* reached San Francisco on the 13th of April, with Yokohama dates to March 23. She brought a full cargo and 1,200 passengers, of whom 1,104 were Chinese; among the others were the survivors of the *Oneida's* crew.

The following is a summary of her Japan news, as telegraphed from San Francisco to New York:—

The news from Nagasaki is meagre. There was still considerable excitement about the native Christians.

At Osaka it was rumoured that fresh troubles had broken out in the Shaspus country.

The United States flagship *Delaware* arrived at Yokohama on the 21st of March. The Naval Court of Inquiry, convened by Fleet-Captain Roe, on the *Oneida* affair, had been dissolved. The body of Ensign Brown, of the *Oneida*, was found on the 22nd. Divers who have been down in the *Oneida* report that the whole of her stern is cut away. Several small articles have been brought up.

Mr. Low, the new United States Minister to China, stopped in Japan ten days before going to China. While in Yokohama he was the guest of Minister Delong, and at Yedo a state dinner was given him by the Japanese Minister of Foreign Affairs on the 10th, at which Minister Delong, his Secretary of the Legation, and Consul Sheppard were present. Reports are rife with regard to its political significance.

Rice riots were of frequent occurrence in all the ports of Japan. The people were in a destitute condition. Large quantities of rice were arriving from Saigon, and from 300,000 to 400,000 piculs more were reported to be on the way.

There had been more or less fighting in the districts of Sinchu, Koshiu, Kaga, and Mito, and the troubles were on the increase. The officials at Yedo had received intimation that an attack was contemplated by the rebels on that city.

An order had been issued by the Government prohibiting any but soldiers from wearing foreign clothing.

It is said that the Mikado is about returning to Kioto with his wife, who is *enciente*.

A native mail service was about to be established between the ports of Yedo, Hiogo, and Nagasaki.

Charges of a serious nature had been preferred against Consul Lyne and Marshal Dennison, and an investigation was progressing before Minister Delong.

JAPAN MARKETS.

YOKOHAMA, March 23.—Business is improving. Silk has been purchased to the extent of 1,100 bales at full and increasing rates. Teas, the natives hold at high prices, and consequently but few purchases have been made. About 2,500 piculs were bought during the past month, and all at extreme prices.

NAGASAKI.—Business has been very dull, but is somewhat improved. Rice commands extreme prices.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, March 15, 1870.

The *London and China Express* arrived here as follows:—That of 31st Dec., by the *Tapanguyo* (str.), on 1st inst., *via* Shanghai—fifty-nine days; that of 23rd Dec., by the P. and O. steamer *Cadiz*, on 3rd inst., *via* Yokohama—seventy days; that of 14th Jan., by the P. and O. steamer *Cadiz*, on 14th inst., *via* Shanghai, fifty-nine days.

Business here is extremely dull, except in teas, rice, cotton, sugar, and other local articles of trade; for these a good demand exists at very remunerative prices, which gives good employment to vessels. The demand for piece goods is very limited, and merely to supply local wants, and hence the present stagnation. The present state of things confirms to a certain extent the rumours current here a short time since—viz., that foreign manufactured goods are not allowed to be taken into the surrounding districts. From a native source I learn that at a short distance from this a person was put into prison for wearing a dress patched with a piece of camlet. If the Japanese officials were accused of tampering with foreign trade they, as a matter of course, would deny the truth of the statements, and ask for proof, more with the view of getting hold of and punishing any native who had been bold enough to give information respecting squeezes, &c., in the interior. Such punishment would not be light, I am certain, and hence is the reason we do not bring such matters to the notice of the Consul.

The 19th ult. was the anniversary of the King of Holland's birthday, the 22nd that of Washington's, but both events were only noticed by the merchant vessels of those countries exhibiting a little bunting.

The subscription list to assist the Nagasaki Amateur Dramatic Corps closed with over $600 in December last, and to reimburse the subscribing public they gave the third entertainment this season on the 23rd ult., when they sent their audience away completely satisfied with the performance. The whole of the company deserve great praise for the spirit they enter into the acting, but the gentleman whose *nom de guerre* is Mr. Drinkwater is the star, and improves each time he appears.

On the 6th inst. we felt two shocks of earthquake; one in the morning at two o'clock, which was rather a heavy one, while that at five in the the evening was comparatively light. The day previously, and the day on which they occurred, and, in fact, the following day, the air became very close and oppressive, which passed off after rain had fallen in large quantities.

The corvette *Iho Sho Maru*, lying in this harbour, has not yet been delivered over to the Prince of Hiogo; she still wears the English ensign.

Respecting the native Christians we hear but little, and even that little is very unreliable. The village of Ourakami has been the scene of the wildest revelry during the past five days; the *Nagasaki Shipping List* describes it as disgusting in the extreme, and says that *they* have been informed that they have been got up to commemorate the banishment of former residents from *the* village; whether this statement is correct I am unable to say, but fear that there is a great deal of truth in the rumour, as the present festivities are with full connivance and sanction of the Governor of Nagasaki. The Vice-Governor and suite left here on the 7th instant, per *Oregonian* steamer, for Hiogo; and, now that this gentleman has departed, the vexatious jetty question I hope will die a natural death.

Glover and Co. advertised Takasima coal free on board in this harbour. Present price is $4¼, which, at exchange 4s. 6d., is £1 0s 3d. per ton.

Several rumours are current respecting a fresh outbreak of the civil war, all of which are more or less doubtful. The rumour which seems to have the deepest root is that a body of discharged soldiers, formerly employed by Chosiu, have risen in rebellion, in order to force the Prince to restore them to their former position. The *Nagasaki Express* has the same version, and adds:—"As yet, no reliable information concerning this disturbance has reached us, and we refrain, therefore, from publishing any of the numerous rumours afloat, but hope to lay the true particulars of the affair before our readers in our next issue. We believe we are correct in stating that the difficulty that has arisen is not likely to be soon or easily settled, and that the Prince of Chosiu has applied to other *Southern Princes for assistance, who, however, are likely very shortly to be in the same predicament themselves.*"

A person here, whose information is always from first-rate sources, but whose information is seldom or never correct, gives us to understand that Chosiu has applied to Satsuma for assistance and alliance to resist nearly the whole of the princes whose dominions are on the two southern islands of Japan; the list includes Hiogo, Kononu, Hizen, Chickugo, and a host of smaller fry. Of course all must be received with caution, as all rumours come from the Japanese, who in many cases know very little themselves, especially when important events are likely to occur.

We look upon the Tea season as virtually closed. A few parcels of undesirable quality still remain, and are likely to be purchased by the Chinese for shipment to Shanghai, from whence they are likely to find their way to London, not as Japan, but China Tea. In general produce nothing is doing; these articles are held for rates which foreigners are unable to pay; in fact they are considered absurd. The Chinese have bought Wax for Canton (where a local demand exists) and have paid as high as $18.50 per picul. A small lot of Gallnuts (inferior and stalky) were offered lately at $7 per picul. Camphor musters are in this place representing large stocks in the interior, but no business has taken place owing to the native ideas of value differing very much from that of European shippers.

In your issue of the 14th Jan. I see that correspondence between England and Japan, *via* the Pacific route, is not affected by the reduction of postage, and in order to make sure that letters posted with 16 cents stamps on them will go safely, I addressed a note to the United States Packet Agent at this port, "who informs me that he has not received any information similar to that given by you, and that he shall continue to receive and send forward all letters which bear 16 cents stamps on them," *which he speaks of as the reduced rate.*

In freights to London the rate is quite nominal. The *Chanticleer* seems undecided whether to take the berth or not, but as she must proceed to Hiogo with cargo from London, this may have something to do with it. Exchange on London, 4s. 5d. to 4s. 6d. nominal. Nebous, 427 to 430 per $100. *Chanticleer* arrived from London 25th Feb.

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CHINA.

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SHANGHAI.

The dates are down to the 16th inst. The outward mail of 25th Jan. (French) arrived on the 12th March. The following items are from the *North China Herald* of the 15th March :—

We have very little local news to record. The meeting of the Shanghai Gas Company is at last announced for Thursday next. It is said to be the intention of the directors to advise a dividend of 12 per cent., and that 12 per cent. be written off to depreciation.

The condition of the river opposite the settlement has attracted attention, and the Marine Department has been urged to take some action to prevent the growing deterioration of the channel opposite Pootung Point.

We have received a programme of the Spring Regatta of the Shanghai Yacht Club, to be held on the 2nd April. It comprises first "A Challenge Cup," open to all yachts ; second, "A House-boat Race ;" third, "A Scurry Race, for House-boats."

From Hankow we have the strange news that both the English and the U.S. Consuls, when calling on Viceroy Li, were refused admittance except by the side door, while the acting French Consul was recognised on terms of equality, and obtained entrance by the middle or large door. It is just possible that the determined aspect assumed by the French Government on two or three occasions lately had paved the way for its representative at this time. Neither the U.S. nor English Consul availed himself of Li's condescension to be visited by the side-door. A correspondent, remarking on the incident, says, "It is fair to add that the Consuls have no actual right to the central door, for they only rank as Taotais, who cannot claim this honour, and never have it yielded to them by mandarians of Li's standing. Still, the admission of the French, and rejection of the English and American Consuls, is significant enough. It may seem very trifling to your home readers, but in a country where etiquette is so punctiliously regarded, every such incident has a political value."

Dr. Porter Smith has published a brochure of some one hundred pages, recording his past five years' experience at the Hankow Medical Mission Hospital. It is in some measure a reprint of previous reports ; but in a more compact form ; and it is enriched by an introduction, in which interesting information is given regarding the status and degree of knowledge of Chinese doctors, and regarding the charitable institutions frequent with the Chinese —as bearing on their estimation of foreign hospitals.

We have Tientsin dates to the 7th March. The *Shansi* got inside the bar first of the northern steamer, and stored her cargo at Taku. A day later the *Ying-tze-fei* succeeded in forcing her way from Taku up to the settlement, through a foot thickness of ice, and arrived there on the 2nd March, much to the surprise of all, and to the disgust of shirting holders, as she caused a drop in the rate from Tls. 2.36 to Tls. 2.25 without benefiting anybody. The river is still frozen over ; sleighs are plying, and there is no appearance of the ice clearing away, so as to allow of boats being launched, for some days longer. A good number of native merchants had arrived, but they were waiting to buy until they could forward their purchases inland by the river. The weather still very cold, and freezing every night.

A Chefoo correspondent writes that the hotel at the beach now being built for Mr. Bielfeld is progressing, and promises to be a spacious house, and well adapted to secure the summer visitors a pleasant residence. The public rooms fronting the bay will afford plenty of room for large parties at the *table d'hote*, and even for dances when there are sufficient lady visitors to encourage such an entertainment.

A serious fire broke out in the southern suburbs of Foochow on the 21st ult., destroying 700 or 800 houses. The ruins cover several acres.

(FROM OUR OWN CORRESPONDENT.)

Both amusement and satisfaction have been expressed here on the intelligence being received by last mail that Mr. Burlingame had been politely bowed out of Berlin, with nothing whatever to show in return for his six weeks of negotiations there. From the first, however, it was considered probable that Prussia, which takes a very decided though quiet stand as regards the course of relations with China, would not be so ready to throw itself into the arms of the Yankee charmer. I hear on good authority that Mr. Hart has lately taken measures to wind up the "Mission" with all despatch, and the remainder of the Chinese tag-rag-and-bobtail who have been left thus far as the component parts of Mr. Burlingame's raree-show, are to be back in China by the beginning of next autumn. Various symptoms of an exhaustion of the tonnage dues' fund, from which the Mission has been paid, at the expense of the lighthouses and beacons which *ought* to have been built out of it, as the Treaty provides, have been manifested of late. The Harbour master at Shanghai, a very worthy American, who has held the post for some years, has been suddenly dismissed to make way for M. Viguier, a French gentleman, lately acting as Deputy Marine Superintendent ; and other changes are spoken of. The cost of the "Marine Department," lately created by Mr. Hart, is known to be excessively heavy, and will now be increased by the arrival from England of two gunboats, which are already at Canton ; whilst a third and larger vessel is expected shortly, to be employed as a yacht for the Inspector General's use. These three vessels cost the large sum of between £70,000 and £75,000. as delivered from the builder's yard in England. The two already arrived are armed and equipped as men-of-war, mounting three or four Armstrongs apiece, although they are nominally intended for light-house service! It would appear that, after paying for them and the Burlingame Mission, the lighthouse fund has become exhausted.

HONG KONG.

Dates from this port are to the 22nd March. The London mail of Jan. 28 arrived out on the 11th March. The following items are from the *Overland China Mail* of March 22 :—

An outrage on Chinese Christians took place at Tungkoon and Shekloong, near Canton, on the 6th inst. The Protestant chapel at Tungkoon was destoryed, and the native preacher and his wife were beaten ; there were no foreigners found. The Roman Catholic chapel was also razed to the ground. At Shekloong, whither the Christians escaped, the mob broke into and robbed the house of the Rev. A. Krolczyk. Several of the robbers were seized and taken before a mandarin, who rebuked the officers because they had acted without orders from the Governor General.

The *Government Gazette* publishes the text of a Bill of considerable importance, which was read a first time in the Legislative Council with closed doors. It relates to the subject of coolie emigration, and proposes to give the Governor power to make such regulations on the subject as he may think proper, under instructions from the Colonial-office. The latest instructions on the point are that emigration to foreign countries be prohibited, and the opinion prevails that such prohibition would be unfortunate, as the illegitimate portion of the trade might, with proper care, be suppressed, without averting from Hong Kong that part which is legitimate.

The Harbour-master's annual shipping returns have been published, and show an increase over last year of 137,000 tons in the foreign shipping, while there is a decrease of 113,000 tons in the junk trade, giving a balance on the side of excess of 24,000 tons. The large falling off in the number of junks is attributed to the great number of Chinese customs' stations in the vicinity of the colony, and to the activity of the revenue cruisers connected with them.

A demand for a new gas company has sprung up, and is based on the enormous disparity between the price of coals and that of the gas now supplied to the public. The present charge for gas is $4 50 per 1,000 cubic feet, while that at home is scarcely as many shillings. This state of things taken in connection with the bad quality of the light, is considered sufficient to justify the present demand.

The Criminal Sessions of the Supreme Court were held on the 18th and 19th of March. In closing the Sessions, the Chief-Justice remarked upon the lightness of the calendar, and attributed it to the increased efficiency of the executive. The result, however, is quite as likely to have arisen from the successful concealment of crime as from its absence.

Mr. N. B. Dennys, of the editorial staff of the *China Mail*, has left for England by the Pacific mail route.

SIAM.

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BANGKOK.

The following items of intelligence are from the *Bangkok Summary* of the 16th March :—

The steamer *Bangkok*, Captain Haffender, with mails and passengers from Singapore, arrived on the 8th inst. The *Bangkok* made the passage to Singapore in three and a-half days, and from thence to this in a little more than four days. She made the entire trip in twelve days five and a-half hours from the time she left the bar.

As the Pramane is now looming up in all its gorgeous array, and the time draws near when the cremation ceremonies for the remains of H.M. P'rabat Somdet P'ra Paramendr Para Monkut, the late Supreme King of Siam, are to commence, it may not be without interest to our readers to describe the buildings erected and ceremonies performed on such august occasions.

In the case of the death of a king, his successor to the throne immediately begins to make arrangements for the P'ramene, which is the splendid temporary building under which the body is to sit in state several days on a throne glittering with silver, gold, and diamonds, and then and there to be committed to the flames. The building is intended to be in size and grandeur according to the estimation in which the deceased was held. Royal orders are forthwith sent to the governors of four different provinces far away to the north, in which large timber abounds, requiring each of these to furnish one of the four large logs for the centre pillars of the P'ramene. These must be of the finest timber, usually the oil tree, very straight, two hundred feet long, and proportionately large in circumference, which the writer has observed to be not less than twelve feet. There are always twelve other pillars a little smaller in size, demanded at the same time, from governors of other provinces, as also much other timber needful in the erection of the P'ramene, and the numerous other buildings connected with it.

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As sacred custom will not tolerate the use of pillars that have been used on any former occasion, consequently new ones must be obtained for every new occasion of the funeral obsequies of a king. Those four large pillars are very difficult to find, and can be floated down to the capital only at seasons of the year when the rivers, where they are found, are full. They are hauled to the banks of the stream by elephants and buffaloes. The great difficulty of procuring these pillars is one main cause of the usual long delay of the funeral burning for a king.

The King of Cheangmai arrived on the 4th inst., attended by a retinue of several hundred Laos princes, lords, and people, coming in a train of more than thirty boats, making the whole journey by the river in forty-nine days. The King has informed us that he left the Mission families there in usual health, and that he is the bearer of letters from them, which have been laid away safely somewhere, but cannot yet be found. The King does not at all like the place which the Siamese Government had assigned to him, and has so resolutely objected to it that the authorities are preparing for his accommodation at Wat Chaang, where he has long been accustomed to stop when on his triannual visits to the Suzerain.

We understand that the Spanish Ambassador took his leave of his Majesty the Supreme King on the 4th inst., but that he is to postpone his departure until the fourth or fifth day of the Royal cremation.

JAVA.

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BATAVIA.

Dates are to the 24th March. The *Borneo*, the *Maus*, and the *Waal* returned on the 22nd February from an expedition to the Mentawei Islands. The purposed demonstration resulted in the burning of some small forsaken villages; the inhabitants, and amongst them the pirate leader of the band which had plundered the schooner *Priamen*, had fled into the interior, and could not be reached. In one of two villages burnt there were found some cordage and a Dutch flag, which had been taken from the vessel plundered and destroyed.

The official authorisation for the pulling down of the fortifications of Sourabaya has been received. It is still uncertain whether some portions of the fortifications will be allowed to continue standing.

The road from Solo to the railway station near that city, a distance of half an hour's walk or so, is so bad that a carriage with four horses needed an hour and a half to struggle through it. The transport of persons between Samarang and Solo produces 200f. per day.

People here (Batavia) rejoice in the prospect that the British Australian Telegraph Company will come into action in 1871, together with the laying of a telegraph cable from Singapore to Batavia, and of another cable from Banjowangie to Port Darwin, the North-Western corner of Australia. If all this be brought about then will people in future from all places in Netherlands India where telegraph offices are established be able to signal as well as direct to Sydney and Melbourne as to Hong Kong, Bombay and London.

The plan for the holding of an Exhibition of Works of Ancient and Modern Art here will be followed out in the building appropriated to the Botanical and Zoological Society. The opening will take place on Monday, the 8th April.

Mr. Netscher, the Resident of Riow, has been appointed Governor of the West Coast of Sumatra.

It is said that the Chinese coolies who were passengers in the Belgian ship *Frederic*, which was lately burnt in Batavia Roads, are to be sent to Banka.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates are to the 29th March. The London mail of 17th Feb. (French) arrived out on the 22nd March. The following summary is from the *Straits Times*:—

The only topic of local interest during the fortnight has been the receipt, by last mail, of his Excellency's despatch, or rather the Straits Association's analysis of it. We have, however, endeavoured to reproduce it entire, with the exception of the twentieth paragraph, which, for some reason or other the Association have omitted. We will remark that it is well written, and the drift of the greater portion seems to be an attempt to justify his allusion to the possible imposition of import and export duties. His Excellency's argument, however, bears evidence of its unsoundness upon its face; his admission of the decline of the trade of the older settlements, where these imposts existed, after the establishment of Singapore as a free port, is certainly a most unfortunate illustration in favour of the advantages of a free over a trammelled trade. The Straits Association here held a meeting on Friday afternoon last, to discuss the several points raised in the despatch, but the meeting was adjourned until the 31st inst.

A case of very great importance was decided by the Chief Justice in Malacca on the 17th inst., settling the definition of the word "prescription" in the Indian Act XVI. of 1839, relative to the tenure of land in Malacca. The judgment fully explains the case, and furnishes a very lucid exposition of the custom under which settlers there had become possessed of the land in the first place. The action of the Government in the matter seems to have been taken under a misapprehension as to the facts. It wished to force the people to take out grants for the land; but as the squatters are very poor, and realise no more than a bare subsistence, the course pursued by it is about the most oppressive that could have been adopted.

The system adopted by the Colonial-office in making appointments has given rise to a great deal of dissatisfaction in all the Crown Colonies. The old saying that "no man is a prophet in his own country," would seem to be verified to the full by the Colonial system of promotion; for when an officer of ability, by local experience and attention to his duties, merits this honour, he is suddenly foisted into an office in a distant colony, to the duties of which he is an utter stranger. The necessary consequence is, that though these officers receive the reward of their merit, the public service suffers, and the people of the colonies are frequently put to serious annoyance. The Ceylon papers inform us that the post of Colonial Secretary to the Straits Settlements has been given to a Mr. Birch, of the Ceylon Civil Service. What this gentlemen's qualifications for the post may be, we are of course unaware, but if the report be true, we are sorry for it, because the office is one requiring considerable local experience, and we think an incumbent might have been found among those who, by long service in the Colony under the Indian Government, and possessing extensive acquaintance with the rulers of the surrounding native states, were aptly fitted for its duties.

The long rainy season we have experienced is now at an end, and the weather has reached the opposite extreme. An occasional shower is looked upon as a great boon.

The Hon. the Lieutenant-Governor of Penang left in the Colonial steamer *Rainbow*, for the Dindings, accompanied by Mr. Peel, Assistant Surveyor.

The British Steamer *Chu Kiang*, Captain Warden, from London the 20th January, via the Suez Canal, and Galle the 4th instant, arrived here, and sailed for Hong Kong.

The *Corea*, from Singapore to London, is reported ashore in Banka Straits.

CEYLON.

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COLOMBO.

Dates from this port are to the 5th April, and report the arrival of the Duke of Edinburgh. The *Colombo Observer* says:—

Prince Alfred landed at Colombo on the evening of the 30th of March, and the constant display of the Royal standard from the flagstaffs on the ramparts and over Queen's-house shows that for the first time in history a British Prince is resident amongst us.

The weather seems as little to consult the convenience of Royalty as do the rules of the service. "The little monsoon" began showering its copious downpours a fortnight in advance of the Prince's arrival. Then there was a glimpse of "Queen's weather," which added to the pleasure and convenience of the landing ceremonial. But, the Duke once landed, Ceylon seems determined to show his Royal Highness that he is no longer in dry and arid India, but in a region where copious moisture combines with tropic heat to produce "everlasting spring."

The Prince held a levée at which there was such an assemblage of all classes and races—Europeans and descendants of the various European nations who successively ruled in Ceylon, in civil and military garbs and unaccustomed court dresses; Singhalese Modliars, in the blue coats and broad gold belts of the olden time; Kandian Headmen, with their singular pincushion coronets and crinoline-like robes; the "Budhist ascetics," in their saffron coloured robes, too great, as the priests of Budhoo, to incline their heads even to royalty; turbaned Tamils, funnel capped Moormen, Malays, &c., all flocked to do honour to the son of the common Sovereign. On the evening of April 1st the ladies of Colombo had the honour of being presented to his Royal Highness; dancing following. During these days there were state dinners at Queen's house, and drives about Colombo. On the 2nd the Prince drove to the scene of the "elephant Kraal," about thirty-two miles from Colombo, and witnessed on the 3rd a splendidly successful drive, resulting in the capture of thirty of the huge animals for which, in all ages, Ceylon has been so famous, and of which she has yielded tribute to so many lands. At Labugam the Prince is in the lower ranges of our grandly beautiful hill system, in the higher mountain forests of which he will by-and-bye, we hope, enjoy elk hunts and elephant shooting not less successful than the first elephant drive has been.

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Commercial Report.

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(For dates see First Page.)

STRAITS, JAVA, CHINA, AND JAPAN IMPORTS.

YOKOHAMA.—During the interval which has elapsed since the issue of last Circular business in imports had been dull. The demand, which was quite of a hand-to-mouth character, had run chiefly upon Cotton Yarn and Grey Shirtings; a few sales had also been effected in Turkey Reds, Velvets, and Alpacas; other Fancy Cottons, as well as Woollens, continued neglected. Prices generally showed little change; Yarns, however, must be quoted lower, but were firm at the close.

SHANGHAI.—Grey Shirtings: A very large business had been transacted in 7 lb. to 8¼ lb. goods, and until the arrival of the Shansi from the north on 12th March the demand was steadily maintained, holders succeeding in establishing an advance of 2 to 3 cents per piece on the latter weight. Sales from first hands estimated at over 200,000 pieces; stock at about 650,000 pieces. White Shirtings: The slight decline had been recovered. Enquiry steady, and holders very firm for quotations; sales estimated at 25,000 pieces; stocks, 122,000 pieces. T-Cloths: No change in prices, although nearly 100,000 pieces had changed hands. The market continued irregular, and the desire to realise seemed in no degree abating. Drills: Sales of American fabrics at Tls. 3.80 per piece, for L in a diamond D below, but inquiry limited. Of English some 1,200 pieces found buyers at former rates; resales of Dutch cargo at a decline on last quotations. Sheetings and Jeans: Not inquired for, prices nominal. Fancy Cotton Goods: Fair demand for almost every description, and slightly better rates had in some instances been obtained. Woollens: The market very freely supplied, and woollen goods generally declined in value. Figured Orleans, Crape Lustres and some Long Ells had been passed off against Silk, and resold by the silkmen for cash at reduced prices. Metals: A large business in Nail Rod Iron, Settlements 35,000 bundles, principally of good assortments, at Tls. 2.30 per picul. One small invoice of lesser sizes taken at Tls. 2.40 per picul. Prices for assortments unchanged. Lead: No sales could be effected unless at a considerable decline; a few sales of LB to speculators at Tls. 5.05 to 5.07. Coals: Business was at a standstill; Cardiff quoted Tls. 6.55 with small inquiry; English without arrivals or demand. American: Sales from godown at Tls. 9.25, with intermittent demand. Quotations (duty paid):—Grey Shirtings, 7 lbs., per piece, Tls. 2.0.3 to 2.0.6; 8.4 to 8.6 lbs., Tls. 2.2.6 to 2.3.1; 9 to 9.12 lbs., Tls. 2.5.5 to 3.1.5. White Shirtings, per piece, Tls. 2.2 to 3.0. T-Cloths, 6 lbs., per piece, Tls. 1.4.5 to 1.7.2; 7 lbs., Tls. 1.6.5 to 1.8.5; 8 to 8.4 lbs., Tls 2.0.5 to 2.1.6; XX Tls. 2.4.0; American Drills, 40 yards, Tls. 3.7 to 3.8.8; Jeans, 30 yards., Tls. 2.8.0 to 2.8.5; Sheetings, 40 yards., Tls. 3.4.5 to 3.8.5; English Drills, 40 yards, Tls. 3.5.5 to 3.6.5; Dutch, 40 yards, Tls. 3.4.0 to 3.4.7; Gentian Shirtings, per piece, Tls. 3.0 to 3.1.0; Chintz, Tls. 1.5.0 to 1.9.0; Turkey Reds, 24 yards, Tls. 2.2.5 to 2.8.0. Camlets, SS, per piece, Tls. 11.0 to 12.1.0; SSS, Tls. 10.0 to 10.5.0; Spanish Stripes, per yard, Tls. 0.5.0 to 0.5.5; Cloth, Tls. 0.9.0 to 1.5.0; Long Ells, Scarlet, per piece, Tls. 6.0.5 to 6.1.0; Assorted, Tls. 5.8.0 to 6.0.

HANKOW.—Grey Shirtings: Large business at a decline of 2 to 3 candareens per piece, established immediately after the departure of last mail, owing to heavy arrivals and holders pressing sales; for heavy makes no inquiry. Quotations—Tls. 2.05 to 2.07 for 7 lbs., Tls. 2.25 to 2.28 for 8¼ lbs., and Tls., 2.60 to 3.15 for 9 to 10 lbs. White Shirtings: Value of 56 reed advanced 2 candareens per piece; other counts firm. T-Cloths: Large supplies; prices rather weaker; demand, which had run chiefly on best makes of 7 lbs., and 8 lbs. goods freely met at quotations. Drills: Only a few forced sales at low rates. Good Demand for Dyed Damasks, Spots, and Brocades. Chintzes are fairly saleable. Camlets: Good assortments placed at previous quotations. Lastings: Unchanged. Long Ells: Very dull; CPH, Scarlet sold at Tls. 6.15 per piece; assortments rather easier. China Crapes: Retail sales only reported. Metals—Lead: No change. Quicksilver: A very small quantity placed, owing to firmness of holders. Quotations: White Shirtings, per piece, Tls. 2.2.0 to 2.6.5; T-Cloths, 6 to 6½ lbs., Tls. 1.5.0 to 1.6.5; 7 lb., Tls. 1.7.0 to 1.8.5; 8 to 8¼ lbs., Tls. 2.0.8 to 2.1.5; Drills, American, Tls. 3.7.0 to 3.8.0; English, Tls. 3.4.0 to 3.6.5; Spanish Stripes, per yard, Tls. 0.5.4 to 0.5.8.; Camlets, English, S, per piece, Tls. 12.7.0 to 13.2.0; S.S., Tls. 11.6.0 to 12.1.0; Lastings, Tls. 10.1.5 to 11.2.5; Long Ells, H.H., Tls. 6.0.5 to 6.1.5.

FOOCHOW.—The following transactions are reported:—1,950 pieces 8½lbs. Grey Shirtings, at $3.05 per piece; 3,800 pieces 7lbs. T-Cloths, at $2.40 to 2.62½ per piece; 800 piculs Lead, at $7.25 to 7.50 per picul.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular, dated 21st March:—Cotton Yarn: Nos. 16-24 are in active request owing to the smallness of stock; holders asking $1 per bale over last quotations. Nos. 28-32 are in little demand at a slight advance. Nos. 38-42 are out of stock. Piece Goods: The firmness of the market last advised continues, and a good business has been transacted during the interval. A better feeling is noticeable in 7 lb. Grey Shirtings, the stock of which is very light, and a few sales have been made "to arrive" at an advance of 5 cents per piece. During the past few days 8.4 lb. goods have been in more request; holders are firm in consequence of favourable advices received from the northern ports, and of the smallness of stock, $2.90 per piece having been refused. 10 lb. goods are also in better request at a slight advance. Some business has been done in White Shirtings, at unchanged values, market closing firm. A good business has been transacted in 6 lb. T-Cloths at advanced rates, the stock being now very much reduced; 7 lb. and 8 lb. remained as previously advised. In Drills no change can be noted, the market for all descriptions being very dull. Turkey Red Shirtings, in consequence of increased heavy stocks, with no demand, have declined 5 cents. Woollens: There has been no business worthy of notice in these goods during the fortnight. Lastings remain as last advised. Metals: A moderate business has been done during the interval, and prices remain unchanged. Coal: Arrivals have been 5,965 tons Cardiff, the greater portion of which comes to consumers. Two cargoes of 734 and 750 tons Cardiff have been sold during the fortnight at $7.60 and 7.75 per ton. Ginseng: The market has been very quiet during the fortnight. A sale of 25 casks and 30 barrels, on terms which have not transpired, being the only transaction reported. Quotations:—Cotton Yarn, Nos. 16 to 24, per bale, $140.0 to 145.0; 28 to 32, $143.0 to 148.0; 38 to 42, $167.50 to 175.0; Grey Shirtings, 7 lbs., per piece, $2.55 to 2.60; 8.4 lbs., $2.85 to 2.90; 9.12 to 10 lbs., $3.80 to 4.0; White Shirtings, $2.45 to 3.10; fine, $3.80 to 6.0; T-Cloths, 6 lbs., $1.95 to 2.10; 7 lbs., $2.10 to 2.50; 8 to 8.4 oz., $2.65 to 2.80; Turkey Red Shirtings, 3 lbs., $2.75 to 2.80; American Drills, $4.90 to 5.0; English and Dutch, $4.30 to 4.55.

BATAVIA.—Cambrics, 15/16s neglected at f.4.90 to f.5; medium to ordinary, no inquiry. Quotations, f.4.75 to f.4.70 per piece nominal. No 24s saleable at f.3⅛ to f.3.25 per piece cash for medium. Shirtings: White 40 yards, 36 inch 64 reed taken at f.8.50 per piece cash, 40/41 inch at f.9 to f.9.50 and 45 inch at f.10.50 to f.10.75 credit, for the latter the demand was insignificant. Grey 38½ yards: 39 inch 7 lbs., would find buyers at f.7⅞ to f.7.50 per piece, but importers demanded higher prices. 8¼ lbs., f.8⅛ per piece short, and f.8⅜ to f.8.50 per piece, long credit. Maddapolams, 24 yards: Dutch, White 33/34 inch, f.5.40 to f.5.60; 40/41 inch, f.6.20 to f.6.35. Grey, 34/35 inch, f.5.25 to f.5.35; 43/44 inch, f.6⅛ to f.6.25 per piece. English Grey, 32 inch, 3 lbs., f.3.10 to f.3⅛. White, 30 inch, f.3.75 Prints: 9s. 8d. per 24 yards, only moderate request. Pink Pads asked for at f.7.50 to f.7.75. Green Grounds in ample supply, and weak at f.7.25 to f.7.50 per piece. Steam f.4.75 to f.5 per piece. Drills: Dutch worth f.9 to f.9⅜, and English proportionate prices; Stocks not excessive. Twist: 40s. scarce and inquired for at f.430 to f.435 per bale cash; coarser counts comparatively less sought after, 30s f.380 to f.390, 24s f.345 to f.350, and 20s f.335 to f.340 per bale credit.

SINGAPORE.—We extract the following from Messrs. Boustead and Co.'s report:—39-inch Grey Shirtings: 8¼ lbs. continued in demand, although arrivals caused a temporary weakness in price. Considerable sales at $3 to 3.05. 7 lbs. in less request, and lower; 6 lbs. dull; quotations unaltered. 45-inch continued very quiet. Grey T-Cloths: Light weights quiet, sales of 4¼ lbs. at $1.45 to 1.50; 5 lbs., $1.55 to 1.60. 6 lbs. in limited supply, and worth $1.85 to 1.90, according to quality; 7 lbs. without change. Grey Maddapollams: 3 lbs. in rather better inquiry, sales at $21¾ to 22 per corge. Long Cloths in no demand. Quotations nominal. White Shirtings: Common still saleable at fair rates; Medium and Fine no change. White Spots and Brocades in good demand. White Cambrics: No. 24 saleable at $20 to 20¼ per corge; finer descriptions in very small inquiry. 15's and 16's: Small sales at $31⅞ to 32¼; stocks reduced, holders firmer. White Maddapollams saleable to a small extent at $21 to 22 per corge. Camlets and Scarlet Long Ells dull. Spainsh Stripes in no inquiry. Lastings, Assorted, in rather more inquiry, but at weaker rates. Scarlet Bombazetts difficult to place. Brocade Lustres unsaleable, Grey Yarn: 18's to 24's in rather better inquiry, and worth about $122½ to 125. 30's wanted, at $140; 40's sold at $147½ to 150. Iron quiet, but firm. Large-sized Flat Bar has been placed at $2.45 to 2.55 per picul; Round and Square, at $2.80 to 2.35; Swedish, at $3.35; Hoop, at $3.10. Lead in little or no request; LB, "to arrive," offered at $6.15.

PENANG.—Grey Shirtings: Sales reported of 6lbs. at $44, 7 lbs. at $52 to 53, 8¼ lbs. at $61½ to 62 per corge; 45-inch, no business. Long Cloths, no supplies had come forward. Madapollams quiet; unimportant sales of 2¾ lbs. at $21½ per corge. There had been moderately fair sales of Grey T-Cloths at about former prices; 7 lbs. at $43½ and 44, 6 lbs. at $38¼ to 38¾, 5 lbs. at $32½ and 33 per corge. White Shirtings: finer qualities continued very dull, only small quantities disposed of at $84 and 85 per corge; medium taken at $63 to 65, stocks of low qualities are almost *nil*, and are in request. Dyed goods of all kinds very dull. Yarn had been a very little brisker. Sales of Grey Mule, No. 40, at $146 to 148; No. 30 at $138 and 137 per bale. Turkey Red, No. 44 (special No.) $144 per bale. Imperial Red, No. 40, $76 to 80; Green $79 to 81 per bale. Iron: The sales of Hoop at $2¼, of Nailrod at $2.47½ to 2.65 per picul. In other Metals no business.

STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

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TEA.

YOKOHAMA.—The receipt of favourable advices from San Francisco had caused considerable activity in the market, but the scantiness of supplies and smallness of available stocks had prevented business being done to any extent. Settlements consisted of all grades, and amounted to about 2,500 piculs; these had been at gradually advancing rates, and prices closed at from $2 to $4 higher than those quoted. The Cœur de Lion for New York and Alphonsine for Boston were to sail in a few days. The Brave, 885 tons (chartered), and Charles C. Leary, 651 tons, were loading for New York. Quotations:—Common, $24 to $26 per picul, nominal; good common, $27 to $29; medium, $31 to $35; good medium, $36 to $39; fine, $40 to 42; finest, $43 to $46; choice, $47 to $50.

SHANGHAI.—Black: Only one purchase reported since the departure of last mail. The stock consisted of 2,500 packages country packed, and about 4,500 packages locally packed leaf, the bulk of the latter being of a very foul and noxious description, "doctored" up and sundried in the country round about Shanghai. Settlements for the fortnight, 705 chests; re-shipments on owners' account, 1,742 chests; stock, 8 chops, or 7,000 packages. Green: The demand noticed in our last continued until the 10th March, but since that date there had been nothing doing, in consequence of there being no available tonnage Prices had been fully supported, and in some cases a slight advance had been paid. Purchases for the most part consisted of inferior and common grades, for which Tls. 22 to 30 had been paid. A few chops of medium Moyunes taken at Tls. 35 to 39. Settlements for the fortnight, 12,145 half-chests; re-shipments on owners' account, 1,921; stock, 33 chops, or 10,880 half-chests.

CANTON.—The moderate business had consisted principally of a few small parcels of Scented Tea of good common to medium quality, which had been previously held for higher rates, but the near approach of the new season, and the new crop appears to have had the effect of inducing the owners to accept prices showing a slight reduction on last quotations. A small settlement of Canton-packed Congou reported for shipment to India. The Clymene, on the berth for London, would take all the Tea waiting shipment, and thus complete the season's export. Canton settlements from 3rd to 17th March, 1870:—Country Congous, nil; Canton District Congous, 300 half-chests, at Tls. 15; Scented Orange Pekoe,

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2,350 boxes, at Tls. 18 to 22; Scented Caper, 4,700 boxes, at Tls. 13½ to 26; Canton Greens, Gunpowder, 600 boxes, at Tls. 15 to 21; Young Hyson and Country Greens, nil.

SILK.

YOKOHAMA.—The market had continued active, and prices had further advanced. The chief inquiry had been for Oshus of all sorts, and for good medium hanks; the latter were quoted much dearer. Settlements estimated at 900 bales:—Hank sorts, 450 bales; Oshu, 280; other sorts, 170; settlements to date, 10,445 bales; against 13,550 in 1868-9, and 8,500 in 1867-8. The quotations were:—Mybash and Sinchu Hanks: Extra, 36s. 6d.; Best, 34s. 2d. to 35s. 9d.; Medium, 31s. 11d. to 33s. 10d.; Inferior, 28s. 1d. to 31s. 2d. Oshu: Extra, 36s. 10d. to 38s. 4d.; Best, 33s. 10d. to 35s. 9d.; Medium, 31s. 2d. to 33s.; Inferior, 27s. 4d. to 28s. 10d. Koshu: Best, 28s. 1d. to 30s., nominal; Medium, 26s. 2d. to 27s. 9d., do.; Inferior, 23s. 7d. to 25s. 10d., do. Sodai: Best, 30s. to 31s. 11d., nominal; Medium, 28s. 1d. to 29s. 8d. Echesen: Best, 28s. 1d. to 30s.; Medium, 26s. 2d. to 28s. 1d.; Inferior, 23s. 7d. to 25s. 6d. Mashta: Best, 28s. 1d., nominal,

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular:—The favourable advices received both by letter and telegram have caused a large business considering the period of the year, and settlements are estimated at about 1,250 bales. Prices have again advanced to the extent of from Tls. 5 to 10 all round, except for Chincum sorts, which have been in comparatively large supply. Tsatlees and Kahings are, on the other hand, very scarce, so that holders are enabled to command extreme prices. Foo-fong-sing and Choopings chop Thirds have been taken at Tls. 597½, with a portion of 1, 2 and 3s. only, and Red Peacocks have been placed at Tls. 510. In Hainins, No. 2 Fatmow has fetched Tls. 500, and a considerable quantity of Re-reeled Silks have also found buyers, the latter however being principally for barter transactions. Arrivals from the country have nearly kept pace with the settlements, and although appearances are to the contrary, it is still asserted that the total export will not much exceed 40,000 bales.

JAVA AND STRAITS PRODUCE.

BATAVIA.—Arrack: f.80 to f.82,50 per leaguer; nominal. Cloves: f.25 per picul; dull. Coffee—Java: None in the market. Cubebs: f.14.50 to f.16 per picul; crop finished. Gutta Percha: f.60 to f.150 per picul; small supplies. Gum Dammar: f.41 per picul; nominal. Hides—Cow, f.35 to f.45; Buffalo, f.25 to f.29 per pound, according to quality. India Rubber: f.95 to f.105 per picul; scarce. Indigo: Sales at Samarang, f.5.25 to f.5.30 per lb. for first quality. Mace: f.150 to f.175 per picul; scarce. Nutmegs: f.90 to f.115 per picul—sales according to quality. Pepper—Black: f.18.25 to f.19 per picul sales White; no stocks. Rice: first quality, f.160 to f.170 per coyang, dull; second ditto, f.130 to to f. 150 per coyang, dull; cargo, f.100 to f.110 per coyang, none in the market. Rattans: Borneo, f.11 to f.13 per picul, none; and Padang, f.8 to f.9.25 per picul, sales. Sapan Wood: Manila in bond, f.4 to f.4.50; Java, f.2.50 to f.3 per picul, sales. Government sale on 12th March of 3,260 piculs; Bima, by auction, averaged f 3.60 per picul. Sugar; nominal. Tin: Billiton—An auction of 5,000 piculs, advertised for 6th April.

SINGAPORE.—A fair business has been done in produce during the fortnight. Gambier had been taken up more freely, about 1,250 tons engaged at $3.25 to 3.20; but the market closed weak and dealers would sell under the latter quotation. In Black Pepper supplies came forward very slowly; the price had advanced to $8 to 8.10 per picul, at which several purchases had been made. White Pepper in better supply, prices declined from $11.90 to 11.50; fair business done. Pearl Sago quieter. Sago flour: Considerable purchases, prices steady. Tapioca purchased more freely, and at a slight advance. In Hides more had been doing. No purchases of Coffee reported. Tin firmer, about 4,000 piculs purchased, chiefly for America; $29 to 29¼ paid for best Malacca.

PENANG.—The Produce Market had been barely supplied during the fortnight with the principal articles of Export, but some business had been done by way of contract for future delivery, and prices all round were firmer than last advised. Tin had not been plentiful, and arrivals met a good demand; prices opened at $27½ per picul, advancing to $28, and latterly to 28½ per picul. Black Pepper had also advanced in price, and arrivals from the West Coast had been taken at $8.05, purchases to arrive at $7.80 to 7.95 per picul. 500 piculs from Acheen brought $8.05, and about 400 piculs from Trang at $7.92 per picul. White Pepper in restricted supply; arrivals scarce, and taken at $11 and $11½ per picul. Fish Maws very scarce; one small lot of whole taken at $73½ per picul. India Rubber scarce and advanced to $39 to $40 per picul. Mace: No. 1 picked, in demand at $90 to $95 per picul. Nutmegs: One purchase of 110 nuts per lb., at $52. Sugar: Penang continued in good demand, maintaining its price.

EXPORT OF TEA AND SILK, SEASON 1869-70.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Feb. 28, 1870	74573	69864486	49565984	1349918	14484569	135339440	38774
Corresponding period last season	781407	68689159	53899568	...	15790745	138610879	49167

Shipments Since:

Mar. 10 per Loudoun Castle	From Shanghai	958,524	12
— 14 ... Dartmouth	... Do.	803,712	20
— 22 ... Salsette (ml. str.)	... Do., &c.	—	1,505

TO THE CONTINENT.

		Bales.
From June 1 to Feb. 28, 1870	4076017	14284
Corresponding period last season	4096139	18551

Shipments Since:

Mar. 22 per Salsette (ml. str.)	From Shanghai, &c.	—	693

TO UNITED STATES.

	Pcls.
From June 1 to Feb. 28, 1870	35065020 889
Corresponding period last season	35218570 1483

Shipments Since:

Mar. 10 per Banian	From Shanghai	859,720	
— 12 ... America (str.)	... Do.	—	25

TO AUSTRALIA.

From June 1 to Feb. 28, 1870	13,169,241 lbs.
Corresponding period last year	16,687,239

Shipments Since:

Mar. 18 per Esk	From Hong Kong	7,000

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844	51,022,600	...*
,, 1845 to 1846	57,334,200	18,604
,, 1850 to 1851	63,972,000	22,143
,, 1853 to 1854	77,327,800	61,280
,, 1855 to 1856	92,240,300	50,481
,, 1857 to 1858	76,990,255	68,315
,, 1858 to 1859	65,789,792	83,134
,, 1859 to 1860	85,560,452	64,169
,, 1860 to 1861	90,066,160	76,644
,, 1861 to 1862	109,854,040	79,199
,, 1862 to 1863	121,273,580	72,887
,, 1863 to 1864	117,463,586	46,603
,, 1864 to 1865	121,236,870	32,313
,, 1865 to 1866	118,333,042	62,890
,, 1866 to 1867	118,423,290	50,052
,, 1867 to 1868	116,890,430	57,449
,, 1868 to 1869	142,789,804	70,917

* Including the Continent.

SILK SHIPPERS FROM YOKOHAMA.

To 26th Feb., 1870, Season 1869-70.

	Bales.		Bales.
Aspinall, Cornes, and Co.	589	Petrococchino, P. E., and Co.	131
Aymonin and Co.	592	Prato and Co.	128
Abegg and Co.	12	Patties	36
Bavier and Co.	348	Paith, E.	27
Batto	27	Ravel, Blanc, and Co.	622
Comi, V.	289	Ross, Barber, and Co.	350
Davison, James	10,104	Reiss and Co.	348
Deveze and Co.	45	Sitwell, Schoyer, and Co.	55
Eccard and Raud	291	Schultz, Reis, and Co.	290
Fraser, J. C., and Co.	84	Shaw, Winstanley, and Co.	188
Facchi	8	Seyd, E., and Co.	30
Gilman and Co.	254	Siber and Brennwald	247
Grosser and Co.	18	Smith, Baker, and Co.	82
Gutschow and Co.	373	Stephenson, Dallas, and Co.	18
Goddard, R.	506	Strachan and Thomas	779
Heard, A., and Co.	138	Schmidt, E.	48
Hecht, Lilienthal, and Co.	376	Textor and Co.	373
Hooper Bros.	152	Thorel and Co.	74
Hudson, Malcolm, and Co.	173	Valmale, Schoene, and Milsom	444
Jacquemot, J. M.	8	Van der Tak	188
Jardine, Matheson, and Co.	15	Wilkin and Robison	531
Kingdon, N. P.	110	Walsh, Hall, and Co.	104
Kniffler, L., and Co.	72	Ziegler and Co.	51
Leggatt, C. E., and Co.	119	Sundries	93
Macpherson and Marshall	231		
Morf, H. C., and Co.	78	Total	9,836
Netherlands Trading Company	133		

Shipment to England	6,115	
,, France	3,577	
,, America	131	
,, Italy	13	
		9,386

Shipped per P. and O. Co.	7078	
,, M. I. Co.	2513	
,, P. M. S. S. Co.	149	
,, *Crown* (sailing vessel)	96	
		9,836

SETTLEMENTS OF TEA.—SHANGHAI.

From 1st June to 10th March, Season 1869 to 1870.

BUYER.	BLACK. Chests.	Re-shipments. Chests.	GREEN. ½-Chests.	Re-shipments. ½-Chests.
Adamson, Bell, and Co.	15,184	6,890	28,746	1,263
Ashton and Co.	—	1,519	—	—
Birley, Worthington, and Co.	36,667	2,309	27,113	4,744
Blain and Co.	23,147	5,630	7,285	1,725
Blum Bros. and Co.	1,320	—	9,068	—
Bourjau, Hubener, and Co.	644	2,458	524	—
Brand, Monro, and Co.	7,777	—	—	—
Bull, Purdon, and Co.	6,484	529	673	—
Butterfield and Swire	15,442	4,468	496	—
Chapman, King, and Co.	6,653	596	901	—
Dent, Alfred	2,722	14,172	—	—
Dickinson and Co.	1,247	992	—	—
Fraser and Co.	—	—	5,800	—
Gibb, Livingston, and Co.	1,135	7,122	10,285	686
Gilman and Co.	17,181	3,396	34,023	—
Glover, Dow, and Co.	12,796	1,932	3,277	1,419
Hargreaves and Co.	375	—	728	—
Heard, Augustine, and Co.	16,260	2,776	42,084	834
Hogg Brothers	12,423	6,015	3,224	—
Holliday, Wise and Co.	202	2,024	2,477	—

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Jardine, Matheson, and Co.	9,640	3,636	12,923	4,306
Jarvie, J., and Co.	—	—	—	—
Lent and Co.	14,535	798	11,506	—
Little and Co.	6,499	684	56,363	—
Olyphant and Co.	2,862	607	65,047	3,149
Osborne and Co.	8,638	456	7,584	7,839
Overbeck and Co.	50,090	3,241	879	578
Overweg and Co.	18,259	6,838	—	—
Petrocochino and Co.	14,701	—	11,584	—
Reid and Co.	13,104	3,800	14,799	676
Reiss and Co.	1,482	4,297	—	—
Rothwell and Co.	11,939	1,000	1,802	981
Russell and Co.	494	3,076	25,442	—
Sassoon, David, Sons, and Co.	496	2,073	—	—
Shaw Brothers and Co.	4,109	—	5,035	—
Siemssen and Co.	970	—	—	—
Smith, Archer, and Co.	—	—	12,437	—
Tate, J. P., Esq.	18,020	—	6,401	—
Thorne Brothers and Co.	12,581	10,838	15,484	1,329
Turner and Co.	—	8,675	—	—
Weston and Co.	6,529	5,687	1,417	766
By Sundries	35,407	7,278	4,319	—
	411,576	130,707	438,555	29,495

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 5½d.	4s. 6d.	4s. 6d.
Shanghai " "	5s. 11½d.	6s. 0d.	6s. 0½d.
Canton " "	4s. 5½d.	4s. 5½d.	4s. 6d.
Hong Kong " "			
Macao " "			
Singapore " "	4s. 6¾d.	4s. 6¾d.	4s. 7d.
Manilla " "	4s. 5d.	—	—
Colombo " "	par to ¼ p. ct.	1¼ to 1½ dis.	1¼ to 1½ dis.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	300 to 301	222½ to 223½
" Hong Kong	25½ to 26 dis.	—
Bar silver	111.5.0	9½ prem.
Mexican dollars	74.2.0	1 prem.

Bons, at Yokohama, 338 to 354 per 100 dols.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 24; Old, 32 per cent. premium.
Hong Kong Gas Company, 46 dols. per share.
Hong Kong and Whampoa Dock, 1 per cent. discount.
Union Dock Company, 40 to 45 per cent. discount.
China Traders' Insurance, 1,600 dols. premium.
Hotel shares, 60 to 70 per cent. discount.
Hong Kong and Macao Steamboat Company, 29 per cent. premium.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Amsterdam, March 7, Admiral de Ruiter; March 13, from London, Velocity; 15, from Liverpool, Caractacus; 18, from London, Sakana.

At HIOGO.—March 15, from London, Royal Minstrel.

At NAGASAKI.—From London, Feb. 25, Chanticleer.

At SHANGHAI.—From London, March 4, Taeping; from Cardiff, Jessie; from Liverpool (reported by telegram), Bolivier; from London, Lauderdale.

At HONG KONG.—From London, March 8, Taitsing; 11, Belted Will; from Glasgow, —, Wilhelmine Emma (str.); from Liverpool, Ajax (str.); 9, Veritas; from Cardiff, 8, Triton; 13, Marnix de St. Aldegonde; 14, Sardis; 18, Alsen Mathilde; from Hamburg, 17, Devonshire; from Swansea, 18, Kronprindsessen.

At MANILA.—From London, March 4, Sakana (str.); from Liverpool (reported by telegram), Olano, Trinidad.

At SINGAPORE.—From London, March 17, Chu Kiang (str.); from Glasgow, 17, Lochleven Castle; from Newcastle, Jeannie Souttit; from Swansea, 18, Lady Turner; from Sunderland, 19, Stanfield; from Cardiff, 25, Carmelita and Ida; from Rotterdam, 24, Isac de Costa; from London (reported by telegram), Erl King (str.), Diomed (str.), Agamemnon (str.).

At PENANG.—From Liverpool, March 30, Agamemnon (str.).

At BANGKOK.—From Havre, March 11, Penelope.

DEPARTURES.

From YOKOHAMA.—March 15, for New York, Cœur de Lion.

From SHANGHAI.—None.

From FOOCHOW.—None.

From HONG KONG and CANTON.—For London, March 16, Fung Shuey.

From MANILA.—For London, March 1, Feliz; for Liverpool, 5, San Fernando; for New York, 6, Golden State, Great Admiral; 13, Panama; for Boston, Samuel G. Glover; for Cadiz, Chisca.

From SINGAPORE.—For London, March 19, Westward Ho; 25, Gladiateur; for Channel, Elliotts; for Glasgow, 26, Lochleven Castle; for Boston, 14, Mary Tatham.

From BATAVIA.—None.

From BANGKOK.—For Europe, March 8, Max.

VESSELS LOADING.

At YOKOHAMA.—For New York, Cœur de Lion, Brave, C. C. Leary; for Boston, Alphonsine.

At SHANGHAI.—For New York, Surprise.

At FOOCHOW.—For New York, Allendale.

At HONG KONG and CANTON.—For London, Clymene.

At MANILA.—For Falmouth, Espana; for Liverpool, Elisa; for Cork, Khorasan; for Cadiz, Delia, Candida; for New York, Tewkesbury, City of Agra.

At SINGAPORE.—For Liverpool, Henry Grenfell; for New York, Lady Turner.

At PENANG.—For London, Onrust.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £3; to New York, £2 to £2 5s.

At SHANGHAI.—There is no tonnage offering for London or United States.

At FOOCHOW.—No vessel on the berth.

At HONG KONG and CANTON.—For London, £2 10s. per ton; for New York, nominal.

At MANILA.—To London, £2 17s. 6d., Clayed Sugar; unclayed, £3 5s.; Hemp, £4.

At SINGAPORE.—To London, Tin, £2; Gambier, £2 2s. 6d.; Sago in boxes, £2 10s.; Coffee, £2 10s.; Hides, £2 10s.

At PENANG.—There is no alteration to report.

At BATAVIA.—To Holland, Sugar had advanced to f.82.50, but at the close the rate was f.75 per last.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Mar. 6	Petronela	Rotterdam	Samarang
" 8	Australia	Amsterdam	Batavia
" —	Catharina	Hamburg	Hong Kong
" —	Guinevere	London	"
" —	Black Prince	"	"
" —	Jonge Cornelis	Rotterdam	Batavia
" 9	Geo. Croshaw	Bangkok	Falmouth
" —	Norbavet	Cheribon	"
" 12	Clifton	Liverpool	Singapore
" 13	Dagersad	Batavia	Rotterdam
" 15	George Green	Singapore	New York
" —	Ferndale	"	"
" 16	Lanercost	Samarang	Amsterdam
" —	Henri Joseph	"	Rotterdam
" 17	Wemyss Castle	Singapore	Liverpool
" 18	Harlaw	Shanghai	New York
" 19	Alvington	Singapore	Falmouth
" 20	Gravenhage	Batavia	Rotterdam

SHIPPING REPORTS.

HONG KONG.

The British ship Belted Will reports discharging the pilot off Plymouth on the 27th Nov., at eleven A.M., and experienced a series of westerly gales before clear of soundings; passed West of Madeira, and carried the N.E. trades so far as lat. 6 N., then light southerly winds, and variable winds from the westward; crossed the line, in long. 27 W., on the 20th Dec.; found the S.E. true and moderate; passed close to Martin Vas on the 26th, in sight of Trinidad, the trades veering to the north and east as the tropic was passed; thence very variable winds until the meridian of the Cape of Good Hope was, on the 14th Jan., in lat. 43 S.; passed the meridian of St. Paul's on the 28th Jan., after having experienced a large proportion of contrary winds from the eastward; enjoyed steady S.E. trades and very pleasant weather until nearing the Straits of Java, when light variable winds prevailed for five days. Made Java Head and Anjer on the 13th of Feb., thence by Gaspar Straits, which was left on the 17th; passed the N. Danger on the 4th March, and the Macclesfield Bank on the 9th, finding from the Natunas a strong monsoon and heavy sea; afterwards moderate to Hong Kong; passage from Plymouth, 102 days; spoke, on the 17th Feb., the British ship Sarah Nicholson, from Shanghai to New York. Off the N. Danger, spoke the French barque Tycoon, from Bangkok, bound northward.

The British ship Taitsing reports, experienced strong westerly winds after leaving the Isle of Wight; crossed the Equator in long. 25 W. on the 15th of December, sighted Trinidad on the 23rd, enjoyed moderate S.E. trades; passed the meridian of the Cape of Good Hope on the 7th Jan., in lat. 42 S.; experienced moderate weather running down the eastward; sighted Dirk Hartag's Island on the 31st, entered Ombay on the 7th Feb, cleared Dampier's Strait on the 22nd, had light baffling winds until in the parallel of the Pellew Group, then picked strong N.E. winds, which carried the ship by the Ballingtang Channel to Hong Kong in nine days; 104 days from the Isle of Wight.

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LATEST TELEGRAMS.

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CHINA.

(RECEIVED VIA GALLE, APRIL 21.)

SHANGHAI, MARCH 30 (REUTER'S.)—Grey Shirtings, 8¼ lb., 2.3.0. Cotton: Shanghai, 19½ taels. Tea, quiet. Silk: Hardening tendency; export to date (China and Japan) from commencement of season, 56,000 bales. Exchange on London, Bank bills, six months, 6s. 0½d. Freights: Tea, 60s.

HONG KONG, APRIL 5.—Grey Shirtings, 6½ catties, 8¼ lb., $2.92; Watertwist, 16-24, $1.45. Cotton, Bengal, fair medium, $18. Tea quiet; Total export (China and Japan), 137,000,000 lbs. Exchange on London, Bank bills, six months, 4s. 6d.

(RECEIVED VIA KIACHTA, APRIL 26.)

SHANGHAI, APRIL 8.—(GRANT'S TRANSMONGOLIAN CIRCULAR).—Crop of China Silk generally estimated at 42,000 bales; No. 8 Tsatlee, 32s.; No. 4 Red Peacock, 28s. nominal; No. 5, 26s.; market very strong. Settlements, China, since last Circular, 700 bales. Export, China and Japan, from commencement of season, 51,350 bales. Stock, 200 bales, mostly Sechuens and coarse kinds. Tea, nothing doing. Freights, to London, 60s. Arrivals, none. Departures, none. Shirtings, very dull; Dewhurst's Eagle, Tls. 2.3. T-Cloths, very large stocks; sellers farring (forcing ?); market at about ten per cent. loss; Bradford goods very much depressed, very large stock. Cotton, Tls. 19⅛, Shanghai. Exchange on London, Bank bills, six months, 6s. 0½d.

Imperialists severely defeated, Shansi province. Report—American Consul (Sheppard) murdered at Yedo. Telegrams by Grant's line, dated London, March 15, received in Shanghai 4th April.

[Some doubts having been expressed as to the authenticity of this telegram, the following notice appeared in *The Times* of Saturday:—"In reference to the reported murder of the American Consul at Yedo, it appears that the intelligence was received at the office of the *London and China Telegraph* in the usual weekly mercantile telegram by Grant's Service, *via* Kiachta.]

MANILA.

(RECEIVED VIA BOMBAY, APRIL 23.)

BOMBAY, APRIL 22.—Intelligence has been received here of a great fire having occurred in Manila. The loss is estimated at one and a half million dollars, which is not covered by insurance.

[The above was published in the daily papers. From private telegrams of the 29th March, and *via* Calcutta 2nd April, we learn that the fire occurred in the Calle Rosario and Calle Nueva, chiefly among premises of Chinese and native dealers, and the property destroyed, including European cotton goods, is valued at $300,000.

STRAITS SETTLEMENTS.

(RECEIVED VIA GALLE, APRIL 30.)

SINGAPORE, APRIL 16.—Grey Shirtings, 8¼ lbs., $3.05; Yarn, 40's, $148. Arrival, Diomed. Freights to England, £2 2s. 6d. Exchange, 4s. 6⅛d.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

BARNETT—On the 23rd Feb., at Yokohama, Japan, the wife of Captain Barnett, 1st battalion 10th Regiment, of a daughter.

BAYLEY—On the 20th March, at Closenberg Estate, Ceylon, Mrs. F. Bayley, of a daughter, prematurely.

BRUNTON—On the 16th March, at Benten, Yokohama, the wife of R. H. Brunton, Esq., of a daughter.

DEWHURST—On the 20th April, at 34, Bedford-square, Brighton, the wife of George B. Dewhurst, Esq., of a daughter.

DICKINS—On the 17th April, at Wimbledon, Mrs. F. V. Dickins, of a son.

FOREST—On the 18th March, at Hong Kong, the wife of C. de la Forest, Esq., of a daughter

GREIG—On the 30th March, at Arnold-place, Colpitty, Ceylon, the wife of Andrew Greig, Esq., of a daughter.

JOHNSON—On the 8th March, at Shanghai, Mrs. F. B. Johnson, of a daughter.

LUDEKE—On the 5th March, at Hankow, Mrs. Fred. Luddeke, of a daughter.

OZORIO—On the 8th March, at No. 8, Shelley-street, Hong Kong, the wife of Mr. C. A. Ozorio, jun., of a daughter.

PARKES—On the 6th March, at the Wesleyan Mission House, Canton, the wife of the Rev. H. Parkes, of a daughter.

WOODWARD—On the 10th March, at Shanghai, Mrs. R. H. S. Woodward, of a daughter.

MARRIAGES.

HOLME—SUTCLIFFE.—On the 20th April, at St. Catherine's Church, Ventnor, by the Rev. Charles Wills, Edward Z. Holme, Esq. (of the firm of Holme, Ringer, and Co., Nagasaki), to Annie, second daughter of J. C. Sutcliffe, Esq., J.P., D.L., The Lee, Heptonstall, Yorkshire.

OLDHAM—BRENNAND.—On the 27th April, at All Saints' Church, Clapham-park, London, Walter Oldham, of Singapore, to Nellie, only daughter of Richard Brennand, Streatham-hill. No cards.

PARSON—YOUNG.—On the 20th April, at the parish church, Reigate, by the Rev. William Henry Parson, of Lynchmere, Sussex, father of the bridegroom, the Rev John Campbell Parson, of Finchampstead, Berks, to Mary Barnes, only daughter of the late Peter Young, Esq., M.D., and stepdaughter of Richard J. Gilman, of The Mount, Bishopstoke, Esq.

SEVERS—FARQUHAR—BATEMAN—FARQUHAR.—On the 23rd April, at the Holy Trinity Church, Clapham, by the Rev. W. H. Wentworth Bowyer, rector, assisted by the Rev. R. Morey Weale, Albert Severs, Esq., late of Yokohama, Japan, to Mary Winifred, eldest daughter of John Farquhar, Esq., of Victoria-road, Clapham-common; and at the same time and place, B. Arthur Bateman, Esq., to Margaret Gertrude, third daughter of the above-named John Farquhar, Esq. No cards.

SIMPSON—CORNES—On the 31st Jan., on board S.S. *China*, by the Rev. Leonard W. Kipp, Charles R. Simpson to Mary E. Cornes.

SMALL—FORTRIDE.—On the 5th March, at Chefoo, by the U.S. Consul, Mr. Richard Godfry Small, of the Imperial Customs, to Miss Henriette Frederike Christione Fortride, daughter of Dudevig Fortride, Esq., Hamburg.

SPENCE—LAYTON—On the 20th inst., at St. George's, Bickley, Kent, by the Rev. James Davies, of Mow-court, Kington, Herefordshire, assisted by the Rev. E. J. Selwyn, vicar of St. George's, Edwin John Spence, of Yokohama, youngest son of Robert Spence, Esq., of Bickley, to Annie Jane (Minnie), third daughter of T. E. Layton, Esq., of Bickley-park, Kent.

TOWNLEY—DALY.—On the 11th March, at H.B.M. Consulate, Yokohama, Frederick Townley, to Annie Emily Daly.

VINTON—GAMBLE.—On the 9th March, at St. John's Cathedral, Hong Kong, by the Rev. Canon Beach, Mr. William Vinton to Miss Annie Nelson Gamble, both of Hong Kong.

DEATHS.

BAYLEY—On the 29th March, at Closenberg Estate, Ceylon, the infant daughter of Mr. and Mrs. F. Bayley.

CANTY—On the 12th March, at Shanghai, Mr. William Canty, aged 37.

COCHRAN—On the 7th March, suddenly, of pulmonary apoplexy, at Government Civil Hospital, Hong Kong, Dr. A. Cochran, superintendent.

FANE—On the 19th April, at 29, Portman-square, the Hon. Julian Henry Charles Fane, of the Diplomatic Service, aged 42.

GORDON—On the 7th Feb., on board the *Osaka*, during her voyage to Japan, Henry, second son of the Rev. Henry Gordon, of Woodhall, in the 21st year of his age.

LESSLER—On the 5th March, at Penang, Catherine Wilhelmina, the beloved wife of Mr. John Lessler, aged 27 years.

MASON—On the 11th March, at Hong Kong, of chronic diarrhœa, William Henry Mason, aged 39 years, son of the late Thomas B. Mason, Esq., for many years Town Clerk for Doncaster, Yorkshire.

MCEACHRAN—On the 22nd March, at Galle-face House, Colombo, George A. McEachran, Esq., aged 36.

WILKINSON—On the 7th March, at Yokohama, of typhus fever, Prudlie, wife of Hiram S. Wilkinson, Esq.

COMMERCIAL POSTSCRIPT.

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Sales of about 50,000 packages China Teas are announced for to-morrow, of which a large proportion consists of very common Congou. All good sorts of both Black and Red-leaf are well held by importers. The clearances for the week ended April 23 amount to 3,057,399 lbs., coasting ports 314,203 lbs.

The offices of the Company des Services Maritimes des Messageries Imperiales have been removed from 4, Moorgate-street, to 97, Cannon-street, opposite the railway station.

At a meeting in Shanghai of the S. S. N. Company, under the management of Messrs. Russell and Co., a dividend for the half year was declared of 6 per cent. At Hong Kong the Hong Kong Fire Insurance, under the working of Messrs. Jardine, Matheson, and Co., a dividend of 12 per cent. per annum. The accounts showed the office in a flourishing state.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—April 30, at Deal, from Ceylon, Ocean Beauty; 27, at Bordeaux, from Batavia, Luise; May 1, at Deal, from Ceylon, Peter Denny.

DEPARTURES.—April 30, from London, for Colombo and Madras (via Suez Canal), Carolina (str.); for Yokohama and Hiogo, Vigil; 15, from Boston, for Hong Kong, Formosa.

SPOKEN.—Mendoza (French), Marseilles to Japan, March 12, 19 N., 25 W.; Empress (barque), Macao to Falmouth, March 7, 28 S., 8 W.; Laurens Koster, Batavia to Rotterdam, April 8, 23 N., 42 W.

MISCELLANEOUS.—At Malta, April 29, Danube (str.), from Liverpool, and proceeded for Singapore, China, &c. (*via* Suez Canal).

THE BRINDISI MAIL SERVICE.

A petition to the Postmaster-General has been drawn up and signed by several influential bankers and merchants, in the India and China trade, praying that steps may be taken for permanently adopting Brindisi, in lieu of Marseilles, the mails by that route having now for several months, with few exceptions, been received two days in advance, while if the French railway service were improved the saving would be even greater. The signatures include the Oriental, Chartered Mercantile, Chartered and London Joint-Stock Banks, Rothschilds, Hambro, Crawford, Colvin, and Co., Henry Schroder and Co., Fruhling and Goschen, J. S. Morgan and Co., Forbes and Co., Brown, Shipley, and Co., and Fred. Huth and Co.

A NEW LIGHT VESSEL FOR CHINA.—The *Tungsha*, a fine new Light vessel for the Customs in China, will sail for her destination in a few days, from the Thames, where she has been built at Messrs. Dudgeon's yard. We believe she is the first built for that country according to the Trinity-house rules. Her dimensions are—length, 103 feet; beam, 21 feet; depth of hold, 10 feet 3 inches; built of oak and teak, and copper fastened throughout. This vessel has been built with all the newest improvements applicable to Light ships, and fitted in the most convenient manner. Revolving light of great power. Sea-water distilling apparatus, an important provision in event of communication with the shore being cut off at any time. A very complete fog apparatus, consisting of four large brass horns on a pedestal, blown by the steam from a separate boiler at high pressure. She is rigged as a barque at present, for the purpose of sailing out, and has a smart appearance, but when on her station will have only her mainmast standing as the lantern mast.

THE Calcutta correspondent of *The Times* tells us that Russia has taken her "first step backward from the Oxus." Samarcand has been restored to the King of Bokhara. The contraction of their advanced line, remarks the correspondent, will prove as damaging to Russian prestige in India and Central Asia as it is favourable to that of England, which has been increasing ever since the Umballah meeting.

MR. HENRY GEORGE KENNEDY, B.A., formerly of Trinity Hall, Cambridge, and now second assistant at H.B.M.'s Consulate General, Siam, was called to the Bar by the Hon. Society of Lincoln's Inn on the 30th April.

The Donegal, 81, screw, Captain W. N. W. Hewett, V.C., is reported to have left Simon's Bay for China on the 11th ult.

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COURT OF ADMIRALTY.

THE GLENDUROR.

This was a cause of salvage on behalf of Jarvis Arnold and others, boatmen of Kingsdown.

The *Glenduror*, an iron vessel, laden with a general cargo, from Batavia for Rotterdam, on the 7th of February last arrived in the Downs and anchored, and remained at anchor until the evening of he 12th, at which time the wind was blowing a gale. About 8.30 P.M. the starboard cable parted at the windlass. The port bower anchor was then let go, but the cable soon afterwards parted, and, as the vessel was close in shore, it was found to be impossible to weather the South Foreland, and her master, by the advice of the pilot, ran her on to the beach close to the life-boat station at Kingsdown. After great difficulty, in consequence of the state of the wind and the sea, the Kingsdown lifeboat was launched, and succeeded in rescuing the master's wife and child and the whole of the crew, which consisted of twenty-seven persons. A portion of the vessel's cargo was subsequently discharged, and on the 19th the vessel was got off and taken into a place of safety. The value of the vessel, cargo, and freight was about £50,000. The defendants had paid the sum of £500 into court, and prayed the judges to pronounce for this sum as being sufficient remuneration for the plaintiffs' services.

His Lordship (Sir R. J. Phillimore) awarded the sum of £1,000 and costs.

On the 26th ult. Mr. Albert Hodges, navigating sub-lieutenant of the Rodney, while walking the main deck aft, was observed to stagger and fall on the deck. He was carried below in an insensible condition, and died about a quarter of an hour afterwards. The medical officers of the Rodney had just left the vessel, and assistance was summoned from the Buzzard, lying alongside. Mr. Martin, assistant-surgeon of that ship, attended immediately, and his opinion, and also that of Staff-Surgeon G. B. Hill, of the Rodney, was that death resulted from disease of the heart. This was the verdict recorded by the jury at an inquest held on the body on board the Rodney.

ADMIRAL THE HON. SIR HENRY KEPPEL was entertained at dinner, at the George Hotel Portsmouth, on Thursday evening, by his naval friends and officers who had served under his command. The chief toast of the evening was "Our Guest." The gallant admiral alluded with extreme regret to the absence of his old friend Sir James Elphinstone, and mentioned that he had once contested the borough of Portsmouth with him, but "after spending £5,000 he went home at the bottom of the poll a wiser but a poorer man.

A STRANGE incident has taken place in the Indian Ocean. The steamer *Rocket*, *en route* for China, *via* the Suez Canal, had left Aden, and was proceeding towards Galle. Two small native craft, called "dhows," approached her, and the captain, thinking they were pirates, fired upon and killed several of the crew. The "dhows," however, were peaceful craft laden with merchandise, and being short of water had merely approached the *Rocket* to ask for some. Upon arriving at Muscat, whither they were bound, an account of the occurrence was laid before the British Consul.

A PRESENT for the Prince of Wales in the shape of a large joss or idol has been sent home from China by Admiral Keppel, and has arrived at Sandringham. The figue weighs about 30 cwt., being made of metal. It is not of great height, but of massive proportions. The ornamentation is elaborate, and the whole details are distinguished by the painstaking minuteness which generally characterises Chinese workmanship.

PRESENT FOR THE PRINCE OF WALES.—A large joss or idol has been sent home from China by Admiral Keppel, as a present for his Royal Highness the Prince of Wales, and has arrived at Sandringham. The figure weighs about 30 cwt., being made of metal. It is not of great height, but of massive proportions. The ornamentation is elaborate, and the whole details of the figure are distinguished by the painstaking minuteness which generally characterises Chinese workmanship.

THE following is from the *Athenæum*:—"Mr. N. B. Dennys, late editor of the *Hong Kong China Mail*, has returned to England. Mr. Dennys, who has compiled various works relating to China, was the proprietor and editor of a monthly publication entitled *Notes and Queries on China and Japan*, which was ably supported by the Sinologues and literary men of the East."

The Science and Art Department of the South Kensington Museum, according to the *Silk Supply Journal*, has placed at the disposal of the Silk Supply Association a room for the purpose of rearing silkworms during the months of May and June. The association being possessed of some rare "grain," expect thus to be enabled to demonstrate the practicability of silk production in this country.

Captain Lewis J. Moore, who was appointed in November last to the Barrosa, one of the corvettes forming the flying squadron, and which is to be detached on its arrival in Japan for service on the China station, has arrived at Yokohama, and awaits the arrival of Admiral Hornby's squadron.

The *Journal of the Society of Arts* (April 15) contains a full report of the recent conference on "The Through Route to India," of which we gave some account at the time. The paper read by Mr. Hyde Clarke, advocating a direct line of railway from Europe to India, is full of interest.

The *United Service Gazette* states that Captain John E. Commerell, C.B., V.C., (1859), will relieve Commodore William M. Dowell, C.B., in command of the Cape of Good Hope and West Coast of Africa squadron in September next.

Commander L. C. Keppel, recently promoted from the command of Her Majesty's gunboat Grasshopper, on the China station, and who it it will be remembered did considerable service in chasing pirates in the China Seas, has arrived in England.

Foreign Intelligence.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, April 21.

Public business is brought to a temporary standstill by the intervention of the Easter holidays, which give the members of the Reichstag an opportunity of returning for a short period to their families and their constituents. Count Bismark has been, ill but has so far recovered that he was able to make his usual daily reports on the current affairs of his department to the King. On Maundy Thursday he left Berlin, accompanied by the countess and their daughter, for his country seat at Varzin, where he is now passing the Easter week, after which he will return to Berlin immediately, as his presence will be much needed on account of the opening of the Zollverein Parliament, which is convened to meet immediately after Easter, and for other important reasons. It is stated that the Parliament will be opened by the King in person. A new electoral law is now passing through the Reichstag, the principal feature of which is a better distribution of the electoral districts, there being now 297 such in the North-German Confederation. It is understood that no objection will be offered to the Bill by the Federal Council; but they will most likely make difficulties about the proposed alteration in the tariff, especially increasing the duty on coffee of all growths and descriptions from its present rate of five dollars per centner to six dollars, though they are in favour of the reduction on the duty on iron from five to three groschens per centner. The only other proposed alteration of any importance is the abolition of the last surviving relic of the benighted period of export duties, which have happily melted away before the rays of enlightenment and a more liberal policy—the export duty on rags, which have always been considered such a precious treasure that they would not allow them to go out of the country except on payment of three dollars per cwt., which of course amounted to a prohibition. Negotiations have been going on for some time between the Government and the Liberal party in the Reichstag to try and effect a compromise anent the new Criminal Code, more especially with reference to the vexed question of capital punishment, which it will be remembered was expunged altogether by a large majority of the North-German Parliament on the second reading of the Bill. It is stated that the Government is not disinclined to make a concession on the subject, and limit the punishment of death to cases of murder, but dispense with it for high treason.

The Berlin *Vossische Zeitung* a few days ago published in large type the following article on the Chinese Embassy, which has the appearance of being a semi-official communication, and is generally considered as such:—"So many conflicting accounts have been put in circulation about the Chinese Embassy that has been for several months travelling through Europe in all directions, that it may be well to give the public some information on the subject derived from sources of undoubted authority. It is well known that commercial treaties have been concluded between China and several foreign States, the interpretation of which has given rise to misunderstandings and disputes, so that it has become an object of great importance for China to place them all, if possible, on a footing of equality in an international point of view. For this purpose the Embassy was fitted out and furnished with credentials for the following treaty Powers: the United States, Great Britain, France, Sweden, Denmark, the Netherlands, Prussia and the North German Confederation, Russia, Belgium, Spain, and Italy. In addition to this the Embassy was commissioned to negotiate a treaty with the United States in regard to the rights and nationality of the numerous Chinese who have emigrated to California and other parts of the Union. And, finally, a part of the instructions given to the Embassy was, to come to an amicable understanding with Russia on the subject of some dispute between them about their frontiers. As we are now informed on good authority, the Embassy has been very successful respecting the first part of its duties, at least in those countries that it has visited; also that part relating to the position of the Chinese in North America has been satisfactorily arranged by the skilful diplomacy of Mr. Anson Burlingame, the lately deceased head of the Embassy. On the other hand it appears that the negotiations with Russia concerning the rectification of the frontiers have not led to any favourable result. Mr. Brown, the present chief of the Embassy, has again returned to St. Petersburg, but, as he himself confesses, with very little hopes of success. The difficulties that stood in the way were signally apparent in Mr. Burlingame's time; and though Mr. Brown has given frequent proofs of his ability and talent as a diplomatic negotiator, it will be very difficult for him to succeed in the execution of that part of his instructions."

When the estimates for the German Consular service were under discussion in the Federal Council the plenipotentiary for Hamburg proposed the appointment of a paid Consul at Bangkok. The President replied that it would not be possible to include it in the present Budget, as it required the production of much information on the subject, which could not be obtained in time, but promised that the proposal should not be lost sight of.

A sad scandal has been discovered at a town called Bochum, in Westphalia, where it appears that a whole family of the name of Dieckhoff have for a long time been making a living by obtaining certificates from military surgeons dispensing with the services of conscripts, under the plea of ill health and other hindrances. The army surgeons thus compromised, of whom there are said to be no less than twenty-nine, are still under prosecution, but the trial of the Dieckhoffs has just been finished, they being all found guilty of the charge preferred, and sentenced to imprisonment for three years, fines of $300, and loss of their civil rights for five years.

The Crown Prince of Prussia is suffering from an incipient liver complaint, which, though it has not yet reached such a stage as to be

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called dangerous, is enough to cause the Royal family some uneasiness, and therefore at the earnest recommendation of the medical men, he is to take a course of the waters at Carlsbad, where a furnished house has been taken for his accommodation, and where he will make a lengthened residence. According to the latest arrangements, he was to leave Berlin to-day. It is said that the germs of the malady became first apparent on his return from his late journey to Jerusalem and the Suez Canal.

The Danish Minister for Foreign Affairs gives notice that the Consulate of Batavia is vacant, and invites those who wish to compete for the appointment to send in their applications (accompanied by testimonials) by the 1st of September next.

COMMERCIAL.

Business has been much interrupted by the Easter holidays, and in most articles there is no alteration in values. The sales of Tea included 98 chests Kaisow Congou and 150/4 Moning do. A cargo consisting of 1527/4 and 3826/8 chests of Congou, expected from Foochow, have been sold at secret prices for Holland. Rice continues to move off in moderate quantities, and 12,000 bags of Arracan cargo Rice have been sold by the importers at full prices. Drugs: 100 baskets of China Root, ex Adler, have changed hands by private contract; and at public sale 464 oags of Galangal Root were offered, but only 200 found purchasers at from 8 to 8⅜ marks banco. Of the Star Anis per Cecelia, 100 chests have been taken. 435 chests Camphor and 60 chests oil of Cassia, just to hand per River Eden, were previously sold for delivery on arrival. Cassia Lignia is again in favour, and full prices are easily obtained; the 5,000 chests just arrived per River Eden, and the 2,000 do. per Alice, are warehoused, and will be kept out of the market for the present. Pepper in good request; 600 bags Singapore, indirectly imported, are already placed, and the demand continues. Of Spelter only one sale is reported, 2,500 centners for spring delivery, at 12⅞ marks banco per centner.

SHIPPING.

ARRIVED.—G. F. Vowerk, from Bangkok; River Eden, from Canton and Whampoa; Alice, from Hong Kong; Johanne Auguste, from Singapore; Oscar Vidal, from Whampoa and Hong Kong.

SAILED.—Adolph, for Singapore; Turandot and Fetish, for Hong Kong.

RUSSIA.

(FROM OUR OWN CORRESPONDENT.)

ST. PETERSBURG, April 19.

The *Russian Invalid*, which had been discontinued for some time, but was resuscitated at the beginning of this year, contains a long report from Taschkend of the military operations of Governor-General Kaufmann, who last autumn advanced to Chodschent and the province of Sariarshant, where he was met by an emissary of the Emir of Bokhara, who brought intelligence of the victories gained by that potentate, and the request that the Russian troops would cover the rear of the Emir, which, however, was not granted. The son of the Emir, who had revolted against his father, was beaten and taken prisoner. Another vassal of the Chan, Sary-Chan, styled Beg of Kuliab, had endeavoured to assert his independence, and applied to the Russian General, Abramow, for assistance and support, which was refused him. He succeeded, however, with the means at his command in taking possession of Ghishar and Shirabat, and even occupying the mountainous country of Koratein; but the Chan of Chokand came to the relief of the Emir, and the Kuliab troops were dispersed and driven out of the country. General Kaufmann is displaying great zeal and activity in the employment of several special missions, composed of scientific officers, to the newly-conquered provinces of Central Asia, which will no doubt add greatly to the very imperfect knowledge we possess of the geography of those distant and almost inaccessible regions.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, April 22.

The Easter week has, of course brought dulness upon our politics, and the only question agitated has been whether a Ministerial crisis is approaching. Both the Liberal papers, which set rumours in circulation of impending Ministerial changes, seem now to be frightened by their *hardiesse* in attacking some of the members of the Cabinet. However the event may turn out, it is certain that several local Liberal papers express a good deal of discontent at the present constitution, and it is fervently hoped that at any rate the Ministers of Justice and War will resign. *Het Noorden* maintains that it will be impossible for the Minister of the Colonial Department to retain his portfolio unless he recalls Mr. Myer, and replaces him with a Liberal Governor-General; and at the same time alters his Sugar Bill in accordance with Liberal principles.

The rumours respecting a forthcoming marriage between the Prince of Orange and Princess Louise of England seem to be *canards*. I hear that there have not been any negotiations with such an object.

The Conservative papers are endeavouring to induce the Cabinet to appoint Mr. Sypesteyn, the very niosy M.P., Governor in the West Indies, but I do not think that their efforts will meet with success.

I regret having to record the death of our eminent painter, Mr. Andreas Schelfhout, who died at the Hague, at the age of eighty-three years.

Mr. G. A. Fokker, M.P. for Middelburg, will resign his seat at the close of the present session.

The King has granted permission to Mr. H. J. C. Hoogeveen, Resident at Batavia, to accept the Spanish Order of Charles III.

COMMERCIAL.

COFFEE.—In waiting for the result of the Trading Company's auctions, held to-day, buyers have shown some reluctance to operate. Only the following parcels have changed hands: 1,373 bags Java, ex Princes Amalia; 686 bags Bali, ex County of Forfar; 4,000 bags Java, ex Princes Amalia and Peri.

RAW SUGAR.—The market became animated when the fact was known that the duties in England were to be diminished 50 per cent., and holders even declined to operate at an advance of f.1; but buyers holding off, transactions can easily be effected at last auction's prices.

RICE.—25,500 bags Saigon, ex Montrose, sold at f.4 to f.4⅛; and 220 bags Carga, ex Eurydice, at prices that did not transpire.

TOBACCO.—Java: 100 bales, A. S. Malang, and 40 bales M, changed hands.

KAPOK.—269 bags cleaned sold at 40c.

TIN.—The market continues very lively, and prices have crept up, so that now f.79 to f.79¼ is paid for Banca, and f.76½ for Billiton.

HIDES.—There is a good business doing, and several important parcels, ex Jorgen Lorentzen, Royal Arthur, Eudora, L. J. Enthoven, Kruse Bjorn, and County of Forfar, have changed hands.

COCOA-NUT OIL.—All the parcels brought into the market sold at f.28¼.

SHIPPING.

ARRIVALS.—April 11, at Texel, from Sourabaya, Tasmania; from Tjilatjap, Pauline Constance Eleonore; from Banjoewangie, Aurora; from Passaroeang, Java; 13, at Brouwershaven, from Macassar, Vrachtzoeker; from Banjoewangie, Erasmus; 14, at Brouwershaven, from Banjoewangie, Henrika Adriana; at Texel, from Foochow, Kalimaas; from Banjoewangie, Albion; at Flushing, from Rangoon, Spirit of the South; 15, at Brouwershaven, from Batavia, Aiblasserdam; at Texel, from Batavia, Imperator Alexander II.; from Sourabaya, County of Stirling; at Zierikzee, from Batavia, Graafstroom; 17, at Brouwershaven, from Banjoewangie, Europa; 19, at Brouwershaven, from Banjoewangie, Susanna; at Texel, from Tjilatjap, Sliedrecht.

DEPARTURES.—April 18, from Brouwershaven, for Batavia, Noach II.; for Sourabaya, Hendrika; 17, from Texel, for Samarang, den Elshout.

PASSENGERS INWARD.—From Java, per Maarten van Rossum, Mrs. Burgers and family; per Jannetje, Mr. d'Artillact Brill and family; per Vrachtzoeker, Mr. J. C. v. d. Star and family; per Alblasserdam, Mr. E. J. C. Buijn and family; per Europa, Mr. A. Kievit and family; Mr. C. Bastraanse.

PASSENGERS OUTWARD.—For Java: per den Elshout, Messrs. B. Barruh and H. Scherbann.

POSTSCRIPT.

ROTTERDAM, April 21.

A meeting has been held here to discuss the Colonial question. Mr. I. D. Fransen van de Putte opened the debate, and in the course of his speech reviewed our whole Colonial history. The following resolution was carried unanimously:—"The meeting expresses its thanks for the explanations given by Mr. V. de Putte, and is of opinion that it is to the interest of the State to adopt a mild Colonial policy, and to apply the Agrarian Law in a vigorous and liberal manner."

COFFEE.—The Dutch Trading Company sold yesterday in public auction 92,400 b. Java and Padang. The result was not so favourable as that of the previous monthly sale. Good ordinary was sold in March at 35½c., and now at 33c. The confidence in the article is not very great.

ARRACK.—136 casks Sourabaya, ex Royal Arthur, have been sold.

ARRIVAL.—April 20, at Brouwershaven, from Batavia, Hoek van Holland.

DEPARTURE.—April 20, from Texel, for Batavia, Maibit.

PASSENGERS OUTWARD.—For Java, per Maibit: Mr. W. Glazer and family, Messrs. H. le Conge, Ph. M. Leydelmeyer, T. H. Buyten, A. J. Middelhoven.

A FRENCH VIEW OF THE CHINESE CHARACTER.

(FROM OUR PARIS CORRESPONDENT.)

M. EUGENE SIMON, Consul for France in China, has given an account of his impressions of that country before a public meeting of the Acclimatisation Society of Paris.

M. SIMON avows his partiality for China, and declares that country to be one of the greatest benefactors of Europe; she has endowed us with silk, the peach, camellia, jasmine, azalea, wistaria; the most precious of our tissues, the best of our fruits, the finest flowers come from China, and yet we know little of her. China is so vast and so varied that it is difficult to take in all at a view; take the highest mountains you can imagine, the most profound valleys, the most arid plateaux, and the most fertile plains; place them all between 90 deg. and 120 deg. longitude and 22 deg. to 50 deg. latitude, and you have China—a country the coldest or the hottest, the driest or the dampest, the poorest or the richest, the most barren or the most fertile, the most monotonous or the most picturesque, according to the point of view selected; in short, without exaggeration (and France of course excepted,) the finest country on the earth, and the best dowered for a civilised people—that is to say, for a people capable of enjoying it. Except in the north, however, near the desert, forests and meadows are wanting; the former have been destroyed by five hundred millions of men during forty centuries. Of the animal kingdom, says M. SIMON, there are no finer tigers or oxen in the world, nor finer sheep than those of the Land of Grass and the forest of Zéhol. The tiger is the black tiger, larger than that of India; its fur is as thick and almost as soft as that of the marten; the bullocks commonly reach a weight of sixteen to eighteen hundredweights, and for game a cartload may be had at Peking for five shillings. As regards the economic ability of the

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Chinese, he says, they so well understand the management of fuel that they can cook for a whole family with a few pounds of dry grass, worth not more than a centime or two per pound.

M. SIMON speaks in the highest terms of the respect which all Chinese pay their parents and ancestors, "their family religion," as he aptly terms it, and compares it with the family relations and traditions of Europe, much to the disadvantage of the latter. This family religion, he believes, almost entirely annuls the dangers of superstition. As an instance of the effect of respect for age, M. SIMON says that, annoyed at first, like other strangers, by being followed by crowds of people, often amounting to thousands, he hit upon the expedient of fixing upon the oldest man in sight, inviting him to his house with the ordinary usages of politeness, and there placing him in the seat of honour; the murmurs and the jokes, perhaps insults, ceased at once. There was established between the crowd and the foreigner a link the want of which often gives rise to so much unpleasantness and even serious difficulty. "I was no longer a stranger," he says, "but a host." A trait of good honest diplomacy well worthy of record! M. SIMON, like other travellers, complains of the annoying surveillance to which he was subjected by the local officials when he arrived in the country soon after the Treaty, but says that it soon disappeared when they became assured of the peaceful character of his duty, and when he visited the countries bordering on Thibet, he affirms that the mandarins invested him with the royal power of mercy, and that every morning there appeared before his door applicants for a remission or diminution of the punishment to be inflicted upon them.

A slight adventure which befell M. SIMON and his friends is gracefully told; the travellers, oppressed by excessive heat, dropped down at the foot of a tree, around which grew a little grass, real grass, so rare in China, but they had not noticed some women who were working in a little garden behind some shrubs, and who also had not noticed the arrival of the travellers. It is a breach of etiquette for strangers to remain long in the presence of females in China, and the faces of the women in question began to show unequivocal signs of astonishment and growing indignation. The Europeans, amongst whom was a missionary, knew that they ought not to remain where they were, but they could not make up their minds to quit their shady resting place without an effort—"Good bye, ladies", then said the missionary, in his sweetest voice.—"Good bye", was the reply, "and go away. What right have you there?"—"But, madam, we are very tired, and the other trees are far away."—"What kind of people are these?" said one of the women; "and where do they come from, that they know so little of good manners? Go, and do not let us have to complain again?" They rose to depart, but the missionary had an idea; taking out his pipe and tobacco, he said, "At least you will give me a light." "Go on," was the answer; "it shall be sent to you." The travellers marched off slowly, and soon were overtaken by a boy with a lighted *josstick*, who for his reward obtained a common pocket-knife; presently he was back again with four oranges, and his reward this time was a paper of needles; he returned, but soon reappeared with three men, who invited the Europeans to go into their house and rest. In a short time they were the best friends in the world; the women went on with their occupations, cooking the dinner and laying the table; before long all the people of the village joined the party, and a hundred questions about France were put and answered. M. SIMON being asked about his parents, said that they were dead. The reply produced was characteristic: "Ah, poor man, we can understand, then, how you could quit your home." Nothing could exceed the modest bearing, the simple mode of speech—dignified and respectful without timidity—of their Chinese host and his friends. When dinner was served the old man and his sons waited upon the travellers, who, on quitting, desired to make some presents to the children; the offer was politely but steadily refused, and with a profusion of thanks and farewells they went their way.

THE SUEZ CANAL AND THE RED SEA.

Our fears that the climate of the Red Sea would prove a serious obstacle to the use of the Canal route by vessels not specially adapted for it have been sadly verified. Already we hear of a Sunderland steamer having reached Calcutta with every stoker dead from the effects of the intense heat, and several other vessels have suffered severely, though not quite to the same extent. If these things happen in the cool season, what a fearful mortality must be expected in the summer months! The mail steamers plying in the Red Sea are of course fitted with every known device for mitigating the heat, but even they cannot employ European stokers. It is evident that the trade ought to be carried on by vessels specially constructed for it, and that in the meanwhile steamers of the old type should not be sent through the Canal without such alterations as will ensure efficient ventilation. Native stokers, too, should be taken on board at Port Said. The question of a new survey of the Red Sea came up in the House of Commons last week, and, in reply to a question regarding the alleged inaccuracy of the present charts, Mr. CHILDERS said "it was proposed in the summer to consider what should be done, with a view to an improved survey." Why should the matter not be considered at once?

The importance of vessels being able to pass through the Canal with their cargoes intact can hardly be over-estimated; but this most necessary condition is in danger of being violated by the new method of calculating the dues lately promulgated by the company. Fears are already expressed that the system of charging dues on the measurement of the cargo, whenever it exceeds the registered tonnage of the vessel will be made a pretext for an examination, and this would not be readily submitted to by British shipowners.

At the meeting of the Society of Arts on the 27th ult. Mr. LANGE read a paper on the Suez Canal, and during the discussion that followed he emphatically contradicted a statement lately put forth that, besides the *Hooghly* and *L'Imperatrice*, five other steamers had broken their propellers in passing through the Canal.

We have received from the Canal Company a telegram dated Ismailia, April 26, stating that the Messageries steamer *Hooghly* had returned to Suez. She was towed from Port Said to Ismailia, and proceeded thence with her own engines, but was delayed in Lake Timsah by going on the wrong side of the buoys, and out of the proper channel. The following ships were passing through the Canal:—*Far East, Stowell, Waverley, Emma Ash, Asie, Apis, Headquarters.* The number of vessels passing through (exclusive of those allowed to go free at the inauguration) was, in November, 1; in December, 9; in January, 16; in February, 29; in March, 53; and in the first week of the present month, 22. The cash receipts were as follows:—November, f.75,118; December, f.241,795; January, f.250,958; February, f.340,726; March, f.620,738.

THE LATE CHINESE MINISTER.

The North German steamer *Silesia* arrived at New York on the 19th ult., having on board the remains of the late Mr. Burlingame. The revenue cutter *Uno*, with the Hon. Isaac Livermore, of Boston, father-in-law of Mr. Burlingame, on board, met the steamer coming up the Bay, and took off Mr. Edward Livermore Burlingame, the eldest son of the illustrious statesman, who accompanied his father's remains from Hamburg, leaving there on the 6th ult. The flags on the steamer were lowered to half-mast on Mr. Burlingame's departure from the vessel. The corpse was embalmed at St. Petersburg a short time after Mr. Burlingame's death on the 23rd of February. It is the design of the relatives of Mr. Burlingame to have the funeral demonstration in New York City as quiet as possible, and for the purpose of conforming to their wishes, the gentlemen forming the escort have determined not to have any procession. They will meet at the Custom-house Barge-office, at the Battery, and will then proceed to the steamer *Silesia* to receive the remains. Subsequently the coffin will be transferred to the steamer *Providence*. It will be carried to Boston by the latter vessel, and will be under the charge of Gen. Chamberlain and Major Capello, of Gov. Claflin's staff, on the way there. A special meeting of the Chamber of Commerce has been held for the purpose of making arrangements for the reception of Mr. Burlingame's remains.

At a meeting of the City Committee on the Burlingame obsequies, at Boston, it was determined that the cities of Cambridge and Chelsea should unite with Boston in the demonstration, and that sub-committees from each city should proceed to New York and accompany the remains to Boston.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks.—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, MAY 2, 1870.

THE JAPAN LOAN.

WHEN the ports of Japan were first opened to foreign trade the accounts of the early English visitors to that country were received here with lively curiosity and interest; but when the novelty had in some degree worn off, and items of Japan news came to be regularly mentioned in REUTER'S telegrams, the general public soon ceased to attach much importance to the affairs of a country so distant and so difficult to understand. Consequently, excepting the few directly interested in its staple exports, but a small portion of even the commercial community have manifested any interest in Japan, except indeed when startled by some thrilling event arising out of the institutions of this peculiar and little-understood people, or by a narrow escape on the part of Sir HARRY PARKES from some new danger to his valuable and often jeopardised existence. Several very worthless books have been written on Japan, and a very few good ones, but it is to be feared that the former class have found more readers than the latter. The *London and China Telegraph*, too, has done its best to dispel the indifference of the public to Japan affairs by appealing to their understanding and sympathy, but the Japanese Government itself has just hit on a still more telling expedient—that of appealing to their pockets. They will now become our debtors, and by appearing continuously in our cash books, ledgers, and balance-sheets will ensure a permanent abiding place in our remembrance.

Through the instrumentality of Mr. HORATIO NELSON LAY, C.B., the Government of Japan seeks to borrow—or, by this time we may be justified in writing, has succeeded in borrowing—the modest sum of One Million sterling, on security which to the ordinary observer will doubtless appear amply sufficient. Our own views on this financial operation will very likely be coldly received by many investors who are anxious to be in a "good thing," so far as the immediate present is concerned; but we write in the interests of those who have a permanent stake in the trade of Japan, and our remarks are addressed to these, and not to such as regard the loan as a Stock Exchange operation. Before we analyse the proposed scheme and its proffered securities we must glance briefly at one or two points connected with the recent history of Japan and its present financial position. Firstly, then, it has passed through the severe travail of a revolution, and the birth of a new Government has left the parent country weak, collapsed, prostrate. It is true that we have good reason to think hopefully of the new order of things, for the Japanese have been earnest and thorough in certain measures of reform; but they are left with an empty exchequer and a debased currency, which has not only disorganised the action of the Government with regard to its internal affairs, but seriously affected its commercial relations with foreign countries, and this second result is by far the most important to the world outside Japan.

Now, the security proffered for what Messrs. SCHRODER and Co. have brought out as "The Imperial Government of Japan Customs Loan" consists of the entire Customs' dues of the Empire,—not one *bou* of which can properly be spared; and of the revenues arising from a railway, every metal of which has yet to be contracted for and sent out from this country. We will first consider the assignment of the Customs' dues, and to convey a true idea of their value something must be said of the method in which the Japanese manage this department of their revenue. The Custom-house at Yokohama (which is better organised than those at the other treaty ports) is built in close contiguity to the Bonded warehouses, which were established under the influence of Sir HARRY PARKES, and originally placed under the charge of two foreign superintendents—who, having fulfilled their mission by teaching the "bonded" system to the native officials, were dispensed with, and the Custom-house authorities now carry it on, after a fashion, themselves. The system however never had any great chance of success, firstly because the existence and use of large bonded warehouses depreciated the value of all warehouse property owned by foreign merchants, —secondly, because all merchandise stored in the former must pay *full* duties before it can be removed, which (as Custom-house business is transacted in Japan) is by no means a matter of course when merchandise is entered for storage in private warehouses,—and thirdly, because the business is conducted with a vexatious routine that is disliked both by foreign importers and native buyers. Private and personal interests have therefore greatly impeded the efficacy of this aid in the collection of the Customs' revenue. In the next place, the Government *employés* at the Custom-house are not only poorly paid, but in many cases innately corrupt, and it is not surprising that out of so many payers of duties some should *be* found only too willing to take advantage of this combination of poverty and want of principle. Now there are no foreign Inspectors of Customs in Japan (as there are in China) to see that Government money is not misappropriated by corrupt native officials; there is no foreigner (at least we hear of none) specially appointed at Yokohama to supervise the payment of the Customs' receipts into the Oriental Bank; and at the other ports there is no organisation whatever. Considering these things, as well as the needy state of the native Government on the one hand, and its official faithlessness on the other, we may leave our readers to judge as to how much of the daily revenue of the Customs will find its way into the treasury of the Oriental Bank. It must not be forgotten that the Manager of the Yokohama branch of that corporation is only empowered to receive such sums as the Japanese Customs may feel inclined to pay him, without having any power to exact all the dues that the native treasurer may actually collect, still less to control or obtain possession of such sums as the superior Government authorities may set aside for themselves, as mulct for charges of collection or otherwise. So much for the Customs' security. Turning now to what is termed in the advertisement of the loan, the "Additional Security"—that is, the revenues of the railways yet to be constructed from Yedo to Yokohama, and Yedo to Osaka respectively, we can hardly refrain from smiling at the assurance of those concerned, in advancing this as a "security" at all. Regarding the railways themselves, having personal knowledge of the route from Yokohama to Yedo (twenty miles), we are able to say that this portion need not be a difficult or expensive work; that is to say, it will probably not cost more than three times the sum a similar length would require in England. But when Messrs. SCHRODER and Co. invite us to look at their map of Japan for an idea of what the other lines are like, we cannot help regarding it as a snare and a delusion. You may take a map of any country and draw with a ruler and a dip of red ink straight lines from point to point, but these are hardly sufficient evidence of the practicability of constructing lines of railway. Excepting some Dutch Superintendents at Desima, Europeans have never traversed the interior, and engineers can know nothing of the obstructions that are to be met with in the recesses of a country so mountainous as Japan certainly is, as far as our own knowledge extends, and appears to be throughout if we may take the native maps as a criterion. The line from Yedo to Osaka would certainly be over 250 miles in length, following the course of a series of valleys, which we have reason to believe are in the highest state of cultivation. If the multitudinous holders of the land are to be fairly dealt with, the money now raised will barely suffice to purchase the right of way through their holdings; and it must be borne in mind that though Japan be under a despotic Government, there is

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no country in the world where landed property is so highly prized, or where its proprietors and their rights are more rigidly protected by the law. If tunnels of more than ordinary length should in some parts be found necessary—which we think more than likely—then not one million, but five at least, will be indispensable for the entire completion of the work, and in such a case the revenue would most likely be but a small percentage on the outlay.

While thus addressing a few words of caution to investors and others, we would not be understood to imply that we do not warmly approve every effort made to introduce railways, telegraphs, and Western science and civilisation generally into Japan. The desire of the Government to possess railways and telegraphs is an evidence of enlightenment that must be viewed on all hands with satisfaction; would that the Chinese Government could be prevailed on to follow the example. But we cannot unreservedly approve the method in which this loan has been brought forward. When we first heard something of the real object of Mr. LAY'S visit to Japan, we were led to understand that he went as the representative of certain large capitalists who were ready and willing (upon sufficiently advantageous terms) to undertake the construction of railways in that country. This is the version of the story that was published in all the China and Japan papers, and which was allowed by Mr. LAY to pass uncontradicted. Now, however, we find that Mr. LAY is the agent not of the lenders but of the borrowers—he comes back as the Commissioner of the Japanese Government, to raise a loan in the English money market! There is a very striking and significant difference between the two positions. The Japanese appoint Mr. LAY their Commissioner to obtain the money, and the Oriental Bank Corporation their bankers to receive it. Suppose they fail to carry out their arrangement with Mr. LAY? holders of Japan Customs' Bonds can expect no satisfaction from him; the Oriental Bank clearly is in no way responsible, save for the safe custody of such sums as may be entrusted to them, which certainly could not be in better keeping; but there is really no material guarantee either for the principal or the interest, or any compact ratified between the Imperial Government and the British Minister that any portion of the revenue will be set aside to meet the obligation now contracted with British capitalists. We know the Japanese to be wily in diplomacy and unscrupulous in monetary affairs, and we know, too, how much—or how little—aid British subjects may expect from their own Government in prosecuting claims of this nature against foreign nations that fail to meet their engagements. Another circumstance to be remembered is that Japan is a country from which we are in the habit of receiving telegrams of a startling character, and as its affairs are still in a very unsettled state, this is likely to continue for years. The lack of information among the general public regarding Japanese politics will tend to increase the alarming effect of unfavourable news, and such a telegram, for instance, as that received last week, announcing the assassination of the United States Consul at Yedo, would probably have a more depressing effect on Japanese Bonds than the recent tragedy in Greece has had on the securities of that miserable little kingdom. On the whole we cannot help regretting that the advisers of the Japanese Government were unable to devise means to construct the first line of railway without raising a loan.

FRANCE AND CHINA.

ON the 19th ult.—the day after the date of our last issue—there appeared in *The Times* a long letter from the Shanghai correspondent of that paper giving an account of M. DE ROCHECHOUART'S expedition, and highly praising the line of action taken by him to vindicate the rights of French subjects. The correspondent draws special attention to the fact that in every instance the injuries for which the French Minister sought redress were traceable to the instigation of the literati, and generally grew through the non-interference of the local officials. "If the hostility of the officials be "subdued, foreigners will have little else to fear. The people "are willing enough to admit us among them, except where "influenced adversely by the literati and mandarins." Thus are the favourite arguments of *The Times* once more refuted in its own columns.

The upholders of the BURLINGAME Mission and of Lord CLARENDON'S China policy are used to lay great stress upon the supposed fact that all the Powers to whom Mr. BURLINGAME had presented his credentials agreed in acknowledging the justice of his demands, and in engaging to adopt a policy of peace and conciliation towards China. This, however, is quite an *ex parte* statement, and almost entirely without foundation. There were many reasons, too well known to need recapitulation here, why the United States should concede all that was demanded by the Mission; and it was only natural that some minor European States, having nothing to lose by so doing, should follow in the wake of England and America. But as regards France and Russia the case is entirely different. The attempt to negotiate at St. Petersburg has avowedly been a failure, and as regards France, the recent action of M. DE ROCHECHOUART shows very clearly how far a policy of peace and conciliation is believed in either by the Imperial Government or its representative in China. The Shanghai and Hong Kong papers justly recommend the attitude adopted by France as an example to Great Britain. It has been completely and deservedly successful, and we cannot doubt that the weak policy of our own Government will in the end prove as completely the reverse. Already we hear news calculated to strengthen this belief. Among the Chinese themselves, in some districts, a war with England is looked for at no distant date. At some of the southern ports there is evidence of a growing indisposition on the part of native traders to enter into any heavy contracts or transactions of magnitude, and in more than one case they have given as a reason for this excessive caution that the new Convention cannot work well, and if adopted will lead to a breach before six months are over. They do not believe that the Peking Government will adhere to its part of the agreement, and they judge, from former experience, that the breaches of faith (on the side of China) that will surely follow must lead to war. The mercantile class of Chinese, so far from approving the proposed Convention as being beneficial to their own country, dislike it as the probable cause of hostilities they would gladly avert. According to our last advices, M. DE ROCHECHOUART, having by a firm persistence in his demands obtained ample satisfaction for the various wrongs recently sustained by French subjects, was on his way to Peking, and we cannot doubt that he will speedily convince the Government that in trusting to the BURLINGAME Mission to secure the adhesion of all Europe to a peace policy, they have been leaning on a broken reed. The Peking Cabinet has by this time learned that of the great Western Powers there are at least two—France and Russia—who will not consent to abase themselves before Chinese arrogance; and they may rest assured, too, that the people of Great Britain will not long continue to look on passively while the GLADSTONE Cabinet permits the leadership of progress in China to pass into French hands.

TELEGRAPHIC MOVEMENTS.

IT has been finally decided to lay the British-Indian Extension Cable from Madras to Penang and Singapore, and not from Galle. This section will be completed and sent out in about three months, and that to connect the Straits Settlements with Hong Kong will follow early next year. The cable between Singapore and Batavia will also be proceeded with at once, and is expected to be completed by October; but the Java-Australia line will not be ready until 1871. The *Edinboro'* has taken on board one portion of the Malta and Gibraltar Cable, manufactured by the Telegraph Construction and Maintenance Company, and will sail to-day; the remaining portion is on board the *Scanderia*, now at Malta. The Falmouth, Lisbon, and Gibraltar section will be laid by the *Hibernia*, and will probably be commenced in about ten days; this, when completed, will give us a duplicate communication with Alexandria.

We noticed in our last number that Mr. CYRUS FIELD, who played so important a part in the establishment of telegraphs across the Atlantic, had taken in hand the scheme for a cable between America and Asia. We now learn that bills have been introduced into both Houses of Congress to incorporate the Pacific Submarine Telegraph Company, backed by a memorial from Mr. FIELD asking for Government aid to carry out the project. The total length of the cables required is stated at 8,500 miles. The matter has been referred to a Committee, which is expected to report favourably.

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THE ADMIRALTY REPORT ON THE SUEZ CANAL.

THE officers who were sent by the Admiralty in February last to survey the Suez Canal—viz., Colonel CLARKE, R.E., and Captain RICHARDS, R.N.—have issued their Report, which is lengthy, instructive, and full of interest. Their examination occupied twelve days, and was so minute that no point of detail, however small, seems to have escaped them; it was not confined merely to the Canal itself but extended to the harbours at either end. The general conclusion is highly, though not altogether unreservedly, favourable. Commencing with the Mediterranean entrance, they find that Port Said, though not complete as a harbour, affords safe accommodation for a large number of vessels and is not likely to suffer such rapid deterioration from the accumulation of deposit as might have been expected; while even if "silting up" should eventually occur to any serious extent it may be easily stopped by a further extension of the breakwater. In short, the surveyors consider that the doubts as to the practicability of keeping the Mediterranean entrance open have so far been dispelled by experience, and may be dismissed altogether. In some other respects their Report dispels unfavourable impressions that have been formed. The difference of level of the two seas is inappreciable; no serious effect, they consider, will result from evaporation, even in a hot summer, sufficient to produce a disturbing influence on the general condition of the Canal; the apprehensions of deposits in large quantities of fine sand from the desert have they think been much exaggerated, while from the nature of the soil, which contains much lime, the banks of the Canal below and a little above the water become hard and encrusted, so that the ordinary wave or wash from a passing vessel disturbs the surface but little, if at all. They state, however, that along those portions where wide platforms, or "horizontal benchings" have been left at or near the water-line, the banks manifestly suffered disintegration from the wash of passing steamers, for the waves rolled off the bank heavily charged with detritus. These they regard as the worst-constructed portions of the work, and are of opinion that, throughout most of the Canal, the speed of a vessel should never be permitted to exceed four or five knots per hour. With respect to the question how far the Canal is likely to answer its object, they think that for all steam vessels, or vessels towed, ranging between 250 and 300 feet in length, with 35 feet beam, and a draught of 20 feet, it will be a convenient highway; but for the transit of larger vessels special arrangements such as are made on a single line of railway will be required.

We have ourselves pointed out that the chief drawback to the utility of the Canal in its present state, is the narrowness of the channel available for ships drawing 18 feet and upwards. A vessel keeping exactly in the centre, over the line of greatest depth, finds satisfactory soundings all the way through; but it is a most difficult thing for a very long screw steamer to do this, and in many parts the least deviation from the central channel puts her aground. The Admiralty surveyors fully endorse this, and state further that the want of additional width alone prevents its being pronounced a complete success as a permanent navigable route for the largest ships from sea to sea. Coming to the Red Sea end the officers express an opinion that the prevalent ideas of the difficulty and danger of navigation here are greatly exaggerated, although there is no doubt that a new survey of the Gulf of Suez is greatly needed, and so are some additional lights. They suggest one lighthouse at Ras Gharib, a point on the west side of the Gulf, about one hundred miles from Suez; a second on the Brothers Islands; a third (floating) at Mocha, forty miles northward of the island of Perim; and a fourth on one of the small islets just east of Jibbel Toogur, and fifty miles north of Mocha. With these aids the navigation of the Red Sea may certainly be made less perilous than at present, but it must always be tedious for sailing vessels.

The Report contains some calculations intended to show the value to this country of the Canal route as compared with that *via* the Cape, and selecting Galle as an example, they find the difference in favour of the Canal is 5,135 miles, equivalent, in point of time, to thirty-six days. Taking a vessel of the *Volage* class as an illustration (of course their attention is directed to ships of war rather than to merchant vessels), they find that the special cost of sending her by the Canal, including all charges and the extra coal which would probably be consumed, would be £895, to be placed against a saving of thirty-six days, leaving out of consideration the wear and tear of a voyage round the Cape; and they accordingly advise that all small or moderate-sized vessels should be sent through the Canal. A comparison between the relative cost of the Canal route and the overland transit does not seem to show any very great advantage on either side, the decreased expense on the one hand being counterbalanced by the saving of time on the other, and they come to the conclusion that large steam companies would do well to make use of both routes. The Report is accompanied by some very fine charts, which not only add greatly to its value, but serve to show, even more than their written statement, how careful and painstaking an examination Colonel CLARKE and Captain RICHARDS have made.

THE CHINESE MISSION.

THE Chinese Mission has arrived in Brussels. During its brief stay in Berlin a sort of manifesto has appeared in a Berlin paper, seemingly intended to define, for the information of the Western world, the objects and present position of the Chinese Mission. It is therein stated that the principal *raison d'être* of the Mission is to place all Treaty Powers "on a footing of equality in an international point of view"—which is rather vague. If it means that each Treaty Power was to be placed on an equality with China, the Mission has lamentably failed in its object. Mr. BURLINGAME, it is stated, was accredited to nearly every European State, including Spain and Italy, but it is hardly likely the Mission will now proceed to the South of Europe. Mr. BURLINGAME, we are informed, was very successful in those countries he visited, with the sole exception of Russia, where no progress has been made towards a settlement of the disputed frontier question, and Mr. MCLEARY BROWN, the present chief of the Mission (or "Embassy," as it is styled), has very little hope of success. In fact, Mr. BURLINGAME himself, though received by the Court of St. Petersburg with the most overpowering civility and hospitality, was unable to negotiate satisfactorily.

Taking into consideration the prevalent impressions regarding Russian intrigue and Chinese treachery, it might have been expected that all sorts of rumours would be disseminated regarding the cause and manner of Mr. BURLINGAME'S death. Accordingly, we find that some such reports have obtained currency in the United States, the principal one being that the deceased Minister was poisoned by his Chinese colleagues, the motive being jealousy of his superior *status*. Some American papers having dwelt at great length on this theory, the *Boston Advertiser* indignantly denies the possibility of its correctness. "The nature of Mr. BURLINGAME'S disease," it says, "is sufficient to refute the story, which is merely one of "those wild inventions so apt to be started on the death of men "in prominent and responsible positions. There is no reason "for supposing that the relations of all the members of the "Embassy were other than the most agreeable and cordial "throughout." The remains of Mr. BURLINGAME have been sent to the United States, in accordance with a desire expressed in his last moments. We hear from Washington that in officially announcing the death of Mr. ANSON BURLINGAME, Mr. CURTIN, the United States Minister in Russia, wrote to Mr. Secretary FISH that he feared Mr. BURLINGAME'S mission would now fall into British hands, and that the future negotiations would take a direction less favourable to American interests. The probability is that the future proceedings of the Mission will not be of the slightest importance to anybody excepting its members and those who have to pay the expenses.

WHY don't the residents in China, Japan, and the Straits start a Life Assurance Society of their own? They have done well both with Marine and Fire Assurance; the "North China" has been a splendid success, and the "China Fire" has two new competitors, in both of which the shares are already at a high premium. We would not recommend either of these to add a Life business to its original scheme, but a separate company, on a moderate scale and on the Mutual system, would surely be both useful and profitable. Merchants in the Far East have long seen the folly of paying enormous sums of money in premiums to home or foreign offices to insure their ships and cargoes against loss, and their houses and godowns against fire; why should they continue to pay exaggerated "extra" premiums to home Life offices, with the alternative of being compelled to forego altogether that useful method of providing for the fu-

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ture? The extra premium charged for residence in any part of the Far East is altogether disproportioned to the actual risk. For instance, in a well-known English office, at the age of thirty-six an approved life is charged, during residence in England, £2 18s. 3d. for each £100; but should the assured go to China it is immediately raised to £4 16s. 10d., or nearly doubled, and this quite irrespective of the part of China or Japan he may reside in, though some ports in both countries are as healthy as any in the world. There are many men now resident in the Far East who would gladly insure their lives, were not the existing rates almost prohibitory; and it is certain that those who do insure, despite these high rates, would rather pay them to a local office in which they, the assured, were interested.

OUR Paris Correspondent sends some particulars illustrative of the enormous increase in the value of Chinese porcelain. A pair of magnificent Chinese vases of the sixteenth century, forming part of the famous San Donato collection of the DEMIDOFF family, sold the other day at the Paris Auction Mart for the large sum of 39,000 francs (£1,560). These vases, beautiful as they are, had been injured to some extent, and the knobs of the covers had been repaired by European hands. Three pairs of similar vases are known to be in existence, two other pairs having been purchased in 1847 by the Comtesse DUCHATEL, who only gave 4,000 francs for the four—£40 per vase. At this rate of progress Chinese vases will soon become dearer than gold.

ACCORDING to French official correspondence, bearing date the 1st March, the condition of Cochin China is prosperous and improving. The attention given to agriculture has produced good results, and the imports and exports of the first quarter of the year reached a total of thirty millions of francs (£1,200,000). The local Government is now specially occupied in improving the sanitary condition of the country, with a view to European colonisation; a convalescent establishment has been founded in an elevated and salubrious position at Nui Dinh, and means are being taken to supply the population with better water by the construction of large reservoirs at Saigon and other points.

THE petition of the residents in the Straits Settlements to the House of Lords, which is in the hands of Earl GREY, has not yet been presented, owing to the recent decease of the noble Earl's brother, General GREY. It will however come before the House on an early day, and as we believe two high legal authorities—Lords WESTBURY and CHELMSFORD—cordially sympathise with the object of the petition, it will be sure of a fair hearing. The subject being of a purely judicial nature, the colonists acted wisely in addressing their petition to the Peers instead of the Lower House.

A WORK prepared by Professor VAMBERY, the celebrated traveller, has some bearing on Chinese studies. Under the title of "The Linguistic Monuments of the Uigurs," he will print and translate the only literary monument of a remarkable people of Turkish stock, which inhabited the Southern slopes of the Thien Shan mountains, and were formerly Buddhists, but partly converted to Christianity in the fifth century by the Nestorians. This work will, it is expected, throw some light on the past history of Eastern Turkestan and Western China.

THE report that Capt. EYRE, of the *Bombay*, who is now in London, intends to memorialise the Board of Trade to revise the sentence of suspension of his certificate for six months is quite correct. Sir HARRY VERNEY some days since gave notice that he would call the attention of the House of Commons to the matter, but postponed it. His notice was again on the paper on Friday, but nothing came of it.

IN our issue of the 14th March we noticed a proclamation issued by Sir HARRY PARKES at Yedo, announcing some new regulations as to the shipment of Japan coal on board English steamers. The Board of Trade, apparently, has only just awoke to the fact of such a notification having been issued, and accordingly it appeared last week in the *Gazette!*

MR. P. CARL, Hamburg; Mr. STEINMEYER, Bremen; and Messrs. MACKAY, BOOMKAMP and Co., Amsterdam, have been appointed agents for the *London and China Telegraph* and *London and China Express*.

Monetary and Commercial.

At the meeting of the proprietors of the Chartered Bank of India, Australia, and China, the directors' report was adopted, and a dividend declared of three per cent., making, including the interim distribution in October last, a total payment of six per cent. for the year, and leaving a balance of £37,953 to be carried forward to new account. The directors' report and proceedings at the meeting will be found in another column.

The International Bank, lately established in Hamburg under the auspices of several of the leading firms in that city, has opened an agency at 5, Lombard-street, London, under the management of Mr. Herman Gwinner, many years with Messrs. Fruhling and Goschen. We understand the London agency will undertake all business connected with foreign banking, opening and confirming credits, as well as the sale and purchase of securities and of produce, and will no doubt be the medium of an important increase in the business relations between Germany and the East.

An evening contemporary last week announced that "the Peninsular and Oriental have at last consented to give the Suez Canal a trial." There is no foundation for this; the experience of the *Messageries'* steamers is so far anything but encouraging, and at present the P. and O. directors see no reason to alter the decision they came to some time ago, as stated in our columns.

The P. and O. Company's steamer *Nubia* has arrived at Liverpool, from Bombay, with a full cargo, having passed through the Suez Canal on a draught of nineteen feet. The report that she met with an accident and put back to Suez is incorrect. After discharging she will refit at the yard of Messrs. Lairds. The Company's steamer *Bengal* is also expected from Bombay, *via* the Canal.

The Bank rates for bills at sixty days' sight on Singapore, China, and Japan are as follows:—Singapore, buying 4s. 3d.; selling, 4s. 5½d. Hong Kong, buying, 4s. 3d.; selling, 4s. 5½d. Shanghai, buying, 5s. 8d.; selling, 6s. 2d. Yokohama, buying, 4s. 3d.; selling, 4s. 7d. These rates are merely nominal, transactions being to a very limited extent.

Messrs. J. H. Schroder and Co. have announced the Imperial Government of Japan Customs Loan, for railway purposes, for £1,000,000 sterling. The bonds are to bearer for £100, £500, and £1,000 each, carrying interest at 9 per cent. per annum from August 1, 1870 (the instalments meanwhile bearing 6 per cent.), payable half-yearly in London. The loan to be redeemed at par in thirteen years, by means of ten annual drawings, beginning August 1, 1873. The price of issue 98 per cent. Messrs. Schroder intimate that they are authorised by Mr. Horatio Nelson Lay, C.B., the special commissioner duly empowered by the Imperial Government of Japan to carry out the Loan. The Oriental Bank have been appointed to receive subscriptions, and we understand that the applications are in excess of the amount required. Our own views on this Loan are given in our leading columns.

The report of the British Australian Telegraph Company, issued for the meeting of shareholders to be held this day, states that—

"Satisfactory terms have been agreed upon between the Netherlands Government and the Company for permission to land the cables on the Island of Java, and for the transmission of messages over the Government telegraphic system in that island. By this arrangement the contingency contemplated in the prospectus, of having to construct an entirely submarine communication between Singapore and Australia, will be avoided, and the benefit of the Java traffic secured to the company before the end of the current year. The order for the cable has been given to the Telegraph Construction and Maintenance Company, and the sum of £60,000 has been paid to them in accordance with the contract."

Messrs. Hesse van Raalte and Co. wrote to *The Times* stating that they had the concession granted to them. This was in turn contradicted by Mr. Earle, chairman of the company. It is, however, of little consequence, the mere concession is of no moment unless it be an exclusive one, then the Dutch Government must allow the stipulated time before cancelling it. As they have not granted an exclusive concession it is simply a question of who can first use their privilege by laying down the cables, and with the position held by the British Australian Company, there is no doubt but that they will without delay accomplish the work. Concession hunting is an old game, and we believe that the Government at the Hague were besieged by no less than a dozen persons representing themselves competent to carry out the scheme, but who in reality simply wished to sell the privilege.

We understand that the deposits received on account of the "Manila and Hong Kong Telegraph Company" have been returned, and the scheme is abandoned.

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The "Great Northern Telegraph Company" will have their cable completed and placed on board the Danish frigate *Tordenskjold* (now in the Thames) early in May.

The Government of the Netherlands has not yet arrived at any decision on the subject of subsidising a steam line from Java to Australia, and the intentions of the Government of New South Wales in reference to this line are still unknown.

We have to notice the arrival of the *Albert Jurss*, direct from Takao, Formosa, with a cargo of sessam seed, which is now on the market. This arrival is interesting, now that our Consular establishments are threatened with extinction by Sir R. Alcock's advice.

The annual general meeting of the Singapore Gas Company was held at the London Tavern; Mr. H. P. Stephenson in the chair. The report showed the profits for the half-year at £1,635 16s.; after writing off for depreciation of works and plant, and off the expenses of first establishment, at the rate of 1 per cent. per annum, and £11 off office furniture, which, together with £199 14s., the unappropriated profit of the preceding half year, made the available balance £1,835 10s. Out of this the directors recommended the declaration of a dividend at the rate of 7½ per cent. per annum, less income-tax on the preference capital; and at the rate of 7 per cent. per annum on the amount paid up as the original capital, free from income-tax, the balance of £240 8s. to be carried forward to the current half-year. The chairman stated that the result of the half-year's working had exceeded the anticipations of the directors, arising from the efficient management at Singapore and the low price paid for coal. They had added slightly to the debenture debt, and there had been a little additional cost for works and plant, but this had been nearly all provided for by the amount written off for depreciation. Mr. Wells having spoken of the promising prospects of the company, and the not improbable early realisation of a dividend at the rate of 10 per cent. per annum, the report was adopted and the dividends declared.

Tenders for £400,000 in bills on India were received on the 20th ult. at the Bank of England, and the whole amount was allotted to Calcutta. The *minimum* price was fixed at 1s. 10¾d., being a reduction of 1 per cent.; and tenders at 1s. 10¾d. will receive about 1½ per cent.; above, in full. These results show a considerable further diminution in the demand for means of remittance to the East.

The Crown Agents for the Colonies accepted tenders on the 21st ult. for bills of exchange on the Government of Ceylon to the amount of £25,000, at 1s. 11⅛d. per rupee.

Bar silver is in fair demand for Holland at 60 7-16d. per oz., and Mexican dollars have advanced ⅛d., viz, to 59⅝d., at which price the few brought by the West India packet have been disposed of.

Mr. Frederick Jerdein has been admitted a partner in the firm of Ewart Maccaughey, and Co.

Telegrams from Shanghai of 8th April announce the suspension of Mr. Wm. Hargreaves, and a meeting of creditors was to be held at once.

The amount of bullion by the P. and O. Company's steamer *Bangalore*, from Southampton on the 30th ult., was in gold, to Galle, £180; to Madras, £130; in silver, to Singapore, £4,950; to Hong Kong, £12,421 17s. 6d.; to Shanghai, £1,400; total in gold, £310; in silver, £18,771 17s. 6d.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

The general meeting of the shareholders in this bank was held at the London Tavern on the 20th ult.; Mr. T. A. MITCHELL, M.P., in the chair.

The report of the directors presented to the shareholders said:—"The general balance-sheet of the bank, made up to the 31st December last, shows a net profit for the twelve months of £62,588. The directors regret the diminished amount of profit, as compared with that of last year, attributable chiefly to the adverse state of the exchanges between England and the East, and the general depression of trade. There is, however, no deduction to be made in respect of the old bad debt account, the liquidation of which has progressed so favourably as to reduce the amount to a comparatively small figure. The directors therefore recommend a continuance of the dividend at the rate of six per cent. per annum, free of income-tax, absorbing £24,000, or the same amount as the interim dividend declared at the half-yearly meeting in October. The surplus remaining, inclusive of the balance brought from last account, is £37,953 12s., which the directors have carried forward to profit and loss new account, as a provision against contingent loss by the Batavia failure, announced a year ago."

The Chairman said it was a matter for regret that the accounts did not present a greater amount of profit. The board anticipated that the flood of ruin which inundated India some few years ago and destroyed so many kindred institutions would have left the field more free from competitors, but he regretted to say that the competition for business had been so great and so keen that there had been much difficulty in conducting a business, the more especially as the trade of the East had but reflected that dulness which had so long been characteristic of this country. The directors had, however, done their best to make the results as good as possible, and in those endeavours they had been greatly assisted by the staff of the bank. Credit was taken in the report for a further reduction of the old bad and doubtful debt account, which had been valued and carried forward from time to time. At the close of 1868 the account stood at £57,000, and at the present time it amounted to only £31,000. There had been some profit upon the sum realised, as compared with the valuation, and that had gone into the general profits of the bank. Of the remaining sum of £31,000, fully one-third, or upwards of £10,000, was secured upon shares in their own bank, which it still held, though they were attached at the time of the failures. Under these circumstances the board felt convinced that their valuations of the bad debts would in the main be over rather than under the mark. As to the failure in Batavia, the question, as he had before explained, was involved in intricate questions of Dutch and German law, which were still undecided, and practically the matter rested precisely where it did at the last meeting. The board were sorry to have to carry over so large a floating sum, but deemed it the wiser course to do so. As to the bank's general position, it was unimpeachable. Its credit was untarnished and increasing, and its position in the East improving. With deposits increasing and customers augmenting, there was little doubt that the proprietors might look forward to times when the directors would be able to lay much better results before the shareholders. He moved that the report and accounts be received and adopted.

Mr. Jones briefly seconded the motion.

Mr. J. W. Adamson asked whether the £31,000 carried over was irrespective of the £37,900 profit undivided.

The Chairman replied in the affirmative, and, in answer to a further question, said that the board were waiting the decision upon the legal points raised in the Dutch and German courts, and meanwhile were taking no credits or bills from foreign houses unless backed by English firms of good standing or otherwise secured.

The report was unanimously adopted and the dividend declared.

The Chairman proposed that Mr. John Allan, the retiring director, be re-elected.

Mr. Morrison seconded the motion, which was adopted *nem. con.*

Mr. Macnaughtan moved the re-election of Mr. T. A. Mitchell, M.P.

Mr. Lancaster seconded the motion, and it was carried by acclamation.

Captain Hight moved, and Colonel Skelly seconded, the re-election of the two auditors, which was unanimously adopted, and the proceedings closed with votes of thanks to the chairman, directors, managers, &c., for their services.

ARTICLES OF IMPORT.

TEA.

Since the settlement of the duty question dealers have been chiefly engaged with the clearing orders which had accumulated to a larger amount than ever before known, no less than 7,842,061 lbs. having been taken from the warehouses from the 12th to the 18th instant; fresh transactions have also been further greatly interfered with by the Easter holidays; still some business has been done at fair rates, all medium and fine qualities of Congou fully realising previous prices, whilst common to fair common sorts have not been so firmly held. A few sales of Green Teas are reported at full prices for medium and fine qualities, common being neglected. Common to fine Yokohama Uncoloured Japans have been taken for export at from 11d. to 1s, and some small parcels of Nagasaki have found buyers at 1s. to 1s. 3d. for common to fair, 1s. 4d. to 1s. 6d. for medium, and 1s. 8d. to 1s. 10d. for fine. Public sales, comprising 18,123 packages, being 15,132 packages "without reserve," and the balance 2,991 packages with reserve limits, concluded on the 25th ult. Prices, compared to the public sales of 5th April, were ¼d. to ⅜d. lower for common to good red and black leaf Congou, Oonfa kinds selling in some instances at fully 1d. decline.

BLACK.—Congous: Red-leaf Siftings have been dull at rather lower prices. Broken-leaf have also sold easier. Fair to good common have only been taken in small lots at about former prices. Fair to good Kaisows show no change, the amount sold being small; fine to finest have been in limited request at previous prices. Pak Lins remain without change. Amoy kinds have been quiet at rather easier rates. Black-leaf kinds: Siftings have sold rather lower; ordinary to fair common have been in over supply, and sales difficult to make at 10½d. to 1s. per lb. Good to superior common have been fairly maintained at 1s. 0½d. to 1s. 1d. per lb. Fair to good medium kinds show but little change, sales having been only to a moderate extent. Good to fine remain steady; also finest kinds, the supplies being small. New-make Canton kinds have been steady at previous prices. Oolongs: Common to fair have been difficult of sale; fine are still wanted at fully former prices. Souchongs: Business in all qualities has been small, and prices are nominally the same as before. Scented Teas: Common to fair Canton Capers continue depressed; good to fine have been saleable at former prices. Foochow kinds show no change. Canton Orange Pekoes have only been dealt in in small parcels. Foochow kinds have been dull, and prices tending downwards for all but the finer kinds. Uncoloured Japans: A few sales have been made at about former prices.

GREEN.—The supplies offering are more than the trade can take, and the sales made have been with difficulty, the finer qualities alone maintaining former values. All the common and fair kinds are much depressed, and prices rule very irregularly. Canton-made Gunpowders: A few parcels common have been sold at 9½d. per lb.; good remain without demand.

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SILK.

Messrs. Kilburn, Kershaw, and Co. report as follows :—

There is no change in the market, and we have only to report a continuance of the quiet which marked the opening of the month. The Easter holidays have also caused a partial suspension of business, and thus there have been but the fewest possible transactions during the last week or ten days, and these at about 1s. decline—as, for instance, 27s. for Red Peacocks, and 31s. 6d. for best chop 3rd Tsatlees. The general idea is that we shall see a return of activity very shortly. Japan Silks are even quieter than Chinas, and meet with little or no inquiry at the moment; for Cantons there is demand at 20s. to 20s. 6d. for decent Tsatlee reel, but no sellers at this price, and in consequence nothing is doing. Deliveries are good for the season of the year, say from 1st to 20th inst.—1,744 bales China, 468 Canton, 401 Japan, and 249 Bengal; total, 2,861 bales.

COFFEE.

The adverse movement in prices previously prevailing has continued, and a further general decline of fully 1s. per cwt. has been established. Pale and foreign kinds sell slowly, and the bulk of the week's transactions consists of Plantation Ceylon, which has gone off without animation at irregular and lower prices; a better demand has appeared at the close, without causing any alteration in value.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 309,411 cwt., against 304,625 cwt. at the corresponding date of 1869; Native, 32,829 cwt., against 55,771 cwt. The quantity afloat for the Continent is 2,694 cwt. Plantation against 6,546 cwt., and 1,845 cwt. Native against 7,679 cwt. The quantity of Coffee landed in the fifteen weeks ended April 16, 1870, was, of Ceylon, 5,537 tons, against 6,609 tons during the corresponding period of 1869; of all descriptions, 8,423 tons, against 12,083 tons. The quantity entered for home consumption was, of Ceylon, 2,469 tons, against 3,053 tons; of all descriptions, 4,434 tons, against 5,279 tons. The quantity exported was, of Ceylon, 5,539 tons, against 7,171 tons; of all descriptions, 9,720 tons, against 14,214 tons. The stock on April 16 was, of Ceylon, 11,393 tons, against 7,380 tons; of all descriptions, 18,487 tons, against 11,810 tons.

SUGAR.

The market has re-opened with a dull inquiry, and with the exception of superior descriptions, which have realised previous rates, the sales effected have exhibited a decline of 6d. per cwt. Of Penang, 305 bags good soft yellow, duty 4s. 9d., sold at 31s. 6d.; 1,043 bags fine grey and yellow, duties 4s. 9d. and 5s. 3d., being bought in at 33s. 6d. Of Manila 19,145 bags unclayed Taal were offered in public sale and all bought in at 22s. Afloat the cargo per Orient 1,420 baskets Java No. 14 has been sold at 28s. 6d. for the United Kingdom.

The quantity of Sugar landed in the fifteen weeks ended April 16, 1870, was, of Penang, 792 tons, against 1,126 tons in the corresponding period of 1869; of Manila, Java, and China, 5,614 tons, against 11,580 tons; the quantity entered for home consumption was of Penang, 755 tons, against 1,053 tons; of Manila, Java, and China, 7,030 tons, against 3,842 tons. The quantity exported was, of Penang, 32 tons, against 42 tons; of Manila, Java, and China, 1,294 tons, against 662 tons. The stock on April 16 was, of Penang, 2,335 tons, against 360 tons; of Manila, Java, and China, 33,080 tons, against 38,670 tons.

CAMPHOR.—The market for China continues dull at 87s. 6d. per cwt. No transactions are reported in Japan, which is scarce and firmly held.

CUBEBS.—The market is steady, 200 bags in public sale realised 27s. 6d. to 28s. 6d. per cwt.

COCOA-NUT OIL.—Ceylon is slightly lower, being obtainable at £41 10s. per ton.

CINNAMON.—At auction an offer of 100 bales Ceylon met a slow demand and only 55 bales sold, middling first sort at 2s. 7d., medium second at 2s. 6d, low and ordinary at 1s. 7d. to 2s. 2d., good third at 2s. 3d., low to medium at 10d. to 1s. 7d. Chips: 1,107 half-bags Ceylon were offered and chiefly bought in at 6½d., only 40 bags good common bark selling at 3¼d.

CUTCH.—The market is flat. Small sales are reported of Pegu at 24s. 6d.

ESSENTIAL OILS.—Cinnamon scarce, and wanted; inferior very plentiful. Citronelle dull, at 2⅜d. per oz. Lemon Grass very dull, and few buyers, stocks are so large.

GAMBIER.—Lower prices are current, private business being reported 16s. 9d. to 17s.; no public sales, 850 bales block having been offered and withdrawn.

GUMS.—Benjamin: Steady, only limited trade. Copal sells readily; of 858 cases at auction, about half were placed at 50s. per cwt. for good bold clean hard, 41s. to 42s. for rough unsifted sorts; and 31s. 6d. to 38s. for middling small and dusty to good soft. Damar: Large arrivals and dull market. Gamboge: No sales since our last report.

GALLS.—Offers of China are being made at 48s. 6d. per cwt., but there is no inquiry.

INDIA-RUBBER.—Market without change; no business since our last.

JAPAN WAX.—The new arrivals have not yet been placed upon the market, and there has again been an absence of business.

MUSK.—Of the parcel reported in our last as retired, a few caddies have been sold at the high price of 35s. per oz. for every good pile. A parcel of 47 caddies has since been brought to auction; middling thin pods sold at 28s. to 29s., and very rough and bally 16s. 6d. to 18s. 6d.; the quality generally was rather indifferent.

PEPPER.—Black: The market continues dull, and prices exhibit a downward tendency; the only sales have been 200 bags Penang, partly damaged, at 4⅞d., and 100 bags Singapore, at 5¼d., an offer of 154 bags damaged Singapore being bought in at 5d. White: No transactions.

RICE.—Recent light landings and deliveries of fair extent have absorbed the surplus of 13,000 tons which occurred at the beginning of the year, and stocks in both years are now about on a par, which combined with a considerable falling off in the quantity afloat, has given some impetus to the demand, and sales of good extent have been effected on higher terms. On the spot sales of all descriptions have been more readily effected at about 3d. advance. Floating sales, chiefly on speculative account, have taken place at 4½d. to 6d. advance.

SOY.—We note the sale of twenty casks China at 2s. 11d. per gallon.

SAGO contiunes dull of sale, and 100 boxes good small pearl have been sold at 18s. 3d., being rather lower.

SAPANWOOD.—The market is steady but quiet; sales are reported of forty-one tons Manila at £7 10s. to £9, ten tons Siam being offered and bought in at £9.

STAR ANISEEDS.—China are scarce and firm; 10 cases were offered at public sale and withdrawn.

STICKLAC.—There is an absence of demand, except for fine clean sifted gum, which is scarce.

TAPIOCA.—No business in East India since our last report.

TIN.—There is rather less doing than when we last reported, but a further advance has been effected of £2 to £4, the closing rates being —Straits, on the spot £133, afloat £132; Banca, £135; Billiton, £133. The price of English tin has advanced to £135 for common, and £139 for refined.

TOBACCO.—At the last sales, of 2,112 bales Manila leaf offered, about 1,300 bales sold—Cagayan, 1a at 2s. 10½d. to 2s. 11½d.; one lot 2s. 4d.; sea-damaged, 2s. 1½d. to 2s. 6¾d.; 2a, sound, 2s. 2½d. to 2s. 3d.; sea-damaged, 1s. 6¾d. to 1s. 9½d.; 3a, sound, 1s. 1½d. to 1s. 2d.; sea-damaged, 7½d. to 8d.; 1, 2, and 3a, mixed, 1s. 8½d. to 1s. 9¾d. Ysabela, 1a, sound, 2s. 8d.; sea-damaged, 1s. 8d. to 2s. 4d.; 2a, sound, 2s. 1d.; damaged, 1s. to 1s. 1¾d.; 3a, sound, 1s. 0¾d. to 1s. 1d.; damaged, 7d. to 7¾d. 26 bales Yara, CL, at 2s. 3d. to 2s. 7¾d. 25 bales Esmeralda, damaged, 11½d. to 1s. 3d. We note the sales also of 145 bales Java Tobacco, at 7½d. to 8¼d., and 20 cases 2a Manila Cheroots, at 6s. to 6s. 3d.

NEW YORK MARKET REPORT.

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TEA.

The following is from Messrs. Beebe's Circular:—

Since the 27th ult. our market for tea has ruled without animation, the demand, except for Greens, having been quite limited. Sales reported from first hands during the fortnight include 7,850 half-chests Green, 350 half-chests Japan, 950 boxes Oolong, and 1,100 half-chests Souchong. We make no changes of importance in our quotations, but many of the figures are nominal at the moment. The demand for consumption continues moderate, and promises but little improvement while the question of a reduction in the duty remains unsettled.

The unusual quantity of dust and broken leaf found in many of the chops of this season's import of Green, is leading to not a little trouble in their disposal; and unless a remedy is soon found for this bad feature in their packing, will render such goods decidedly unpopular with the trade.

The following are the current quotations:—Greens (Moyune, Twanki and Fychow): Gunpowder, common to good, 65c. to 105c.; fine to finest, 75c. 120c.; Imperial, common to good, 52c. to 90c.; fine to finest, 55c. to 110c.; Young Hyson, common to good, 45c. to 95c.; fine to finest, 47c. to 110c.; Hyson, common to good, 50c. to 85c.; fine to finest, 53c. to 100c.; Hyson Skin, 43c. to 52c.; Foochow Oolongs, common and good, 53c. to 59c.; superior and fine, 62c. to 75c.; finest, 80c. to 110c.; Amoy Oolongs, common and good, 52c. to 58c.; superior and fine, 60c. to 70c.; finest, 75c. to 80c.; Souchong and Congou, common and good, 44c. to 52c.; superior and fine, 54c. to 63c.; finest, 70c. to 85c.; Japans, common, 57c. to 62c.; medium, 68c. to 70c.; fine and finest, 78c. to 85c.; choice, 88c. to 95c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to April 6, 1870, were as follows:—Greens, 9,316,465 lbs.; Japans, 2,621,807 lbs.; Souchongs, 1,950,077 lbs.; Oolongs, 5,559,558 lbs.; other sorts, 20,000 lbs.; total, 19,467,907 lbs. The stock on Jan. 1 was 9,866,167 lbs.; which, added to the above total, gives a result of 29,334,074 lbs. Subtracting from this total the exports from Jan. 1 to April 6, 1,315,366 lbs., and the withdrawals for home consumption during that period, 9,286,417 lbs., there remains a total of 18,732,291 lbs., representing the stock on the last-named date. The receipts from March 23 to April 6 amounted to 4,212,540 lbs.; the withdrawals for home consumption to 1,601,316 lbs.; and the exports to 333,729 lbs.

COFFEE.—The market for Brazil has assumed a quieter tone, but, owing to the stocks on hand continuing limited, prices are firmly maintained at the advanced noted in our last report. In East India sales are reported of 90 bags Java at 19½c. gold, 500 bags Ceylon at the previously current rates, and 10,400 mats Java, per New Orleans on private terms. The currrent quotations are:—Java Government bags 20c. to 21½c.; mats, 20c. to 22c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. gold. The stock of Manila on the 1st April was estimated at 2,627 bags, against 6,769 bags on April 1, 1869; of Java (Government) at 815 bags, against 1,641, bags; of Java mats, 51,929, against 41,808 bags; of Ceylon, 1,500 bags, against 7,000 bags; of Singapore *nil.* in both years.

CAMPHOR.—China is quoted 18c. gold (in bond).

COIR YARN.—Sales are reported on private terms amounting to 250 bales Ceylon.

ESSENTIAL OILS.—Anisced is quoted $2.12½; Cassia, $1.25 gold.

GAMBIER.—The current quotation is 4½c. to 4¾c. gold (duty paid); stock, very small.

HEMP.—Manila continues to be well inquired for by manufacturers, and a fair amount of business has been done on former terms; the following transactions are reported:—2,000 bales, per Sonora; 1,000 bales, per Tabor; 3,058 bales, per Franklin; 1,150 bales, per Western Chief, at 14c. to 14¼c. gold; and 500 bales damaged, prices not given. The stock of Manila on the 1st April was estimated at 20,591 bales, against 3,205 bales at the corresponding date of 1869, and 27,844 bales in 1868. The imports into the United States from the 1st January to the 31st March, 1870, were 48,136 bales, against 34,795 bales during the corresponding period of last year, and the quantity afloat on the 31st March was 18,317 bales, against 12,676 bales at the same date last year.

INDIGO.—A considerable business has been effected in Manila at previous prices, the sales since our last report being about 50 cases at

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$1 to $1.35 currency. At the close there is slightly less activity observable, but these rates are firmly maintained.

PRESERVED GINGER.—China is quoted $8 currency (duty paid).

RHUBARB.—The quotation for China is $1.50 to $2.50 currency (duty paid).

RICE.—The tone of the market generally has improved, and the recent decline has been recovered. As regards East India kinds, Rangoon has attracted some attention for export purposes, the sales reaching 4,800 bags at $3.12½ to $3.35, gold (in bond), showing some advance; small lots have likewise been sold for home consumption at $3.25 cash. The stock of East India on the 1st April was 6,350 bags, against 10,940 bags at the corresponding date last year, and 4,200 bags in 1868.

SILK.—The market continues fairly steady in prices, with a moderate delivery and increasing scarcity of fine Silks, the stock of both Canton and China being chiefly of medium quality. The current quotations rule as follow:—Tsatlee, Nos. 1 and 2, per lb., $10.50 to 10.75; No. 3, $10 to 10.25; Nos. 4 and 5, $9 to 9.25; Re-reeled, super. com. to fair, $9.25 to 10.25; Taysaam, Nos. 1 and 2, $8.50 to 9; Nos. 3 Med. 4, and 5, $7.25 to 8; Re-reeled, super., com. to fair, $8.50 to 10; Hainan, Re-reeled, super., com. to good, $9 to 10.25; Canton, Re-reeled, extra fine, $8 to 8.50; Re-reeled, No. 1 Cumchuck, $7.25 to 7.50; Re-reeled, common to fair ½, $6.75 to 7; Japan, Mybash, superior, $10.50; Sodai, super., com. to fair, $9 to 10.25; Oshio, superior, $10 to 10.50; Koshu, sele, superior, $9.25 to 9.50.

TIN.—The continued advance in the London market has had the effect of creating a further advance here, although the inquiry has been somewhat less active. In Straits business has been done to the extent of about 3,400 slabs at 32c. to 33c. gold (cash and thirty days' sight); Banca commands high rates, owing to a small supply; 150 slabs are reported sold at 35c. to 36½c. gold. At the close Straits is held at 33½c. to 33½c., and Bancas for half-a-cent advance upon the rates above given.

SUGAR.—The general market is active at an advance of about ⅛c. per lb., but there has been no business in East India descriptions. Holders have, however, advanced their quotations, which at the close are—Java (Dutch Standard, Nos. 10-12) 8⅝c. to 9⅛c.; Manila, current to superior clayed, 8c. to 8⅛c. The stock on the 1st April was of Java, 9,024 bags 2,366 baskets, against 310 baskets at the corresponding date last year; of Manila, 291,428 bags, against 39,190 bags; of China, 1,911 bags against *nil*.

SPICES.—The stock is concentrated in the hands of dealers, and the business has been entirely in lots to the trade; in this way there is a steady good demand at full prices. Cassia tends upward, and, at the current rates, small lots are parted with more readily than large parcels. We notice sales in lots of 250 cases Nutmegs at $1 to 1.02½; 40 do. Mace, $1.22½ to 1.25; a few casks, $1.20; 800 to 900 bales Cassia, 46c.; 400 do. Cloves, 25¾c. to 26c., mostly at the latter price; some in bond, 6c.; 200 bags Pimento, 19c.; 200 do. Ginger, 11¼c. to 11¾c.; 1,500 do. Pepper, 26½c. for Sumatra and 27c. for Singapore, all gold.

SAN FRANCISCO MARKET REPORT.

COFFEE.—The market continues dull and languid. Imports show a slight increase over the same time last year. Jobbers buy sparingly, fearing a change in the tariff. O. G. Java is quoted 22c.

CORDAGE.—Imports from Jan. 1 to March 31: 3,889 coils, 2,153 packages, 33 bales. The market exhibits firmness, with sales of 55,000 lbs. New Bedford laid Manila, at agents' rates. The San Francisco Company adhere to the advanced price of 18½c. for round lots to the trade, and 20c. for jobbing parcels.

CHINA MATTING.—Imports from Jan. 1 to March 31: 54 bales 2,920 rolls. As the warm season approaches there is more inquiry for Chinese, both white and checked.

RICE.—Imports from Jan. 1st to Mar. 31st: China, 5,773,952. lbs. The Sumatra, from Hong Kong, brought 41,124 bags. With a good healthy trade with the interior, and but a limited stock of choice quality, prices are hardening. We quote No. 1 China at 6¼c. to 6½c.

SPICES.—Stocks are moderate. We quote Black Pepper 26c.; Pimento, 22½c.; Cloves command 32c. to 33c.; Cassia, 46c. to 47c.; Nutmegs sell, in lots, $1.10; Sago is superabundant, in sacks, selling at 5c., in tin at 8½c., the latter rate in jobbing lots. Tapioca is held at 9c. to 10c.

SUGAR.—There has been no business in East India. Imports from Jan. 1st. to Mar. 31st: China, 193,685 lbs; Manila, 2,149,411 lbs.; Batavia, 4,498,126 lbs.

TEA.—Imports from Jan. 1st. to Mar. 31st: China, 145,163 lbs.; Japan, 360,016 lbs. Considerable attention is being drawn to this port as the probable future source of supply for the United States. The success and rapidity with which the Benefactress' cargo of 12,000 chests Japan was carried by rail across the continent to Chicago and New York fully demonstrated the practibility of the overland route. The market is quiet, prices without material change, sales partaking largely of a jobbing nature. We quote Japans at 65c. to. 90c per lb.; Comet Oolongs at $1 to 1.50, according to chop, size, and description of package.

SHIPPING.

ARRIVALS.—March 31, at San Francisco, from Hong Kong, Sumatra; April 3, at Boston, from Padang, Argonaut; 6, at New York, from Shanghai, Horatio; from Hong Kong, Arracan; at Boston, from Padang, Novada, Wildeman; 8, from Foochow, W. E. Gladstone; at New York, from Shanghai, Elizabeth Nicholson; 10, from Hiogo, Ravensbourne; 11, from Manila, Olivia Davis; at Boston, from Foochow, Parmenio: 13, at San Francisco, from Hong Kong and Yokohama, America (steamer); 16, at New York, from Hong Kong, Haze.

DEPARTURES.—April 1, from San Francisco, for Hong Kong and Yokohama, Great Republic (steamer); 6, from New York, for Shanghai, Dilpussund; 12, for Batavia, Orpheus.

LOADING.—At San Francisco, for Yokohama, Mary Bangs; at New York, for Batavia, Franklin; for Hong Kong, Yokohama; for Hong Kong and Shanghai, N. B. Palmer, Willy Rickmers; for Shanghai, Mary Whitridge; for Yokohama, Horatio.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Apl. 14	James Shepherd	Jean	Canton	London
— 16	Glenrosa	Lonsdale	Colombo	Do.
— 11	Alblasserdam	Hoen	Batavia, for Rotrdm.	Off Plymouth
— 12	Graafstroom	Leclercq	Do.	Do.
— 13	Naworth	Kelly	Singapore	Clyde
— 11	Java	Tuk	Banjoewangie	Texel
— 11	Tasmania	Sutherland	Sourabaya	Do.
—	Bella Carmen	Antonio	Batavia	Gironde
— 14	Feronia	Marbury	Akyab	Queenstown
— 10	Cervantes	Eyzuguirre	Manila	Cadiz
— 16	Dora	Brown	Shanghai	London
— 16	Helena and Ann	Valk	Bangkok	Do.
— 16	River Clyde	Crawford	Singapore	Do.
— 13	County of Stirling	Dalgans	Sourab., for Amstdm.	Off Dungeness
— 15	Orient	Coriander	Batavia	Falmouth
— 15	Kennemerland	Duinker	Batavia for Amstdm.	Off St. Alban's Hd.
— 13	Albion	Zachariassen	Banjoewangie	Texel
— 13	Vrachtzoeker	Vellenga	Macassar	Brouwershaven
— 13	Erasmus	Hulshoff	Banjoewangie	Do.
— 17	Nestor (str.)	Drenning	China, Singapore, &c.	London
— 17	Asteria	—	Rangoon	Liverpool
— 19	Lincelles	Sleightholm	Ceylon	London
—	Hock van Holland	Schreuder	Batavia, for Rotrdm	Off Beachy Head
— 17	Ganges	—	Rangoon	Liverpool
— 19	Nyassa	Lawson	Shanghai	London
— 19	Rookwood	Hopgood	Colombo	Do.
— 18	Nederland and Oranje	Haasnoot	Batavia, for Amstdm.	Off Dungeness
— 17	Westfold	Harris	Zebu	Liverpool
— 13	Pedro Plandolit	Armengual	Manila	Cadiz
— 16	Susanne	Demmers	Batavia, for Rottrdm.	Channel
— 20	Dauntless	—	Rangoon	Queenstown
— 20	Boldon Lawn	—	Colombo	Off Plymouth
— 22	Scindia	Carr	Java	Falmouth
— 14	Jerfalcon	Fox	Bangkok, for Marsls.	Gibraltar
— 23	Huddersfield	—	Singapore	Liverpool
— 25	Medina	Le Feuvre	Nagasaki, &c.	London
— 25	Albert Jurss	Stadtlander	Takou (Formosa)	Do.
— 25	Albert Victor	Clarke	Colombo	Do.
— 23	Jedo	Schmidt	Batavia, for Rottrdm.	Off I. of Wight
— 25	T. D. Marshall	Hunter	Sourab., for Amstrdm.	Texel
— 20	Maria	Peters	Batavia, for Rottrdm.	Off the Eddystone
— 24	Woodham (str.)	Hill	Colbo, via Suez Canal	Marseilles
— 21	Johanne Maria	v. Aalborg	Banjoew., for Rotdm.	Off Dover
—	Louise	Slyboom	Batavia	Gironde
— 26	Panic	—	Singapore	Liverpool
— 25	Louis Meyer	Steur	Banjoewanjie	Texel
— 25	Stirum	Campbell	Batavia	Do.
— 26	Nestor (str.)	Drenning	Singapore, via London	Liverpool
— 26	Europa	Hansen	Do.	Cuxhaven
— 27	India	Pons	Banjoewanjie	Brouwershaven

DEPARTURES.

Date.	Ship.	Captain.	For	From
—	Cath. Elizabeth	Breekke	Macassar	Amsterdam
Apr 14	Cornelis Smit	Desper (?)	Batavia	Sunderland
— 12	Galatea	Jebsen	Nicolajefsk	Hamburg
— 16	Carolina (str)	—	Colombo, &c., via London & Suez C.	Clyde
— 13	Tycoon	Mutter	Singapore	Cardiff
— 17	Danube (str)	—	Sing., China, &c., via Suez Canal	Liverpool*
— 18	Wynaud	Jones	Colombo	London
—	Alfred	—	Java	Hamburg
— 18	Priam (str.)	—	Sing., China, &c., via Suez Canal	Liverpool
— 18	Samuel D. Carlton	Freeman	Hong Kong	Cardiff
— 17	Bengal	Jackson	Singapore	Penarth Dock
— 18	Morning (str.)	—	China	Clyde
— 20	Dundonald	McLellan	Shanghai	London
— 21	Chingloo	Douglas	Chefoo	London
— 21	Aracan	Jones	Shanghai	Do
—	Maibit	—	Batavia	Amsterdam
—	Noach II.	Looyen	Do.	Rotterdam
— 23	Albert Victor	Muir	Hong Kong	London
— 21	Norham Castle	Marshall	Singapore	Glasgow
— 26	Blackwall	Simpson	Sunderland and Java	London
— 23	Kingfisher	Caldrey	Hong Kong	Dublin
— 13	Eldon (str.)	Asker	Do.	Constantinople
— 27	Asterias	Sloan	Cardiff & Hong Kong	London
— 26	Oberon	—	Nagasaki, &c.	Liverpool
— 24	Kivik	Hansen	Nicolajefsk	Hamburg
— 18	Bengal	Burgess	Singapore	Penarth
— 29	Chusan	Roy	Shanghai	London
— 29	Araby Maid	Potter	Do.	Do.
— 28	Maria Fidelia	—	Manila	Liverpool
— 28	Gysbertus Hermanus	—	Batavia	Do.

* After repairing.

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—For Yokohama: Rollo. For Yokohama and Hiogo: Vigil, Lorton, Ada. For Yokohama, Hiogo, and Nagasaki (*via* Suez Canal): Chieftain (str.). For Yokohama, Nagasaki, and Hiogo: Rookwood. For Tientsin and Newchwang: George Shotton. For Shanghai: Her Majesty, Tyburnia, Brockham, Great Northern (str.), Glamorganshire, Tordenskjold (str.). For Hong Kong: L'Imperatrice, Beemah, John Lidgett, Kate Carnie, Corea, James Shepherd. For Manila: Angela. For Singapore: Atma, Petchelee. For Penang: Lucayas. For Batavia and Sourabaya: Vincenza. For Colombo: Palestine, Ocean Rover, Lincelles. For Colombo, &c. (*via* Suez Canal): Great Victoria (str.), Carolina (str.).

At LIVERPOOL.—For Yokohama and Hiogo: Carnarvon Castle. For Shanghai: John Nicholson. For Manila: Matilde, Maria Teresa. For Singapore: Sidlaw, Huddersfield. For Penang, Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Nestor (str.). For Penang, Singapore, Hong Kong, Shanghai, and Japan (*via* Suez Canal): Leith (str.). For Sourabaya: Johannes. For Batavia and Sourabaya: Peggy, Chateaubriand. For Colombo (*via* Suez Canal): Alexandre Lavallee (str.).

At GLASGOW.—For Manila: Alejandro. For Batavia and Sourabaya: County of Ayr.

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SPOKEN.

BOLDON LAWN, Colombo to London, March 27, 33 N., 41 W.
INDIA (Dutch ship), Bali to Rotterdam, Feb. 11, 27 S., 6 E.
KNIGHT OF SNOWDOUN, Java to Amsterdam, Feb. 27, 8 S., 15 W.
JONES (Dut. ship), Bali to Rottrdm, 120 days out, March 28, 46 N., 4 W.
TAFFARETTE (French), for Hong Kong, April 11, 48 N., 8 W.
MARIA, Bali to Amsterdam, Feb. 22, 42 S., 7 W.
ENDEAVOUR, New York to Hong Kong, Feb. 24, 21 N., 41 W.
HENDRICK (brig), Padang to New York, Jan. 5, off Cape of Good Hope.
MELROTE (?), Ceylon to London, 30 days out, Jan. 27, 35 S., 21 E.
CONDOR (barque), Shields to Singapore, on the line, 25 W.
ELIZ. MCDOUGALL, Shanghai to New York, March 10, on the line, 31 W.
CERVANTES, Manila to Calmar, March 4, 1 N., 24 W.
CHORISTER (?), Singapore to Liverpool, Dec. 21, 18 S., 8 W.
CORNELIA HENRIETTA, Colombo to London, March 31, 35 N., 32 W.
NEUHOF, Cardiff to Singapore, March 2, 26 S., 28 W.
SEEJUNGER (?), Bilbao to Manila, March 2, 26 S., 28 W.
A RUSSIAN BARQUE, Java to Falmouth, 40 days out, Feb. 5, 85 S., 28 E.
VITTORIOSO, G. (?) (Dut. brg.), Bat. to Amstdm., March 18, 7 N., 34 W.
A BARQUE, showing 1st pend., No. 0843, Sing. to Clyde, Mar. 9, 4 N., 27 W.
GUAYMAS (brig), Macao to Hamburg, Jan. 15, in the Straits of Sunda.
FALCON, London to Shanghai, Feb. 12, 38 S., 25 W.
VISCOUNT CANNING (bq.), Sourabaya to the Tay, April 17.
ALBERT VICTOR, Colombo to London, March 31, 34 N., 35 W.
ALBERDINE, Sourabaya to Philadelphia, Feb. 12, 25 S., 69 E.
UTINIA (English ship), Sourabaya to Plymouth, March 2, 34 S., 22 E.
MAUGOT, Singapore to Hamburg, March 4, 34 S., 30 E.
MOUNT VERNON, Singapore to Liverpool, Feb. 4, 13 S., 100 E.
STRATHMORE, Bangkok to London, March 7, 35 S., 18. E
PARANA, Penang to London, Feb. 20, 14 S., 92 E.
NEPAUL, Penang to London, Feb. 22, 15 S., 92 E.
KOSMOPOLIET, Batavia to Amsterdam, March 25, 22 S., 2 W.
CAMANA, from Hong Kong, March 2, 34 S., 27 E.
PANMURE, Java to Rotterdam, Feb. 2, 12 S., 14 W.
OLIVIA DAVIES (bq.), Manila to N. Yk., 51 days out, Jan. 29, 31 S., 38 E.
TODRES MINA (?) (Dut.), from Bangkok, 24 days out, Nov. 21, 14 S., 86 E.
TRENT (barq), Bangkok to Falmouth, 64 days out, Nov. 30, 36 S., 25 E.
FRAU ANNA (Dut. ship), H'burg. to S'pore., 27 days out, Feb. 8, 2 N., 26 W.
MELBREK, London to Shanghai, March 8, 5 N., 24 W.
IONGE JAN (Dutch barq.), Rotterdam to Batavia, Feb. 21, lat. 28, lon. 22.
JANE AUGUSTA ALLANE (Pruss.), Singa. to Hamb., April 7, 49 N., 9 W.
CORRIB (?), British ship, Sourabaya to Rotterdam, April 4, 47 N., 22 W.
ORTELIUS, Rotterdam to Batavia, April 3, 47 N., 9 W.
OTTO, Rotterdam to Batavia, April 1, 49 N., 6 W.
MAITLAND, Sunderland to Hong Kong, Feb. 19, 1 N., 27 W.
BERTHA (barq.), Cardiff to Singapore, Feb. 19, 1 N., 27 W.
MARIA (Dutch ship), Batavia to Rotterdam, April 1, 38 N., 34 W.
PAULINE (Dutch barq.), Java to Amsterdam, March 28, 41 N., 25 W.
VERTROUWEN (Dutch brq.), Sourabaya to Amsterdam, 43 days out, 35 S., 28 E., crew laid up with fever.
INDIANA (Dutch ship), Batavia to Rotterdam, Feb. 9, off Cape of Agulhas.
A DUTCH SHIP, Amsterdam to Batavia, April 9, 39 N., 12 W.
HINDOOSTAN, Manila to London, March 17, 2 N., 24 W.
MARGRETTA, (Dutch brq.), Rotterdam to Batavia, April 11, 45 N., 12 W.
NENNEG (?), (Dutch brq.), Sourabaya to Amsterdam, 59 days out, Jan. 24, 35 S., 28 E.
HOME, Foochow to New York, March 11, 23 S., 2 E.
GRENADIER, Japan to New York, March 6, 80 S., 11 E.
FUSI YAMA, Singapore to Boston, Feb. 28, 35 S., 23 E.
NANCY, Sourabaya to Plymouth, Feb. 21, 30 S., 49 E.
JANE ROWLANDS, Ceylon to London, March 18, 18 S., 3 W.
JULIE, Sunderland to Singapore, Mar. 8, 4 N., 23 W.
LIZZIE IREDALE, for Shanghai, April 13, 35 N.
OCEAN (Eng. barque), Cardiff to Galle, Feb. 20, 4 S., 26 W.
BERTIE (brig), Cardiff to Singapore, Feb. 21, 6 S., 28 W.
ANN E. GRANT (Span. brig), Bilboa to Manila, Feb. 23, 11 S., 31 W.
BLACK WATCH, London to Japan, Dec. 31, 17 S., 34 W.
TURNER (?), Swansea to Singapore, Jan. 2, 22 S., 32 W.
BEREND WILHELM, Bordeaux to Japan, March 6, 2 N., 26 W.
SAMUEL RUSSELL, New York to Hong Kong, March 20.
ORNATE, Cardiff to Shanghai, April 17, 50 N., 8 W.
SPIRIT OF THE DAY (brq.), of Bristol, Liverpool to Batavia, April 18, 49 N., 9 W. [crew off duty.
KANAGAWA, Cardiff to Singapore, March 13, 15 S., 34 W., with part of
COSMOPOLITA, Manila to Corunna, April 10, 37 N., 35 W.
VAN BOSSE (Dutch), Hamburg to Shanghai, March 3, 28 S., 30 W.
GUINEVERE (ship), London to Hong Kong, Feb. 4, 24 S., 31 W.
REQUEST (ship), Rio Janeiro to Batavia, Feb. 16, 40 S., 10 E.
ANNA MARGARETHA, Rotterdam to Samarang, April 11, 45 N., 12 W.
SREE SINGAPURA, London to Singapore, March 8, 3 N., 27 W.
OCEANA, Cardiff to Galle, March 3, 27 S., 28 W.
ROSLIN CASTLE, Clyde to Singapore, April 11, 20 N., 25 W.
GLENAVON, London to Shanghai, April 10, 9 N., 26 W.
A BARQ., showing J.D.M.R. (com. code), Colombo to Ld., Feb. 35, S., 25 E.
A SHIP, showing, 9430 (?), (3rd d.p.), Shanghai to Ld., Feb. 22, 28 S., 8 E.
PASEFUK (? Eng. ship), Swansea to Hong Kong., 30 days out, March 10, 1 N., 27 W.
MARY ANTH (?) (Eng.), Singapore to the Clyde, Feb. 11, 27 S., 7 W.
BENGAL (Amer.), Cardiff to Singapore, April, 49 N., 10 W.
A BARQ., showing 4th d.p., 2340, Clmbo. to Ld., March 28, 31 N., 39 W.
AMPTHILL (Amr. brq.), Bata. to Rodm., 55 days out, March 10, 24 S., 4 E

FREIGHTS AND CHARTERS.

Berth freights for sailing vessels to the Eastern ports are without improvement, steamers however are commanding better rates; coal freights from the Northern outports remain without change.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight. 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hiogo: £35. For Yokohama: £35. For Shanghai: £36. For Hong Kong: £28. For Galle: £27. From Newport, Cardiff, or Swansea per ton.—For Hiogo: £1 15s. For Shanghai: £1 16s. For Hong Kong: £1 8s. For Singapore: £1 4s. 6d. For Galle: £1 7s.

CASUALTIES.

Advices from St. Vincent, C. V., dated April 7, state that the Correze, (French transport), for China, struck the west point of Gosee, March 25, and remained seriously damaged.

Advices from New York, dated April 7, state that the Noord Brabant (Dutch ship), v. Overclieft, which arrived at San Francisco, Feb. 17, from Batavia, leaky, had been condemned at the former place, and was to be sold, April 8.

The Magdala (str.), Davison, from Liverpool to Singapore, China, &c. (*via* Suez Canal), put into Falmouth, April 17, having struck on the Longships, and stove her fore compartment; the cargo has not been damaged, but the vessel must be lightened, in order to dock.

Advices from Elsinore, dated April 20, state that the Signe, from Java to Copenhagen, had passed that place for her destination in tow; it was reported that she had had her bowsprit and jibboom broken by collision with an English steamer off the Scaw.

The Herald, Gardner, from Java to Boston, which put into St. Thomas March 27, leaking badly, &c., was discharging on the 30th for repairs.

Advices from Hamburg, dated April 25, state that the Therese Behn, Schmidt, from Cronstadt to the River Amoor, put into Valparaiso March 4 short of water, having lost her water-casks overboard in the North Sea during the November gales; she proceeded March 8.

Advices from Fayal, dated 16th April, state that the China, (Off., No. 66,587), White, from Java to Amsterdam, put in there, April 10, with rudderhead split; she had had a preventive tiller made, and would proceed as soon as it was fixed.

The Senator Iken, Schumacher, for Hong Kong, which put back to Cardiff, after being on shore at Lundy Island, would go into dry dock.

MISCELLANEOUS.

At GIBRALTAR.—April 9, Fuh-le (str.), Gibbon, from Hartlepool, and cleared for Shanghai (via Suez Canal).

Advices from Port Said, dated April 16, state that the Nile (str.), Gaine, from London to Singapore, China, &c., which grounded in Lake Timsah, April 9, got off on the 12th, but was detained by a gale; she left Suez, April 15, for her destination, all well.

At PORT SAID.—April 14, Far East (str.), Jackson, from the Clyde, for Singapore.

At ST. HELENA.—March 16, British Empire, Rowe, from Bangkok, and sailed for Falmouth; Courier, Dickey, from Batavia, and sailed for Rotterdam; Macedon, Summerfield, from Bangkok, and sailed 17 for London; 20, Avonvale, Ogilvie, from Shanghai, and sailed 21 for New York; Doelwyk, Leverstein, from Batavia, and sailed 21 for Rotterdam; 21, Penrith, Dawson, from Bangkok, and sailed for Falmouth; 24, Johanna Christina, Rosingh, from Tjilatjap, and sailed 25 for Amsterdam; 25, Emerald, Cathro, and Ben More, Proud, from Bangkok, and both sailed for Falmouth; 26, Neville, Hemsworth, from Macao, and sailed for London; 27, Elena, De Vaca, from Manila, and sailed 22 for Cadiz.

Off ST. HELENA.—March 4, Fotenaye, from Shanghai, for London; 16, County of Argyle, from Sourabaya, for Rotterdam; 20, Neva, from Macao, for Havana; 28, City of Perth, from Shanghai, for New York; 14, Percy Douglas, from Colombo, for London.

At TABLE BAY.—March 11, Strathmore, Tomlins, from Bangkok, and sailed 15 for Nantes; 10, Eastern Isles (str.), Knight, sailed for Japan.

Off GIBRALTAR.—April 18, Stagshaw (str.), from Newcastle, for Colombo (via Suez Canal); 24, Danube (str.), from Liverpool, for Singapore, China, &c. (via Suez Canal).

At MALTA.—April 24, Craigforth (str.), Froud, from London, for Singapore, China, &c. (via Suez Canal); 25, Stirling (str.), from Liverpool, for Colombo (via Suez Canal).

At PORT SAID.—April 26, Fuh Le (str.), Gibbon, from West Hartlepool, for Shanghai; 28, Otterburn (str.), from London, for Colombo.

At SUEZ.—March 23, Surbiton (str.), Marshall, from London, for Colombo.

The Committee of Lloyd's are making inquiries relative to a vessel reported to be missing—the Eastern Empire, which left Cardiff for Yokohama on the 8th June last, and passed through the Straits of Sunda on the 21st of September.

NOTICES TO MARINERS.

The following notices have been issued from the Admiralty-office:—

CEYLON.—With reference to Notices to Mariners No. 85, dated 12th November, 1869, respecting placing a light-vessel near the great Basses Rocks, off the south-east coast of Ceylon, during the time of building a lighthouse on the rocks, the Trinity House, London, has given further notice that they have received information of the arrival of the temporary light-vessel, and they have every reason to believe that she was moored in her position, and exhibiting her light, on or before the 1st April, 1870.

JAVA.—The Netherlands Government has given notice that the following alteration has been made in the harbour lights at Anjer, viz.:—In place of the two lamp lights exhibited from the eastern and western mole head, a red light is now exhibited from the extremity of the western mole; it is elevated twenty-three feet above high water, and in clear weather should be seen from a distance of four miles. Also, that an aqueduct has been constructed at Koepang which reaches the shore, and from which water can be obtained without trouble or

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expense. Also, that a white light is now exhibited on Jelaka Island, Macclesfield Channel, visible from seaward, from S.W. by S. round by south and east to N.N.W.; it is elevated thirty-nine feet above the high water level, and in clear weather should be seen from a distance of eight miles.

JAPAN.—The Japanese Government has given notice that the wood fire exhibited from Cape Idsu, Nipon, has been discontinued. With reference to Notice to Mariners No. 28, dated 5th May, 1869, respecting the construction of a lighthouse on Nosima Point, near Mela Head, Yedo Gulf, the Japanese Government has given notice that the light is now exhibited from the lighthouse. The light is a fixed white light, elevated 134 feet above the high water level of the sea, and in clear weather should be seen from a distance of twenty miles. The illuminating apparatus is dioptric or by lenses of the first order. The tower is octagonal shaped and painted white. Position, as given, lat. 34 deg. 53 mins. 20 secs. N., long. 139 deg. 51 mins. 28 secs. E. Also, that the temporary light has been discontinued.

THE STEAMER "OTTERBURN."—The following is the report of the steamer which sailed some time since from London for Colombo *via* the Suez Canal:—Ran on shore in Aboukir Bay. Cargo discharged into lighters and conveyed on board H.M.S. Himalaya, and the greater part of it was taken by the Himalaya to Alexandria. The remainder was kept in the lighter. Attempts were then made to get the ship off. These attempts were unsuccessful, and during the operations it commencing to blow, and the cables parting, the ship was carried higher up on the shore, and left in a situation more disadvanageous for getting off than before. The owners of the lighters rendering assistance claimed to be considered as no longer acting under contract but as salvors, and by means of their tugs, assisted by tug-vessels belonging to the Government of the Viceroy finally, succeeded in getting her off and towing her into harbour. She was there found to be considerably damaged; her rudder, sternpost, and screw being broken. The salvors, who had seized the cargo remaining in the lighters as security for their claim, demanded the sum of £15,000 on the cargo, including a heavy claim made by an Austrian, claiming as one of the salvors, but not in submission to the jurisdiction of the English Consular Court. Proceedings were taken in the British Vice-Consular Court, and afterwards in the Austrian Consular Court, to enforce these claims on the property. The salvors rendered an account to the Court of about £4,000 money out of pocket. The officer for the Committee arrived at Alexandria on the 8th inst., and found that the proceedings above mentioned were then in full course; he finally settled all salvage claims whatever, out of Court, for the sum of £3,100, including law expenses, and left Alexandria again for England on the 17th inst. The ship was repaired, and, on survey, appeared to be in a fit condition for proceeding on her voyage.

THE MID-CHANNEL TELEGRAPH STATION.—In connection with the laying of the Mid-Channel cable, a message has been received from Penzance to the effect that the cable has been completed to the telegraph station-vessel Brisk, and that the signals are perfect. The Brisk has been moored at the entrance of the English Channel, in about fifty fathoms of water, by Rear-Admiral Hall, C.B. She lies forty-nine miles N.E. ½ E. from Land's End, and fifty-six miles E. by N. ½ N. from the Lizard. At the top of her mainmast a large black cone will be hoisted during the daytime, and a powerful globular light at night, elevated thirty feet above the sea. A flaring light will also be shown every fifteen minutes from an hour after sunset till an hour before sunrise. During foggy weather, day and night, a bell will be rung for half a minute every quarter of an hour, and a gun will be fired every quarter of an hour for the first six months, and after that date every hour. The vessel will also have on board a stock of provisions, and a supply of coal, for vessels in immediate need. A steam-tug, having her headquarters at Penzance, is attached, to attend to orders by telegraph from the telegraph ship.

FOREIGN VESSELS TRADING TO JAPAN.—BOARD OF TRADE, WHITEHALL, APRIL 14, 1870.—The Committee of Privy Council for Trade have received a despatch from Her Majesty's Minister at Yedo, transmitting the subjoined notification which he has issued for the information of British subjects, in consequence of a request to that effect received from the Government of Japan:—"Notification: The undersigned, in common with the representatives of the other Treaty Powers, has been requested by the Japanese Government to make known, for the information of their respective countrymen, the determination of the Japanese Government to enforce the provisions of the treaties in respect to the trading of foreign vessels in non-opened ports in Japan. The Government has accordingly to warn British subjects of the penalties they incur by the commission of any breach of the aforesaid stipulations —Signed, HARRY S. PARKES, H.B.M.'s Legation."

THE "FUH-LE."—The steam-tug Fuh-le, intended for service in the Chinese rivers, and fitted with the Warsop aëro steam-engine, has been heard of from Gibraltar, on her outward voyage; and her engines seem to have fulfilled, or even surpassed, all anticipation. Her captain writes, "the aëro steam system is invaluable to us," and then, going into details, he reports that he has carefully weighed his coal, and that he has had a consumption of only two and a-half tons in twenty-four hours, working the vessel against a heavy lumping sea, that has severely tried her capabilities. The engines of the Fuh-le are of 60-horse power nominal, and the consumption mentioned amounts to somewhat less than 4 lb. of coal per nominal horse power per hour, while 10 lb. per hour is considered a moderate consumption with ordinary engines. The indicated or actual horse power of the Fuh-le amounts to about thrice the nominal, but the exact proportion varies with differences in the boiler pressure. As far as this pair of engines are concerned, it would seem that the saving by the aëro system is probably sixty per cent.

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MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

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Claims for Losses and Averages are payable in London, or at the Port of destination, as may be desired.

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NOS. 9 AND 11, KING'S ARMS YARD, MOORGATE STREET, E.C.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols Paid up, 3,000,00 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lan

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES:

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bomtay
Foochow	Manila	Calcutta
Ningpo		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

PRICE'S

BENZODYNE AN INTERNAL STYPTIC of great value. In Cholera, Diarrhœa, and Dysentery this medicine far surpasses any other, having a peculiar mechanical power of putting a sudden stop to wasting diseases. Chronic Cough and blood-spitting are immediately relieved by it, as well as pain and debility of every kind. Prepared by Mr. PRICE, Analytical Chemist, 2, Lower Seymour-street, and 30, Duke-street, Portman-square, London; and sold by Chemists all over the world, in bottles at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., and 22s., or in dispensing bottles at 5s., 10s., and 20s. each

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS.

EXCLUSIVELY DEVOTED TO THE ISCUSSION COMMERCIAL AND FINANCIAL TOPICS.

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CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

HATTON-COURT, THREADNEEDLE-STREET, LONDON.

DIRECTORS' REPORT.

(PRESENTED at the SIXTEENTH ORDINARY GENERAL MEETING, 20th APRIL, 1870.)

The Directors beg to submit to the shareholders, as usual at this time of the year, the General Balance Sheet of the Bank, made up to the 31st December last, and showing a net profit for the twelve months of £62,588 3s. 1d.

The Directors regret the diminished amount of profit, as compared with that of last year, attributable chiefly to the adverse state of the Exchanges between England and the East, and the general depression of trade. There is however no deduction to be made in respect of the Old Bad Debt Account, the liquidation of which has progressed so favourably as to reduce the amount to a comparatively small figure.

The Directors have therefore determined to recommend a continuance of the Dividend at the rate of Six per Cent. per annum, free of Income-tax, absorbing £24,000, or the same amount as the Interim Dividend declared at the Half-yearly Meeting in October. The surplus remaining, inclusive of the balance brought from last account, is £37,953 12s. 3d., which the Directors have carried forward to Profit and Loss New Account, as a provision against contingent loss by the Batavia failure, announced a year ago. None of the legal questions involved therein have yet been finally decided by the Dutch and German Law Courts, to which they were necessarily referred, and where the suits are still pending.

Mr. John Allan and Mr. T. A. Mitchell, M.P., are the two Directors who now retire by rotation, and they both present themselves to the shareholders for re-election.

The two Auditors, Mr. Jonathan Thorp and Mr. Owen Lewis, also offer a continuance of their services for the ensuing year.

LIABILITIES AND ASSETS, 31st December, 1869.

Dr.		Cr.	
To Capital paid up in full	£800,000 0 0	By Cash and Bullion at the Head Office and Agencies	£1,606,873 18 11
To Reserved Surplus Fund	10,000 0 0	By other Securities, including Bills Receivable and Loans	2,933,473 14 10
To Amount due by the Bank, including Bills Payable, Notes in Circulation, Deposits, and Current Accounts	3,774,013 16 0	By Bank Premises and Furniture, at the Head Office and Agencies	105,619 14 6
To Profit and Loss. Balance of this Account, after payment of an Interim Dividend, and paying all Current Charges, Income Tax, &c. ...	61,953 12 3		
	£4,645,967 8 3		£4,645,967 8 3

PROFIT AND LOSS ACCOUNT for the Year ended 31st December, 1869.

Dr.			Cr.		
1869.			1868.		
Oct. 20.	To Twenty-first Dividend declared this day, being an Interim Dividend for the Half-year to 30th June last, at the rate of 6 per cent. per annum	£24,000 0 0	Dec. 31.	By Balance brought from last Account ...	£23,365 9 2
Dec. 31.	To Balance at date, proposed to be dealt with as follows:—		1869.		
	Dividend (Twenty-second) for the last Half-year, at the rate of 6 per cent. per annum £24,000 0 0		Dec. 31.	By Net Profits for the year ending this day ...	62,588 3 1
	To be carried to Profit and Loss New Account 37,953 12 3				
		61,953 12 3			
		£85,953 12 3			£85,953 12 3

Examined and found correct,

JONATHAN THORP, } Auditors.
OWEN LEWIS, }

London, 4th April, 1870

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(NO CIRCULARS ISSUED.)

INTERNATIONAL BANK OF HAMBURG.

CAPITAL, First Issue, Thls. 7,500,000 (about £1,125,000).

CAPITAL Paid Up, Thls. 3,000,000 (about £450,000).

BOARD OF ADMINISTRATION.

CHAIRMAN—Senator GUSTAV GODEFFROY (of the firm of J. C. Godeffroy and Sohn).
DEPUTY CHAIRMAN—J. H. GOSSLER (of the firm of Joh. Berenberg, Gossler, and Co.)
E. L BEHRENS (of the firm of L. Behrens and Söhne).
ALEX. BORGNIS (of the firm of H. J. Merck and Co.)
FERDINAND JACOBSON (of the firm of Ferdinand Jacobson).
ROBERT KAYSER.
J. F. MUTZENBECHER (of the firm of J. D. Mutzenbecher Söhne).
EDGAR D. ROSS (of the firm of Ross, Vidal, and Co.)
Senator OCTAVIO SCHROEDER, Dr.
RUDOLPH SCHRODER (of the firm of Schröder, Gebrüder, and Co.)
Baron FRIED. V. WESTENHOLZ (of the firm of Fried. Westenholz and Co.)
C. H. WILLINK (of the firm of A. J. Schön and Co.)

General Secretary—ALBERT HINRICHSEN.

Bankers—NORDDEUTSCHE-BANK. | Solicitor—Dr. OTTO STAMMANN.

LONDON AGENCY

OF THE

INTERNATIONAL BANK OF HAMBURG.

(Registered under the Regulations of Hamburg Share Companies.)

5, LOMBARD STREET.

Manager—HERMAN GWINNER. | Sub-Manager—FERDINAND WARBURG.

Bankers—Messrs. GLYN, MILLS, CURRIE, and Co. | Solicitors—Messrs. FRESHFIELDS.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds, superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMON and Co., Singapore; or 21, St. Swithin's-lane, Cannon street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following dimensions, viz., Length, 300 feet, breadth at bottom, 40, is capable of receiving vessels drawing 13 to 16 feet, as the state of the tides will allow. The Dock runs dry to the blocks, and is pumped out by steam.

The above premises comprise a large Machine Shop containing a

WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large stock of Woods, Metal, &c., &c., always on hand.

The Dock steam tug *Woosung* is available at all times tow vessels to or from sea.

JOHN C. SKEY, Superintendent.

OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Marseilles.
GIBRALTAR ...	Every Saturday, at 2 P.M.	—
MALTA.....	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
*BOMBAY	,, ,,	,, ,,
GALLE.....		
MADRAS.....	Saturday, April 2, 2 P.M. And every alternate Saturday thereafter.	Sunday, April 10, 7 A.M. And every alternate Sunday thereafter.
CALCUTTA ...		
PENANG.....		
SINGAPORE ...		
CHINA		
JAPAN		
AUSTRALIA	Saturday, April 16, 2 P.M. And every fourth Saturday thereafter.	Sunday, April 24, 7 A.M. And every fourth Sunday thereafter.
NW. ZEALAND		

And all ports touched at by the British India Steam Navigation Company's steamers.

* The following reduced rates will be charged to Bombay:—

From Southampton... £72 first class; £45 second class.
From Marseilles ... 70 ,, 43 ,,

exclusive of transit through Egypt. A corresponding reduction will be made in the rates from Bombay to Europe.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place Southampton.

OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—

FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

SUEZ CANAL.

17 April, 15 May, 12 June, 10 July, 24 July — For Port Said, Ismailia, Suez, Aden, Mauritius, Reunion, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Japan.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figure
OXFORD STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad Street, Birmingham.
Established 1807.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 5th and 21st, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,

Passengers for California and intermediate points of this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent steamers of the Pacific Mail Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country, may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNION CLUB
YOKOHAMA.

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PARFUMERIE.

GELLÉ FRÈRES,

35, RUE D'ARGOUT, 35,

(ANCIENNE RUE DES VIEUX AUGUSTINS).

PARIS.

COMMISSION. | THE house of GELLÉ FRÈRES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygienic, refreshing, and tonic preparations as for its delicate and distingué perfumes. | EXPORTATION.

ARTICLES SPECIALLY RECOMMENDED.

REGÉNÉRATEUR GELLÉ FRÈRES, a superior pomade.
CUCUMBER SOAP for the skin.
CARBOQUINA ROSE, superior tooth-powder.
EAU DES COLONIES, extra fine for the toilet.
CONCENTRATED ESSENCE for the handkerchief.
SPECIAL PERFUMERY from Parma violets.
EAU D'ALBION for the toilet.
COLD CREAM, to soften and refresh the skin.
ESSENCE BOUQUET, GELLÉ FRÈRES.
EAU DE TOILETTE—Bouquet de l'Impératrice.
LETTICE JUICE SOAP.
NIGRITINE VEGETALE dye for the hair and beard, instantaneous and inoffensive.

UNIVERSAL EXHIBITION, 1867.

INTERNATIONAL JURY, CLASS 26, PERFUMERY.

THE SILVER MEDAL, *the highest recompense awarded for Perfumery, was obtained by the house of* GELLÉ FRÈRES *for the superiority and excellence of its productions.*

TRADE MARK ON CAPSULES & CASES

PARTICIPATION CHARENTAISE

LA GRANDE MARQUE COGNAC

LONDON OFFICES (for the trade only)—22 and 23, Great Tower-street.

Mr. V. JOUANNET, Managing Director, Cognac. | Mr. E. VIGNIER, Manager for the U.K., London.

The largest holders of Vintage 1865, and old Brandies of the first growths; which can be obtained from all Wine and Spirit Merchants, or can be procured by them, as large consignments have been lately shipped to all the principal ports of China, Japan, Java, Singapore, and Ceylon.

Blue Label, 6 years; Yellow Label, 11 years; Red Label, 14 years; White Label, from 18 to 40 years.

Samples forwarded free, by Overland Route, to Merchants giving satisfactory references in London.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

Liebig Company's Extract of Meat.

AMSTERDAM EXHIBITION, 1869. FIRST PRIZE, being above the Gold Medal' Supplied to the British, French, Prussian, Russian, Italian, Dutch, and other Governments. One pint of fine flavoured Beef-tea at 2½d. Most convenient and economic "stock."

CAUTION.—Only sort warranted genuine by the Inventor, Baron Liebig, whose signature is on every genuine Jar.

Ask for LIEBIG COMPANY'S EXTRACT, and NOT for Liebig's Extract of Meat.

MUSIC.

ALFRED SCOTT GATTY'S FAVOURITE SONGS.

Tell Him I Love Him yet. | The Northern Star.
Long, long ago. | O Fair Dove, O Fond Dove.
The Mother's Visit.

Each free by post for 19 stamps.

ALFRED SCOTT GATTY'S SONGS FOR CHILDREN.

No. 1. Rain Drops Patter. | No. 5. The Burial of the Linnet.
No. 2. Child's Good Night.
No. 3. The Snow Man. | No. 6. Above the Spire.
No. 4. Going to School.

"His 'Songs for Children' are charmingly simple and fresh, and have made him a name in many a 'happy home.'"—Vide the *Globe*.—Free by post 19 stamps each.

ALFRED SCOTT GATTY'S SONGS FOR OUR LITTLE ONES.

No. 1. Robin! Robin! | No. 4. Papa, I am weary.
No. 2. A Child's Fancy. | No. 5. High and Low.
No. 3. New Year's Carol. | No. 6. Naughty Tom.

Each free by post for 16 stamps.

ALFRED SCOTT GATTY'S AMUSING COMIC SONGS OF THE DAY.

I Really am so Sleepy. | I'll not try it again.
Put It down to Me. | Medicine Jack.
Bobbie! Bobbie! | B. R. A. G. (a lady's song).
Not so bad for Me.

These songs may be sung in any drawing-room. Post free for 19 stamps each.

"Mr. Alfred Scott Gatty is getting quite a reputation for his comic songs, and deservedly so. They possess far more real humour than the popular songs of the music halls, and we need hardly say are far above them in every respect. Mr. Gatty's words are funny without being vulgar, and there is not one of his songs but what has a hearty and legitimate laugh in it. 'I Really am so Sleepy' is a very simple melody, set to clever racy words, and will sure to be a favourite amongst those who enjoy an honest comic ballad."—Vide *Illustrated Midland News*, Jan. 8.

London: Published only by ROBERT COCKS and Co., New Burlington-street.

HOLLOWAY'S OINTMENT and PILLS.

SELF HELP.—In sickness it was a momentous matter to find an easy, ready, and reliable remedy for outward disfigurations and inward disorders before the inestimable discovery of these preparations. No invalid need now be at a loss for successfully managing ulcers, sores, tumours, boils, bruises, sprains, &c. Enveloping Holloway's medicine are very intelligibly printed directions for using them, which should be attentively studied and immediately followed by the application of his treatment. Sooner or later the sufferer will assuredly triumph over the worst diseases. This searching Ointment disperses all those malignant humours which aggravate many diseases of the skin, often prevent the cicatrisation of ulcers, and ever kindle inflammatory tendencies in the system.

NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.

Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

"THE CHINA MAIL,"

No. 2, WYNDHAM-STREET, HONG KONG.

NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co," was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

Subscription, 12 dols. per annum, payable to any of the undermentioned agents. Postage added. Terms of advertising:—Same as in *Daily China Mail*.

AGENTS.—London: F. Algar, 11, Clement's-lane, Lombard-street, E.C. San Francisco: White and Bauer, 518, Clay-street, San Francisco. Swatow: Drown and Co. Amoy: Giles and Co. Foochow: Thompson and Co. Shanghai. H. Fogg and Co. Manila: Karuth, Heinzen, and Co. Australia: Gordon and Gotch, Melbourne and Sydney. Singapore: Locke. Hongghee, and Co. Batavia: H. Van Dorp.

THE STRAITS TIMES.—Daily, weekly, and fortnightly editions; published in Singapore, for circulation throughout the STRAITS SETTLEMENTS, JAVA, BORNEO, SIAM, FRENCH COCHIN CHINA, CHINA and JAPAN.

This paper, which is the oldest in Singapore, and the most widely circulated throughout the FAR EAST, offers an excellent medium for the advertisements of shipbuilders, machinists, manufacturers, patentees, &c., in the United Kingdom.

Advertisements to be forwarded through an Agent in Singapore, or GEORGE STREET, 30, Cornhill, London.

THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram.
Brindisi	AGENTS FOR BRINDISI STRS.
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	WHITE & BAUER, 413, Washington-street.
Alexandria	DAVID ROBERTSON & Co.
Aden	COWASJEE DINSHAW.
Point de Galle	J. GIBSON, THOMSON, & Co. FREDK. PITERS.
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	RIBEIRO & Co.
Batavia	HUNTER, HOUGHTON & Co.
Samarang	DE GROOT, KOLFF, & Co.
Sourabaya	
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	MICHELL, BARNARD, & Co.
Hong Kong, Canton, Macao and Swatow	MORRIS & Co., Hong Kong.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	E. C. KIRBY & Co.
Osaka and Hiogo	E. C. KIRBY & Co.

OFFICE 2, COWPER'S-COURT, CORNHILL, E.C. (Over the JERUSALEM.)

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BRITISH INDIAN SUBMARINE TELEGRAPH COMPANY (LIMITED).

OPENING OF THE NEW SUBMARINE ROUTE BETWEEN GREAT BRITAIN AND INDIA.

The Cable between Suez and Bombay having been successfully laid, the new submarine line is now open for traffic, and messages for India will be received at all the Postal Telegraph Offices in Great Britain and Ireland.

Until the opening of the Falmouth and Malta line, telegrams from the United Kingdom will be sent by the Anglo-Mediterranean Company's line from Turin to Egypt, and thence by the British Indian cable to Aden and Bombay. Both Companies' lines are worked throughout by English clerks.

To insure the transmission of messages by this route, it is necessary that the sender should insert the words "Via Malta" in the text of the despatch, immediately after the address of the receiver.

(By order) JOHN T. BURT, Secretary.

No. 80, Palmerston-buildings, London, E.C.
26th March, 1870.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked
For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steame from Southampton on 2nd and 17th of each month.
Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

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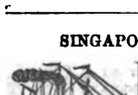

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Singapore	Petchelee ...	Brockleb.	SWID	With des.
Shanghai ...	Her Majesty	A1 14 yr.	SWID	With des.
Hong Kong	Beemah	A1 11 yr.	SWID	With des.
Do.	Js. Shepherd	A1 13 yr.	SWID	With des.
Yokohama & Nagasaki..	Rookwood ...	AA1	SWID	With des.
Yokohama & Hiogo	Ada	A1 13 yr.	SWID	With des.

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FRENCH MAIL EDITION.

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS

VOL. XII.—No. 351.] LONDON, MONDAY, MAY 9, 1870. [Price 9d., with Sup. 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.

Latest Advices.

PORTS.	OUTWARD. From London	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	Jan. 28	March 19	March 20
Yedo	—	—	March 19
Osaka and Hiogo	—	—	March 16
Hakodadi			
Nagasaki	—	—	March 17
CHINA — Peking			
Tien-tsin	—	—	March 15
Chefoo			
New-chwang			
Hankow	—	—	March 18
Kiu-kiang			
Chin-kiang			
Shanghai	Jan. 28	March 18	March 23
Ningpo	—	—	March 20
Foochow	—	—	March 20
Formosa			
Amoy			
Swatow			
Hong Kong	Feb. 11	March 25	March 29
Canton			
Macao			
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon	—	—	April 2
SIAM — Bangkok	—	—	April 1
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	March 30
Samarang	—	—	March 31
Sourabaya	—	—	March 28
MALACCA STRAITS—			
Singapore	Feb. 25	March 31	April 7
Penang	Feb. 25	April 2	April 3
CEYLON—Galle	—	—	April 14
Colombo	—	—	April 12

THE MAILS, &c.

The next mail is due on the 16th, and will bring one week's later dates. Telegrams from Shanghai April 20 were received on the 7th inst. (*via* Kiachta). By Galle the dates are Shanghai, April 15; Hong Kong, 21; Singapore, 30; also received on 7th, being only 6½ days from Singapore. Telegrams from Japan (*via* San Francisco) to April 22 are due on the 14th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Imperiales steamer *Tigre*, arrived at Marseilles, May 7. From Yokohama: M. Schoene. From Shanghai: Messrs. Menduit and Ridet. Miss Blackley. From Hong Hong: Messrs. Roussin, Dunn. From Saigon: Messrs. Bropard, De Corbigny. Luro, Cleobie, Andrè, Lafon, Defoy, M. and Mdme. Servass. From Batavia: Messrs. Knipers, Erdmann, Van Schelle, Van Herrer, Von Rossler, Van Oustenze, Humis, Beyrinell, Dickpenheim, Buges, Stibé, Harsen. M and Mdme. De Vogel, M. and Mdme. Van Pois, M. and Mdme. Sourenne, Mr. and Mrs. Lachlan, Mesdames Remy, Rinchon, Audart. From Singapore: Messrs. Von der Burg. Keisfer, Guspinet, Oonerss, Miranda, Sahotborg, Rose, Adena. De Cordora, Knop, Verrea, Schutt, Moleda, Alvarez, Fontan, M. and Mdme. Grithoff, M. and Mdme. Valdis.

PASSENGERS OUTWARD.

Per P. and O. steamer *Bangalore*, from Southampton, April 30.—To Shanghai: Mr. W. Heise. To Hong Kong: Mr. P. Harris. To Singapore: Mr. and Mrs. Wright, Mrs Day. To Ceylon: Mr. G. L. Taylor, and one second-class passenger.

Per P. and O. steamer *Tanjore*, from Marseilles, May 8.—To Shanghai: Mr. Hutchinson. To Singapore: Mr. M. Moss. To Ceylon: The Bishop of Colombo and Mrs Temple, Mrs. A. Young Adams, Mr. A. C. White.

Per P. and O. steamer *Pera*, from Southampton, May 14.—To Yokohama: Mr. J. R. H. McClatchie. To Shanghai: Mr. J. D. Crawford, Mr. W. L. B. Neale. To Ceylon: Mrs. Carson.

Per P. and O steamer *Ripon*, from Marseilles, May 22.—To Yokohama: Mr. G. Hamilton. To Shanghai: Mr. G. W. Thomson. To Singapore: Mr. J. Hardie. To Ceylon: Mrs Vetch.

Per P. and O. steamer *Ceylon*, from Marseilles, May 29.—To Ceylon (*via* Bombay): Mr. E. John.

Per P. and O. steamer *Bangalore*, from Marseilles, June 5.—To Ceylon: Mr. and Mrs. E. Elliott

Per P. and O. steamer from Suez, June 12.—To Hong Kong: Mr. and Mrs. Overbeck.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The French mail delivered this morning brings Yokohama advices to March 20; by the Pacific mail however we have three days' later news, a telegraphic summary of which appeared in our last issue. The English mail of Jan. 28 was received in Yokohama March 19.

The advices now to hand bring no confirmation of the report that the U.S. Consul at Yedo had been assassinated. The event, if it really happened, must have taken place between the 23rd March and the 1st April, as the telegram announcing it was dated Shanghai, April 8. It will be observed that the telegram dated Yokohama, April 10, contains no mention of such an event, and the last telegram from Shanghai states that the report had been contradicted. The rumour appears therefore to have been entirely groundless. The following items are abridged from the summary of the *Japan Herald*:—

A Court of Inquiry has been held by Admiral Rowan into the loss of the *Oneida*. The proceedings consisted of little more than the repetition of the evidence given at the late inquiry by the survivors. At the close of the Court it was determined to forward the evidence to Washington for consideration by the Navy Department.

The divers who went down to explore the wreck only succeeded in reaching the quarter-deck, whence they brought a cutlass and a Japanese glove-box. They were unable to penetrate to the lower deck, the hatches being blocked up with broken spars, bulkheads, chairs, &c. It is probable that efforts will yet be made by the U.S. Admiralty to recover the guns, engines, &c., and perhaps the whole of the wreck as it now lies; but we believe that further operations will be suspended until Admiral Rowan personally decides on what is to be done after the tenders for raising her are opened.

A difficult and complex case is now being heard in the United States Ministerial Court, before the Hon. C. E. De Long. The story may be stated thus:—Some persons carried on business here under the style of Schumann and Co, who in November last arranged to pay a sum of $10,000, owing by them to Messrs. Allmand and Co., part in coin and part in goods, within a certain time. Passing by the door a few days after, Allmand saw a large crowd of coolies carrying away goods, and unusual bustle going on. He then examined into what was taking place, and satisfied himself that Schumann's goods were being fraudulently disposed of at a ruinous sacrifice—in fact, people were helping themselves to goods and taking them off "without money and without price." He at once went to the U.S. Consulate, where the Consul issued an attachment, levied directly after on the goods, which had diminished from a respectable stock to a few hundred dollars, worth, some of the missing goods being found by the Marshal in other parts of the settlement and at Yedo, where, however, the U.S. Consul thwarted Mr. Schumann's intention of selling them. It was also discovered that some property of the creditors was at Hakodate, and that debts were owing to Schumann by firms at Hiogo and Shanghai. Schumann confessed judgment in favour of Mr. Allmand's claim, and subsequently made an assignment of property for the benefit of his creditors. On the 15th November all the goods seized were sold by auction, and realised $6,500, whilst other receipts swelled the gross returns from the estate to $14,000. Finding that no other creditors were on the spot, the U.S. Consul did not deem it necessary to institute a prosecution of Schumann here, knowing that Schumann had creditors in San Francisco, whither he was to sail by the outgoing steamer, and believing that they would take the matter up in person. Allmand's claim was settled, and the balance of the estate retained in the hands of the assignee

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pending further claims. Shortly after Schumann's departure, Messrs. Schultze, Reis and Co received authority from various creditors at San Francisco to act on their behalf, and they have since instituted an action in the Ministerial Court to set aside the judgment in favour of Allmand, alleging fraud in respect thereof and charging that the goods were disposed of with undue and ruinous haste, waste, and loss, together with unfair preference of Allmand's claim. Schumann has also sent over an affidavit stating that he never confessed judgment of Allmand's claim, that the certificate of his doing so was merely issued to cover the Consul's action, and that the latter charged him $300 in gold for his advice.

The case has now lasted fifteen days, during a part of which the Consul has been laid up. By the testimony of one of Schumann's partners it was stated that he carried away a considerable sum of money with him; and it was also said that he received, but did not account for, $4,000 from a Japanese the day before his departure. Nothing whatever has been adduced to sustain the charge against the Consul, who, it was shown, had to threaten Schumann with a criminal prosecution before he could obtain possession of the books.

At the outset of the case, Mr. W. H. Doyle, an *attaché* of the U.S. Consulate who acts as counsel for the defence, demurred to ministerial jurisdiction on this ground, but was overruled. Finally the minister has decided to adjourn the case until reliable evidence of the bankruptcy proceedings in California can be obtained, but in order to dispose of the personal charges against the integrity of the Consular officials has agreed to hear all the evidence on that head, in order that the public may be in a position to judge for themselves of the truth of the statement. The minister has however intimated that if it be found legal proceedings have been instituted in California the local proceedings will be quashed, unless the assignee in California come in as a party plaintiff.

Yedo is still crowded with two-sworded men of unamiable looks and behaviour. About a week since the secretary of the French Legation, M. Du Bosquet, while out for a walk, attended by a guard, was threatened by three of these roughs, who partially drew their swords. His guard immediately decamped, whereupon he drew his revolver and prepared for action. Seeing this, the boiling-over patriotism of his menacers cooled down, and they slunk off rapidly.

Japan has hit upon a method of providing for paupers frequently suggested in England but never carried out. It was that waste lands and commons should be allotted to the able-bodied poor, to turn their barren areas into fertile land. The cost was to be advanced by Government, and repaid gradually by the peasant proprietors In fact, the application of the scheme to Ireland was once strenuously urged in private upon the Government. The Japanese have now, in consequence of the hordes of unemployed in Yedo, disforested a royal chase about twenty miles off, which is now being brought under tillage, and will provide eventually subsistence for 5,000 people.

Forty of the labourers who left here about eighteen months ago in the *Scioto* for Hawaii returned the other day in the *R. W. Wood*, looking greatly improved for their sojourn in a foreign land. They were met on board by the Government officials. The visit of the Japanese Ambassadors has been very satisfactory, and they say they have everywhere found their countrymen well cared for and kindly treated by their employers: and that every vestige of doubt has been cleared away. Nevertheless they have seen fit to direct that those who desired to go home might do so at the expense of the Japanese Government, which plan was cheerfully agreed to by the employers.

A scheme for the better supply of the settlement with water has been laid before the community by Mr. Brunton, the Government engineer. The subject was vigorously mooted by officials in 1862. About A.D. 1900 the works will probably be commenced.

On Friday morning the counter of the Hong Kong and Shanghai Banking Corporation was crowded with holders of its notes demanding specie in payment. The run had evidently been brought about by the action of a few unprincipled speculators, who foresaw a chance of reaping gain from the confusion that was likely to ensue. Fortunately confidence was quickly restored, and we understand that none of the respectable traders either native or foreign believed the report. The action taken by the other banks in the matter in endeavouring to allay the rumour was highly commendable. The amount withdrawn was very inconsiderable.

On the 22nd March a formal inspection of the 1-10th Regiment took place on the Swamp, and differed in no respect from the ordinary routine of military inspections.

Dr. Hosier, of Osaka, has received an appointment at Tosa, as Medical Instructor and Superintendent of the hospital to be built under his supervision and direction. The appointment is for five years, at a salary (information from a native source) of Rios 500 per mensem. The s.s. *Nautilus*, which was lately purchased by the Prince of Tosa, recently conveyed Dr. Hosier and Japanese suite to Kochi, the capital city of Tosa.

Captain Graham, the sole survivor of those on board the *Eliza Corry*, arrived at this port in the steamer *Thales* on Wednesday last. The circumstances attending the wreck were heartrending in the extreme, the crew being washed away one after the other. To add to the agony of the scene, the wife of the captain was on board, and with the rest met her fate in a watery grave.

The extensive lot of land, No. 20, with the building recently erected thereon, belonging to the estate of the late Mr. Hoey, was sold on the morning of the 16th inst., by public auction, for $12,600. We have been told that two years ago the late proprietor was offered $30,000 for the land alone.

The telegraph to Yedo appears to be in high favour with the Japanese, the messages transmitted averaging about sixty or seventy per diem.

There is some talk of the plot of ground in the rear of the Consulate being converted into an ornamental garden, the required funds ($10,000) being found by a joint-stock company, and the revenue to be derived from yearly subscriptions paid for the right of entrance.

The *Japan Gazette* states that a false charge has been made against the British Consular chaplain by a gentleman on behalf of his son, a minor, who had represented to him that the chaplain had used language of a very offensive character to him, and followed it by a violent assault. The charge was proved by the accuser's own witness to be utterly false, and that the youth had himself been so saucy that nothing but the greatest forbearance on the part of the accused saved him from severe and well merited punishment.

HIOGO.

Our advices from this port are to the 16th March. The following items of news are from the *Hiogo News*:—

It is rumoured here that there is trouble in Prince Chosiu's country, caused, it is stated, by a certain high official of his not getting the share to which he was entitled of the amount awarded by the Mikado last year to each of his principal supporters during the late civil war.

The North-German S.S. *Adler* made her trial sea-trip on Sunday week last to Kobe, making the distance in somewhat less than two and a-half hours, since which she has made the passage in a little over two hours. As the river was so very low, some thought she would hardly get down. It seems, however, that she only draws four feet six inches aft, and we are told much less forward, so that she need not stop for a few inches of mud. A contract has been made with the Prince of Bingo to purchase her for 18,000 rios in silver boos. The *Adler* is said to be a most comfortable little boat for passenger traffic.

The kitchen-garden seeds so serviceably sent out by the United States Agricultural Department having been forwarded by the United States Consul, Colonel Stewart, to Bishop Williams, the latter gentleman is daily occupied in distributing them amongst the cottagers and farmers in this vicinity, and explaining to the natives their uses and modes of culture. It would be difficult to devise a scheme by which, at so trivial a cost, so much good could be done as is being done in this instance. Certainly, if he who has made two blades of grass grow where only one grew before has proved a benefactor to his race, he who introduces new sources of food into a country is deserving of that country's gratitude.

CHINA.

TIENTSIN.

A Peking correspondent writes that M. Popoff, Chinese Secretary of the Russian Legation, died on the 27th February, of typhus fever and was buried in the Russian cemetery outside the Anting mên.

A Tientsin correspondent writes that there are seven steamers and two sailing vessels on the river, and that the Bund is literally covered with all classes of merchandise—the river, however, being still blocked by ice in many places, and the dealers not operating except at very low rates, as they are not yet able to forward their goods into the interior. 7 and 8½lbs. shirtings are quoted at Tls. 2.07 and Tls. 2.25 respectively. A heavy fall of snow during the night of the 10th March.

SHANGHAI.

Dates are to the 23rd March. The London mail of Jan. 28 arrived out on the 18th March, and telegrams, *via* Kiachta, reached to the 1st March.

The *North China Herald* of the 22nd gives the following items:—

We hear that Dr. Macartney, the manager of the Nanking Arsenal, has lately visited Wuchang, at the request of the Viceroy, Li-hung-chang, and that the experiments made by him in gunnery and with rockets in the latter's presence have proved so satisfactory, and so pleased Li, that he has given directions for a very considerable extension of the arsenal. It is evident from this that Li's power is not confined to his own Government. We find him here controlling an arsenal in the capital of another Viceroy. We understand that the new buildings will be commenced forthwith.

A meeting of shareholders in the Shanghai Gas Company was held on the 17th March, at which the accounts, showing a net profit on the year's working of Tls. 25,520 were passed, and a dividend of Tls. 12 per cent. was resolved on. This will absorb Tls. 18,000, and Tls. 7,520 are carried to the reserve fund, which is thus raised to Tls. 20,913. It was announced that the price of gas will be reduced from $4.50 to $3.50 per 1,000 feet for the current year, and further gradual reductions, as consumers increased

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were promised. Sir Edmund Hornby, Messrs. Cameron, J. T. Brand, J. I. Miller, E. Hogg, and J. G. Purdon were elected directors for the current year; and a remuneration to each director of Tls. 10 per meeting was agreed to.

A meeting of members of the Shanghai Club was held on the 18th March, at which, briefly, the following resolutions were come to. The Recreation Fund Trustees, as proprietors, will take members' entrance fees and subscriptions, as rent, to enable them to pay ground-rent, repairs, interest on mortgage, &c. The members will have the entire building in their hands, and will make the charges pay the working expenses. Fourteen gentlemen were nominated a working committee. We congratulate the community on the clear position which has at length been gained. Twelve months ago the Club belonged to shareholders who were burdened by a double mortgage, the complication being increased by the fact that they were themselves, in great part, their own mortgagees, and yet the public were claiming that they should repay their loan. At present the Recreation Fund, which seemed hopelessly sunk as a second mortgage, has come to life as proprietor of the Club Building—under mortgage, certainly, but with a fair prospect of redeeming it; the Club shareholders have been released from their responsibility—though at the expense of their capital; and the much desired result has been attained of the members working their own Club It may be true that the rent paid is heavy; but the cost to individual subscribers is not so, considering the advantages offered by the Club building; and the satisfactory knowledge remains, that any surplus which this rent may yield to the Recreation Fund goes towards redeeming the mortgage, and towards a prospective reduction of the rent. We think the community are much indebted to Mr. Groom, who has conceived and worked out the whole plan for evolving order out of such apparent chaos, and for helping to place both the Club and the Recreation Fund on a sound basis.

Our home readers may still retain sufficient interest in Shanghai to care for a summary of the Council's Report, showing how municipal matters are progressing. The reassessment of land has been completed, and the result shows a depreciation of Tls. 306,000 from the assessment of 1865. Chinese houses, on the other hand, are rising in value, and the Council naively complain that owners do not invite a higher rate of taxation. Appeals, they complain, are made very readily when the assessment is in excess of rental; but the same readiness is not shown to ask that the assessment be raised, now that it is inferior. Does it not occur to the Council that people who collect and people who pay taxes represent opposite interests, and that each one has quite enough to do to look after his own? If a man is overcharged, he protests; but it lies with the collector to claim the full amount due. Of course, it may be said that the Council and Land owner are one; that the former is merely administering the interests of the latter; but, practically, they stand in the same position to each other as governors and governed, at home; and we do not think instances will often be found there, in which a tax payer will offer more than the Government demands. There have been, and probably always will be, men who send £5 notes as conscience money to the Chancellor of the Exchequer; but they represent the exception rather than the rule; and we fear the Council will have to look after the interests of the Revenue themselves, without much aid from individual contributors. Indeed, it is likely that many owners of Chinese house property do not even know at what rate their houses are assessed.

The Council make no comment on the condition of the river, but mention that the Municipal engineer has completed a survey of the foreshore, and that a plan will be shown to those interested who will call at his office. We trust that this permission will be availed of, as we believe inspection of the plan will convince people of the justice of our late remarks, and of the necessity for prompt remedial measures. We note that the Gas Company have offered to light the street lamps in future at $3.75 a piece, instead of $5 as charged heretofore. It remains to be seen how this rate will compare with that which may be offered by the French Company. The Fohkien road drain is being laid on a proper level, and the usual repairs are going on to the roads, bridges, and side walks. It is suggestive how greatly the foreign population has increased of late years, that a further portion of the cemetery already needs preparation; for recent seasons have not been unhealthy nor the per centage of deaths excessive. The projected road to Woosung remains in *statu quo*; we fear it will be found too expensive for the present, although as a new outlet it would be most desirable. In the meantime it is satisfactory to learn that the municipality is escaping from debt, the second instalment of the loan having been duly paid.

We had thought that every phase of the registration struggle had been exhausted; but the case of Mr. Ashton describes quite a new case. Mr. Ashton omitted to register himself within the prescribed time and was summoned. He went to the Consulate to forestall the trial, and was told he could register on payment of a commuted mulct of $3½, in addition to the fee and the cost of the summons. He appears to have acquiesced, so far as to give a C. O. for the total amount, $10. Subsequently however he demurred to the $3.50, but eventually tendered it under protest H.M. Consul refused to accept it on those terms, and pursued Mr. Ashton for the whole fine of $10, for not having registered within the prescribed period. Mr. Ashton pleaded, 1st, that he could not be summoned twice for the same offence; second, that the grant of the Registration Certificate condoned the offence. He was, however, fined on the broad ground that he did not register during January, as he ought to have done. Mr. Church, Mr. Cameron, and Mr. Kingsmill also appeared to summonses issued against them for non-registration. They were all fined, but Mr. Kingsmill refused to pay.

The Steamship Navigation Company's steamer *Shantung* has arrived out, making the passage in fifty-eight days from Glasgow, *via* the Suez Canal. She is to be put on the Tientsin line.

REPORT ON THE SANITARY CONDITION OF SHANGHAI.

All Shanghai has been startled by the report of Dr Jamieson on the sanitary condition of the settlement. In forming an estimate of the effects of residence in Shanghai on the health of Europeans, the climate comes first under consideration, and though it is beyond human power to modify the scorching heat of the summer sun, or to evade the sudden changes of temperature, still there are certain means of adapting the conditions of life to these unfavourable circumstances. By avoiding overcrowding, dirt, and bad drainage, the baneful effects of the climate may be in a great degree lessened; but Dr. Jamieson finds not only that these precautions have been neglected, but that the danger is vastly increased by the ills inseparable from uncontrolled prostitution and a host of low grog-shops, where liquor of the vilest and most poisonous quality is dispensed to the floating population. Besides these and other internal evils, the settlements, it is to be remembered, are surrounded by reeking fields covered from time to time with human excreta. In their immediate neighbourhood stands a filthy native city, contaminating both air and water, and forming a nest wherein contagious diseases are generated, and from whence they are disseminated. The stately foreign hongs are built on an alluvial plain, or in other words on a mud flat, which renders efficient drainage all but impossible. There are no wells whence to derive pure water, and in some neighbourhoods the crowding of native dwellings imports into the very centre of the foreign community the horrible conditions that prevail in native cities and villages. Passing to the native city, which from its proximity has a direct effect on the foreign settlements, Dr. Jamieson describes the condition of things within the walls as truly awful:—

"Every street is broken up at short intervals to admit of the construction of open privies, the contents of which are allowed to accumulate until they acquire what is considered the proper degree of maturation. Should they be filled to overflowing before that period arrives they are allowed to spread their overflow over the street in the vicinity, the filth frequently extending to the very thresholds of the opposite houses. And all this is permitted without any attempt to remedy so pestilent, so glaring a nuisance, without any regard to the intolerable stench produced, or to the effect of the sun streaming its rays upon these enormous cesspools. Even the butchers hang their meat for sale in the midst of the poisonous vapours arising from neighbouring privies. The slime-covered ditches and stagnant pools to be found in every direction are made receptacles for filth at one moment and are used for the purpose of washing rice at another. The open spaces are converted into huge ash pits, where decaying ordure, dead animals, rotten vegetables and so forth are allowed to accumulate and fester. The canals that intersect the city are used by those living on the banks as ash-pits, cesspools, and what not, and as these are flooded at spring tides only, the river is periodically polluted by the refuse that has accumulated since the previous high tide. And then the moat is a common sewer, wherein the drainage, such as it is, from three sides of the city is received, and whence it is discharged into the river. Thus, by the condition of the city and its immediate surroundings, the air and water are alike polluted, and the residents in the settlements are constantly subjected to the influence of a vast collection of pestilential foci. Hence, whatever measures may be taken by foreigners, for their own protection, there will always be, so long as the present state of things is not interfered with, more than sufficient material in the city to produce a fatal epidemic."

To mitigate this state of things, Dr. Jamieson proposes that the native authorities should be required to put some sanitary regulations in force, including the liberal use of disinfectants. The condition of the river next comes under consideration. and as all the water used by foreigners in the settlements for domestic purposes is derived from the river, its effect on the health of the settlements can hardly be overestimated. Yet it is tainted not only with the refuse of gasworks. &c., but with every imaginable description of filth, and Dr. Jamieson shows clearly enough how the *excreta* of cholera and dysentery patients find their way into the water used for drinking and cooking by the residents. With this question are intimately mixed up the water-supply of the settlement, which clearly ought not to be drawn direct from the river as at present, and the condition of the fore-shore—another fruitful source of disease. There is a great extent of surface exposed to the sun's rays, on which every tide leaves a considerable share of the organic debris, both animal and vegetable, that it had in suspension. It deposits fecal matter and other abominations, the emanations from which, especially in hot weather, sensibly pollute the atmosphere. The same remarks apply with equal force to the Soochow, Yang-King-pang, and other creeks. All these evils are intensified by the condition of the drains, which rapidly accumulate poisonous filth, and are never efficiently cleansed. The thorough drainage of such a place as Shanghai is confessedly a difficult problem, seeing that a large area at the back part of the settlement is considerably below high water mark. Of course the only complete remedy would be a proper flushing of the sewers, but in the absence of this several palliative measures are suggested.

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Dr. Jamieson also puts forth some good practical suggestions relative to baths and wash-houses, regulation of brothels, quarantine, &c., but our space will not allow us to follow him through all of these. On the whole, shocking as it is, we believe his gloomy view of the sanitary condition of Shanghai to be entirely justified by the facts. From the time when a large Chinese population was permitted to herd in crowded and badly-constructed houses, in the midst of the foreign hongs, Shanghai ceased to be a "model settlement." The *North China Herald* is reluctant to avow this, and clings to the traditional title, despite Dr. Jamieson's report; indeed, it broadly charges him with grossly exaggerating the evil and ignoring the good points of the settlement. But, warmly as we have defended the moral character of Shanghai when assailed by the Duke of Somerset, we cannot with equal confidence defend its sanitary character from the attack of Dr. Jamieson. He has certainly made out a strong case for prompt and vigorous action on the part of the municipal authorities.

SIAM.

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BANGKOK.

We have advices from this port to April 1, but no news of importance. From the *Weekly Advertiser* we learn that H.B.M.'s Consul General, T. G. Knox, Esq., has been appointed by H.E. the Spanish Ambassador Acting Spanish Consul.

The King's steam yacht *Imperatrice Eugenie* passed down the river on March 22, having on board H.E. the Spanish Ambassador and suite, who expect soon to sail hence, the Ambassador having concluded the objects of his mission. Mr. Knox, H.B.M.'s Consul General, and Acting Spanish Consul, accompanied the Spanish Ambassador.

On the 21st and 22nd March two extensive fires occurred at Bangkok, one of them very destructive. The buildings near the palace of H.R.H. the late Kroma Mun Mahesuen, with one exception, were devoured Several lives have been lost. About three hundred houses were destroyed, and many of the poor are left homeless.

BORNEO.

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LABUAN.

We extract the following from Labuan Correspondence dated 9th March:—

The Italian War Steamer *Princess Clotilde* arrived at Labuan from Manila on the 10th, and left on the 21st February for Pontianak, and other Dutch possessions; she will return to Labuan in about two months.

The Italian Government are desirous of establishing a colony on the coast of Borneo, and the Commander of the *Princess Clotilde* has had an interview with his Highness the Sultan of Bruni on the subject. There has been an unusual number of deaths among the soldiers of the Ceylon Rifles stationed here, arising from a malady termed *Beeree Beeree*. The rest of the inhabitants, both European and natives, enjoy good health.

H. M. S. *Elk* has returned from Sarawak.

JAVA.

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BATAVIA.

The news of the projected telegraph between Singapore and Java has given rise to a good deal of discussion. In the *Java Bode* we find the following article on the debate which took place last November in the Second Chamber of the States General on the subject of telegraphic communication:—

"The Minister of the Colonies said that amongst the applications for concessions without subsidy, he had met with two for connecting directly Ceylon with a point on the west coast of Java (about Anjer) and a line direct to the west coast of Australia. Now, Mr. Speaker. I have disposed of all these applications provisionally within the last few days, and have intimated to the two applicants last referred to that the Government would give permission to them on certain conditions, but without any exclusive concessions, to land a cable on Java from Ceylon in connection with the ordinary Telegraphic System. A term is stipulated, on expiry of which the permission is to be withdrawn if not acted upon in the meantime. We must now wait the result."

Subsidy or no subsidy—Java to be taken up in the British Australian Telegraph hire with or without money—that was the question. In appropriate terms the Minister would have expressed himself thus:—"My financial conscience revolts against subsidy unless when it is unavoidable." Call the subsidy "Bertram," Mr. Van Bosse (Finance Minister) "Alice," and Mr. de Waal (Minister of Colonies) "Robert," and it is as if it stood thus:—Alice wont have that I, Robert, meddle with Bertram.

We who heartily wish to see the British Australian line carried out, require to keep that starting point in view. But the opposition of the Minister reached its crowning point, when, in following the flight of Mr. Fransen van de Putte in his speech, he entered with him into a learned discussion as to the commercial importance of Singapore, Mr. Van de Putte had put on the wings of the eagle, and had favoured the Chamber with one of his most profound prophetic glances into the world of commerce—in short, he became sublime. "The importance of connecting Java with Singapore," he had said, "was nearly as great as that of connecting British India with Europe, for," he added, "Singapore is the centre of the entire Freight and Exchange trade of the East." The temptation to answer lyric with lyric was now too strong for the Minister. "The honourable member"—he began quite drily, but with the intention of soaring gradually higher and higher, "The honourable member has reminded me that I am still in his debt for a reply as to the great value of a connection with Singapore. According to him Singapore is the general regulator of commercial matters in the Indian Archipelago. I can by no means admit this. There is at the present moment to be discerned an evident striving to break Java loose from Singapore, and I have more sympathy with that desire than that we should be continually dependant upon that English free port, and it is just on that account that I am the more favourably disposed to the applications for concessions that I have referred to, and which propose to connect Ceylon direct with Java, and Java direct with Australia without including Singapore; we shall at all events make a trial with them. I consider it most damaging, both in a political and commercial point of view, to subscribe to the idea that Singapore is to be the permanent emporium of commerce in the Indian Archipelago. No: this is what Batavia must be and can be, if we only regulate our mercantile laws accordingly." Thus, in that memorable sitting of the Chamber did these two colonial reforming eagles stride away heavenwards on their politico-commercial stilts, with the pale sun of a November day in their faces.

Take these words of the minister for good coin, and nothing can come of the telegraphic connection with Singapore, of which the *Java Courant* of 25th March opens to us the prospect. The "quarter altogether worthy of credit" from which that Government paper received this joyful communication will turn out not to be worthy of credit. "All the necessary preparatory measures having been completed" will end in a disgraceful retractation, for not only does the Minister feel more sympathy for a telegraphic connection between British India and Australia which leaves out Singapore, but, if it depended only upon him, he would work against any connection *via* Singapore. Where, in the latter times, has there ever been discerned an evident striving to break Java loose from Singapore? Well, then, if any such desire does exist, the Minister, who is essentially a man of the present day, and quite up to his day, will assuredly do all he can to promote this most laudable desire for emancipation. Away with Singapore! Ceylon for ever!

But had it not been for "Alice"—we repeat it—Robert would have sung a different song. That is what gives us confidence in the tidings communicated by the *Java Courant*. Now that the shares of the British Australian Company are all subscribed for, and that that Company can do without the Dutch subsidy; now that in case of need, and in event of opposition on our part, that Company is empowered to lay a submarine cable direct from Singapore to Port Darwin, giving Java the go-by, all these unfriendly words of his Excellency must just be regarded as never having been spoken. Had the British Company been inclined to recompense evil for evil, it might have answered Mr. de Waal's "without including Singapore" with an equally hostile and narrow-minded "without including Java." But it is still a fortunate circumstance that on opening Pandora's Box there is found, besides a little hope, also some generosity remaining on the earth, or, if you will rather have it so, it is indeed fortunate that there exist certain social interests in common which make it easy for Ministers and Companies, patrons and private individuals, to be generous.

We have already confessed our unbelief in the Dutch Steamboat Company (which proposes to establish a steam communication direct with Holland through the Suez Canal) We desire now to renew our expression of confidence in the British Australian Telegraph Company, and the reason for that difference is, not that we accept the *Java Courant* as gospel, but that we put more faith in an enterprise with eight millions of guilders than in an undertaking which has nothing else to show than a pamphlet. And now, if there is anyone whose feelings of patriotism revolt at the idea that Netherlands India should get a telegraph cable to Singapore, and again another such cable to Port Darwin, without paying a farthing for it, our advice to him is to write to London and take as many shares in the English Company as his love of country may dictate.

Respecting the proposed Exhibition to be held at Batavia the *Java Bode* gives the following further particulars:—

We are enabled to state that the efforts of the Commission *ad hoc* for an exhibition of the works of ancient and modern artists, to be held in the buildings of the Botanical and Zoological Garden here, has thus far been crowned with a wished-for result, as from many sources important contributions have been promised, so that now fully two hundred paintings in oil colours and some particularly fine engraving, besides a collection of photographs of the paintings of living masters, will be forthcoming. The successful bringing about of the Exhibition thus assured, the commission has fixed the period of sending contributions to be from

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the 25th of March to the 25th of April; while the opening of the Exhibition for the members and for contributors will take place on Monday, April 18, at nine in the morning, at the close of a *matinee musicale*, to commence at seven A.M. For the general public the Exhibition will be opened on the following day, a charge of one guilder each being made for admission for grown persons, and half a guilder each for children.

SUMATRA.

The *Sumatra Courant* of the 15th March says:—"We learn that in a short time an armed demonstration will have to be taken against the island of Nias, where some chiefs are waging a fierce warfare. A certain chief in the Batta lands had assumed a warlike attitude in consequence of some slaves escaping from his rule and taking refuge among the Battas under the Dutch rule. He sent to demand the refugees, but the demand was refused, and he forthwith commenced to make reprisals and hostile incursions, even carrying off people into slavery. An armed expedition will have to be sent out to bring him to reason and proper terms."

STRAITS SETTLEMENTS.

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SINGAPORE.

From this port our advices are to the 7th April. The outward English mail of Feb. 25 was received there on the 31st March.

An adjourned meeting was to be held after the departure of the mail, to take into consideration the despatch of Governor Ord. Some difference of feeling existed upon the subject, it being thought, apparently by a minority, that a sufficient expression of opinion had already been given by the Straits Association of London. Other and *more occult* influence seemed to be at work.

We take the following from the *Singapore Daily Times*:—

The question of the Waterworks, which will come before the Legislative Council during the ensuing session, will be about the first one of any real public utility that it has had to deal with, and will, it is to be hoped, receive a fair and impartial consideration. We have the advantage of knowing beforehand what his Excellency's views are on the subject; he thinks that it should be undertaken at the expense of the Municipality, and not of the Government. The Municipal Commissioners, on the contrary, deem the Government bound to carry out the undertaking of the Indian authorities, and bring a good supply of water to the foot of Fort Canning Hill, whence the Municipality are willing to distribute it over the town. A great deal of correspondence has passed between the Commissioners and the Government on the subject, and a number of schemes submitted, only one of which has received the approval of the Commissioners,—that of the Colonial Engineer for bringing the water through iron pipes, laid in the present conduit, to the foot of the hill in front of the ice house, whence it is proposed to be distributed over the town by means of standpipes. This is not only the simplest and most economical of all the schemes submitted, but is one exactly suited to the requirements of the place. We are not so sanguine, however, that it will be so considered by the Council.

The *China Mail* gives publicity to a rumour that Mr. Deane, the Superintendent of the Hong Kong Police, has been appointed Commissioner of Police for the Straits Settlements. We are not yet aware that the post is vacant, and therefore deem the report rather doubtful.

With reference to the feeling manifested in Java with regard to the question of telegraphic communication, the *Daily Times* says:—It seems that among a section of Dutch politicians—including the Minister of Colonies—a considerable jealousy of Singapore has been evidenced on the question of the extension of the telegraph to Java, and a strong effort has been made, and, so far as we may judge from the language of the Minister, is still making to connect the west end of Java by a direct submarine line to Ceylon, thus avoiding connection with Singapore. The chief obstacle to the realisation of this direct line to Ceylon probably lies in the fact that the Australian Telegraph Company is no longer a conjectural project, but a capitalised undertaking, bound to be carried through, whatever discouragement be offered to it in Holland; and moreover, it does not seem that, with all his desire for an independent cable, the Minister for the Colonies is in a position to subsidise the scheme with a grant from the Imperial treasury, and we don't think private enterprise would be inclined to take it in hand on its own merits. It is impossible to deny the patriotic enthusiasm of the Minister who refuses to accept the supremacy, even in a commercial sense, of a neighbouring Power, and in his assurance that Batavia and not Singapore must be the permanent emporium of commerce in the Eastern Archipelago, the Netherlands traders in Java may find some hope for bright days in the future. But we fear beyond the circle of his own countrymen, and even among them only the most sanguine, the brilliant picture he draws will be viewed rather as one of what might have been than what may be. With a start of two centuries, with a position not much less central, and with the advantage of a large inland industry at its back, Batavia has seen ebb away from her shores to those of this island that trade which it is now sought to regain for her. Singapore may owe much to its geographical position, but who will say what the relative positions of the two places would have been had Dutch conservatism earlier yielded to the irresistible force of free-trade? Half a century ago had Batavia been thrown open to the ships and trade of all nations, and had the internal Government of Java been reconstituted, and become the preserver of order and the guardian of trade, instead of the taskmaster and tax-gatherer of Holland—even had the reforms now realised been realised then—the aspirations of the Colonial Minister at the Hague might not have been far from realisation. But it is now too late. Nor will an obstinate ignoring of the claims of Singapore, and a refusal to co-operate in progress that will benefit both, because it will not benefit Java only, tend to repair the evils of the past.

We are given to understand that the Prussians have turned their attentions from Pulo Tioman to Pulo Tingih as a desirable locality for a coaling station for their navy steamers, &c. There can be little if any doubt that both they and the Austrians are alive to the propriety of having a few possessions and places of call in this part of the world which they may call their own. Well selected and well handled, such stations might prove to be the germs of prosperous colonies.

GOVERNOR ORD'S DESPATCH.

Some adverse criticism having been passed on the reply of the Straits Association to the above despatch, in respect of the omission from the latter of Clause 20, we are asked to state that no such clause existed in the copy as received from the Colonial-office, the numbers running from 19 to 21. Probably the error was a mere clerical one on the part of the copyist at the Colonial-office, but it was one which the Association was not at liberty to rectify. They were bound to present an exact copy of the document sent them. It was impossible for them to say but that a clause No. 20 really existed in the original, in which such indisputable evidence was given of Governor Ord having lost both his senses and his temper, that Lord Granville in mercy withheld it.

Commercial Report.

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(*For dates see First Page.*)

IMPORTS.

HIOGO AND OSAKA.—The high price of grain, and the limited supply of native produce, have had a somewhat depressing influence upon the import trade, which, with the exception of the single article of Rice, was less active than usual at the time of the year. Stocks of staple Cottons were, however, moderate, and prices of these were fairly maintained. Grey Shirtings improved during the early part of the month, but had since lost a portion of the advance, and closed weak at quotations. Cotton Yarn had been in fair demand throughout, and at the close more inquiry existed, with nominal stocks. Black Velvets and Turkey Reds slightly lower, owing to arrivals, but the latter were still in request. Victoria Lawns continued to attract attention at improving rates. With the exception of Taffachelass, good patterns of which were saleable, other Cottons were comparatively neglected. Orange Camlets were still asked for, and there was a demand for Green; other colours dull and lower. Figured Orleans maintained their value. Black Lustres continued to find buyers at fair rates. A few small sales of Black Cloth reported, but these goods, as well as Blankets, were almost entirely neglected. Quotations:—Cotton Yarn, Nos. 16 to 24, per bale, $168; 28 to 32, $175 to 176; 38 to 42, $185 to 190; G E Grey Shirtings, 7 lbs., 38½ yds. 39 in., per piece, $2.75; 8¼ to 8½ lbs. do., $3.25 to 3.31; 9 lbs., 38½ yds. 44 in., $3.50 to 3.62; G E White Shirtings, 56 to 60, 40 yds. 36 in., $2.50; 64 to 72 reed, do., $3.50; T-Cloths, 6 to 7 lbs., $2 to 2.40; Handkerchiefs, Assorted, per doz., $0.65 to 0.75; Brocades and Spots, White, per piece, $2.62; do., Dyed, $3.25 to 3.62; Chintz, Assorted, 24 yds. 30 in., $2.50 to 2.87; Chintz, Turkey Red, do., $2 to 3.25; Turkey Red Cambrics, 3 lbs., do., $3.31 to 3.37; Velvets Black, $2.37; Victoria Lawns, $1.12 to 1.25; Taffachelass, Double Warp, 12 yds. 43. in., $2.80; do., Single do., do., $2.50; Camlets, SS, Orange, $16 to 17.

YOKOHAMA.—The dulness which characterised the market at the date of our last report had continued, and had induced some holders to make slight concessions in rates. 8¼ lbs. Grey Shirtings had met with a moderate inquiry at a reduction of 2½ cents per piece; 7 lbs. maintained previous value. The demand for Yarn had been but small, and the few lots quitted established a decline on last rates. Fancy Cottons had been generally dull, excepting Dyed Brocades, which were occasionally inquired for. Woollens continued neglected. The current quotations were:—G. E. Grey Shirtings, 7 lbs., per piece, $2.77½ to 2.80; ditto, 8¼ to 8½ lbs., $3.00 to 3.05; do, 9 to 9¾ lbs., $3.50 to 3.60; G. E. White Shirtings, 56 to 60 reed, $2.65 to 2.85; do., 64 to 72 reed, $2.90 to 3.05; T-Cloths, 6 to 7 lbs., $1.90 to 2.30; Brocades and Spots, White, $2.80 to 2.90; do., dyed, $.40 to 3.60; Chintz, Assorted, $2 to 2.50; Handkerchiefs, per dozen, $0.65 to 1.10; Turkey Red Shirtings, per piece, $3.00 to 3.10; Taffachelass, Double Weft, $2.95 to 3.25; ditto, Single, $2.30 to 2.60; Velvets, Black, $8.25 to 9.50; Cotton Yarn, No. 16 to 24, $52.50 to 53.25; ditto, No. 28 to 32, $52.00 to 52.50; ditto, No. 38 to 42, $57.00 to 59.00. Woollens and Mixtures: Camlets, S and BBB, per piece, $13.50 to 14.50; ditto, SS, $13 to 13.50; do., SSS, $9.50 to 10.50; Cloth, Medium and Broad, $0.80 to 1.60 per yard; Lastings, per piece, $12 to 13.50; Long Ells, Assorted, $8 to 8.75; Orleans and Lustres, Plain, $375 to 4.25; do., Figured, $3.50 to 4.50; Lead, per picul, $6.25 to 6.75; Iron, Nail Rod, $2.70 to 3.50; Bars, $2.60 to 3.25.

SHANGHAI.—Grey Shirtings: During the week a steady business had been done in 8¼ lb. goods, and last quotations have been fully maintained. The dealers had been eager buyers, but few importers would sell

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at ruling prices. Stocks were getting low, and a feeling existed that ere long holders would obtain their own rates, viz., Tls. 2.30 per piece, ordinary delivery. There were few 7lb. goods on offer, and an advance of 1c. per piece had been established. The demand for the heavy makes was languid, and the market exhibited a drooping aspect. White Shirtings unchanged in value; purchases to a fair extent reported. T-Cloths lower, and if holders continued to thrust their stocks on the market, a still lower range of prices would be the result. About 40,000 pieces had changed hands during the week at reduced rates. Fine Mexicaa 18 by 18 7 lb. goods placed at Tls. 1.76 to 1.80 per piece. Chop Dollar sold at Tls. 1.85 per piece. Drills: No change to notice in these goods; sales trifling and rates slightly easier. Fancy Cottons: Spotted Shirtings, Brocades, Turkey Reds, Chintzes, and Handkerchiefs, had all been inquired for at former quotations; little business had resulted. A sale of Dyed Damasks reported at Tls. 4 65. Other kinds of Fancies without change. Woollens were in no better position than last reported. Long Ells, indeed, were worse, and quoted fully 5c. per piece lower. C.P.H. Scarlets were being offered by the silkmen, who accepted them in barter, at Tls. 5.90 per piece; a parcel of well-known chop assorted had been forced off at Tls. 5.70 per piece, Camlets, Lastings, Crapes, and Spanish Stripes remained as last quoted, with a dull market. Figured Orleans had declined in value, and quotations for them must be considered nominal. Metals—Nail Rod Iron: Settlements only 10,000 bundles of small and assorted sizes, at Tls. 2.37 to Tls. 2.40 per picul. The market for the lesser kinds was very strong, but the large sizes, being in plentiful supply, were decidedly at a discount. Lead: No improvement could be noted, and prices were nominally the same; one small parcel of L.B. had changed hands at Tls. 5.10, which may be considered a good price. Quotations:—Grey Shirtings, 7 lbs., per piece, Tls. 2.0.4 to 2.0.7; 8.4 to 8.6 lbs., Tls. 2 2.7 to 2.3.1; 9 to 9.12 lbs., Tls. 2.5.5 to 3.1.5. White Shirtings, per piece, Tls. 2.2 to 3.0. T-Cloths, 6 lbs., per piece, Tls. 1.4.5 to 1.7.2; 7 lbs., Tls. 1.6.5 to 1.8.5; 8 to 8.4 lbs., Tls 2.0.5 to 2.1.6; XX Tls. 2.4.0; American Drills, 40 yards, Tls. 3.7 to 3.8.8; American Jeans, 30 yards, Tls. 2.8.0 to 2.8.5; American Sheetings, 40 yards., Tls. 3.4.5 to 3.8.5; English Drills, 40 yards, Tls. 3.5 to 3.6; Dutch Drills, 40 yards, Tls. 3.4 to 3.4.7. Handkerchiefs, Blue, per dozen, 0.5.5 to 0.6.5; Brown, 0.4.3 to 0.4.8. White Figured Shirtings, per piece. Tls. 2.3.5 to 2.4; Dyed, Tls. 3 to 3.1. Camlets, SS, Tls. 11 to 12.1; SSS, Tls. 10 to 10.5; Spanish Stripes, per yard, Tls. 0.5.0 to 0.5.5; Medium Broad and Habit Cloth, Tls. 0.9.0 to 1.5.0; Long Ells, Scarlet, 24 yards, HH, per piece, Tls. 6.0.5; CPH, Tls. 6; Assorted, HH. Tls. 5.7 to 5.8; CPH, 5.8 to 5.9.5. Lastings, 30 yards, Tls. 10 to 11; Crape Lastings, 30 yards, Tls. 5 to 8; Crape Lustres, Tls. 3.7.5 to 4.2.5. Orleans, Figured, 30 yards, Tls. 3.4 to 3.8; Plain, 30 yards, Tls. 3.8 to 3.7.5.

Saigon.—The business transacted had been very limited in comparison with the important sums produced by the exportation of rice. 8¼ lbs. Grey Shirtings met with good inquiry. White Irishes were dull of sale, and stocks very heavy. Quototions:—Grey Shirtings, 8¼ lbs., $3.15; do., 7 lbs., $2.70; Grey T-Cloth, 6 lbs., $1.90; do., 5½ lbs., $1.80; do., 5 lbs., $1.70; do., 4½ lbs., $1.60; White Irishes, $2 20 to $2.27½.

Bangkok.—Business in manufactured goods had been interfered with to a considerable extent by the ceremonies attendant on the cremation of the late King. The Siamese New Year holidays would commence in a few days; and until they are over there would not be much business doing. G. E. Grey Shirtings, 8¼ lbs., Tls. 5¼ per piece (equal to $2.84 per piece net); ditto, 7 lbs., Tls. 4⅛ (equal to $2.22 per piece net); ditto, 6 lbs., Tls. 3½ (equal to $1.89 per piece net). Grey T-Cloths, 7lb., Tls. 3¼ per piece (equal to $1.76 per piece net); ditto, 6 lbs., 2¾ (equal to $1 49 per piece net); Grey Madapollams, Tls. 37 per corge (equal to $19.98 per corge net); White ditto, Tls. 39 (equal to $21.06 per corge net); White Figured Shirtings, Tls. 5 per piece ($2,70 per piece net); Grey Yarns, No. 40s., Tls. 257 per bale ($138.78 per bale net); ditto, No. 30s., Tls. 255 (equal to $137.70 per bale net); ditto, No. 18 24s., Tls. 215 (equal to $116.10 per bale net); Turkey Red Twist, No. 40s., in 10 lb. bundles, Tls. 240 (equal to $129.60 per bale net); Green, No. 40s., in 10 lb. bundles, Tls. 150 (equal to $81 per bale net); Orange, No. 40s., in 10 lb. bundles, Tls. 143 (equal to $77.22 per bale net).

Singapore.—The latest quotations were:—40s Mule Twist, $150 to to 147½; 8¼ lbs. Shirtings, $3.05 to 3.07½; 7 lbs. Shirtings, $2.55; 5 lbs. T-Cloths, $1.60; 6 lbs. ditto, $1-87½; 7lb. ditto, $2.10.

EXPORTS.

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TEA.

Hiogo and Osaka.—During the month settlements to the extent of 1,200 piculs had been made, at higher rates than those ruling at the departure of last mail. Medium to fine had been readily purchased, but the lower grades neglected, owing to the high prices asked by the holders. The Esperanza had sailed for New York with 438,098 lbs. Settlements:—About 1.200 piculs. Arrivals:—About 500 piculs, and coming forward very slowly. Stocks:—2,800 piculs. Quotations:—Common, Rios 16 to 20 per picul; good common, Rios 21 to 25 per picul; medium, Rios 26 to 33 per picul; good medium, Rios 34 to 38 per picul; fine, Rios 38 to 45 per picul; finest and choice, Rios 46 and upwards per picul.

Yokohama.—The business done had been very slight, settlements chiefly for San Francisco amounting to about 500 piculs only, making the settlements since the departure of previous American mail not more than 3,000 piculs. Stocks continued very small, and of a very undesirable quality; arrivals also had been almost nil; otherwise a fair business would have been done. as the demand reported in our last continued unabated. Prices very firm at last quotations. The Cœur de Lion and Alphonsine had sailed, the former with 988,765 lbs. for New York, and the latter with 295,535 lbs. for Boston. The Brave and Charles C. Leary were loading for New York. Quotations:—Common, $24 to 26 per picul, nominal; good common, $27 to 29; medium, $31 to 35; good medium, $36 to 39; fine, $40 to 42; finest, $43 to 46; choice, $47 to 50.

Shanghai.—Black: There had been very little doing, there having been no settlements and only 530 chests shipped on native account, leaving about 2,200 chests in stock. Green: Had been settled to the extent of 5,000 ½-chests at Tls. 21 to 38.50, showing very full rates for medium to good Teas. Stocks estimated at 5,400 ½-chests Fychow and Moyune, and about 2,500 ½-chests Shanghai packed, but many of the chops shown as country Teas were mixed with Japan leaf. There were no Pingsueys remaining.

SILK.

Hiogo and Osaka.—With the improved position of Silk in Europe, and the high rates ruling in Yokohama, silkmen had materially advanced their ideas. Settlements had been made to the extent of about 112 piculs, mostly in Hank sorts, with a small proportion of Sodai, Itchisen, &c. Large parcels of Silk had been shipped to Yokohama on native account. Quotations:—Hanks: Fine, $685.71 to 742.85; Medium, $619.05 to 666.66; Common, $571.43 to 619.05. Sodai: Fine, $642.85 to 666.66; Medium to Common, $571.43 to 619.05. Itchisen: Fine, $638.09 to 666.66; Medium, $571.43 to 628.57; Common, $523.81 to 571.43 per bale.

Yokohama.—There had been a good demand, and there was a continued current of business from day to day. Prices were fully maintained for best sorts with even an upward tendency on some, but there was less disposition to pay extreme rates for lower grades. Settlements about 750 bales; arrivals barely equal to sales. Quotations:—Mybash and Sinchu Hanks: Extra, 36s. 7d.; Best, 34s. 4d. to 35s. 10d.; Medium, 30s. 6d. to 32s. 10d.; Inferior, 27s. 6d. to 29s. 9d. Oshu: Extra, 37s. 9d. to 38s. 11d.; Best, 33s. 11d. to 35s. 10d.; Medium, 31s. 3d. to 33s. 2d.; Inferior, 27s. 6d. to 29s. Coshu: Best, 29s. to 30s. 6d.; Medium, 26s. 4d. to 27s. 10d.; Inferior, 23s. 8d. to 25s. 11d. Sodai: Best, 30s. 2d. to 32s. 1d.; Medium, 28s. 3d. to 29s. 9d. Etchesen: Best, 28s. 3d. to 30s. 2d.; Medium, 26s. 4d. to 28s. 3d.; Inferior, 23s. 8d. to 25s. 7d.

Shanghai.—The inquiry for Silk had continued on a fair scale, and some 300 to 400 bales had been settled; the demand chiefly ran on Haining silks No. 2 and under, Tls. 500 to 505 being quoted for No. 2 Fatmow; other silks, such as Re-reels, Szechuens, &c., had also found buyers, but transactions in Tsatlees had been restricted owing to the short stock, there being no "chops" left on offer. Some 100 to 150 bales had again been bartered for Woollens. Unsold stock reported 3/400 bales, and it was not expected that more than 7/800 bales would reach before the new season.

COCHIN CHINA AND SIAM PRODUCE.

Saigon.—Rice: Soon after departure of last mail prices had not only regained their former position but reached even the figure of $2.15. Subsequently prices were for a moment weaker and $2.10 was willingly accepted, but in spite of the daily decreasing amount of shipping and the want of money which was generally felt, the bulk of the business had been done at $2.12½, and contracts passed at $2.08. Long Vinhlong Grain: Several transactions at $1.83 to 1.90, but the market having been fairly supplied with this grain, prices receded to $1.70. The exports since show the extraordinary amount of 677,800 piculs, divided as follows:—Europe, 11,000 piculs; Singapore, 13,640; China, 63,110; Japan, 583,050; total, 677,800. Hides offering more freely, prices receded to $8¼ per picul for Buffalo, and 11⅛ for Cow. Horns in good demand, and are readily bought up at $8.50 per picul. Black Pepper: Some trifling lots brought to the market, and fetched $9 to 9¼ per picul. Cocoa-nut Oil very scarce, at $11 per picul. Gambege: No stocks on hand; nominally, $62 per picul.

Bangkok.—The following is from the Borneo Company's report, dated March 26:—Business has been somewhat interfered with during the greater part of this month, owing to the ceremonies attendant upon the cremation of the late Supreme King; and although these are now over, we are not likely to have a very steady market till the first week in April, by which time the Siamese New-Year holidays will be completed. Rice: Owing to the very favourable accounts from China and Japan, the Chinese are eager buyers of Namuan Mill cleaned Rice at $1.22½ to 1.25 per picul, and of Nasuan Mill cleaned Rice at $1.40 to 1.45 per picul, put on board in the river in mat bags. Our rates for paddy have not as yet advanced, and we believe that prices of rice will again give way after the holidays unless the arrivals from China are excessive. White Rice is worth Tls. 56 per coyan ($1.85 per picul f.o.b. in mat bags). Paddy: The new Namuan grain now begins to come to market, though somewhat scantily, at Tls. 25 to 26 per coyan. Supplies of Nasuan are abundant at Tls. 33¼ to 33½ per coyan. Sugar is taken for Bombay at Tls. 9½ per picul ($6.21 per picul f.o.b.). Bown comes to market slowly, and is worth Tls. 5½ per picul (3.68 per picul f.o.b.). Sapanwood is neglected at our former quotations. Sticklac: Stocks are sufficient for local use only, and we are not likely to have supplies till June or July when the waters up country admit of produce coming down. Teelseed: First supplies may be expected in June. Gum Benjamin is scarce, and worth Tls. 125 per picul for first quality. Gamboge: A parcel of 10 piculs, No. 1, has been placed at Tls. 91 per picul. Buffalo Horns are in fair request at Tls. 15 per picul. Buffalo Hides are in little demand at Tls. 11 per picul ($7.78 per picul f. o. b.). Black Pepper: The first boats ought to arrive at our market in a very few weeks.

EXPORT OF TEA AND SILK, SEASON 1869-70.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cases
From June 1 to Feb. 28, 1870	74572	69964486	[illegible]	1349918	14484569	135329440	38774
Corresponding period last season..........	731407	68689159	53399568	...	15790745	138610879	49167

Shipments Since:

Mar. 10 per Loudoun Castle	From Shanghai	...	958,524	12
— 14 ... Dartmouth	... Do.	...	803,712	39
— 22 ... Salsette (ml. str.)	... Do., &c.	...	—	1,505

TO THE CONTINENT.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	Bales.
From June 1 to Feb. 28, 1870	...	...	...	...	...	4076017	[illegible]
Corresponding period last season..........	...	...	...	...	...	4096129	[illegible]

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Shipments Since:

Mar. 22 per Salsette (ml. str.	From Shanghai, &c.	...	—	693

TO UNITED STATES.

		Pcls.
From June 1 to Feb. 28, 1870	35065020	889
Corresponding period last season	35218570	1488

Shipments Since:

Mar. 10 per Banian	From Shanghai	...	859,720	
— 12 ... America (str.)	... Do.	...	—	25
— 13 ... Sunda	... Yokohama	...	—	655
— 15 ... Cœur de Lion	... Do.	...	938,765	
— — ... Alphonsine	... Do.	...	225,535	
— — ... Commodore Delong	... Do.	...	938,765	
— — ... Esperanza	... Hiogo	...	438,098	
— 20 ... Duplelx (F.M. str.)	... Yokohama	...	—	356

TO AUSTRALIA.

From June 1 to Feb. 28, 1870	13,169,241 lbs.
Corresponding period last year	16,687,239

Shipments Since:

Mar. 18 per Eak	From Hong Kong	...	7,000

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844	51,022,600	... *
„ 1845 to 1846	57,334,200	18,604
„ 1850 to 1851	63,972,000	22,143
„ 1853 to 1854	77,327,800	61,280
„ 1855 to 1856	92,240,300	50,481
„ 1857 to 1858	76,990,255	68,315
„ 1858 to 1859	65,789,792	83,134
„ 1859 to 1860	85,560,452	64,169
„ 1860 to 1861	90,066,160	70,644
„ 1861 to 1862	109,854,040	79,199
„ 1862 to 1863	121,273,580	72,887
„ 1863 to 1864	117,463,586	46,603
„ 1864 to 1865	121,236,870	32,313
„ 1865 to 1866	118,333,042	62,890
„ 1866 to 1867	118,423,290	50,052
„ 1867 to 1868	116,890,430	57,449
„ 1868 to 1869	142,789,804	70,917

* Including the Continent.

LIST OF SILK SHIPPERS.

From 1st June, 1869, to 19th March, 1870.

	Bales.		Bales.
Adamson, Bell, and Co. ...	70	Hogg Bros.	755
Barnet and Co. - ...	2,216	Holliday, Wise, and Co. ...	10
Birley, Worthington, and Co.	1,904	Jardine, Matheson, and Co. ...	782
W. Birt	114	Jarvie, John, and Co. ...	1,657
Bland, J.	320	Meynard and Co.	20
Blum Bros.	235	Milsom and Tod	906
Borneo Company	100	Nachtrieb, A., and Co. ...	835
Borntraeger and Co.	535	Parsees	87
Bourjau, Hubener, and Co. ...	227	Pustau, Wm., and Co. ...	164
Bovet Bros. and Co.	671	Reid and Co.	54
Bower, Hanbury, and Co.	1,690	Reiss and Co.	178
Brand, Monro, and Co.	3,757	Russell and Co. ...	2,060
Bradwell, Bloor, and Co. ...	109	Remé, Wm. and Co.	773
Bull, Purdon, and Co. ...	8	Sassoon, David, Sons, and Co.	232
Carter and Co. ...	1,714	Sassoon and Co., E. D. ...	46
Chapman, King and Co. ...	512	Sayn, H.	113
Chinese	122	Scheibler, Matthai, and Co.	1,051
Coutts and Co.	116	Seare, Essex, and Co. ...	396
Cumine and Co.	482	Shaw Bros. and Co ...	1,017
Dickinson and Co.	218	Siemssen and Co.	840
Fogg and Co.	67	Skeggs and Co. ...	1,437
Framjee, Hormusjee, and Co.	50	Smith, Archer, and Co. ...	281
Gamwell, F. R. ...	1,359	Textor and Co. ...	1,285
Gibb, Livingstone, and Co.	1,475	Thorne Bros. and Co. ...	725
Gilman and Co.	951	Trautmann and Co.	255
Glover, Dow, and Co. ...	204	Westall, Brand, and Co. ...	181
Gutschow and Co.	241	Sundries	1,961
Heard, Augustine, and Co. ...	711		
Helbling and Co.	866	Total bales ...	38,788

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5⅝d.	4s. 6d.	4s. 6d.
Shanghai „ „ ...	5s. 11¼d.	6s. 0d.	6s. 0⅛d.
Canton „ „ ...	4s. 5¼d.	4s. 5¼d.	4s. 6d.
Hong Kong „ „ ...			
Macao „ „ ...			
Singapore „ „ ...	4s. 6¼d.	4s. 6¼d.	4s. 7¼d.
Manila „ „ ...	4s. 5d.	—	—
Colombo „ „ ...	par to ⅛ p. ct.	1¼ to 1½ dis.	1½ to 1¾ dis.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	300 to 301	222½ to 222¾
„ Hong Kong	25½ to 26 dis.	—
Bar silver	111.5.0	9¼ prem.
Mexican dollars	74.2.5	1 prem.

Bous, at Yokohama, 337 to 350 per 100 dols.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 24; Old, 32 per cent. premium.
Hong Kong Gas Company, 46 dols. per share.
Hong Kong and Whampoa Dock, 1 per cent. discount.
Union Dock Company, 40 to 45 per cent. discount.
China Traders' Insurance, 1,600 dols. premium.
Hotel shares, 60 to 70 per cent. discount.
Hong Kong and Macao Steamboat Company, 29 per cent. premium.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd.
Shanghai Dock Company ...	500 ...	500 ..	95 ...	None.
Shanghai Gas Company ...	100 ...	100 ...	14pm....	None.
Shanghai S.N. Company ...	100 ...	100 ...	7pm....	12p.c.
S. Tug and Lighter Company ...	850 ...	850 ...	800 ...	None.
French Gas Company	50 ...	50 ...	40 ...	„
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$180 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls.200 ...	Tls.200 ...	6 p.c.
North China Steamer Company	500 ...	500 ...	880 ...	20 p.c.
Union S.N. Company	100 ...	100 ...	90 ...	15 p.c.
Yangtze Insce. Association ...	500 ...	500 ...	620 ...	10 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,000 ...	$500
China Traders' Co. (Limited) ...	5,000 ...	1,000 ...	— ...	400

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London (via Hiogo), March 16, Comair; 22 Mountain Ash.

At HIOGO.—From Sunderland, March 7, Hengist.

At SHANGHAI.—From Clyde, March 19, Shantung (str.); from Liverpool, 20, Bolivia.

At HONG KONG.—From London, March 24, Tonbridge; 26, William Miller (str.); from Cardiff, 27, St. Peter; from London (reported by telegram), Ellenborough, Black Prince, Guinevere, Earl King (str.), Agamemnon (str.).

At SINGAPORE.—From London, March 29, Lotus (str.); April 1, Earl King; from Liverpool, April 3, Agamemnon (str.); March 29, Clifton; from London, Frances; from Falmouth, Eastern Isles (str.), reported by telegram.

At BANGKOK.—From Havre, March 11, Nouvelle, Penelope.

At SAIGON.—From Bordeaux, March 7, Madone; 24, Emile Marie.

DEPARTURES.

From YOKOHAMA.—For Boston, March 12, Alphonsine; for New York, 14, Commodore Delong.

From HIOGO.—For New York, Feb. 22, Esperanza.

From SHANGHAI.—For New York, March 19, Surprise.

From FOOCHOW.—For New York, March 10, Allendale.

From HONG KONG and CANTON.—None.

From SINGAPORE.—For London, March 25, Gladiateur; for Glasgow, *via* Liverpool, 26, Lochleven Castle; for Liverpool, 30, Henry Grenfell; for New York, 28, Alexandria.

From BANGKOK.—For Europe, March 8, Max.

LATEST TELEGRAMS.

JAPAN.

(RECEIVED VIA GALLE, MAY 6.)

YOKOHAMA, APRIL 10.—The Flying Squadron has arrived here. It will remain here for ten days, and then will proceed home.

CHINA.

(RECEIVED VIA GALLE, MAY 6.)

HONG KONG, APRIL 19.—The news of a serious defeat of the Imperial army at Shansi (Northern China) is confirmed. Low, the commander, and, it is stated, 20,000 troops were killed.

COMMERCIAL.

SHANGHAI, APRIL 18.—Grey Shirtings, 6½ catties, 8½ lb., Tls. 2.27. Cotton: Shanghai, 19 taels. Tea, very dull. Silk: Fair inquiry, but without quotable change; No. 3 Taatlee, Tls. 600. Settlements since departure of last mail, 1,800 bales; export to date (China and Japan) from commencement of season, 58,000 bales. Exchange on London, Bank bills, six months, 6s. 0⅛d. Freights: Tea, 60s.

HONG KONG, APRIL 19.—Grey Shirtings, 6½ catties, 8½ lb., $2.90; Watertwist, 16-24, $1.42½. Cotton, Bengal, fair medium, $17. Tea: Total export (China and Japan), 137,000,000 lbs. Exchange on London, Bank bills, six months, 4s. 5⅞d.

[*Later telegrams, in advance of the French mail leaving Shanghai 15th and Hong Kong 21st March, were received on Saturday.*]

(RECEIVED VIA KIACHTA, MAY 7.)

SHANGHAI, APRIL 20.—The report of the murder of the American Consul [at Yedo] is contradicted. Ship St. Dunstan, Glasgow to Yokohama, wrecked. Telegrams by Grant's line of March 29 received

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April 19. Grey Shirtings, 8¼ lbs., Tls. 2.28. Freights to London, 60s. Exchange, six months', Bank, 6s. 0¼d.

SINGAPORE.

(RECEIVED VIA GALLE, MAY 6.)

SINGAPORE, APRIL 26.—Grey Shirtings, 8¼ lbs., $3.05; Cotton Yarn, 40's, $146. Freights £3. Exchange, six months', bank, 4s. 7¼d. Arrivals, Eastern Isles, France.

(RECEIVED VIA GALLE, MAY 7.)

SINGAPORE, APRIL 30.—Grey Shirtings unchanged; Cotton Yarn, 40's, $145. Freights, £2 12s. 6d. Exchange, six months, 4s. 7¼d. No arrivals.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

GUBBAY—On the 19th March, at Shanghai, Mrs. M. S. Gubbay, of a daughter.
JOHNSON—On the 8th March, at Shanghai, Mrs. F. B. Johnson, of a daughter.
LUDDEKE—On the 5th March, at Hankow, Mrs. Ferd. Lüddeke, of a daughter.
MACKINTOSH—On the 14th March, at Shanghai, the wife of Lachlan Mackintosh, Esq., of a daughter
MALCOLM—On the 5th May, at 15, Powis-square, Bayswater, the wife of W. A. Malcolm, Esq., of a son.
TELGE—On the 19th March, at Shanghai, Mrs. B. Telge, of a daughter.
WOODWARD—On the 10th March, at Shanghai, Mrs. R. H. S. Woodward, of a daughter.

MARRIAGES.

DICKSON—BAKER—On the 28th April, at St. James's Church, by the Rev. W. Falconer, rector, William John Dickson, Esq., H.M.'s Oriental Secretary of Legation at the Court of Persia, to Frances Josephine, youngest daughter of Captain Baker, R.N.
KESTEVIN-HILL—CLARK.—On the 28th April, at St. Andrew's, Holborn, by the Rev. Henry Blunt, M.A., Thomas Kestevin-Hill, of Bedford-row, to Jemima, widow of John Clark, C.E., of Hong Kong, and daughter of the late Lieut. James Wood, R.N., Lloyd's Surveyor, Bristol.
POLSBROEK—ROYER.—On the 4th May, at Klooster Church, at the Hague, by the Rev. Sluyter, Dirk de Graeff van Polsbroek (formerly H.N.M.'s Minister Resident in Japan) to Bonne Elizabeth Royer, daughter of Captain G. Royer, R.N., and Baronner Mülert tot de Leemkille.
WILKEY—FULTON—On the 28th April, at Trinity Church, Paddington, by the Rev. Daniel Moore, M.A., Charles Edward Wilkey, Esq., Agra Bank, London, to Margaret, daughter of the late Alexander Fulton, Esq., Glasgow. No cards.

DEATHS.

FLETCHER—On the 26th April, at Ainger-road, James Bealey Fletcher, M.A., of the University of London, youngest son of the late Rev. Joseph Fletcher, D.D., of Stepney, in his 44th year.
POPOFF—On the 27th Feb., at Peking, M. Popoff, Chinese Secretary, Russian Legation.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 3, at Hamburg, from Sumatra, St. Helene; April 30, at Corunna, from Manila, Cosmopolita; 22, at Boston, from Manila, Bunker Hill; from Singapore, Polly Lewis.

DEPARTURES.—May 5, from London, for Colombo, Ocean Rover; for Colombo and Madras (*via* Suez Canal), Great Victoria (str.), from the Clyde; for Batavia. County of Ayr; April 29, from Shields, for Java, A. W. M.; May 3, from Shields, for Colombo, Peri; 5, from Sunderland, for Batavia, Cydonia; 7, from London, for Yokohama, Rollo; 6, from Cardiff, for Singapore, Solid; from Amsterdam, for Batavia. Henrietta Maria; 8, from Liverpool, for Singapore, China, &c., *via* Suez Canal, Leith (str.).

LAID ON.—At Glasgow, for Singapore, Janet Ferguson; at London, for Shanghai, Harrington; at Liverpool, for Singapore, *via* Newport, Favorite.

SPOKEN.—Beaunhama, Colombo to London, 10 days out, 1 N., 78 E. Guaymas, Macao to Hamburg, March 26, on the Line, 22 W. Semleam, (of Quebec), Samarang to Amsterdam, April 30, 48 N., 27 W. Grand Bonny (Dutch ship), Rotterdam to Batavia, Feb. 18, 26 S., 34 W. Fiery Cross, London to Hong Kong, March 10, 1 S. 24 W.

CASUALTIES.—The following telegram, dated Galle, May 4, received from Batavia, states as follows:—Helen Nicholson, Halliday, from London to Shanghai, with a general cargo, has stranded on Prince's Island: wreck and cargo sold for 28,500 guilders; crew saved. The following telegram, dated Galle, May 4, received from Yokohama, states as follows:—St. Dunstan, from Glasgow, has been wrecked at Cape King, at the eastern entrance of the Gulf, and the Bengal (British ship), Maclean, from Penarth Dock, went ashore west of Hiogo Point April 3, but was towed off by the Orissa (str.) with light part of cargo jettisoned; she does not appear to have sustained serious damage.

MISCELLANEOUS.—At Malta, May 4, Chrysolite (str.), from Liverpool and left for Colombo, &c., via Suez Canal. At Port Said, May 5, Danube (st.), from Liverpool, or Singapore, China, &c; at Port Said, May 5, Danube (str.), from Liverpool, and proceeded for Singapore, China, &c.; at Mauritius, April 1, Eastern Isles (str.), Knight, from Cape Town, and left 4 for Singapore; 7, Hopeful, Buttrey, from Singapore; 30, Admiral Trehouart, Aubry, from Monte Video, sailed for Galle.

THE Messageries steamer *Tigre*, with the incoming China mails, had safely passed through the Suez Canal without being towed. The *Fuh-le, Otterburn, Alabama, Sphynx, Breadalbane, Albatross, Spartan, Craigforth* and *Stagshaw*, are among the vessels that have recently traversed it, and a telegram dated Ismailia, May 5, informs us that the British transport *Jumna*, from India, had safely reached Port Said, with the 77th Regiment on board, and that the following ships were then passing through:—*Egitto, Stirling, Linois, Priam, Monning, Africa, Bywell Castle, Petersbourg, Danube, Fire Queen*, and *Milbanke*.

TEA SALES.

(PRODUCE MARKETS REVIEW.)

The large quantities of Tea brought forward for public sale last week has almost wholly occupied the attention of the dealers, and as usual, when heavy sales are progressing, the market has been dull. Altogether, nearly 50,000 packages have been brought forward in the sales, but of this large quantity a very considerable proportion is extremely low Tea, some of which has realised from 3d. to 7d. per lb.—a fall of about 1d. or 1½d.—but very few dealers would have been interested in this so-called Tea, however low it might have sold. The parcels of leafy Tea which realised from 5d. to 7d. were, many of them, very objectionable, and closely resembled in appearance and water the article known as "Maloo mixture." Good common Congou has realised prices fully equal to those paid by private contract prior to the sale. Some parcels, containing a large proportion of Dust, brought 11½d. to 11½d., but similar Tea, less dusty, sold at 11⅞d. and 1s. Nearly the whole of the parcels of good to fine Tea have reserved prices affixed to them, but, as these are generally placed too high, in nine cases out of ten the parcels are withdrawn. The greater portion of the Green Tea offered at sale being of low quality, the sales have gone flatly, and generally at a slight reduction. The character of most of the Scented Capers brought forward was also very common, and prices ruled from 3½d. to 10d. The effect of the heavy public sales has been to a great extent counterbalanced by the small quantity of Tea placed on the market for sale by private contract. The few transactions reported have been chiefly in common Congou, at 11½d. to 1s. At these prices there is a general feeling that purchases may be made without risk, especially as shippers and outside dealers are known to be desirous of operating at a slight decline. The limited business transacted in the better grades of Congou has been at steady prices. There is an almost entire absence of fine Congou, as may be inferred from the fact that two parcels of Moning were offered at public sale this week, at the reserved prices of 2s. 8d. and 2s. 5d., and although these prices were not obtained in sale, we believe that transactions have taken place in the better parcel at 2s. 7d.

LONDON TEA RETURNS.

		Duty Paid.		Exports.		Coastwise.	
		1869.	1870.	1869.	1870.	1869.	1870.
For week ending April 30	lbs.	1,520,094	2,373,270	778,939	844,148	836,945	895,312
For the 17 weeks ending April 30	lbs.	25,481,541	25,321,416	10,855,702	8,609,537	15,218,580	14,633,747

COURT OF COMMON PLEAS.

COUCHMAN V. SILLAR AND ANOTHER.

The plaintiff in this case, in June, 1868, apprenticed his son to Messrs. Sillar and Bateman, who were general and colonial brokers, and paid a premium of £99 19s. The term was for two years, and in the course of that time Mr. Sillar retired from the business, which was thenceforth carried on by Mr. Bateman. The plaintiff thereupon sued to recover damages upon the ground that the defendants, by dissolving partnership, had broken their covenant that they would jointly teach the plaintiff's son their business. The question raised for the Court upon demurrer was, whether, under these circumstances, the plaintiff was entitled to maintain his action.

The Court held that the dissolution of partnership disabled the defendants from being able to perform their covenant, and, therefore, that the plaintiff could recover.

Judgment for the plaintiff.

THE CHINA CONVENTION AND THE INDIAN REVENUE.—The *Globe* says:—"Fortunately for the Indian Government, Sir Rutherford Alcock's convention with the Chinese Government is not to be ratified. Already last year the opium revenue in Bengal declined to the amount of £332,740, and in the Budget for the present year, in consequence of the increasing cultivation of the poppy in China, the loss of a whole million sterling, or one-eighth of the entire income from this source, is allowed for. Had the Peking Government been permitted to collect the increased import duty of the drug, as consented to by Sir R. Alcock, even this allowance would have been absurdly inadequate, and thus would a further difficulty have been thrust upon the Indian exchequer at a time when the deficits of the two last years together amount to nearly three millions and a-half and the income-tax stands at eightpence in the pound."

THE Nassau, surveying ship, Commander W. Chimmo, fitting at Devonport, is to be ready for sea on the 15th inst. She will proceed to Singapore, *via* the Suez Canal.

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THE *Cologne Gazette* says that a Californian savant named Hanlay has created a great agitation in San Francisco, by pointing out, in a recent work, that there were Chinese in the country a thousand years before the Spaniards. Several German papers have thereupon remarked that as long as five-and-twenty years ago Professor Neumann, of Munich, produced proofs from Chinese sources, of the discovery of America by that people. Earlier still, Desguignes affirmed that Chinese books spoke of a land in the East which can have been no other than America. Neumann even brings to light an account of the travels of a Chinese monk and missionary to the realm of Fusang. That Fusang must mean Mexico is evident from the details given by the monk respecting the geographical position and products of the country. Among these he mentions a tree of which the shoots were eaten, the bark made into cloth and paper, and the sap made into an intoxicating drink. This is the Maguey, or great Chinese aloe, which is still used for these purposes. This monk went to Mexico in A.D. 499 according to our reckoning, but not as the first missionary, for five monks were sent there to spread the doctrine of Buddha in 458. What Mr. Hanlay further says respecting the similarity of certain customs among the Aztecs and Chinese, and the working of Buddhism upon the religion of the former, was also previously known. The list, however, is new which he gives of cognate Aztec and Chinese words.

LORD DERBY ON THE CONSULAR SERVICE.—Lord Derby has been examined before the Diplomatic and Consular Services' Committee. With respect more especially to the Consular Service, the noble earl remarked that it had always been held to be perfectly open, while as to the general principle upon which diplomatic appointments should be made, it was a good rule that a man should begin at the bottom, and rise to a certain position. There were, however, occasions on which it might be advisable to employ outsiders, but these should be the exception and not the rule. In a previous examination, his lordship gave information regarding the cost and value of the smaller European missions. He has not yet alluded to the China service, but will probably do so on a future occasion.

MR. CHISHOLM ANSTEY IN TROUBLE.—On the 12th ultimo Mr. Chisholm Anstey, while defending a prisoner at the Criminal Sessions of the Bombay High Court, was committed for contempt by the judge, Sir Charles Sargent. At the close of the case the judge said, Mr. Anstey, I committed you in order to maintain peace and quietness in the Court. That object has been attained, and there is no occasion for detaining you further, and you may therefore consider yourself discharged and the matter at an end. To this Mr. Anstey replied, "It shall not end with me," and left the Court.

DEATH OF A JAPANESE STUDENT.—Under the heading "Eastern Ashes to Western Dust," the *New York Times* gives a circumstantial account of the death and funeral obsequies of Kusakabe Taro, one of a number of Japanese students at New Brunswick College, New Jersey. He died of consumption at the early age of twenty-two, the fatal termination being hastened by excessive mental application. He is said to have been much liked and respected, and the funeral was attended by an extraordinary number of persons.

IN our issue of the 11th ult. we noticed a report that Captain Chandos S. Stanhope, now serving in China, would be offered the post of Private Secretary to the First Lord of the Admiralty, vacant by the advancement to flag-rank of Rear-Admiral Seymour. This report turns out to have been correct, the offer having been made by telegram to Captain Stanhope within the past few days. Should he refuse it—which is improbable, as he has been absent from England for nearly four years—it will probably be offered to Captain Tryon, C.B.

MESSRS. SMITH, ELDER, AND CO. announce as preparing for publication, in two volumes, *Journeys in North China, Manchuria, and Eastern Mongolia, with some Account of Corea*, by the Rev. Alexander Williamson. The work will also contain a complete and accurate description of Peking by the Rev. Joseph Edkins. It cannot fail to be a highly interesting book. It will be out in about a month.

A LETTER from Beyrout reports the death at that place, from heart disease, of Bishop Kingsley, of the Methodist Episcopal Church of the United States. He had started from California, *via* Japan, China, and India, where he had inspected the missions of his Church.

SIR EDMUND ANTROBUS, well known as the senior partner in Messrs. Coutts and Co.'s bank, died on the 5th instant. He was born in 1792, and had therefore attained the age of 78 years. He is succeeded in the baronetcy and estates by his son, Mr. Edmund Coutts, M.P. for Wilton.

WE understand the new Art Magazine which is to appear in June will be called *The Museum*. It will be about the size of the *Art Journal*, and the same price. The *Museum* will be very handsomely got-up in Imperial quarto, and each number will contain six full-page photographic illustrations.

THE annual meeting of the Art Union of London was held on April 26, when the following gentlemen gained prizes:—Mr. S. M. Moses, Shanghai, £40; Mr. J. A. Frazer and Mr. E. M. Van Reed, of Yokohama, £30 and £15 respectively.

Among the presentations to his Royal Highness the Prince of Wales, at the Court held last week, we notice the name of Ernest Satow Esq., Secretary of Her Majesty's Legation in Japan.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London

Foreign Intelligence.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, May 3.

The Zollverein Parliament was opened last week by the Minister Delbruck, President of the North German Chancellor's Department, in the absence of Count Bismark, who was suffering from an attack of the yellow jaundice, and unable to attend. Dr. Simson was elected President, and Prince Hohenlohe, the late Prime Minister of Bavaria, Vice-President. Some preliminary business having been disposed of—among which was the Treaty of Commerce between the German Zollverein and the United States of Mexico, which received the ratification of the Parliament—the great business of the session was brought forward in the shape of a Bill authorised by the Zollverein Council for effecting certain changes and modifications in the tariff of Custom-house duties. The principal features of the Bill are a decided step in the right direction of free trade, as they include the abolition of the last remaining export duty (on rags), the repeal of the import duty on rice and various similar articles of consumption, and the reduction of the import duty on raw iron to a nominal sum of 2d. per 100 lbs., to be retained for statistical control. As an equivalent for these concessions the Bill claims a trifling increase of twenty-five groschens, or about 2s. 6d. per cwt. in the duty of coffee, which, being only one-quarter of a groschen per lb., can have no appreciable effect on the retail price or on the general consumption. Notwithstanding this, however, the proposal has stirred up considerable opposition both in and out of Parliament, especially at Berlin, where petitions against the increase of the coffee duty are being extensively circulated and signed by the old women of both sexes in the "Metropolis of Intelligence," as the inhabitants of Berlin love to call that city.

Baron von Philipsborn, the Postmaster-general of the North-German Confederation, has resigned that influential and lucrative appointment to accept a still more beneficial post in a private establishment—a sort of Credit Foncier—that has just been formed. His last official act was to sign with Mr. Page (on behalf of the British Post-office) on the 25th ult. the new postal treaty with England, by which the postage of a single letter between the two countries will be reduced from sixpence to threepence, and other postal facilities afforded. But that part of the treaty that will have the greatest interest for your German readers in the Far East is the arrangement made for forwarding the overland mail through Germany for shipment at Brindisi, by which it is in the power of the British Post-office to avail itself of this facility at any future period. There is also another item of the treaty that your readers will hail with joy, as under the present system there is a break in the connection at Alexandria; and whatever amount of postage may be paid on a letter in India, China, or Australia, destined for this city or any other part of Germany, and directed "*via* Trieste," or "*via* Marseilles," it is impossible to frank a letter all the way to its destination, and the postage from Alexandria has to be paid by the receiver. By the new treaty this inconvenience will cease, and the letters for Germany be delivered up at Alexandria to the North-German Post-office about to be opened in that city. The treaty is to come into operation on the 1st of July next.

A pamphlet on the organisation of the armies of Europe, from the pen of a distinguished Prussian general officer, has lately been published at Berlin, and not only created a great sensation in military circles, but also formed a subject for criticism in the press, especially in foreign journals, who can understand it very imperfectly, as for most of them the German language is a sealed book. Thus the *Independance Belge* demands that Prussia should take the lead in a general disarmament, as the North German Army, by the statements contained in the above pamphlet, is larger on its peace establishment than that of any other country on its war footing. Other papers quote the pamphlet to prove their assertion that the army of North Germany is as numerous as the whole forces of France and Austria combined, with other egregious and ridiculous misstatements. The real truth, however, is, as the writer demonstrates by official figures, that the German Army on the peace footing is only 300,000 strong, but that in time of war it can be brought up to 944,326 men, and be made ready to move in any direction at a fortnight's notice. On the other hand, it is as clearly shown that the French standing army, including the troops in Algeria and at Rome, is at present 448,711 men under arms, which can be raised in war-time to 1,028,930, including the Garde Mobile. And, finally, it is proved from official statistics that the peace establishment of Austria is 254,984 men, but which can be increased to a war footing of 800,000.

With regard to the illness of Count Bismark, I may add that the real malady has disappeared, but left him in a state of great feebleness, which may prevent him from attending to business for a week or ten days longer. He is at his country seat at Varzin, whither he went with his family to pass the Easter holidays.

The Crown Prince of Prussia is deriving much benefit from drinking the waters at Carlsbad, and will probably remain there a fortnight longer.

COMMERCIAL.

There is no alteration in the Tea market here; prices remain steady, and a moderate amount of business has been done, among which may be mentioned the sale of 2,000 chests of Congou, and 178 ditto of Souchong. The proposed repeal of the duty on rice in the Zollverein has caused that article to be held for higher prices. A cargo of 25,000 bags of Siam has arrived from Bangkok, and is now in the market. Cassia Lignea is firm, though the importations direct continue large. There is a considerable demand for Pepper, but no alteration in the quotations. Spelter still thoroughly neglected, the nominal price being 12⅞ marks Banco per centner, though a lower offer would probably not be refused.

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SHIPPING.

ARRIVED.—Daylight, from Canton and Macao; Royal Diadem, from Hong Kong; Drydens, from Bangkok; Europa, from Singapore.

SAILED.—Koik, to Nicolayefsk; Clarendon, to Hong Kong; A. E. Vidal, to Shanghai.

LOADING.—For Singapore, Civiale, and Oscar Moover; Macassar and Macao, St. Pauli; Hong Kong, Felicie; Shanghai, G. F. Vorwerk, Oscar Vidal.

RUSSIA.

(FROM OUR OWN CORRESPONDENT.)

ST. PETERSBURG, April 29.

The projected reform in the administration of the Police Department appears to be abandoned for the present; but the Minister of the Interior is empowered to appoint a special commission to investigate the subject further, and draw up a report, when, it is understood, it will be again brought forward in the Council of Ministers under the immediate presidency of the Emperor in person.

The Imperial Geographical Society of this city is about to send a scientific mission to the Baltic provinces. The expediency of such a measure is claimed as an act of necessity to make a searching inquiry into the social relations and ethnographical peculiarities of the different classes and nationalities from the standpoint of political economy in the present day, the more so as it is considered absolutely indispensable to calm public opinion in the home and foreign press, which is now in such a state of excitement from the fanatical attempts of the old National party to Russify the German provinces and extinguish the German language there and the Swedish in Finland, as they are attempting to do with the Latin in the Roman Catholic Church, but which meets with such spirited opposition and indignation. No one can accuse me of entertaining any special proclivities in favour either of the Roman or Greek Catholic Church, but I must confess I sympathise with the former at being compelled, by a despotic scratch of the pen, to abandon the traditions of so many centuries, and consent to see such beautiful compositions as the *Te Deum laudamus*, *De profundis*, *Ave Maria*, and similar pieces, which in their original Latin seem interwoven with the Church service, lose all their beauty by translation into any foreign language—more particularly such a barbarous and unmusical jargon as the Russian undoubtedly is. These remarks were engendered in my mind by the contemplation of an event that has just occurred at Wilna, which of course has made a great sensation, and puts one in mind of the former persecution of the "noble army of martyrs," or, in later times, the dogged firmness and constancy of Luther in burning the Papal bull. The case in point is as follows:—Piotrowitsch, the Dean of Wilna, having received several copies for distribution of the Imperial ukase, ordering the performance of the Roman Catholic Divine service and the translation of the Catholic Ritual into the Russian language, thus addressed his flock from the pulpit:—"I rejoice to see you so numerously collected here to-day, my friends, as it is my duty, both as your pastor and in my capacity as an ordained priest of the Holy Church, to warn you in the most impressive manner of a great danger that is rapidly approaching. I am officially ordered to read out to you the Imperial ukase concerning the future use of the Russian language in the Catholic Church, and at the same time I received from the administrator of the diocese, the Suffragan Bishop Zylinsky, 142 copies of the ukase, and of the Russian translation of the Ritual. Of these 142 copies I have destroyed 140 at my private apartments, and only retained a single copy of each to destroy them in the same way before your eyes." Here he lighted a match, set fire to the papers, and held them in his hand till they were consumed by the flame. After the performance of this act he continued to address his flock as follows:—"The danger, with regard to the means of violence by which you are to be forced into a state of schism, is all the more imminent as the heads of the diocese—viz, the Suffragan Bishop Zylinsky and the Prebendaries Nemkscha, Tupalsky, Herburtow—and all those who follow the instructions received from St. Petersburg, are traitors to the Church, and are now members of the Russian, so-called Orthodox faith, having betrayed the religion whose priests they hitherto were. Repose no faith or confidence in them, for they are mercenary renegades who have sold themselves for lucre to Russia, and against whom I cannot sufficiently warn you." He then exhorted his hearers to hold fast steadily to the Catholic religion, and concluded his address with these words: "Fall down, then, on your knees, and swear before God that you will suffer death for the cause of our Holy Faith, as I, who now address you for the last time, am ready to do. The conduct of the Russian Government must and will provoke the curse of excommunication from the lips of the Holy Father; but in the meantime I, his servant, take upon myself in this sacred place to pronounce the curse in the name of his Holiness. I go with calmness to meet the fate that may be in store for me." After remaining a short time in the church to take an affectionate leave of his flock, Piotrowitsch hastened home, wrote a short report to the Governor-General, Count Popatoff, of what he had done and said, and then sat down in expectation of his apprehension, for which he had not to wait long, as he was immediately committed to prison, and will in all probability have in the course of time to make a forced march to Siberia. The capture, however, was not effected without some difficulty, as the whole of the parishioners had turned out to prevent it; and it was not until a battalion of infantry and a sotnie of Cossacks had made their appearance, and sixty civilians had been more or less seriously wounded, that Piotrowitsch was conducted to prison. On his way thither some of his flock asked him for a *souvenir*, and, having nothing else to offer, he gave them his priestly garment, which was immediately torn into shreds in the scramble, and those considered themselves fortunate who could get one of them. When then the Governor-General Popatoff telegraphed to St. Petersburg, reporting the case and asking for instructions what to do with the dean and on what plea to bring a charge against him, the telegraphic reply was that in this case a trial would be dispensed with, and the prisoner was to be sent under escort to Tobolsk for banishment for life. In the meantime the Suffragan Bishop Zylinsky cannot show himself in the streets without being publicly insulted.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, May 4.

During the last few days nothing has been heard respecting the Ministerial crisis, which, according to the Opposition papers, was so near at hand a fortnight since. The *Amsterdam Courant* stated that Colonel Weitzel, Commander of the 2nd Regiment of Infantry, would accept the portfolio of the War Department, while other papers published the names of the successors to the Ministers of Foreign Affairs and of Justice. But none of these predictions have been justified; on the contrary, the *Nieuwe Rotterdamsche Courant* declared some days ago that the rumours about a Ministerial crisis were entirely without foundation. And I indeed believe that there is no question at present of altering the Cabinet. Parliamentary business having come to a standstill. The members of the Second Chamber will not meet for the despatch of business before the 10th, and it is stated that they will deal as soon as possible with the Sugar Bill for Java; but it is generally thought that the Minister of the Colonial Department will give a new form to the old Bill, with which the Liberals are, not without reason, very discontented. The Minister proposes to maintain all the old stipulations till the year 1878, and in the course of the intervening years to make an end of the compulsory planting, by decreasing gradually the land belonging to the sugar manufacturers. This system is on the one side too Conservative, and on the other too Radical. It is too Conservative because there would be no alteration for the next eight years, while at the same time it would be in the power of a Conservative Minister, should his party take the reins of Government, to prolong that term. On the other hand, it is too Radical, because it provides for no period of transition, which must influence badly upon the industry. The Bill laid before the members in 1866 was much more preferable. It proposed to alter the existing law at once, commencing with the abolition of the forced labour system, and, when this should have been accomplished, to apply the other necessary measure—viz., the decrease of the sugar manufacturer's lands. This Bill, however, as you are aware, did not become law; but the Liberal papers are still of opinion that it formed the only basis whereupon a regulation of the sugar culture can be effected. If the Minister does not alter his Bill in that way, it is quite certain, the *Handelsblad* assures us, that the Liberals will reject it, the consequence of which will be that Mr. de Waal will have to resign. I, however, think that next mail I shall be able to give you the tenor of the altered Bill.

One of our most eminent authors on *Economie Politique* has just published a memorandum which is of the highest interest. Mr. Wynne demonstrates that it is of the greatest urgency to reform our tariff in a free-trade sense; that is, he wishes protection to be entirely removed, and that import duties shall in future only be levied on those articles which have to pay excise, or those which cannot be produced in this country. The Dutch Treasury would lose by this alteration about 2½ millions of guilders, and to cover this amount Mr. Wynne proposes to levy an import duty on coffee of 10c. per kilogramme, which would produce f.2,200,000. In addition, he wishes to double the import duty on pepper and tea (from 25c. to 50c. per kilogramme), and to charge tobacco (notwithstanding that this article is also cultivated here) with f.1.50 per 100 kilogrammes. Mr. Wynne is of opinion that the small duty to be levied on coffee would not injure the trade here, or the cultivation of this article in our colonies. I fear, however, that the whole plan is a mere *chateau en Espagne*.

The Times of the 23rd of April contained a notice of the British Australian Telegraph Company, stating that satisfactory terms have been agreed upon between the Netherlands Government and the company for permission to land cables on the Island of Java, and for the transmission of messages over the Government telegraphic system in that island, so that the benefit of the Java traffic will be secured to the company before the end of the current year. I have reason to believe that this report will eventually prove correct, but it was, and still is, premature. So much is certain, that the concession to construct a telegraphic communication between Singapore and Australia through a part of the territory of Netherlands India, with permission to land a cable or cables in the neighbourhood of Batavia and on the East Coast of Java, has not as yet been granted. On the 26th of March the Minister of the Colonial Department, being interpellated on this subject, declared in the sitting of the Second Chamber that when the definitive concession is granted it will be published in the *Staats Courant*, our official journal, and up to this moment nothing has appeared on the subject.

Some weeks ago the most scandalous facts respecting the prisons in Java were published by the *Nieuws van den Dag*. This paper stated that in the prison at Poewodadie 215 persons were confined, notwithstanding that there was only room for seventy five. This matter has been discussed by our papers, and of course the Liberal journals urge the necessity of taking measures to build new prisons where necessary, and they blame in the most severe terms the Government which abolished corporal punishment without providing extra prison accommodation. It is very curious that the Conservatives, who always claim to mean so well by the Javanese, assert that these facts prove them to have been in the right when they opposed the Liberal measure abolishing corporal punishment. They say that a Javanese prefers to receive a certain quantum of blows than to endure a term of imprisonment, and it was in the interest of the Dutch Treasury to maintain the first-named punishment, because some millions must now be expended in providing prisons. This, again, proves that the whole opposition against the Liberal colonial system is based upon a question of money.

The Royal family is at this moment on its annual visit to the capital, and, as usual, they will reside there for some days. Last Friday H.M.

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the King laid the first stone of one of the principal sluices of the canal by which Amsterdam will be brought into direct communication with the North Sea. Amongst the high personages present were Messrs. Geertsema, Heemskerk Az, Schimmelpenninck, Fock, Van Bosse—all Ministers or ex-Ministers. Mr. Thorbecke was absent, owing to the recent loss of his wife. That eminent statesman has gone to Germany, and it is stated in some circles that he will return to this country only as a private person. Prince Henry has started for Luxemburg, where he will stay about three weeks. The assertion of the Hague correspondent of the *Temps*, that a new Luxemburg question was on the *tapis*, is now proved to have been a hoax.

According to the advice of Messrs. J. A. Kool, engineer, and of N. H. Henket, the Minister of the Colonial Department has fixed that the width of the gauge for the line Batavia-Buitenzorg shall be 1.10 meter instead of 1.45 meter, and that the weight of the rails is to be 25 kilo. per meter instead of 35 kilo. The aim of these measures is to render the construction of railways cheaper, and to decrease the difficulties of laying the rails over mountains. It seems that an experiment is to be made in order to determine whether this economical plan will answer.

The High Court is now dealing with a law suit, which has created the greatest interest in our commercial circles. An Arab, Sech Abdullah ben Awul ben Mohamed Boepsaid, shipowner at Sourabaya, was condemned by the High Court of Java to pay the Government a sum of f.61,120.94, because one of his vessels, laden with Government salt, was lost by the fault of the master. The Arab, however, made an appeal to our Court, and the case is now on the point of being decided.

A general promotion has taken place amongst the officers of artillery, and several head officers have been pensioned. On a great number of officers and soldiers who took part in the military expedition on the West Coast of Africa (November and December, 1869) was conferred the knighthood of the Military William Order. In remembrance of this expedition a man-of-war, just launched at Amsterdam, has been named the *Guinea*. The expedition is now on its return home.

The Amsterdam Union Burgerplicht is now dealing with a proposal to establish a league for reforming taxation in Java. To enable its members to give an opinion upon this proposal, it is in consideration to appoint some one experienced in Java affairs to review the taxes levied there before and since the island was brought under our rule.

H.M. has granted permission to the Assistant-Resident of Gorontalo (Menado), Mr. J. G. F. Riedel, to accept the decoration of "Officier de l'Instruction Publique" conferred on him by the Emperor Napoleon; and to Dr. J. Huyvenaer, physician at Hong Kong, to accept the Order of Isabella la Cattolica of Spain.

I have to record the death of Mr. David Bosski, ex member of both the Chambers of the States General. He died, aged seventy-six, at Amsterdam.

You will remember that a good deal was said about the sea worthiness of H.M. steamer *Argus*, bound for the East India. *Het Vaderland* now states that this vessel will make the voyage *via* the Suez Canal.

PRODUCE MARKETS.

TEA.—On the 22nd ult. the cargo of China tea ex Panuco, consisting of 1,417/4 and 3,978/12 Congou and 179/4 and 1,172/12 ch. Souchon, was offered in public sale. This auction has given the following result:—The Congou was partly sold at 55c. to 110c, the Souchon at 74c. to 119c., a great part being bought in. At the same auction were offered 518/4 and 664/12 ch. extra superfine Kyshou Congou, partly sold at 82c. to 106c.; 174/12 ch. extra superfine Lapseng Congou, at 104c; 100/4, 200/12, and 300/16 ch. Congou, per Ceylon, from Foochow, partly sold at 97c. to 112c.; 147/12 ch. Souchon, ex Jubilee, from Foochow, sold at 95c.; 296/16 ch. finest new season's Scented Orange Pecco, at 80c.; and 81/4 ch. fine Moning Congou, at 70c. On the same day were offered the following parcels Java:—Trade mark Tjikoppo Mayak, 8/4 ch. Java Boei, at 58c.; 201/4 ch. Java Congou, 72c. to 80c.; 368 ch. Java Souchon, 80c. to 90c.; 124 ch. Pecco, 230c. to 250c.; and 14/12 ch. Pecco Souchon, 92c. On the 28th were offered 7,754/4, 403/8, 530/12, and 50/16 Java, of which the greater part sold as follows:—Black Dust, 87c. to 97c.; Boei, 46c. to 81c.; Congou Boei, 48c. to 60c.; Congou, 65c. to 91c.; Souchon Boei, 65c. to 67c.; Souchon, 70c. to 115c.; Pouchon, 52c. to 54c.; Pecco Souchon, 82c. to 111c.; Pecco, 120c. to 515c.; Green Dust, 50c. to 68c.; Schin, 48c. to 97c.; Thunkay, 94c. to 120c.; Hysant, 120c. to 137c.; Uxim, 120c. to 139c.; Joosjees (g. b.), 130c. to 163c.; do. (f. b.), 130c. to 144c. On the 9th of June will be offered in public sale 3,280/4 and 97/12 ch. Java.

COFFEE.—The market since the last auction has been very dull. The lower prices influence very badly abroad, and instead of increased business the transactions were very limited. Many lots, resulting from last auction, are offered now, but buyers cannot be found. The transactions include 2,043 bags Java, ex Ellen, at 33½c.; 1,515 bags do., ex Herman de Ruiter; 1,661 bags do., ex Princes Amalia; 1,267 bags Macassar, ex Elisabeth and Jacoba, at 30c. The total stock was, on the 1st inst., 615,867 bags, whilst 149,200 bags were floating. 269,606 bags were delivered by the Trading Company since January.

RAW SUGAR.—The market looks somewhat healthier. About 5,000 baskets have changed hands at f.1 under March value. Holders, however, decline to operate without an advance. Stock in bond, 35,832,418 kilo.

RICE.—A good business is doing, and the following important lots have been sold:—4,280 bags Indramayo table, ex Graafstroom, at f.10; 5,056 bags Sourabaya, ex Europa, at f.5⅞.

JAVA TOBACCO.—The market is animated. The following parcels have been sold by private tender:—980 bags Java Djajah Malang; 128 bags Djajah K; 200 bags Kotha FJ; 510 bags HL; 180 bags HL/A; 460 bags Krossok Kedirie; 86 bags BL; 410 bags ETB/K; 644 bags Kedirie VF; 552 bags Tripa Kawi; 376 bags BD Kawi, and 184 bags D Kawi; 34 bags Kidol, ex Somerset.

SPICES.—Prices are well maintained, but there are no transactions to report. The Trading Company's stock is as follows:—

	Nutmegs.	Mace.	Cloves.	Cinnamon.
Stock on Warrants	... 3,046 c.	... 152 c.	... 2,703 c.	... 41 b.
Unsold stock	... 1,127 „	... 347 „	... —	... — „

PRESERVED GINGER.—In auction were offered 490 chests China, partly sold at 77c. to 79c.; 25 chests Mandarin sold at 107c. to 109c.

BANCA TIN.—The market closed somewhat less active. Some lots of importance have changed hands at f.78¼, f.78½, and f.77¾. For delivery out of the spring auction f.75 have been paid. Stock of the Trading Company on warrants, 24,858 slabs; unsold, 58,374 slabs; floating, 19,300 slabs. Billiton stock on warrants, 1,291 slabs.

JAVA INDIGO.—The auction held by the Trading Company on the 26th of April, at which 316 chests were offered, went off very slowly. Ordinary quality realised from 20c. to 30c., under valuation; middling brought valuation prices, and fine quality 25c. above. Since the auction 698 chests offered for private account sold at 240c. to 700c.

HIDES.—A good business doing, and about 10,000 pieces Java Rinder and Buffalo, ex Royal Arthur, L. J. Enthoven, Europe and Libertas, were sold by private tender.

MISCELLANEOUS.—Arrack: 136 casks Sourabs, ex Royal Arthur, sold at prices that did not transpire. Rattans: The following parcels have changed hands:—174 piculs, ex Ida Elisabeth; 155 piculs, ex County of Forfar; 100 piculs, ex Kinderdyk; 3,170 b., ex Libertas. Japan Camphor: The nominal quotation is 53c. China Cinnamon: 200 chests offered in public sale; only 80 chests were sold at 70c. Mother-o'-pearl Shells: 14,420 ps. Macassar, circa 211 piculs, imported per Elisabeth and Jacoba, were sold.

SHIPPING.

ARRIVALS.—April 19, at Brouwershaven, from Banjoewangie, Susanna; at Texel, from Tjilatjap, Sliedrecht; April 20, at Brouwershaven, from Batavia, Hoek van Holland; April 20, at Texel, from Batavia, Nederland and Oranje; from Samarang, Kennemerland; April 25, at Brouwershaven, from Batavia, Yedo, Maria; from Banjoewangie, Johanna Maria; at Texel, from Banjoewangie, Louis Meyer; from Batavia, Leopold Graaf van Limburg Stirum; at Flushing, from Akyab, Mogul; at Texel, from Banjoewangie, T. D. D. Marshall; April 27, at Brouwershaven, from Banjoewangie, India; April 30, at Brouwershaven, from Batavia, Glenduror.

DEPARTURES.—April 20, from Texel, for Batavia, Maibit.

PASSENGERS OUTWARD.—For Java, per Kosmopoliet II.: Messrs. Kolman and family, R. N Reuvekamp Gille and family, J. C. Schoengers and family, H. A. Klerks and family, P. A. Klerks and family, F. B. Logeman and family, W. J. v. d. Lindt and family, Mrs. Wolff and family, A. C. C. Engelhardt-Blommenstein, Loos-Schumacher, Cramer, Rusman and child, Miss H Kroesen, Miss Creman, Messrs. K. F. Hordyk, T. Palm, T. W. M. van der Palm, H. Buning, T. M. W. van der Hoeven, T. van Aerde, T. van Selms, J. G. Milius, C. F. Engelhard, J. G. Kuster, H. F. Leemker and family, and 125 soldiers. Per den Elshout: Messrs. B. Barruh and H. Scherbann. Per Maibit: Messrs. W. Glaser and family, H. le Conge, Ph. M. Leydelmeyer, T. H. Buyten, A. J. Middelhoven.

PASSENGERS INWARD.—From Java, per Hoek van Holland: Mr. Hallegraaf.

UNITED STATES.

THE LATE CHINESE MINISTER.

On the 20th ult., a large number of citizens, representing the New York Chamber of Commerce and the Union League Club, were received on board of the *Silesia*, at Hoboken, for the purpose of receiving the remains. There were present on the occasion General N. P. Banks, General McDowell, and General McClellan, beside numerous private friends of the deceased Minister. The Boston City Council was represented by Alderman F. W. Jacob and Councilmen Hollis, R. Gray, and F. Williams, and the Governor of Massachusetts by Adjutant-General Cunningham and Major Capello of his staff. At the time of the arrival of the escort on the *Silesia*, the gangway of the vessel was draped in mourning, the flags were at half-mast, and the officers and crew were assembled on the main deck, with heads uncovered, surrounding the coffin, which lay enclosed in a large black case, studded with silver stars. An American flag also covered the coffin. An address was made by Mr. Wm. E. Dodge, President of the Chamber of Commerce, who said that, although it was only right that the illustrious dead should receive marks of respect at the hands of all citizens of New York, it was felt that anything like a procession or formal display at this time would be unnecessary, and therefore they had met in this quiet way. The ceremony of transferring the coffin to the revenue cutter was then performed by means of ropes and pulleys attached to the yard-arm. The remains were subsequently conveyed on board the steamer *Providence*, and were taken charge of by the Massachusetts escort, together with General Banks, Mr. Isaac Livermore, and Mr. E. L. Burlingame. The steamer afterwards sailed for Boston, and, on her departure, the flags on several vessels in the river and bay were placed at half-mast. Previous to the transfer of the body General Banks presented the regrets of the Vice-President, Speaker Blaine, and of the Congressional delegation from Massachusetts, for being compelled to absent themselves from the ceremony on account of official business.

The funeral of Mr. Burlingame took place on the 23rd ult. at Boston. At nine o'clock in the morning the remains were taken from Faneuil Hall, and, escorted by the Independent Corps of Cadets, were carried to the Arlington-street (Unitarian) church, were a very large crowd had assembled, completely blocking the aisles and passage ways, rendering locomotion a matter of great difficulty. At eleven o'clock the body was slowly borne into the church, while a dirge was chanted by the choir. Appropriate selections of Scripture were then read by the Rev. Dr. E. S. Gannett, and a hymn, written for the occasion by the poet Whittier, was sung. The Rev. Dr. George W. Briggs, of Cambridge, then delivered an address on the life, services and character of the deceased. A procession was then formed which, leaving the church, proceeded through Arlington-street, Beacon-street, Charles-street and Cambridge-street to West-Boston Bridge, and from thence in a direct line through Cambridge-port and Cambridge to Mount Auburn where the remains were finally interred.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, MAY 9, 1870.

MISSIONARIES IN CHINA.

So much has been written regarding the position and doings of Missionaries in China that the subject has become stale, and even the title of this article may invoke an impatient exclamation from many readers. We do not however return to the subject without a reason. A Parliamentary paper just issued (China, No. 9, 1870) contains a mass of interesting correspondence respecting the question of the right of English Missionaries to acquire land and houses, or to reside in the interior of China. The correspondence originated in a letter addressed by the Baptist Missionary Society to Lord CLARENDON asking for information as to these rights, and his Lordship forwarded this letter to Sir R. ALCOCK, requesting him to send materials for a reply. Sir RUTHERFORD in his answer (dated Peking, March 12, 1869) lays down the law thus:—(1) No British subject has a right to buy, hire, or receive as a gift any land or building away from an open port — whether for missionary purposes or otherwise—unless it can be shown that such a right has been secured to French Missionaries, in which case Englishmen might claim to share it under the "favoured nation" clause. (2) It is true that in the *Chinese* text of Article III. of the French Treaty these words appear: "It is permitted to French Missionaries to "rent and purchase land in all the provinces, and to erect "buildings thereon at pleasure." But then the *French* version does not contain these words, or any to a similar effect, and it is distinctly stipulated that the French text shall in all cases govern; so the words interpolated in the Chinese text are not binding. (3) A kind of prescriptive or permissive right has been allowed to grow up, by which land and houses might be acquired for missionary purposes, in a certain way, and under certain conditions; but these conditions are such as leave a prohibitive power in the hands of the local authorities. In fact, French Missionaries are allowed on sufferance to exercise in a limited degree the rights of internal residence, and the English can expect nothing more. Indeed, Sir R. ALCOCK adds, it is a question whether Her MAJESTY'S Government should demand for English Missionaries even the same privileges that are claimed by the French, seeing that grave complications may ensue; and if the French are willing to take the consequences of these, that is no reason why the English Government should be obliged to do so.

Such, briefly summed up, were the arguments of Sir R. ALCOCK; and in a short reply, the SECRETARY for FOREIGN AFFAIRS expressed his entire concurrence in them. So the matter rested until July last, when Sir R. ALCOCK forwarded to the Foreign-office the letter addressed to him in that month by the Rev. J. EDKINS and other Protestant Missionaries at Peking which has already been published, together with his own comments on the statements it contained. The Missionaries urge that the hostility entertained by the Chinese to Protestant Missionaries is not directed against them as a class, but as foreigners. To which Sir RUTHERFORD replies, the expulsion of Mr. TAYLOR and his party was on purely Missionary grounds. They were known as Missionaries; they were plotted against, placarded, reviled, and assailed in that character, not as foreigners. The charge of killing children, taking out their eyes, &c., is one only brought against Missionaries, and it was by that cry the populace was raised against them when their expulsion was effected. This is certainly true enough. The Missionaries, again, complain that "Com- "merce is put into the foreground as the one only object of "Great Britain in China," and assert that this ought not to be, as one of its leading staples, opium, has so demoralising an effect. In reply to this, Sir RUTHERFORD does not deny the demoralising effects of opium, but shows that this is no argument why the Chinese should be forced against their will to grant land and houses to Missionaries. The Missionaries say (and we cannot help being a little amused at the cool way in which they lecture the Minister) that complications must arise from time to time in the opening up of this country to foreigners, and it rather becomes Her MAJESTY'S representatives in China to meet those difficulties, and to try every moral means to overcome them, than to advise retrogression in order to get rid of them. The Minister replies that if Missionaries persist in demanding protection while they knowingly risk such complications they necessitate armed intervention and the use of gunboats, measures which, in this very letter, they say are "most abhorrent to their feelings." In another part of their letter the Missionaries lay great stress on Mr. BURLINGAME'S announcement that China desires entire reciprocity in foreign intercourse, and argue therefrom that foreigners are entitled to as much liberty in China as Chinese are allowed in Western countries. Besides, Mr. BURLINGAME expressly invited Missionaries to plant the shining cross on every hill and in every valley, and why should they not accept the invitation? The question is very drily disposed of by Sir RUTHERFORD:—"As to Mr. BURLINGAME'S high-flown "speeches, and the expediency of calling upon the Chinese "Government either to repudiate these promises or fulfil "them, this has already been done, and the disavowal quickly "followed." In reply to other passages in the letter, the Minister argues that Missionaries may be perfectly right in coming to China, and yet not at liberty to do what they please; not altogether right in seeking to prosecute their work in a way eminently calculated to produce disturbances and grave political complications, and rendering resort to force or to war in the end all but inevitable. But while pointing out that even the high nature of their calling cannot entitle them to be considered infallible, or always in the right, still he avers that he has never regarded them otherwise than as a class entitled to the highest praise.

Sir RUTHERFORD ALCOCK concludes the despatch covering these documents as follows:—"An article on 'Romanism in "Szechuen,' in the *London and China Express*, put side by "side with a statement on Protestant Missions, contained in "Mr. ALABASTER'S Trade Report, speaking of the district "round Swatow, present a fair summary of disadvantages "and advantages proved by experience to attend the labours "of Romanist and Protestant Missionaries in China under "existing conditions, and for facility of reference I inclose "them both, only observing that, as regards Mr. ALABASTER'S "statement it is incomplete, as no account is taken *per* "*contra* of all the complications daily resulting from popular "tumults, destruction of chapels, and attacks or outrages on "both Missionaries and converts all over the provinces with "increasing frequency where Missions, Protestant or Roman "Catholic, seek to establish themselves. This is in part sup- "plied however by a subsequent despatch and inclosure from "Swatow, reporting a new instance of popular violence "and official supineness while a Protestant Mission was "being attacked; copy of which I inclose." This concludes the most important part of the correspondence, though it comprises also some letters exchanged between Lord CLARENDON and the Bishop of VICTORIA on the same and kindred topics. The impression left by an examination of it is that the Foreign-office may for the future be expected to follow strictly the dictum of Sir R. ALCOCK, approved by Lord CLARENDON, that English Missionaries taking up their residence in the interior of China must regard themselves as entirely on the sufferance of the local authorities.

WE have appointed Messrs. McEWEN and Co, of Hong Kong, our agents for that place and the southern ports of China; also Mr. P. CARL, Hamburg; Mr. STEINMEYER, Bremen; and Messrs. MACKAY, BOOMKAMP and Co., Amsterdam.

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THE DUKE OF EDINBURGH IN CEYLON.

THE news brought by the last mail from Ceylon exhibits the population of that colony in a very pleasant light. The *Galatea* was lying at anchor off Colombo, and the inhabitants, of whatsoever race—European, Singhalese, Tamil, and Malay—were unanimous in their demonstrations of joy and in their eager and hospitable welcome. The great Galle Harbour question, and every other subject of ordinary local importance, faded into insignificance before the one all-absorbing fact—the QUEEN'S second son was in Ceylon! The intense enthusiasm that prevailed might almost lead one to believe that by this Royal visit the colonists felt themselves at length in some degree compensated and rewarded for the exemplary patience with which they have so long borne an exorbitant military contribution, and put up with a sham Legislative Council. It is, indeed, satisfactory to find that the keen sense of wrong that is undoubtedly felt among nearly all classes in reference to the policy adopted towards Ceylon by the Home Government, has in no degree dulled the edge of their loyalty. Political differences sink out of sight before such loyalty as most British subjects feel towards their Sovereign and her family. It is pleasing to learn, and must be a source of much congratulation to the colonists, that no such petty jealousies and bickerings as arose out of the Duke's visit to Singapore happened to mar the success of his tour in Ceylon. The manner of his reception at the two places exhibits a very marked contrast. At Singapore, the extraordinary conduct of the Governor had the effect of keeping the residents quite in the background, so that the distinguished visitor, on his landing, found nothing to receive him but a beggarly array of empty benches. At Colombo it was very different; Sir HERCULES ROBINSON had wisely determined that the *elite* of the island should be present to do honour to the Royal guest, and so effectual were his arrangements to this end, that quite a brilliant assemblage of the principal persons in Colombo greeted the Duke when he landed, while the scene was gazed on by a crowd of many thousands of the native population. Again at the levée, and at the evening reception, everything possible was done by Sir HERCULES and Lady ROBINSON to bring into contact with the Duke all who had any claim to that honour, and the same spirit seems to have been infused into all the proceedings connected with his visit, and with the happiest results.

The correspondents of the home papers have done full justice to the occasion, and *The Times*, *Daily News*, *Standard*, *Pall Mall Gazette*, &c., all had letters containing glowing accounts of the festivities. In almost all these the Royal visit is represented as having passed off without a single drawback; indeed, what with receptions, balls, illuminations, loyal addresses, and sporting excursions (the elephant kraals especially being a description of sport such as could be witnessed in no other part of the world), the Duke's reception in Ceylon ought to leave as favourable an impression on his mind as any of his previous experiences. But, if the correspondent of the *Pall Mall Gazette* is to be believed, some little doubt is felt as to the nature of the impression he has left behind. The natives are mostly disappointed that the appearance and manner of his Royal Highness did not bear out their Oriental idea of what a great Prince should be; but this is not all. It seems that the Duke, doubtless somewhat *blasé* and weary of homage, treated with some degree of indifference the endeavours made to amuse him, and that, doubtless by some mistake, he neglected to make a proper recognition of the almost superhuman efforts of the European official and native gentlemen—conducted, too, at a heavy cost to themselves in many instances—to do him honour, when a pleasant word or a smile would have been invaluable. No doubt (as the *Pall Mall* correspondent observes) the omission was unintentional, and when he hears of it he will be as sorry as anyone else; still, it is none the less to be regretted.

AMERICAN STEAMERS AND ENGLISH MAILS.

WE have already informed our readers that in March last a despatch was sent from the Foreign-office to Her MAJESTY'S Minister at Washington, instructing him to ascertain why the Pacific Mail steamers had been prohibited by the United States Government from conveying the English mails between China and Japan. The answer to this inquiry (sent in consequence of the representations made in the *London and China Telegraph*) is now before us in the shape of a communication from the U.S. Secretary of State to Mr. THORNTON, wherein the following explanation is conveyed.. It seems that in March, 1869, a reciprocal arrangement was entered into, by which the U.S. mail packets were to carry English mails free from Hong Kong to Yokohama, and the P. and O. vessels were to carry American mails free from Yokohama to Shanghai, whenever it might appear that any time could thus be saved The one was intended to counterbalance the other, and in neither case did the agreement apply to the return voyage. In July last it terminated altogether by the discontinuance of the P. and O. line between Shanghai and Yokohama, since which time the United States postal authorities have claimed full postage on any English mails put on board their steamers.

This is by no means satisfactory, for it holds out no expectation of a renewal of the facilities thus withdrawn; but Mr. MAGNIAC, M.P., who has communicated with Lord CLARENDON as to the great inconvenience arising from their absence, has intimated that in the event of the persons interested being able to suggest a remedy, he will again address his Lordship on the subject. It is to be hoped some expedient will soon be devised to improve the very defective means of mail communication between the ports in the north of China and Japan.

WE understand that arrangements are in progress between the "China Submarine" and the "Great Northern Extension" Telegraph Companies which will obviate any rivalry. It is proposed that the Great Northern Company shall lay the cable (now ready to be laid between Possiet Bay and Shanghai) between Hong Kong and Shanghai, and subsequently another cable from Possiet Bay to Shanghai *via* Nagasaki. The "China Submarine" undertakes not to lay any competing lines. The Danish frigate and the two chartered ships, *Cella* and *Great Northern*, will take the cable on board, and proceed with all despatch.

TRAVELS OF A FRENCH MISSIONARY IN CHINA.

(FROM OUR PARIS CORRESPONDENT.)

At the recent annual meeting of the learned societies of the French provinces at the Sorbonne a gold medal was awarded to Abbé Armand David, who for several years has contributed largely to the Jardin des Plantes plants and animals from China, Mongolia, Thibet, and other parts of the Far East. For ten years the Abbé has performed long and difficult journeys in almost unknown countries, and often amidst hostile people, facing and overcoming difficulties of all kinds with indomitable energy. The plain in the midst of which rises the capital of China, and the chains of mountains which rise to the north and west of Peking were the first objects of the Abbé's travels; he found the country without trees, and almost without a bush, of a monotonous and desolate aspect, a few mulberry and elm trees in the neighbourhood of habitations, and a few cypresses around the tombs, and pagodas alone broke the line, but the collections which he made are of great interest, as showing the curious relations which exist between the natural productions of a part of Asia and those of Europe. In the neighbourhood of Peking, whose latitude corresponds with the southern shores of the Mediterranean, are found animals which exist also in central Europe as well as those which inhabit India; the tiger and leopard are not rare in the mountains of Si-Wan, to the north of the Great Wall. It is a mixture, in fact, of European and Asiatic forms.

Everything, says the Abbé, is mysterious in China; a few steps to the south of the city of Peking there is an imperial park, surrounded by walls, at least twelve leagues in circumference. In it live in profound peace, multiplying from time immemorial, troops of antelopes and deer of a peculiar species. The Abbé had been told about these animals, which were to be found nowhere else, and his curiosity became highly excited; but access to the park was interdicted to all Europeans, and it was hopeless to obtain permission to visit it. An ardent naturalist is a perfect schoolboy in his nature. The Abbé thought of the wall, and, seizing a favourable opportunity, he mounted it, and there by good luck saw a herd of more than a hundred long-tailed deer. At first he took them for elan, or gigantic reindeer, but he was certain that the species or variety was unknown, and that he had made the discovery, rare now-a-days, of a new mammiferous animal of great stature. Determined to obtain at least the spoils of

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some of these creatures, the Abbé tried all means; he enlisted the French Legation in his favour, but the Legation seemed perfectly helpless as regarded any influence over the Chinese Government. Happily, he thought of the Tartar soldiers who guarded the park, and he felt sure that "for a consideration" he should obtain some skins of the deer in question before the winter; and he succeeded in his object. At a later period M. Bellonet actually succeeded in obtaining two of the animals from the Chinese authorities, who gave them the name of Mi-lou.*

In 1866 the Abbé made an exploration in Mongolia. He was obliged to take a load of luggage, but, said he, "I take no provisions; I depend on the natives, for I think that with a little determination where one man lives another may"—a phrase that well paints the man. For eight months he journeyed in these countries, where he believes no European before had ever penetrated, sending a large collection of natural productions to France, and keeping journals of the aspect of the regions through which he passed, their geologic character, the manners and customs of the inhabitants, and all particulars that met his eye. On his way to the Eastern Ourat with two companions, as he says, a man and an ass, he was warned that the brigands had assassinated two unfortunate Mongols; but he proceeded on his way, and continued his scientific researches.

Still later the indefatigable missionary explored the central provinces of China, the Kiang-si, the Se-Tchuen, and always with success. Last year he was in Chinese Tartary, at Mou-pin, where he passed a terrible winter in the mountains; but he made many remarkable discoveries; amongst others, a bear of an unknown species, a white bear with black ears and legs. At the present time the Abbé is still at his work, and is preparing a new kind o triumph; the Minister of Foreign Affairs has placed a collection of instruments at his disposal, and intends to try and initiate the Chinese in the physical and natural sciences. "Should he be successful," says the report of the society, "China will be won over to our civilisation." We wish the worthy Abbé Godspeed with all our hearts.

* A young naturalist, M. Alphonse Milne Edwards, has since described this animal, which he calls Elaphurus Davidianus, in the "Archives of the Museum of Natural History."

OPINIONS ON THE JAPAN LOAN.

The Times says that, although to external nations Japan is as yet a comparatively strange country, its capacities have been illustrated by the enormous development of its trade both with England and the United States during the past few years, and the conclusions of the various merchants engaged in this new and attractive branch of commerce seem favourable alike to the commercial sagacity and good faith of the Government and people. It may reasonably be anticipated that this sagacity and good faith will not break down in the commencement of their public monetary relations with the West, especially when those relations are established to supply means for augmenting their wealth, but will be so maintained as not only to justify any boldness our merchants may now be disposed to display by becoming investors, but to lead to a long financial intercourse, in which we may constantly increase our operations, and at the same time with safety gradually reduce the terms upon which they are undertaken.

The *Standard* also has no doubt the operation will be a success. The amount is small, and Japan has no other debt. The trade is vastly increasing, and the customs dues are understood to be considerably above half a million a year. The Oriental Bank have large establishments in Japan, and it is satisfactory that the arrangements for collection and transmission of the moneys for the loan are entrusted to them. Their connection with the operation is also a guarantee that every form necessary to make the loan perfectly legal has been observed. It is very desirable that the projected railways should be speedily constructed. They will develop the resources of Japan, and greatly add to our trade with that empire. The population of Yedo is 2,000,000, and that of Osaka 1,000,000. The railway between these two places will probably give returns in themselves sufficient for the interest and redemption of this loan.

The *Pall Mall Gazette* is not so sanguine. It observes that it appears, that not only has the trade of Japan with this country not increased, but statistics show that between 1864 and 1868 it was on the decline. It should further be remarked, in connection with this loan, that the security offered is considered to be so good as to arouse suspicion. Moreover, if the Imperial Government of Japan set aside the whole of their customs receipts as security for a loan to begin constructing railways, what security will they have to offer for further loans? Foreign commerce is opposed to the prejudices of the nation, and there is still unrepealed an edict, dated 1637, which makes it a capital offence for natives to travel abroad. Intending subscribers should also weigh the probabilities of disputes and difficulties which may so easily arise between the contractors for the work and a Government so little accustomed to the engagements which characterise the dealings between more civilised nations.

The *Economist* says:—The loan to Japan is certainly a very singular one, and is a remarkable example of rapid changes. If about ten years ago, at the time of Lord Elgin's mission to Japan, he or any of his suite had been told that in 1870 such a loan would be asked and made, they would have hardly thought it possible. Japan was then a country about which no foreigner knew anything; which refused information; where travellers were murdered and were unsafe; the very Government of which was peculiar and unknown. No doubt we have since learnt much that is favourable. Japan is an ancient arrested civilisation; like so many others in the East it began we do not know how, and stopped we can hardly explain why. The people are of remarkable imitative intelligence, ready to copy European inventions, and profit by European knowledge. But when we come to lend them money, there are several questions which must be asked and answered. First. Have we sufficient experience of Japan to say what the real working of its peculiar polity is? Secondly. Do we know what all the various bodies and persons having power in that polity may think of paying money to foreigners—that being an incessant difficulty to all but the best nations? Thirdly. Even if we know what the Japanese polity is now, can we be certain what it will be some years hence? It is now subject for the first time to the most powerful of all social solvents—the perpetual contact with a higher material civilisation. In general this is not a process of pure improvement. The first stage often is that a secluded nation (like a boy brought up at home) loses its narrow morality without, for a time at least, gaining a broader morality. Are we sure that this new nation can be trusted with the greatest of pecuniary temptations—that of borrowing from persons they never have seen, and of only defrauding (if they do defraud) persons whom they never will see? To many a foreign loan must seem a new monstrosity, and will not repaying it seem a worse? We ask these questions, not that we wish ill to this singular loan; on the contrary, we should be glad to think well of it, for the Japanese are a very interesting nation. But it is our duty, as far as we can, to make lenders see and know what they are doing; and especially now, when for many years there is more "money to lose" in Lombard-street than there has been for many years past, we are most anxious that due care should be taken, and that if possible it should not be lost.

THE JAPAN LOAN.

(To the Editor of the *London and China Telegraph*.)

SIR,—In your number dated the 2nd instant there is a very able article on the "Japan Loan," and your remarks with reference to the "additional security" mentioned in Mr. Lay's glowing prospectus induces me to ask what portion of the million is to be appropriated to the railroad and its promoters, and what portion the Oriental Bank Corporation will retain to reimburse itself for moneys already advanced to the Japanese Government on the same security—viz., "anticipated Customs' dues." The argument that some use, that fresh loans will enable the Japanese Government to pay the interest on the present one, and that they are too shrewd to "kill the goose that lays the golden eggs," may hold good if the million finds its way to the Japanese coffers, and if the proffered security be still at their command. The present disturbed state of Japan, and the necessity of our keeping troops there, admitted even by our present economical Government, suggests that in the event of indemnity being required by foreign Governments they would, as in the case of China after the war, possess themselves of the Custom dues. The public has a right to look to Mr. Lay for information, as he has endeavoured to reassure it by announcing the source of security and so-called "additional security" to investors.—I am, Sir, &c.,

City, May 5, 1870. AN OLD RESIDENT IN JAPAN.

Monetary and Commercial.

The report of the Telegraph to India Company (Limited), to be presented this day, congratulates the shareholders upon the result of the operations of the British-Indian Submarine Telegraph Company, by which the communication has been successfully completed between Suez and Bombay, and states that the arrangement of the 2nd of January, 1869, will at once be carried out, under which the shareholders will receive £37,500, in fully paid shares of the British-Indian Submarine Telegraph Company, with

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the four months' interest upon the lease of the line to April 30. The necessary resolutions for winding-up the company will be submitted to the meeting.

The report of the Anglo-American Telegraph Company (Limited) states the total receipts accruing to the company for the nine months ended the 31st of January last, including a balance of £3,725 carried over from the last account, to amount to £118,915, while the working expenses were £12,657, leaving £106,258 available for dividend. Out of this three interim dividends of 10s. per share, amounting in the whole to £90,000, have already been distributed, and there remains a balance of £16,258 to deal with. The directors, therefore, now recommend a further dividend at the rate of 5s. per share, free of income-tax, leaving £1,258 to be carried forward. Since the commencement of the joint purse arrangement with the French Atlantic Company the receipts have been fairly satisfactory, and the expenses naturally consequent upon competition greatly diminished. The *Robert Lowe*, which has been expressly built as a maintenance ship at the cost of the two companies, is expected to be ready for sea by the middle of May, when she will at once proceed to Newfoundland to repair the 1866 cable.

At the meeting of the Royal Mail Steam Packet Company the report showed a much improved state of the traffic for the last half of 1869, and recommends the payment of £2 a share—viz., a bonus of £1 10s. out of the "insurance account," and 10s. a share out of the balance to the credit of the "repair and renewal account."

At the meeting of the shareholders in the Great Eastern Steamship Company, Sir Daniel Gooch, M.P. (the chairman), congratulated the shareholders upon the successful working of the company and upon the board being in a position to propose a distribution of shares in the British Indian Telegraph Company, which, with the division in the autumn of last year, would be equal to a dividend of between 50 and 60 per cent. upon 1,250 shares to be dealt with upon some future occasion. The report and accounts were adopted, and it was announced that the ship had been chartered for five years by the Telegraph Construction Company. The sum to be paid annually for the hiring was £22,000, or equal to a dividend of 20 per cent. per annum, as the Construction Company undertook to insure the vessel for £140 000, and to pay all those charges which are usually borne by the owner.

At a meeting, at which about 800 policy-holders in the Albert Life Office attended, the following resolutions were adopted:—1st That the policy-holders approve of and accept the scheme of reconstruction prepared by the committee of policy-holders, annuitants, and shareholders in the Albert Life Assurance Company, and now submitted to the meeting, subject to such modifications as may be found expedient and be sanctioned by the Court of Chancery. 2 That this meeting earnestly impress upon the policy holders the importance of sending in their individual assents to the scheme as speedily as possible, so as to strengthen the hands of the committee in carrying the same into effect. 3. That the policy-holders consider it desirable, and agree to pay the premiums due on their respective policies to an account to be opened at the Bank of England and the Agra Bank (Limited), in the names of Messrs. Thomson, Bell, and Major-General Cunningham, three of the members of the committee of policy-holders, annuitants, and shareholders, in the Albert Life Assurance Company, the premiums to be returned in case the scheme of reconstruction should not be carried out, without deduction of any kind.

At the annual meeting of the Standard Life Assurance Company at Edinburgh the new assurances for 1869 were stated to have been 1,619, for £1,110,347, yielding in new premiums £38,532; that the assurances in force are £15,413,600, and the accumulated fund £4,284,648, while the annual income is £710,428.

The Committee of the Bank of London announce a payment to the shareholders of £1 5s. per share, being the first return of the capital of the undertaking. The debt of the Atlantic and Great Western Railway Company has occupied very much of the time and attention of the committee, and still continues to do so. They are proceeding with the careful realisation of the other outstanding assets of the bank, and have reason to believe their value was not overstated in their last report. The committee also express a hope that they will make a second distribution of capital at no distant period, when they will issue an extended report.

At a meeting of the members of Lloyd's held on the 5th to consider the propriety of shortening the term for payment of losses which have been duly settled, it was resolved, after a somewhat animated discussion, that on and after the 1st of July next the date of payment should be one week after settlement instead of a month, as at present.

Special telegrams to Lloyd's announce the loss of the *Helen Nicholson*, London to Shanghai, with cargo valued at £80,000; and the *St. Dunstan*, Clyde to Yokohama, with a rough cargo, of not much value. The registered owner of the *Helen Nicholson* is Mr. B. C. Nicholson, Liverpool, and of the *St. Dunstan* Mr. John Low, Greenock.

The Netherlands India Steam Company have announced, by a circular from Amsterdam, that the Royal approval has been granted to the articles of association, and the first call must be paid by London subscribers to Messrs. Montague and Co. before the 14th inst.

The twelfth annual general meeting of the shareholders of the Chartered Mercantile Bank of India, London, and China will be held at the Bank at one o'clock on Tuesday, the 17th inst.

The offices of the Compagnie des Services Maritimes des Messageries Imperiales have been removed from 4, Moorgate-street, to 97, Cannon-street, opposite the railway station.

Creditors of the Oriental Hotels Company are to send in their claims to Mr. Cooper, liquidator, before the 1st July.

The tenders for £400,000 on bills on India were received on the 4th at the Bank of England, when the amounts allotted were—to Calcutta, £397,000; and to Madras, £3,000. The minimum price was fixed at 1s. 10½d., being a further reduction of 1 per cent., and tenders at 1s. 10⅝d. will receive about 23 per cent.; above, in full, showing a continued diminution in the demand for means of remittance to the East.

The Bank rates for bills at sixty days' sight on Singapore, China, and Japan are as follows:—Singapore, buying 4s. 3d.; selling, 4s. 5½d. Hong Kong, buying, 4s. 3d.; selling, 4s. 5½d. Shanghai, buying, 5s. 8d.; selling, 6s. 2d. Yokohama, buying, 4s. 3d.; selling, 4s. 7d.

The payment of 15 per cent. on the Japan loan was made on the 5th by subscribers. Transactions took place at 4 and 5 discount. *The Times*, which has written favourably of the loan had the following:—"The payment of 15 per cent. on the Japanese railway loan, which fell due yesterday, is stated to have been met with entire promptitude, and it is believed that by far the largest number of the original subscriptions were from persons who deliberately entered into the investment from knowledge of the country and people through trading or other connections. These parties doubtless considered the inducement of 9 per cent. interest a fair cover for the risk, and are therefore not likely to be swayed by any market fluctuations; but it is evident that a portion is in the hands of weak holders, who had no right to have anything to do with such a speculation, and who are now closing their thoughtless commitments, even at 3½ discount."

Subjoined is an account of the quantities of certain articles of produce remaining in the bonded warehouses of the United Kingdom on the 31st March, 1870, compared with the stocks on the 31st March, 1868 and 1869:—

		Quantities remaining in the Warehouses under Bond on the 31st of March.		
		1868.	1869.	1870.
Coffee	lbs.	37,473,382	37,246,662	47,440,053
Sugar, refined ...	cwt.	78,528	75,253	119,511
Ditto, unrefined	,,	1,650,669	1,790,431	1,892,395
Tea	lbs.	89,791,726	106,893,385	112,859,890
Tobacco ...	,,	74,281,715	57,871,587	55,586,268

BOARD OF TRADE RETURNS.

The Board of Trade returns for the month of March tend, so far as they can be relied upon, to confirm the prevalent impression as to the improvement now observable in nearly all branches of the commerce of the country. Compared with the corrresponding month of last year they show an increase of £1,602,745, or more than 10 per cent., in the declared value of our exportations, while on the same month of 1868 the increase is more than 17 per cent. This favourable movement has been diffused over nearly every branch of production. There has been an increase of 17 per cent. in the shipments of coal, 17 per cent. in cotton yarn, 11 per cent. in cotton manufactures, 9 per cent in haberdashery, 19 per cent. in hardwares, 9 per cent. in linen manufactures, 26 per cent. in machinery, 8 per cent in iron, 10 per cent. in oil seeds, 25 per cent. in woollen yarn, and 8 per cent. in woollen manufactures. At the same time, there is also an increase of 15 per cent. in the large class of articles "unenumerated.' Earthenware constitutes the only material item on the unfavourable side, a decrease of 16 per cent. being shown under that head. In the shipments of silk manufactures there has been no alteration. The total value of our exportations for the first quarter of the present year has been £45,678,774, or about 6½ per cent. above those of the same quarter

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of last year, and more than 10 per cent. above those of the same quarter of 1868.

Among the articles subject to duty, entered for home consumption, there are some considerable changes, due mainly to temporary causes. In consequence of the uncertainty as to the changes in Customs duties contemplated by the Chancellor of the Exchequer, reduced quantities of the following were taken out of bond: Cocoa, coffee, fruit, sugar (a reduction of 30 per cent.), molasses, tea (a reduction of nearly 50 per cent.), and wine Spirits and tobacco are the only commodities which were cleared in larger amounts. The bonded warehouse account shows variations almost exactly corresponding. The stock of coffee, fruit, sugar, molasses, and tea was considerably heavier on the 31st March last than at the corresponding date in 1869, while that of spirits and tobacco was smaller.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East:—

IMPORTS.

TEA.

	1868.	1869.	1870.
Quantity for the month ended 31st March ... lbs.	12,620,500 ...	12,300,158 ...	18,966,261
Quantity for the three months ended 31st March lbs.	41,411,127 ...	45,933,772 ...	51,331,040
Value for the month ended 28th Feb.	£922,055 ...	£963,437 ...	£668,091
Value for the three months ended 31st March ...	£2,168,838 ...	£2,430,093 ...	£2,228,654

RAW SILK.

From	1868.	1869.	1870.
For the Month ended 31st March.			
China... ... ... lbs.	— ...	83,314 ...	124,227
British India... ... ,,	— ...	— ...	—
Egypt* ... ... ,,	418,261 ...	246,520 ...	432,561
Total from all parts ... ,,	551,064 ...	417,762 ...	649,717
For the Three Months ended 31st March.			
China... ... ... lbs.	40,016 ...	116,391 ...	185,031
British India... ... ,,	— ...	— ...	6,860
Egypt* ... ... ,,	1,286,391 ...	984,768 ...	1,308,099
Total from all parts ... ,,	1,749,522 ...	1,301,791 ...	1,769,507

*In transit from India, China, and Japan.

EXPORTS.

COTTON YARN.

To	1868.	1869.	1870.
For the Month ended 31st March.			
China and Hong Kong lbs.	348,950 ...	260,000 ...	515,615
Japan ... ... ,,	569,200 ...	570,550 ...	982,000
Straits Settlements ... ,,	12,400 ...	78,125 ...	222,000
Ceylon ... ... ,,	28,000 ...	43,072 ...	7,600
For the Three Months ended 31st March.			
China and Hong Kong lbs.	1,611,056 ...	437.360 ...	1,169,224
Japan ... ... ,,	1,189,400 ...	1,210,782 ...	2,382,730
Straits Settlements ... ,,	412,600 ...	233,840 ...	757,550
Ceylon ... ... ,,	70,500 ...	51,772 ...	86,400

COTTON MANUFACTURES.

To	1868.	1869.	1870.
For the Month ended 31st March.			
China and Hong Kong yds.	27,653,809 ...	18,812,202 ...	26,816,200
Japan ... ... ,,	2,017 484 ...	1,966,073 ...	1,897,810
Philippine Islands .. ,,	1,486,900 ...	1,909,700 ...	2,945,740
Java ... ... ,,	2,128,700 ...	2,457,800 ...	3,945,600
Straits Settlements ... ,,	1,326,181 ...	5,597.698 ...	5,604.795
Ceylon ... ... ,,	2,020,158 ...	2.293,740 ...	2,798,870
For the Three Months ended 31st March.			
China and Hong Kong yds.	80,094,178 ...	65,879,215 ..	66,420,428
Japan ... ... ,,	5,890,540 ...	5,130,825 ...	6,874.071
Philippine Islands ... ,,	7,682,820 ...	5,974,400 ...	6,996,040
Java ... ... ,,	6,528,212 ...	5,195,700 ...	6,224,270
Straits Settlements ... ,,	17,150,999 ...	13,177,912 ...	17,782.895
Ceylon ... ... ,,	4,970,348 ...	4,800,961 ...	5,870,257

WORSTED STUFFS.

To	1868.	1869.	1870.
For the Month ended 31st March.			
China and Hong Kong yds.	2,168,247 ...	1,618,395 ...	1,740,518
Japan ... ... ,,	476,438 ...	477,012 ...	128,438
For the Three Months ended 31st March.			
China and Hong Kong yds.	5,006,546 ...	5,150,410 ...	4,491,390
Japan ... ... ,,	840,315 ...	1,100,309 ...	258,171

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

	1868.	1869.	1870.
For the month ... yds.	198,625 ...	144,548 ...	203,518
For the three months ,,	473,714 ...	506,083 ...	406,524

LEAD TO CHINA AND HONG KONG.

	1868.	1869.	1870.
For the month ... tons	1,460 ...	1,392 ...	1,657
For the three months ,,	2,401 ...	3,297 ...	5,870

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and two months ended 28th February, 1870, compared with the corresponding periods of the two preceding years, is returned as follows:—

To	1868.	1869.	1870.
For the Month ended 28th Feb.			
China (exclusive of H. Kong)	£412,498 ...	£584,816 ...	£595,840
Hong Kong	171,373 ...	82,328 ...	184,405
Japan	39,361 ...	95,673 ...	184,479
Straits Settlements	122,941 ...	104,709 ...	189,110
Ceylon	38,812 ...	32,210 ...	41,790
Philippine Islands	99,048 ...	82,528 ...	48,460
Java	116,092 ..	28,579 ...	65,019
Siam	268 ...	— ...	—

	1867.	1868.	1869.
For the Three Months ended 28th Feb.			
China (exclusive of H. Kong)	£907,122	£1,069,684	£872,458
Hong Kong	363,618 ...	262,724 ...	335,678
Japan	129,709 ...	999,247 ...	240,435
Straits Settlements	348,465 ...	199,741 ...	322,127
Ceylon	84,837 ...	74,957 ...	104,456
Philippine Islands	162,879 ...	118,851 ...	108,743
Java	133,654 ...	69,996 ...	65,019

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices May 9.
£10	Agra Bank, A shares	All	10½ to 11
10	Do. Prov. Certificates	7½	¼ to ⅜ pm.
25	Bank of Egypt	All	42 to 44
20	Chartered Bank Ind., Aust., and China	All	17½ to 18½ xd.
25	Chartered Merc. of India and China ...	All	31 to 32
20	City Bank	10	11½ to 12½
100	Colonial Bank	25	43 to 45
500fr.	Comptoir D'Escompte of Paris	—	700fr.
£28½	Hong Kong and Shanghai Bank ...	All	37 to 39
28½	Do. Do. new	11¼	4⅝ to 5½ pm.
100	Imperial Bank	20	17½ to 18½
50	London and County	20	49½ to 50½
50	London Joint Stock	15	34 to 35
100	London and Westminster	20	62 to 64
25	Oriental Bank Corporation	All	40½ to 41½
	Union of London	15	37½ to 38½
	TELEGRAPH COMPANIES.		
10	Anglo-Mediterranean	All	16½ to 17
10	British Indian Submarine	All	8½ to [illegible]
10	British Indian Extension	7	3½ to [illegible] dis.
10	British Australian...	3	2½ to [illegible] dis.
10	China Submarine	2	2½ to [illegible] dis.
10	Falmouth, Malta, and Gibraltar ...	All	8½ to [illegible]
10	Great Northern	All	11 to 11½
10	Do. China and Japan Extension	4	3½ to [illegible] dis.
25	Indo-European	All	15 to 20
10	Mediterranean Extension	All	6½ to 7
20	Telegraph Construction Company ..	All	34½ to 34¾
50	Indiarubr., Gutta Percha, & Tel. Works Co.	45	46 to 47
	MISCELLANEOUS.		
20	British India Tea Company	All	2½ to 3⅛
—	Ceylon Deb., 6 per cent., May & Nov. 1878	100	111 to 113
—	Do. Do. 1872... ...	100	104 to 106
—	Do. Do. 1882-3 ...	100	115 to 116
20	Ceylon Company	10	4½ to 4 dis.
20	Do. A shares	5	3½ to 2½ dis.
50	Colonial Company	20	½ dis. to ¼ pm.
10	Credit Foncier and Mobilier of England	All	2½ to 2⅝
10	General Credit and Discount Company	7½	⅜ to ½ pm.
10	International Finance Society	5	1⅝ to 1¾ dis.
20	London and Prov. Marine Insurance Co.	2	par to ¼ pm.
50	Merchant Shipping Company	All	33 to 37
25	National Discount Company	5	11½ to 11⅝
10	North Assam Tea Company	7	—
25	Ocean Marine Insurance Company ...	5	12½ to 14½ pm.
20fr.	Messageries Imperiales of France ...	All	— to — pm.
£50	P. and O. Steam Company	All	44 to 46
50	Do. Do. 1867	10	3½ to 2½ dis.
100	Royal Mail Steam Company	60	50 to 52
20	Thames and Mersey Marine Insur Co.	2	3½ to 3⅝ pm.
20	Universal Marine Insurance Company	5	4⅝ to 5½ pm.
10	Upper Assam Tea Company	All	½ to 1
25	West India and Pacific Steam Company	20	—

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, (Head Office in Paris), 97, Cannon street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, Esq., agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, John Pook, agent, Lime-street Square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, secretary.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents, King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday, and Co., agents, Manchester,

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 7, Mincing-lane, John Harvey, managing director.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart. Tidman, and Co., agents, 34, Great St. Helens.

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Silk Supply Association, T. Dickins, president, 65, Moorgate-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, G. U. Adam, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Company, W. H. Vacher, agent, 32, Nicholas-lane.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

BULLION AND SPECIE.

The following is from Messrs. Pixley, Abell, Langley, and Blake's Circular:—

GOLD still continues to flow into the Bank, the amount purchased since the 28th ulto. being £36,000. The arrivals during the week have been comparatively small, and although there is over £330,000 now on the way to this country, we do not look for any portion of this sum until about the 23rd inst. The Biafra brought £1,000 from Africa, and the J. N. Fleming £28,500 from Otago; on the other hand, the Shannon has taken £28,000 to the West Indies.

SILVER has been in good demand for Holland, and the amounts lately to hand have been sold at from 60⅝d. to 60½d. per oz. standard. There is no likelihood of any immediate demand for India. The Pera has brought £5,760 from Alexandria.

MEXICAN DOLLARS.—Those brought by the West India steamer were sold at 59⅜d. per ox., and the Bangalore took about £18,000 to China. The amounts received comprise £10,000 per Hermann and £7,500 per Union from New York.

EXPORT OF SILVER FROM SOUTHAMPTON TO INDIA, CHINA, AND THE STRAITS.

Year.	India.	China.	Straits.	Total.
1862 ...	... £6,890,810	... £2,530,663	... £669,987	... £10,091,64
1863 ...	... 5,971,632	... 1,995,909	... 295,470	... 8,263,011
1864 ...	... 5,008,291	... 891,338	... 354,375	... 6,540,004
1865 ...	... 2,738,762	... 560,026	... 299,270.	... 3,598,058
1866 ...	... 2,009,580	... 303,196	... 52,850	... 2,365,626
1867 ...	... 370,231	... 265,766	... 6,915	... 642,912
1868 ...	... 1,000,635	... 474,945	... 160,062	... 1,635,642
1869 ...	... 1,349,680	... 780,014	... 233,119	... 2,362,943
1870 to date ...	187,600	... 579,465	... 141,061	... 908,126

QUOTATIONS.

Bar Gold	77s. 9d.	per oz.
United States Gold Coin... ...	—	per oz.
Bar Silver, Fine	5s. 0⅝d. to 5s. 0½d.	per oz.
Fine Cake Silver	5s. 5½d.	per oz.
Mexican Dollars	4s. 11½d.	per oz.
Spanish Dollars (Carolus) ...	—	per oz.
Five Franc Pieces...	—	per oz.

ARTICLES OF IMPORT.

TEA.

Messrs. A. Capel and Co. report as follows:—

We have no improvement to notice in the tone of the market during the past fortnight. There has been but little general demand, and since the resumption of business after the Easter holidays the trade have been chiefly occupied with public sales both of India and China Tea, which have been on a larger scale than usual, especially the series now in progress, which amounts to nearly 50,000 packages, 32,000 of which are printed for absolute sale. So far these sales have progressed very heavily, and have established a fall of 1d. per lb. on low black leaf kinds of Congou. The deliveries for the past month have amounted to 17,240,000 lbs., but the total for the four months is still about 3,000,000 lbs. below last year, there being a large falling off in exports. The stock in the United Kingdom on the 30th ultimo was estimated at 107,780,000 lbs. against 99,500,000 lbs., the quantity afloat at 10,179,000 lbs. against 9,115,000 lbs. last year.

Red-leaf Congou: Siftings have sold ½d. per lb. lower, broken-leaf kinds have also given way in price ¼d. to 1d. per lb. Fair to good common have been sold from 11½d. to 1s. per lb., being easier rates. Fair to good Kaisows have met with but little inquiry. Fine Kaisows show no alteration, as also finest, transactions being limited. In Pak Lins there has been but little done. Amoy kinds have been difficult of sale at the reduced quotations. Black-leaf kinds: The ordinary to good ordinary kinds have been much depressed, and have sold fully 1d. per lb. lower, from 7¾d. to 9½d. per lb. Fair common have been sold from 10½d. to 11d. per lb., being ½d. per lb. decline. Good common at 11½d. to 1s. per lb. show a similar reduction. Fair medium Teas from 1s. 1d. to 1s. 2d. have been heavy, and prices are with difficulty maintained. Good qualities show but little change; fine to finest remain steady. New-make Canton kinds: Common to fair qualities remain as before. Some large sales have been made in good to finest, ex Jas. Shepherd, from 1s. 4d. to 2s. 3d. per lb., the quality being superior to any that have arrived for some time past. Oolongs: Some parcels of common to fair have been sold from 10½d. to 1s. per lb.; good to fine continue in request. Souchongs: A few of fair quality have been sold at former prices; the finer kinds remain very difficult of sale. Scented Teas: Common to fair Canton Capers show no improvement; good to fine remain in good demand. Foochow kinds have sold rather lower. Orange Pekoes: Common to fair Canton kinds have been sold at lower prices; good to fine at about previous rates. Foochow kinds: Old season's have sold rather lower; fair to good of new season have been without inquiry; fine are still in request. In uncoloured Japans there is nothing of interest to report. Green: There has been but little done since our last. There has been some inquiry for Nos. 1 and 2 fine Ping Suey Gunpowder for export. Common to fair descriptions remain in over supply, and with but little demand prices are somewhat nominal. A few Moyune kinds realised full prices at public auction. Canton Gunpowders have been difficult to move at rather lower prices.

The following is from Messrs. Shepard, Harrison, and Rehden's Circular:—There has been an enormous quantity of Tea offered during the past fortnight (the accumulation of imports of the past three months); a fair business has been transacted, but at a further decline of ½d. to ¾d. per lb. on the grades to medium Congou, and at the public sale, which commenced on May 3, of 48,900 packages (32,000 packages without reserve), spurious and low Congous, of which the bulk of the Teas offered consist, show a further decline of 1d. to 1½d. per lb.. good common Congou rules fully up to private sale rates, and we believe the lowest point has been reached, as there are several orders to buy on speculation, should it touch 11d. per lb. Good medium to fine Teas maintain late values, and for the Tayshan leaf, per James Shepherd, from Macao, most satisfactory prices have been paid for the parcels already sold. The export trade to all parts has been quiet. The clearances have continued on the same active scale, but the total deliveries do not compare favourably with last year, and stand thus:—

	1870.	1869.
Home consumption for London from 1st Jan. to 30th April ...	25,527,000	25,420,000
Export do. do.	10,184,000	14,600,000
Sent coastwise do.	12,634,000	11,200,000
Total,	48,345,000	51,220,000

The sales have proceeded steadily; 13,881 packages passed on the 5th, and 7,833 packages were sold, all being without reserve. Foochow Siftings and Broken-leaf brought 6¾d. to 8¾d. per lb., common Red-leaf 11½d., fair common 11¾d. per lb., showing slightly better prices than at the commencement of the sales. Several parcels of fair to good Black leaf Congou, "with all faults," sold from 1s. 0½d. to 1s. 2d. per lb., fair rates, condition being considered.

SILK.

The following is from Messrs. Kilburn, Kershaw, and Co.'s Circular:—

The market has improved during the past fortnight, and a fairly active business has been doing; the principal demand is for Tsatlees, and these Silks have recovered much of the fall in price experienced during April; the lower grades may now be quoted as high as at any period since November, with "Red Peacocks" at 27s. 6d., and best chop 3rds at 32s. Taysaams, owing to the comparatively large arrivals, have not been in such demand, and prices are lower, except for best No. 1 "Kahings," which are very scarce, and worth 26s. 6d. to 27s. There is now a rather large supply of common and medium "Chincums" and "Kahings," which buyers do not seem anxious to take even at 1s. to 1s. 6d. reduction from highest point; Hainins are still quite neglected. Canton Silk: There is a demand for medium Tsatlee reel at 20s. 6d., and for common at 20s.; this shows a fall of 1s. on these sorts. Of finer descriptions there are none offering; Loongcongs, both fine and medium sorts, are dull of sale. Japan Silk has experienced a slight activity for the lower and best descriptions of Maibash, but medium silks are neglected. Bengals are almost a dead letter; the only real inquiry is for good clean native Silks of full size, which are very scarce. The deliveries in April did not bear out the promise of the large clearances in March, being 2,920 bales China, 687 bales Canton, 649 bales Japan, and 336 bales Bengal; total, 4,622 bales, against 4,665 in April, 1869; and from 1st to 4th instant are 389 bales China, 66 bales Canton, 96 bales Japan, and 54 bales Bengal; total, 605 bales.

The cold weather has given rise to fears for the crop in Europe, and has had some effect on the market. Closing quotations:—China Silk, No. 3, 31s. 6d. to 32s.; Red Peacock, 27s. 6d.; and No. 5, 25s. 6d. to 26s. Japan Silk is somewhat neglected, owing to the large stock that we are likely to have at the end of the season; good Mibash and Sinchu have been sold at 33s. 6d., and some common parcels are offered at 25s. 6d. to 27s.

CHINA SILK PIECE GOODS.—In the public sales of 4th inst. there was a very mixed assortment of goods, and little or no business; indeed, the sales from the hammer were so few that they are not sufficient to form quotations.

COFFEE.

The depression prevailing in the market for Ceylon at the date of our last report continued until the close of the following week, when prices exhibited a further decline of about 1s. per cwt. Within the past few days, however, an improved inquiry for Plantation has resulted in an advance for that description of 6d. per cwt., with a tendency towards a further rise, considerable quantities offered at the public sales being readily taken off. For Native the demand throughout has been extremely limited. The latest rates paid have been for Plantation triage and ordinary, 50s. to 54s.; small grey and dull, 59s. to 60s.; low middling and middling ditto, 62s. to 65s.; bold, 66s. to 70s. 6d.; small colony, 61s. to 62s. 6d.; middling ditto, 65s. 6d. to 71s.; good middling, 71s. 6d. to 73s.; fine middling to fine, 76s. to

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33s. 6d; peaberry, 75s. to 88s. Of Native, the fortnight's sales do not amount to more than 250 bags at 38s.; for chips ordinary, 51s.; good ordinary, 52s. 6d.; a large proportion damaged selling at 44s 6d. to 49s. Of 1,448 bags Singapore offered at auction 175 bags mixed were sold at 40s. to 47s. 6d., the remainder Bonthyne being bought in, good bold pale 55s. to 58s., yellow, 59s. to 61s. There have been no offers of Manila or Java. The landings consist mostly of Ceylon, and are 500 tons above those in 1869; deliveries, although relatively moderate, are rather over 200 tons in excess, and the surplus in the stock is slightly increased, being nearly 7,000 tons.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation. 293,954 cwt., against 304,863 cwt. at the corresponding date of 1869; Native, 31,321 cwt., against 51,290 cwt. The quantity afloat for the Continent is 2,694 cwt. Plantation against 10,179 cwt., and 1,845 cwt. Native against 19,454 cwt. The quantity of Coffee landed in the seventeen weeks ended April 30, 1870, was, of Ceylon, 7,947 tons, against 8,938 tons during the corresponding period of 1869; of all descriptions, 11,505 tons, against 15,061 tons. The quantity entered for home consumption was, of Ceylon, 3,204 tons, against 3,617 tons; of all descriptions, 5,618 tons, against 6,180 tons. The quantity exported was, of Ceylon, 6,317 tons, against 8,238 tons; of all descriptions, 10,934 tons, against 15,870 tons. The stock on April 30 was, of Ceylon, 12,290 tons, against 8,078 tons; of all descriptions, 19,172 tons, against 12,231 tons.

SUGAR.

The market has presented a dull appearance throughout the interval, buyers operating only for immediate requirements; prices have consequently again declined, and must be quoted 6d. to 1s. lower than those of last mail. Penang: Early in the fortnight 1,313 bags sold at auction, good brown (duty 4s. 9d.) at 28s. to 28s. 6d., low to fine yellow at 30s. to 32s. 6d., soft white at 33s. 6d. to 34s. At a more recent sale, of 2,060 bags offered only 400 bags sold, low to middling yellow at 29s. to 30s. 6d., the remainder being bought in, brown at 28s. to 29s., yellow at 30s. to 32s., also 743 baskets low date sort at 20s. By private contract 600 bags have realised 32s. 3d. per cwt. Manila: The only offer at the public sales, 14,780 bags low clayed, duty 4s., was withdrawn at 25s. 6d. Privately sales have been effected of 150 tons unclayed Taal at 20s. 3d. to 20s. 6d. per cwt. Java, Siam, and China: No transactions.

The quantity of Sugar landed in the seventeen weeks ended April 30, 1870, was, of Penang, 792 tons, against 1,126 tons in the corresponding period of 1869; of Manila, Java, and China, 6,477 tons, against 15,170 tons; the quantity entered for home consumption was of Penang, 835 tons, against 1,202 tons; of Manila, Java, and China, 8,521 tons, against 4,696 tons. The quantity exported was, of Penang 32 tons, against 42 tons; of Manila, Java, and China, 1,409 tons, against 700 tons. The stock on April 30 was, of Penang, 2,255 tons, against 211 tons; of Manila, Java, and China, 32,337 tons, against 41,518 tons.

CAMPHOR.—A slight improvement in the demand has taken place, and about 300 cases China have been sold at 85s. to 87s. 6d.; Japan continues scarce, and no transactions are reported; holders are asking 92s. 6d.

COCOA-NUT OIL.—Shortly after the date of our last 119 casks Ceylon sold at £40 to £41 10s., but the demand has since fallen off, and the present quotation is £39 10s. to £40; for arrival 35 tons have been sold at £40 10s. The quantity of Ceylon afloat for the United Kingdom is estimated at 36,086 tons, against 22,057 tons last year, and 18,475 in 1868; to the Continent, 2,566 tons, against 750 tons last year.

CUTCH.—Large offers have been made upon a dull market, and prices are lower in consequence; of 2,649 boxes at the auctions about one-third has been sold at 23s. to 23s. 9d. for good Pegu; business is reported for arrival at 23s.

CHINA GRASS.—The offers have comprised 228 bales, of which 72 bales sold at £60 for damaged and £70 for sound, the remainder being bought in at £80.

CUBEBS.—The market is steady; of 233 bags at auction about half was sold at 30s. 6d. to 31s. per cwt.

CINNAMON.—The small quantities brought forward at public sale have realised steady prices; of 210 bales Ceylon offered 120 bales sold good medium first sort at 2s. 10d., ditto second sort at 2s. 6d. to 2s. 9d., third at 1s. 4d. to 1s. 8d., low coarse at 6d. to 8d.; 320 boxes and 4 baskets China, of Cassia Bud flavour, were offered and bought in at 1s. 9d. per pound. Chips: Of 1,076 bags Ceylon offered 292 bags sold at easy rates, low middling at 4½d., middling barky chips at 4¾d.; a few lots sold at 5d., the remainder being bought in above the value at 9d.

COIR YARN.—At the last sales a large supply was brought forward, nearly the whole of which sold at irregular and lower prices, all descriptions showing a decline of £1 to £2 per ton, except good bright, which sold at about previous term. Of Ceylon 197 bales sold, fine at £38 10s. to £38 15s.; very fine, £45 10s. to £52 15s.; superior, £55 to £65; and 110 tons in dholls, common at £20 to £23 10s.; good common to middling, £24 15s. to £28; good, £31 to £33 10s.; fine, £35 15s. to £37; one lot very fine, £54.

DRAGON'S-BLOOD.—The sale is reported of 11 cases fair lump at £6 to £6 5s.

ESSENTIAL OILS.—Aniseed: Very flat. Cassia sells in purely retail quantities at 4s. 7d. to 4s. 8d. per lb., but large holders are not selling. Nutmegs: 10 cases brought to public sale sold readily at 6¾d. to 7d. per oz. for fine White.

FIBRE.—We note the sale of 50 bales ordinary Manila Aloe at £17, and 8 bales fair quality at £19.

GAMBIER.—A moderate business has deen done at previously ruling rates, viz., free Cubes, 19s. 6d. to 20s; pressed, 18s.; Block, 16s. 6d.; private transactions are reported at 16s. 9d. ex ship.

GALLS.—China have met a fair demand at reduced rates, and of 225 cases at public sale more than half buyers at 46s. 6d. to 47s. per cwt. for rather broken. Private sales of good at 48s. are reported. No Japan have been offered.

GUMS.—Benjamin: Siam quiet; 20 cases mostly retired; 3 cases fair bold almond and tear in block sold at £21 10s. to £22 5s. Sumatra dull; 280 cases principally retired; 2nd fine bright, part sold at £10; dull brownish £8 2s. 6d. 3rd TT and Co. Penang, part sold at 95s.; Palembang dull, a parcel of brown sold lower at 46s. to 66s. Copal: Singapore sells readily; 217 cases rough dusty sold at 33s. to 33s. 6d.; 212 cases dark block sold at 21s. Damar: 7s. 6d. lower; 274 cases half sold; good pale sorts at 69s. to 70s.; mixed and drossy 60s. to 65s. 6d. Gamboge sells freely; 70 boxes sold at £16 10s. to £16 15s. for fine pipe, and £14 pickings.

HEMP.—Manila has been in fair demand at £50 for common, £52 for fair, and £53 to £54 10s. for good roping; the sales have amounted to about 600 bales; 9 bales Singapore have been sold at £7 10s. per ton.

HIDES.—The sales of East India Hides during the past month reach 359,895 Kips in the hair and tanned. The quantity brought to public sale has been large, but with an improved demand from the home trade, and a fair one for export, the bulk of those offered have been sold. Prices of the best descriptions generally improved ¼d. per lb. in the early part of the month, but at the last sales receded to the same extent, leaving present rates as nearly as possible the same as those current at the close of March. Dirty cured and all middling and low qualities must be quoted ¼d. to ½d. per lb. lower. Singapore and Penang Ox and Cow Hides: The sales have been large, and comprise 23,855 Hides, which chiefly brought good prices for the quality. Dry, Best Light, 9½d. to 10½d.; Seconds, 8d. to 9¾d.; Best Heavy, 8½d. to 9½d.; Seconds, 7½d. to 8½d.; Extra Heavy, 7½d. to 8½d.; Best Small, 10¾d.; Second do., 9½d. to 9½d.; Third do., 7½d. to 7¾d.; Thirds, 6½d. to 7½d.; Fourths, 5d. to 6d. per lb.; Brined, Best Light, 12d.; Seconds, 9¾d.; Best Heavy, 9¾d.; Seconds, 8½d.; Extra Heavy, 8½d.; Small, 12d. per lb. Singapore and Penang Buffalo Hides have sold rather more freely, but without any quotable improvement in value. The sales comprise 10,322 Hides—Prime Slaughtered, Best and Seconds, 6½d. per lb.; Ordinary to good, Best Heavy, 5¾d. to 6d.; Seconds, 4¾d. to 5¾d.; Light, 6½d. to 7d.; Thirds, 4d. to 4½d. per lb.

INDIA-RUBBER.—The market is still without change, good qualities are in fair demand and common neglected; at auction 145 baskets damp Borneo were offered and withdrawn at 1s. 5½d. per lb., an offer of 1s. 4½d. being refused.

ISINGLASS.—The market is steady; 70 cases Penang sold at previous prices, and 8 cases Manila were offered and withdrawn.

JAPAN WAX.—There is no change to report; of 364 boxes offered at public sale about one-fourth sold at 70s. to 71s. 6d. per cwt. for fine quality cake and saucer.

MUSK.—With a steady market 7 tins grain offered met a fair demand, and thin fine sold at 54s.; medium at 39s. per oz.

PEPPER.—Black: The market is far from active, and only limited business has been done privately at 4 13-16d. per lb. for Penang, but closing at 4¾d., with buyers to arrive at 4½d. About 1,000 bags have been sold for delivery at the end of June at 4½d. Only 595 bags Singapore at auction, and those retired; but there were rather buyers than sellers at 4¾d. per lb. afloat. White shortly subsequent to our last was sold in small quantities at 6¾d. per lb., but has since fallen, and business was done at 6d. Latterly, however, a slight improvement has been established, and 81 bags Singapore, previously retired in sale, have been sold at 6⅛d. per lb.

PLUMBAGO.—The demand remains limited, and stocks are still large; middling lump, being neglected, is difficult to dispose of; finest quality is very scarce. At auction 1,953 barrels, partly old lots, were offered, and half sold; lump, good bright, at 22s.; inferior, at 12s. to 13s.; dust, at 8s. to 12s. 9d. for middling to fine; and at 5s. to 6s. 3d. for ordinary dull.

RATTANS.—There is a fair demand at the public sales, of 9,266 bundles Penang offered, about half sold at 1s 11d. to 2s. 8d. per hundred for ordinary and medium quality; 4,575 bundles Batavia realised 3s. 2d. to 3s. 4d. for fair and good.

ROOTS.—Colombo: There is very little doing and lower prices are current. Galangal: Inactive; 110 bags at public sale were offered and withdrawn.

RHUBARB.—The market for China is quiet; of 168 cases brought to auction, about one-fourth sold at 4s. to 4s. 3d. per lb. for good bold, well trimmed; 3s. 6d. rather rougher, small and mixed, and 6½d. to 7d. very low wormy, rough pieces. 2 cases fine bold selected, with good fracture, sold privately at the extravagant price of 12s. 6d. per lb.

RICE.—Recent light landings and deliveries of fair extent have absorbed the surplus of 13,000 tons which occurred at the beginning of the year, and stocks in both years are now about on a par, which, combined with a falling off in the quantity afloat, has given some impetus to the demand, and sales to a moderate extent have been effected on the spot at about 3d. advance. In the business afloat the improvement has been still more marked, extensive transactions being reported at prices showing an advance of from 4½d. to 6d. per cwt. The sales on the spot have been as follows:—At auction, of 25 barrels 190 bags Dutch cleaned Java offered, 90 bags sold at 15s. 6d., the remainder being bought in at 25s. to 30s.; 500 bags Rangoon, fine quality, sold at 10s. cash; and 8,343 bags Rangoon, per Barham, were all sold, good at 9s. to 9s. 3d., low heated at 7s. 6d., sea damaged, chiefly first-class or medium quality at 8s. 6d., second at 7s. 6d. By private contract about 6,500 bags Rangoon have been sold, low at 7s. 9d. to 8s. 3d, good to fine at 9s. to 9s. 7½d., and 2,000 bags field Siam at 7s. 6d. to 8s. The following floating cargoes have been reported sold:—The Caroline, 680 tons Necransie, March sailing, at 9s. 7½d. Continental terms, or 10s. 1½d. landed; the Oostendia, 500 tons Rangoon, at 10s., Continental terms, for a port between Copenhagen and Bordeaux; the arrived cargo of old Necransie Arracan, per Feronia, 1,540 tons at 7s. 9d., quay terms; the cargo of

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1,500 tons Necransie Arracan, per Garibaldi, at 9s. 6d. for the Continent; the Magdalena Prima, about 700 tons Rangoon, March sailing, at 9s. 7½d., Continental terms; the Rocklight, 765 tons Rangoon, March sailing, at 10s. 1½d., landed terms; the Glenlora, 800 tons Rangoon, late March sailing, at 10s. 3d., landed terms; the Shields, 483 tons Rangoon, February sailing, at 9s. 9d. ex ship, or 10s. 3d. landed for London; the Lodore, 1,110 tons Rangoon, February sailing, at 9s. 9d. ex ship, or 10s. 3d. landed for London; the Daphne, 786 tons Bassein, at 9s. 9d. ex ship, or 10s. 3d. landed for London; the Manila II., 675 tons Necransie Arracan, March sailing, at 9s. 7½d. ex ship or Continent, or 10s. 1½d. landed; the J. Vinicombe, 1,000 tons field Siam arrived in dock, at 7s. 3d. ex quay; the Benmore, 800 tons field Siam in bags at 7s. 6d. ex ship, or 8s. landed for London.

SPICES.—Cassia Lignea: Is very dull and difficult to place even at considerably reduced prices, and evinces little tendency towards a maintenance of present rates; only 62 boxes have been offered at auction, and those were retired. Buds are very quiet. Cloves: Continue in demand, and scarce; 4 cases Penang at public sale brought 11¾d. per lb. for good quality. Mace is in good demand; 12 cases fine at auction were retired above the value; 100 cases Dutch sold privately at 2s. 10d. per lb. for fair, rather small. Nutmegs have improved in value, though hardly quotable; 419 cases have been brought to the hammer, and nearly all sold under it with a brisk demand, and commanded prices as follows: 60 to the lb., 4s. 4d. per lb.; 66 to 68, 3s 9d. to 3s. 6d.; 72 to 76, 2s. 11d. to 2s. 8d.; 82 to 80, 2s. 6d. to 2s. 7d.; 94 to 92, 2s. 2d. to 2s.; 105 to 103, 2s. to 1s. 10d.; 154, 1s. 5d.; and small shrivelled and wormy, 1s. 1d. to 9d. per lb.

SAGO.—The market is quiet, and there is little doing privately. Of 1,275 bags and 727 boxes at auction only a few of the former were placed at 17s. 6d. per cwt. for middling. Flour has been in more request, and about from 1,500 to 2,000 bags have been sold privately at 14s. per cwt. for Singapore, and Borneo in proportion; 500 bags Borneo in auction were retired above the value.

SAPANWOOD.—Steady; of 102 tons Manila offered a portion only sold at £8; 11 tons Siam were offered, and withdrawn.

SHELLS.—Since the periodical sales which we reported on the 18th ult., there has been no business done.

STICKLAC.—The market is very flat; of 1,588 packages Siam offered at auction, a few only found buyers at 47s. to 49s. per cwt. for bold, but rather woody and foul, and at 38s. 6d. to 39s. middling mixed.

STAR ANISEEDS.—China continue scarce and firm; no transactions reported.

SOY.—Inactive; of 236 casks China offered at the auctions a few only were sold at 2s. 6d. per gallon, showing a decline of 5d.

TAPIOCA.—The supplies are very full, and this import fluctuates in value to a small extent with the requirements of purchasers; only a moderate trade is doing privately. The auctions since our last issue have embraced 1,869 bags Singapore, one-third of which sold at 2¼d. to 2½d. per lb. for good bold; 211 bags Penang, part sold at 2¼d. for fair dull white; and 990 bags Pearl, about one-third sold at 24s. to 25s. for rather dull bullets, and 22s. 6d. to 23s. for medium, being cheaper.

TURMERIC.—There are no supplies of China on the market; for Java the inquiry is dull, and an offer of 300 bags was retired at 18s.

TOBACCO.—The following is from Messrs. Grant, Hodgson, and Co.'s Monthly Circular.—Manila Leaf: The damaged portion only of the parcel ex Angela has been sold; some buyers who have already worked this Tobacco report very favourably upon it, and in the present dearth of other growths we anticipate a better demand shortly. Manila Cheroots and Cigars: When well made sell freely, but those of mixed and ordinary character only find buyers at low rates. Java: The trade have purchased a few parcels of middling to good qualities which were held at moderate prices. Other classes are difficult to move. Japan: Arrivals during the month were 1,450 bales, viz.:—125 per the Vampyr, and 1,325 per the Medina. The 125 bales were sold at public auction, on the 28th and 29th inst., and realised full rates. We purpose offering at auction, on the 19th proximo, about 950 of the bales ex Medina.

TIN.—The prices for Straits have continued to advance, owing to very extensive deliveries both here and in Holland; there is a good business doing at the current quotations, which are—Straits, on the spot, £135; afloat, £133; Banca, £136; Billiton, £134 per ton, showing an advance of 20s. to 30s.

VERMILION.—The market is firm, and there are buyers of China at 3s.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Since our report of the 22nd ult. the Manchester market has been quiet, and prices have shown a downward tendency. There is at the present time less doing than for some time past, still little or no pressure is shown to effect sales, and rates are steadily maintained at the reduction submitted to last week. China Grey Shirtings and T-cloths show a decline of 1½d. to 3d. upon last mail's prices, but in Yarns no change is observable.

QUOTATIONS.

GREY GOLD END SHIRTINGS, CHINA AND JAPAN QUALITIES.

Width	39 in.	...	...	...	...	...	44 in.
Weight	7 0	7 0	8 4	9 0	9 4	9 12	9 0
Count	14 by 12½	14 by 13	16 by 15	16 by 18	19 by 19	19 by 19	16 by 15
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Pillar Ticket	9 1½	9 1½	10 9	12 3	12 9	—	—
Horse & Jockey Ticket	9 3	9 3	11 0	12 6	13 0	13 6	12 0
Hand & Branch Ticket	9 6	9 6	11 3	12 9	13 3	14 1½	12 3

T-CLOTHS, CHINA AND JAPAN QUALITIES.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14 by 13	15 by 15	15 by 15	18 by 18	18 by 18	18 by 18	18 by 18
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Horse and Jockey Ticket	6 10½	7 0	7 10½	7 9	8 6	9 6	10 6
Hand and Branch Ticket	7 0	7 1½	8 0	8 0	8 9	10 0	10 3

		s. d.	s. d.
China Grey Shirtings, 8½ lbs. (Eagle Chop)		11 1½	—
Maddapollams		4 0	to 4 1½
Long Cloths		10 9	—
White Spot Shirtings	(nominal)	12 4	—
,, Brocade	do.	12 6	—
,, Damasks	do.	22 0	—
Cotton Yarn, Nos. 16-24 China		1 2½	to 1 3½
Nos. 28-32 do.		1 3½	to 1 4
No. 40 do.		1 4	to 1 5½
No. 40 Mule Twist		1 3½	to 1 6

WOOLLEN GOODS.

The following is Messrs. Hayter and Hayter's monthly statement of the estimated exports of Woollens shipped to China and Japan from London and Liverpool:—

		Pieces Long Ells.	Pieces Camlets.	Pieces Spanish Stripes, Broad Cloth, &c.	Pieces Stuffs.	Pieces Inferior Woollens.
Shipped to this date during the present year	To Hong Kong	9,980	2,500	1,430	12,285	10,941
	,, Shanghai	53,900	25,250	25,940	105,670	9,940
	,, Japan	—	120	3,422	10,435	2,640
Total...		63,880	27,870	30,792	128,390	23,521
Shipped to same date last year	To Hong Kong	9,000	3,420	3,600	4,050	15,095
	,, Shanghai	55,100	21,510	20,659	106,490	23,889
	,, Japan	1,500	4,690	6,190	38,431	55,754
Total...		65,600	29,620	30,449	148,911	94,738
Total shipped during the year 1869	To Hong Kong	25,120	13,570	13,808	35,920	54,836
	,, Shanghai	159,000	60,059	70,253	355,193	56,180
	,, Japan	2,000	7,240	15,823	82,556	96,206
Total...		186,120	85,860	99,879	473,669	207,222
Do. do. 1868	To Hong Kong	21,460	7,190	15 989	46.000	18,981
	,, Shanghai	125,080	64,710	51,510	304 520	33,560
	,, Japan	—	8,290	3,055	73,460	33,906
Total...		146,540	80,190	70,554	423,980	86,047
Had arrived out when the last accounts left of last year's shipments...		177,960	80,500	98,637	437,819	189,878

QUOTATIONS.

	s. d.		
HH Long Ells	30 6	per piece	Scarlet
HH Spa: Stripes	2 10	,, yard	,,
HH SS Camlets	61 0	,, piece	,,
HH Lastings (6 reed)	56 0	,, ,,	Gentian
LL ,, (5 reed)	49 0	,, ,,	,,
HH Crape Lastings	43 6	,, ,,	,,
LL Do. do.	40 0	,, ,,	,,
HH China Figures	21 0	,, ,,	Scarlet
HH Crape Lustres	19 0	,, ,,	Black
China Blankets	1 8	,, lb.	Scarlet

(The above prices (except for blankets) include tilleting and packing, and are subject to a discount of 1½ per cent. for cash.)

BRADFORD MARKET.

The market is extremely dull; there is scarcely any business doing, and quotations for all goods are wholly nominal.

NEW YORK MARKET REPORT.

TEA.

The following is from Messrs. Beebe's Circular, dated 20th ult:—

Since our last no improvement either in the current rates for Tea or the general tone of the market can be noted. Sales reported from first hands during the past twelve days include 11,750 half-chests Green, 3,700 half-chests Japan, and 1,200 half-chests Oolong. The market closes with a fair inquiry from the trade for fine to finest chops of Green, and little or no demand for medium and low grades. Japans are quiet, most of the supplies thus far to hand having been sold previous to arrival. Blacks are generally neglected, and if pressed to sale to any considerable extent lower prices would have to be ac-

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cepted. We make no change in our quotations, but, as at the date of our last, the figures are largely nominal. The increase shown by our table in the deliveries for consumption is accounted for in part by the payment of duties on Teas imported more than a year ago, upon which the warehousing bonds have matured.

The following are the current quotations:—Greens (Moyune, Twanki and Fychow): Gunpowder, common to good, 65c. to 105c.; fine to finest, 75c. 120c.; Imperial, common to good, 52c. to 90c.; fine to finest, 55c. to 110c.; Young Hyson, common to good, 45c. to 95c.; fine to finest, 47c. to 110c.; Hyson, common to good, 50c. to 85c.; fine to finest, 53c. to 100c.; Hyson Skin, 43c. to 52c.; Foochow Oolongs, common and good, 53c. to 59c.; superior and fine, 61c. to 75c.; finest, 80c. to 110c.; Amoy Oolongs, common and good, 52c. to 58c.; superior and fine, 60c. to 70c.; finest, 75c. to 80c.; Souchong and Congou, common and good, 44c. to 52c.; superior and fine, 54c. to 63c.; finest, 65c. to 85c.; Japans, common, 57c. to 62c.; medium, 68c. to 76c.; fine and finest, 78c. to 85c.; choice, 88c. to 95c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to April 19, 1870, were as follows:—Greens, 11,291,915 lbs.; Japans, 3,307,971 lbs.; Souchongs, 2,170,745 lbs.; Oolongs, 5,874,115 lbs.; other sorts, 98,256 lbs.; total, 22,743,002 lbs. The stock on Jan. 1 was 9,866,167 lbs.; which, added to the above total, gives a result of 32,609,169 lbs. Subtracting from this total the exports from Jan. 1 to April 19, 1,619,089 lbs., and the withdrawals for home consumption during that period, 12,094,628 lbs., there remains a total of 18,895,452 lbs., representing the stock on the last-named date. The receipts from April 6 to April 19 amounted to 3,275,095 lbs.; the withdrawals for home consumption to 4,392,096 lbs.; and the exports to 303,723 lbs.

COFFEE.—The supply of Brazil has been slightly increased, but the arrivals have not placed a sufficient quantity on the market to meet the demand, and prices are ½c. to ¼c. higher. For East India there is a steady enquiry; we note sales of 100 bags Java at 20c., and 5,500 mats on private terms, the latter being a speculative lot per Jean Van Galen; in other kinds a moderate business has been done at former prices, viz., Java Government bags 20c. to 21½c.; mats, 20c. to 22c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. gold. The stock of Manila on the 1st April was estimated at 2,627 bags, against 6,769 bags on April 1, 1869; of Java (Government) at 815 bags, against 1,641 bags; of Java mats, 51,929, against 41,808 bags; of Ceylon, 1,500 bags, against 7,000 bags; of Singapore *nil* in both years.

CAMPHOR.—China is quoted 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.12½; Cassia, $1.25 gold.

GAMBIER.—The current quotation is 4c. to 4¼c. gold (duty paid); stock, very small, not exceeding 2,000 bales.

HEMP.—Manila continues in good request at the former quotations—14c. to 14¼c. gold; 1,000 bales sold on private terms. The stock of Manila on the 1st April was estimated at 20,591 bales, against 3,205 bales at the corresponding date of 1869, and 27,844 bales in 1868. The imports into the United States from the 1st January to the 31st March, 1870, were 48,136 bales, against 34,795 bales during the corresponding period of last year, and the quantity afloat on the 31st March was 18,317 bales, against 12,676 bales at the same date last year.

INDIGO.—There is no change in the tone of the market; we note sales of 14 cases Manila at $1.10 to $1.35 currency.

PRESERVED GINGER.—China is quoted $8 currency (duty paid).

RHUBARB.—The quotation for China is $1 to $2 currency (duty paid), showing a decline of 50c.

RICE.—The market generally is slightly less active than when we last reported, but prices are firmly maintained. The business in Bangoon has again been extensive, but the advance reported in our last has been lost; the sales amount to about 1,500 bags at $3 to $3.25 gold (in bond). In other kinds of East India there have been no transactions. The stock of East India on the 1st April was 6,350 bags, against 10,940 bags at the corresponding date last year, and 4,200 bags in 1868.

SPICES.—There is a good jobbing demand for most descriptions, and the market is strong. Nutmegs have sold largely, about 800 to 900 cases having been taken at $1 to 1.02½, and are held for higher rates. Cassia is in good request at hardening prices; the sales are 600 bales at 46c., in small lots at 46½c., and 83 bales, ex Regina Maris, on private terms. Pepper: Both Singapore and Sumatra has advanced; sales—1,500 bags at 27c. for large lots, and 27½c. to 28c. for small parcels. We notice sales, in lots, of 50 cases Mace at $1.22½, 200 bags Pimento at 19c., and 150 bales cloves at 26c.

SUGAR.—The inquiry is less active, and the recent advance has been lost; there have been no transactions in East India.

TIN.—The advance in Straits and Banca continues in sympathy with the London market, and is deriving material support from the almost complete exhaustion of the stock; the quotations at the close are for Straits, 34c. to 34½c. gold, at which figures about 600 slabs had been taken; and for Banca, 37c. to 38c. gold, without transactions; the prices exhibit an advance of ¾ to 1c. upon those last given.

SHIPPING.

ARRIVALS.—April 19, at New York, from Foochow, Springfield; from Amoy, Jurgen; 21, at Boston, from Manila, Bunker Hill; from Singapore, Fusiyama.

DEPARTURES—April 15, from Boston, for Hong Kong, Formosa; 20, from San Francisco, for Hong Kong, Mary Banks; from New York for Hong Kong, Yokohama.

LOADING.—At New York, for Batavia, Franklin; for Hong Kong and Shanghai, N.B. Palmer, Willy Rickmers; for Shanghai, Mary Whitridge; for Yokohama, Horatio; at San Francisco, for Hong Kong, Sumatra.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Apl. 30	Ocean Beauty	Pearse	Ceylon	Deal
May 1	Peter Denny	Adams	Do.	Do.
Apr 30	Glenduror	Warlund	Batavia	Brouwershaven

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr 30	Carolina (str.)	Brown	Colombo and Madras, via Suez Canal	London
— 30	Vigil	Gilpen	Yokohama and Hiogo	Do.
— 30	A Dutch ship	—	Sourabaya	Shields
— 30	R. C. Rickmers	Krapp	Singapore	Cardiff
May 2	Carricks	—	Shanghai	Liverpool
Apr 29	Clarendon	Heinrichs	Hong Kong	Hamburg
May 3	Wm. Mitchell	Groundwater	Cardiff and Galle	London
Apr 30	Auguste	Van Tubergen	Batavia	Shields
May 3	Magdala (str.)	Davison	Sing., China, &c., via Suez Canal	Falmouth*
— 2	Sebastian Bach	—	Singapore	Liverpool
Apr 30	E. E. Vidal	Angelbeck	Shanghai	Hamburg

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Rollo. For Yokohama and Hiogo: Lorton, Ada. For Yokohama, Hiogo, and Nagasaki (*via* Suez Canal): Chieftain (str.). For Yokohama and Nagasaki: Rookwood. For Tientsin and Newchwang: George Shotton. For Shanghai: Her Majesty, Tyburnia, Brockham, Great Northern (str.), Glamorganshire, Tordenskjold (str.). For Hong Kong: L'Imperatrice, Beemah, John Lidgett, Kate Carnie, Corea, James Shepherd. For Manila: Angela. For Singapore: Atma, Petchelee. For Penang: Lucayas. For Batavia and Sourabaya: Vincenza. For Colombo: Palestine, Ocean Rover, Lincelles. For Colombo, &c.: Ocean Beauty. For Colombo, &c. (*via* Suez Canal): Great Victoria (str.).

At LIVERPOOL.—For Yokohama and Hiogo: Carnarvon Castle. For Shanghai: John Nicholson. For Manila: Matilde, Maria Teresa. For Singapore: Sidlaw, Huddersfield. For Penang, Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Nestor (str.). For Penang, Singapore, Hong Kong, Shanghai, and Japan (*via* Suez Canal): Leith (str.). For Sourabaya: Johannes. For Batavia and Sourabaya: Peggy, Chateaubriand.

At GLASGOW.—For Manila: Alejandro. For Batavia and Sourabaya: County of Ayr.

At GREENOCK.—For Colombo, &c. (*via* London and Suez Canal): Gambia (str.).

SPOKEN.

FEARLESS, Boston to Batavia, 15 N., 29 W.

SARAH NICHOLSON, Shanghai to New York, Feb. 17.

TYCOON (Fr. barq.), from Bangkok, off the North Danger.

EMILE (Hamb. barq.), Hamburg to Japan, March 4, in the Gilolo passage.

ST. PETER (ship), Cardiff to Hong Kong, Feb. 17, in the Gilolo passage.

AN ENGLISH SHIP, 0,367, 2nd d.p., London to Shanghai, Feb. 16, 1 N., 130 E.

CHINGLOO, London to Chefoo, April 28, 48 N., 9 W.

MENDOZA (Fr.), Marseilles to Japan, March 12, 19 N., 25 W.

EMPRESS (barq.), Macao to Falmouth, March 7, 28 S., 8 W.

LAURENS KOSTER, Batavia to Rotterdam, April 8, 23 N., 42 W.

FREIGHTS AND CHARTERS.

Berths freights to the East are dull, coal freights from the Northern outports rule firm, and the undermentioned rates are well maintained.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight. 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hiogo: £35. For Yokohama: £35. For Shanghai: £35. For Hong Kong: £28. For Singapore: £25. For Galle: £27. From Newport, Cardiff, or Swansea per ton.—For Hiogo: £1 15s. For Shanghai: £1 16s. For Hong Kong: £1 8s. For Singapore: £1 4s. For Galle: £1 6s.

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MISCELLANEOUS.

At GIBRALTAR.—April 24, Eden, Gatringan (?), cleared for Shanghai.

At MALTA.—April 29, Danube (str.), from Liverpool, and proceeded for Singapore, China, &c. (via Suez Canal).

At PORT SAID.—May 2, Morning (str.), from the Clyde, for China; Priam (str.), from Liverpool, for Singapore, China, &c.; Stagshaw (str.), Baker, from Newcastle, left for Colombo.

At SUEZ.—May 2, Craigforth (str.), Froud, from London, for Singapore, China, &c.; 4, Stirling (str.), Black, from Liverpool, and left for Colombo, &c., both having passed through the Canal.

The following is a statement of the cargo recovered up to the 27th of April, ex Benvenue, Penang to London, wrecked on the Owers Rocks, near Worthing:—44 cases fishmaws, 1,143 slabs tin, 727 no. and 3 bales hides, 1,603 bundles rattans, 86 packages india-rubber, 126 bales and 34 bags cloves, 196 bags cocoa-nuts, 61 bags pepper, 2 tins and 9 bags tapioca, 222 no. and 46 cases horns, 61 cases gum benjamin, 45 bales tobacco, 10 bags coffee, 9 cases nutmegs, 1 case dragon's blood, 42 cases mace, and some of the ship's stores, viz.—ropes, sails, blocks, &c. Marks and numbers of the above may be seen on application at the offices of the association.

NOTICES TO MARINERS.

The following notices have been issued from the Admiralty-office:—

CEYLON.—With reference to Notices to Mariners No. 85, dated 12th November, 1869, respecting placing a light-vessel near the great Basses Rocks, off the south-east coast of Ceylon, during the time of building a lighthouse on the rocks, the Trinity House, London, has given further notice that they have received information of the arrival of the temporary light-vessel, and they have every reason to believe that she was moored in her position, and exhibiting her light, on or before the 1st April, 1870.

JAVA.—The Netherlands Government has given notice that the following alteration has been made in the harbour lights at Anjer, viz.:—In place of the two lamp lights exhibited from the eastern and western mole head, a red light is now exhibited from the extremity of the western mole; it is elevated twenty-three feet above high water, and in clear weather should be seen from a distance of four miles. Also, that an aqueduct has been constructed at Koepang which reaches the shore, and from which water can be obtained without trouble or expense. Also, that a white light is now exhibited on Jelaka Island, Macclesfield Channel, visible from seaward, from S.W. by S. round by south and east to N.N.W.; it is elevated thirty-nine feet above the high water level, and in clear weather should be seen from a distance of eight miles.

JAPAN.—The Japanese Government has given notice that the wood fire exhibited from Cape Idsu, Nipon, has been discontinued. With reference to Notice to Mariners No. 28, dated 5th May, 1869, respecting the construction of a lighthouse on Nosima Point, near Mela Head, Yedo Gulf, the Japanese Government has given notice that the light is now exhibited from the lighthouse. The light is a fixed white light, elevated 134 feet above the high water level of the sea, and in clear weather should be seen from a distance of twenty miles. The illuminating apparatus is dioptric or by lenses of the first order. The tower is octagonal shaped and painted white. Position, as given, lat. 34 deg. 53 mins. 20 secs. N., long. 139 deg. 51 mins. 23 secs. E. Also, that the temporary light has been discontinued.

A NEW LIGHT VESSEL FOR CHINA.—The *Tungsha*, a fine new Light vessel for the Customs in China, will sail for her destination in a few days, from the Thames, where she has been built at Messrs. Dudgeon's yard. We believe she is the first built for that country according to the Trinity-house rules. Her dimensions are—length, 103 feet; beam, 21 feet; depth of hold, 10 feet 3 inches; built of oak and teak, and copper fastened throughout. This vessel has been built with all the newest improvements applicable to Light ships, and fitted in the most convenient manner. Revolving light of great power. Sea-water distilling apparatus, an important provision in event of communication with the shore being cut off at any time. A very complete fog apparatus, consisting of four large brass horns on a pedestal, blown by the steam from a separate boiler at high pressure. She is rigged as a barque at present, for the purpose of sailing out, and has a smart appearance, but when on her station will have only her mainmast standing as the lantern mast. Another Light ship, of similar construction, is also being built at Messrs. Dudgeon's Yard, and when complete will be despatched for China.

THE "SEA MESSENGER."—This is a useful and promising invention. When properly constructed and fully equipped it is three feet long, one foot six inches deep, and one foot wide. It bears a strong resemblance in form to the hull of a ship, and will be composed of sheet copper and divided into compartments, having a leaden keel. It will carry sixty pounds weight, and yet will not draw more than four inches of water. Containing the ship's papers, with the names of all on board, deposited in it in the face of death or danger, it will toss about upon the ocean, until at last it is picked up by a passing ship or wafted to friends on shore, thence to be transmitted to the proper quarter. Of course it will have the ship's name to which it belongs painted upon it, and its small size will prevent it occupying too large a space on board any vessel. A watertight lid, screwed down, will secure the top and keep the papers dry.

NEW STEAMERS FOR THE P. AND O. COMPANY.—The two new vessels now in course of construction for the P. and O Company by Messrs. Caird and Co., of Greenock, as reported in our issue of the 8th ult., are to be named the Khedivè and the Mirzapore, and will be of the following dimensions:—Length, 380 feet; beam, 42 feet; depth, 36 feet; and 3,329 tons burden. They are to be fitted with compound engines of 600-horse power. We cannot at present say with certainty when they will be launched. Captain R. Methven, who, it is understood, is to command the new screw steamer Australia, is at present superintending the construction of these vessels on behalf of the company.

MESSRS. SHAW, MAXTON, AND CO. have building at Messrs. Napier's yard, on the Clyde, a screw steamer of 2,400 tons, intended for the China trade.

THIRTY guineas premium are being paid to effect insurance on the ship *Catherine Rankin*, which left Java for Amsterdam on the 16th of November last, and by the last advices had not arrived out.

THE *Vixen*, belonging to Capt. Durham, is now loading for Madras and Calcutta, and will probably leave about the 14th inst. (*via* the Suez Canal).

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Lord, remember David (Handel).
Angels ever Bright and Fair (Handel).
Sun of my Soul.
Benedictus, Twelfth Mass (Mozart).
Kyrie Eleison, Twelfth Mass (Mozart).
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Splendente te Deus (Mozart).
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STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 5th and 21st, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

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THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,

Passengers for California and intermediate points of this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan China, &c., by the magnificent steamers of the Pacific Mail Company.

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BANKERS.—London and County Bank.

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Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
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The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

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Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... f.20,000,000 ... £800,000

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MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

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THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

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JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.
JOHN GOSNELL and Co's La Noblesse Pomade.
JOHN GOSNELL and Co.'s La Noblesse Soap.
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JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.
JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.
JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.
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JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

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INTERNAL STYPTIC of great value. In Cholera, Diarrhœa, and Dysentery this medicine far surpasses any other, having a peculiar mechanical power of putting a sudden stop to wasting diseases. Chronic Cough and blood-spitting are immediately relieved by it, as well as pain and debility of every kind. Prepared by Mr. PRICE, Analytical Chemist, 2, Lower Seymour-street, and 30, Duke-street, Portman-square, London; and sold by Chemists all over the world, in bottles at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., and 22s., or in dispensing bottles at 5s., 10s., and 20s. each

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WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
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Established 1807.

NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.

Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

"THE CHINA MAIL,"

No. 2, WYNDHAM-STREET, HONG KONG.

NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co," was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai Hong Kong, Canton, and Macao, and a complete Commercial Summary.

Subscription, 12 dols per annum, payable to any of the undermentioned agents Postage added. Terms of advertising:—Same as in *Daily China Mail*.

AGENTS.—London: F. Algar, 11. Clement's-lane, Lombard-street, E.C San Francisco: White and Bauer, 518, Clay-street. San Francisco. Swatow: Drown and Co. Amoy: Giles and Co. Foochow: Thompson and Co. Shanghai, H. Fogg and Co. Manila: Karuth, Heinzen, and Co. Australia: Gordon and Gotch, Melbourne and Sydney. Singapore: Looke. Hongghee, and Co. Batavia: H. Van Dorp.

THE STRAITS TIMES.—Daily, weekly,

and fortnightly editions; published in Singapore, for circulation throughout the STRAITS SETTLEMENTS, JAVA, BORNEO, SIAM, FRENCH COCHIN CHINA, CHINA, and JAPAN.

This paper, which is the oldest in Singapore, and the most widely circulated throughout the FAR EAST, offers an excellent medium for the advertisements of shipbuilders, machinists, manufacturers, patentees, &c., in the United Kingdom.

Advertisements to be forwarded through an Agent in Singapore, or GEORGE STREET, 30, Cornhill London.

THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Sourabaya	
Anjer—Straits of Sunda	G. SCHUIT. Anjer Hotel.
Manila	MICHELL, BARNARD, & Co.
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Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

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Passengers and goods are booked
For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ... 17th of each month.

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THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

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For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

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ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Singapore	Petchelee ...	Brockleb.	S.W.I.D.	With des.
Shanghai ...	Her Majesty	A1 14 yr.	S.W.I.D.	With des.
Hong Kong	Beemah	A1 11 yr.	S.W.I.D.	With des.
Do	Js. Shepherd	A1 13 yr.	S.W.I.D.	With des.
Yokohama & Nagasaki..	Rookwood ...	AA1	S.W.I.D.	With des.
Yokohama & Hiogo	Ada	A1 13 yr.	S.W.I.D.	With des.

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Hong Kong	Kate Carnie	A1 13 yr.	E.I.D.	With des.

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Regular Line of Packet Ship. To sail 15th May.

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STEAM NAVIGATION COMPANY, Nederland.

The Subscribers for Shares in this Company are informed that the Royal approval of the Articles of Association (a legally certified translation of which may be seen at the bankers' office) was obtained on the 27th ultimo, and that the first call of 25 per cent., namely—

£21 3s. 9d. on each share of £84 15s.,

£10 11s. 10½d. on each share of £42 7s. 6d.,

must be paid on or before the 14th inst., at the office of Messrs. Samuel Montagu and Co., 60, Old Broad-street, bankers to the Company.

DEN TEX, Trustee.
BOELEN, }
BOISSEVAIN, } Directors.

Amsterdam, April 30, 1870.

PERMANENT PHOTOGRAPHS.

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Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, May 9, 1870.

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The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS

VOL. XII.—No. 352.] LONDON, MONDAY, MAY 16, 1870. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.

Latest Advices.

Ports.		Outward. From London	Outward. Arrived out.	Homeward. Received this day.
Japan —	Yokohama			
	Yedo			
	Osaka and Hiogo			
	Hakodadi			
	Nagasaki	Jan. 28	March 22	March 22
China —	Peking			
	Tien-tsin	—	—	March 23
	Chefoo			
	New-chwang			
	Hankow	Jan. 28	March 23	March 24
	Kiu-kiang			
	Chin-kiang			
	Shanghai	Jan. 28	March 18	March 29
	Ningpo			
	Foochow	Jan. 28	March 17	March 26
	Formosa			
	Amoy	—	—	March 28
	Swatow			
	Hong Kong	Feb. 17	March 31	April 5
	Canton			
	Macao			
Philippines—	Manila	Jan. 28	March 16	March 20
Cochin-China—	Saigon			
Siam —	Bangkok			
Borneo—	Labuan			
	Sarawak	—	—	April 4
Java —	Batavia	—	—	April 6
	Samarang			
	Sourabaya			
Malacca Straits—	Singapore	Feb. 25	March 31	April 12
	Penang	March 11	April 12	April 14
Ceylon—	Galle	March 17	April 12	April 21
	Colombo	March 17	April 13	April 20

THE MAILS, &c.

The next mail will bring a fortnight's later dates, and is due on the 30th inst. Telegrams in advance of the French mail from Shanghai, April 15, and Hong Kong, April 21, were received on the 7th, and telegrams of the following mail, Hong Kong, 28th, are now due. *Via* Kiachta, telegrams to 29th April were received yesterday *Via* San Francisco, dates from Japan to the 22nd March were also received yesterday.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Ripon*, arrived May 13.—From Hong Kong: Mrs Larken, Mr. Robertson, Mr. Elzinger, Mr. Roesch, Mr. Tobler, Captain and Mrs. Jensen, Mr. and Mrs. Johnstone, child, and servant. From Singapore: Mr and Mrs. Pryce, child, and servant, Mr. Van Motmann, Mr. Murray, Mr. Carmichael, Mr. Maclaine. From Penang: Captain Oldfield. From Galle: Mr. Arneil, Mr. Ashton.

To Southampton, per P. and O. steamer *Ceylon*, expected to arrive May 19.—(List not to hand).

By last mail to Southampton, per P. and O. steamer *Nyanza*, arrived May 6.—From Hong Kong: Mr. Armistead. From Penang: Mr., Mrs., and Miss Clark and four children, Mr. Young. From Galle: Mr C. Scuddo, and one second-class passenger

By last Bombay mail to Marseilles, per P. and O. steamer *Massilia*, arrived May 6—From Batavia: Mr., Mrs., and Miss Sandberg, Miss Jutting, and three children.

PASSENGERS OUTWARD.

Per French mail steamer *Peiho*, from Marseilles, May 15, booked from London.—To Shanghai: Mr. Wasler Cable. To Batavia: Mr. Henderson. To Ceylon: Mr. Winter.

Per P. and O. steamer *Peru*, from Southampton, May 14.—To Yokohama: Mr. J. R. H. McClatchie. To Shanghai: Mr. J. D. Crawford, Mr. W. L. B Neale. To Ceylon: Mrs. Carson.

Per P. and O. steamer *Ripon*, from Marseilles, May 22.—To Yokohama: Mr. G. Hamilton. To Shanghai: Mr. G. W. Thomson. To Singapore: Mr. J Hardie. To Ceylon: Mrs. Vetch, Mr. H. Bois

Per P. and O. steamer *Ceylon*, from Marseilles, May 29.—To Ceylon (*via* Bombay): Mr. E. John.

Per P. and O. steamer *Bangalore*, from Marseilles, June 5.—To Ceylon: Mr. and Mrs E. Elliott

Per P and O steamer from Suez, June 12.—To Hong Kong: Mr. and Mrs. Overbeck.

Per steamer *Chieftain*, for Singapore, May 10.—Mr. Van den Heop.

Summary of News from the Far East.

JAPAN.

The usual mails from Yokohama, with dates to the 27th March, had not arrived when the P. and O. steamer left Hong Kong on 5th April, and we are consequently without advices. From Nagasaki our letter was conveyed by H.M.S. *Adventure*, and the following telegram, *via* San Francisco, arrived yesterday.

YOKOHAMA, MARCH 22.

Admiral Hornby, of the Flying Squadron, visited the Mikado, and sailed on the 9th for Vancouver's Island.

The revolt in Prince Chosiu's territory had terminated.

The Japanese Budget just presented shows a deficit of two millions sterling.

A rumour prevails here that Sir Harry Parkes has been transferred to Peking.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, March 22, 1870.

I last wrote you 15th inst., *via* San Francisco, and as H.B.M.'s *Adventure*, having on board Vice Admiral Sir H. Kellet, leaves this to-morrow morning for Hong Kong, it enables me to give you a few lines. By the *Rona*, steamer, which arrived in this harbour this morning from Shanghai, it has been our good fortune to receive the *London and China Express* of Jan. 28, fifty-three days, the same time we should receive it, supposing our port to have a mail service; that of Jan. 20, by French mail, has not yet arrived.

The chief item of news I have to communicate is an outrage which has taken place at the French Catholic Cathedral here. It seems that a bonze (native priest) went there and asked to see the interior of the building, which was refused him—no doubt owing to the late persecution of the native Christians—and on his being requested to leave the premises he commenced pelting the French missionaries. This was taken up by several natives who were outside the grounds, and among other things thrown was a glass bottle. The French priests managed to capture the chief offender, who was bound, and afterwards sent to the Police Office by M. Dury, French Consul at this port. Proceedings generally terminate at this stage, for foreigners are seldom able to obtain any redress for their grievances from the Japanese officials, who generally receive a prisoner and listen to the complainant, but we rarely hear that the delinquent receives punishment. Whether this affair is likely quietly to drop is a question, as it is well-known that the native priests entertain great animosity towards the French missionaries, and such offences are likely to increase if not stopped at once.

A memorial respecting tea duties at this port is in course of signature by the British merchants, which on completion will be handed to H.B.M. Consul here for transmission to H.B.M. Minister at Yedo. The document, after setting forth the disadvantages arising, not only to foreign merchants, but also to the Customs, by having two different rates of duty, asks H.B.M. Minister to endeavour to get the Baucha duty abolished, and that all tea shipped shall be subjected to closer examination as regards weights of packages, &c., than that now in force, as the Chinese by misrepresentations are able to pass at the Custom-house all tea shipped by them as Bancha, and not pay one-sixth the amount of duty, and by doing so are able to outbid foreigners for all parcels of finest teas, and the result is that all the tea-firing establishments here are lying idle. The remaining features of the document I gave you in my letter of Jan. 29.

Business remains as last advised, excepting that a little tea has come from the interior, but is held for rates no foreigner cares to pay.

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This evening the Nagasaki Amateur Dramatic Corps give another entertainment at their theatre; the pieces selected are *Trying It On* and *Little Toddlekins*, and of course the pieces will be successes.

The following is taken from the *Nagasaki Express*, 19th March:—"The troubles in Chosiu—which we adverted to in our last—have been settled by the civil authorities yielding to the demands of the military Samourai, who are now supposed to be reinstated in their former position. It is believed, however, that this settlement is only temporary, and there is yet imminent danger of a serious disturbance taking place. An increased enquiry for arms still continues, and the Japanese have an idea that great trouble, in the country generally, is impending." I give you the foregoing more to let you see how the late important news has been disposed of than anything else.

A fire broke out in the Oura Settlement in a house situated at the foot of the wooden bridge crossing the Sagramatz creek, and known to the old residents as Arnold and Co.'s, but of late it has been divided into two, and was at the time of the fire occupied by Mrs. Lyon, milliner, and Mr. Gye, druggist. The fire it seems broke out in the store of Mrs. Lyon, and, like nearly all the fires occurring at this place, was limited to the house where it commenced, as most houses here are detached, and stand in their own grounds. A detachment of men from the U.S. steamer *Monocacy* landed and set to work to pull down the building, as from the first it was evident it could not be saved; the Japanese fire brigade also attended and rendered good service. Messrs. Glover and Co., who own the building, and Mrs. Lyon are insured, but I regret to say Mr. Gye is not, and has lost nearly everything.

The only vessel of war in this port is the U.S. paddle-wheel steamer *Monocacy*. H.I.M. steamer *Lucifer* left this for Shanghai on the 19th inst.

CHINA.

TIENTSIN.

We have Tientsin advices to the 19th March. The river is now navigable for steamers, though the ice continues to float down, and on the morning of the 14th the thermometer still stood at 7 deg. only in the open. Business is dull, native dealers selling, at Tls. 2.03 and Tls. 2.25 respectively, 7 lbs. and 8¼ lbs. Grey Shirtings which they bought during the winter in Shanghai at Tls. 1.97 and Tls. 2.18. The weather was still very severe, and the ground on the morning of the 18th was again covered with snow.

SHANGHAI.

Dates by the present mail are to the 29th March. The outward mail of 28th Jan. (reported in our last) was the latest received. Telegrams to the 1st March had been received *via* Kiachta.

The *N. C. Herald* of the 29th March has the following summary of news:—

The chief local excitement has arisen from the registration tax, which has been resisted by the usual number of martyrs who have, of course, been fined for their trouble. While, however, regarding isolated cases of resistance as useless and foolish, we are surprised that the British authorities do not bring before the Home Government the extreme disfavour with which the tax is unquestionably viewed. A despatch from the Foreign-office, either explaining, confirming or abrogating the tax, might put an end to the yearly irritation which its exaction now causes. Our law reports last week contained several cases which have been lately tried. The most important one however came off on Wednesday, the defendant being Mr. Michie, the Chairman of the Shanghai Chamber of Commerce. His counsel, Mr. Robinson, raised nearly the same points which he urged last year, in defending himself under similar circumstances—that the omission from the summons of the seal of the magistrate issuing it renders it illegal; that the Order in Council did not intend to make non-registration a criminal offence, and that, therefore, the Court could not convict criminally; that, assuming an offence were contemplated, the charge—of non-registration—did not constitute the offence; this should be, non-registering and not excusing oneself to the Consul. The Judge decided adversely on the three points; but the questions are, we believe, likely to be appealed home for decision.

Another case of considerable interest has lately occupied the attention of the Supreme Court. This was the argument of a demurrer to the defendant's answer, in the case "Von Gumpach *v.* Hart" Baron von Gumpach was engaged by Mr. Hart as Professor of Astronomy in the Peking College. A difference has arisen as to the terms of his agreement, and the Baron now seeks to recover damages from Mr. Hart. The latter objects that he acted as a servant of the Chinese Government, and on Tuesday, after a good deal of discussion on various paragraphs of the petition and answer, the argument turned on the point as to whether or no the Court had jurisdiction. Admitting that a British subject has done certain wrongful acts towards another British subject, can he oust the jurisdiction of the Court by alleging and proving that what he did, he did in the execution of his duty as a servant of the Chinese Government The petition had (among other things) charged the defendant with certain wilful misrepresentations to the Tsung-li Yamen at Peking, whereby the plaintiff lost his situation, and damages were claimed in consequence. To this it was replied that Mr. Hart did what he did as a servant of the Chinese Government and in the execution of his duty, and whether right or wrong, the Court had no power to inquire. Mr. Hannen argued that if a man enter the Chinese service he must be taken to accept its rules and means of redress. If he loses his situation he has an appeal to the Chinese authorities; if that is insufficient, the fault is his own in accepting service under these conditions. He quoted the recent case of Dawkins *v.* Paulet, where the plaintiff, a captain in the army, was held to have no redress in the Civil Court for loss of situation through the misrepresentations of his superior officer. His remedy was in a court-martial. So here the high Chinese authorities are the only judges of the acts of their subordinates. This Court cannot review the manner in which the authority is exercised. To this it was answered that though the plaintiff in Dawkins *v.* Paulet had no remedy in a civil Court, yet he had a remedy in a British Court, for a court-martial was a recognised British Court. And it was not to be supposed that a British subject would give up his ordinary remedy for a wrongful action like this, merely because he had entered the Chinese service. Suppose one man were to assault another, could he justify his conduct by showing it was done in the execution of his duty as a servant of the Imperial Government? It was finally agreed that certain amendments should be made in the petition and answer to bring out the issues more fully, and that a case should be made up for the decision of the chief judge, in the question of jurisdiction. When this is decided, we hope to lay a connected report of the case before our readers. The other issues between the parties will come on for trial in due course.

Our readers will remember that in the *Newcastle* case, reported in our issue of February 15, the Chief Judge recommended that the sentence of death passed on the prisoners be commuted, in the case of Blanch to one year's imprisonment, and that McAllister be liberated. This recommendation has been confirmed by H. B. M. Chargé d'Affaires.

It will be remembered that Ting Futai lately addressed a memorial to the Throne, advising the transport of tribute rice to Peking in foreign bottoms. It appears that his suggestion has been adopted, for we hear that two rice commissioners, with the rank of Taoutai, have been appointed to superintend the shipment, as suggested. One is appointed to the province of Chekiang, and one to Kiangsu. Shanghai will be the depot.

A Chinkeang correspondent writes:—H.B.M. gun-boat *Leven* left for Shanghai on the 21st, and is to be replaced by the *Grasshopper*. The French gun-boat *Flamme* is here, on its way to Hankow. It is said that the French missionaries are dissatisfied with the way in which the concessions gained by M. de Rochechouart are being carried out. The Hon. F. F. Low, U.S. Minister to Peking, has returned from his trip up the Yangtze, and will shortly proceed to Peking. The river at Hankow has risen fourteen feet.

In a recent number of the *Peking Gazette*, Ying-han, acting Governor of Anhwei, memorialises the Throne, praying the Emperor to award a testimonial to an old lady, the wife of a literary graduate residing in the district of Nganking, who has lately celebrated her 100th birthday. He reports her as belonging to a good old family, and has having four children, nine grandchildren, sixteen great-grandchildren, and one great-great-grandchild living.

We *(Express)* have received intelligence that the army of Tsoh, Viceroy of Kansuh, has met with a serious defeat at the hands of the Mahomedan Rebels, and is in fact completely demoralised. This was the finest army the Imperialists had in the field, and its loss will be very disastrous for their cause; indeed, the Mahomedans are already emboldened to such an extent, that it is said their leader has addressed a proposition to the Emperor suggesting that if left in quiet possession of Shanse, Kansuh, and Yunnan, they will be content, and not attempt the conquest of the rest of China. The occupant of the Dragon Throne will hardly like these terms, though to all practical purposes two out of the three provinces have long passed from under his rule, and the third is in a state of rapid transition, by conquest, from the Celestial to the Mahomedan sway.

FOOCHOW.

A company has been formed at Foochow to take over the dock at the Pagoda anchorage, belonging to Mr. John Forster, and the steam-tug *Woosung*, now plying on the Min River. It is proposed to raise a capital of $200,000, in shares of $100 each. $140,000 will be devoted to the purchase of the dock and steamer, $30,000 of the remainder to the improvement of the property and the purchase of a second tug, and the remainder reserved as a working capital. A report of a survey which has been lately made by the Divisional Marine Inspector, and by the local agent of the Yangtsze and Union Insurance Companies, is included, together with a report by a committee appointed to consider the scheme. The former report that the dock is in perfectly good order and condition, and the latter that a return of fifteen to eighteen per cent. on capital may be expected.

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HONG KONG.

Dates are down to the 5th April. The outward mail of 17th Feb. arrived out on the 31st March, with telegrams to the 8th March.

The *Overland China Mail* of the 5th April has the following items:—

Sir Richard MacDonnell leaves per Pacific Mail steamer of the 12th, on sick leave. The encomiums on Sir Richard MacDonnell which were uttered at the late Council meeting by the Chief Justice and the Hon. Mr. Gibb, fairly express we believe, the general opinion of the colony. His Excellency's administration has not been faultless, but on the eve of his departure it is only fair to consider the results of his government as a whole; and as during the last three years the *China Mail* has freely used the "liberty of the press" in criticising his Excellency's policy, sometimes in support and sometimes in opposition, and never from any motive that did not spring from honest and independent journalism, so now, in estimating the influence which his Excellency has exercised upon the condition of the colony we are simply actuated by a desire to do him justice, always remembering his Excellency's personal responsibility to a vicious system of colonial administration at home, and the local difficulties against which he has had to struggle here.

His Excellency arrived in Hong Kong at a very unfavourable time. The public treasury was empty when he took charge of the Government; there was a heavy load of debt; trade and commerce were labouring under heavy depression. The commercial world, not merely of Hong Kong, but the commercial world in the fullest sense of the word, was passing through the very worst stage of a severe and long-continued crisis; great houses were falling on all sides, bringing down in their fall hundreds of firms that had grown and flourished beneath their protection; property of all kinds was terribly depreciated in value; credit was gone; men were everywhere suspicious, unsettled in mind, fault-finding, irritable, economically inclined. There were in this colony many great public works, the foundations of which had been laid in a period of unexampled prosperity, to be carried on and completed or maintained; the Praya, the new Gaol, the Mint, the waterworks, the seawall at Kowloong, and the roads, streets, and bridges that were to make the dependency a wholesome and profitable place. The colony had grown so fast in wealth and population during the six or seven previous years that all the departments of the public service stood in need or reorganisation to suit them to the altered circumstances of the settlement. A system of administration adapted to the small population and inconsiderable trade of Hong Hong before the war was utterly inadequate for the effective regulation of a population of over 110,000 Chinese and a trade, native and foreign, of enormous value.

The following is the circulation of the banks:—

Banks.	Average Amount.	Specie in Reserve.
Oriental Bank Corporation	$497,586 ...	$165,862
Chartered Mercantile Bank of India, London, and China	654,357 ...	250,000
Chartered Bank of India, Australia and China	345,500 ...	115,200
Hong Kong and Shanghai Banking Corporation	1,236,071 ...	500,000
Total	$2,733,514 ...	$1,031,062

HONG KONG AND WHAMPOA DOCK COMPANY.

A meeting of shareholders of the Hong Kong and Whampoa Dock Company, for increasing the capital of the company to $1,000,000, was held on the 23rd March; Mr. Helland in the chair.

The Chairman stated that the establishments of the Union Dock were being worked together with those of the Hong Kong and Whampoa Dock Company; and notice of dismissal had been given to all the employés of the other company, only a few of whom would have to be re-employed. He believed that all the docks would find employment at remunerative rates. Arrrangements had been made for a loan at 9 per cent., which could be continued if desirable for a lengthened period; and by the 1st of next month all the preliminaries necessary to amalgamation would be completed. He would remark that the saving previously spoken of had not been over-estimated; while all the docks on the other side were fully occupied. A special resolution which had been prepared would now have to be placed before the meeting.

The Hon. P. Ryrie then begged to propose the following special resolution, under the 7th and 8th clauses of the new articles of association of the company:—

"That the capital of the company be increased to the sum of $1,000,000, legally current from time to time in the colony of Hong Kong, by the issue of five hundred new shares of $500 each, and that the directors be authorised to issue these shares as fully paid-up shares, similar in all respects to the existing shares of the company's capital, and in part payment of the sum of $486,000, agreed to be paid by the company to the Union Dock Company of Hong Kong and Whampoa (Limited), upon and for the amalgamation of the two companies, and the acquisition by this company of the property and effects of the said Union Dock Company, and to such persons shareholders in the latter company as the directors may determine upon in concert with the directors of the said Union Dock Company."

Mr. Pollard had much pleasure in seconding the resolution. The resolution was carried unanimously. The Chairman then remarked that, as new scrip would have to be issued and the old scrip destroyed, shareholders were requested to send in the old scrip.

The *Douglas* has brought down from Amoy the captain and crew of the French barque *Antoinette*, wrecked on the Passadores on 2nd inst. in the passage from Amoy to Tai-wan-foo. The natives of course robbed the wreck, but the cargo was small. After detaining the captain and crew for several days, the wreckers took the captain and crew (all of whom were saved) to Tai-wan-foo, whence they were sent to Amoy in the schooner *Eliza Mary*.

The Legislative Council met on 30th March, when an ordinance incorporating the new Chinese Hospital was passed. Power by ordinance was given to his Excellency to stop any coolie ship from leaving port until the master or charterer stated on oath that he was not proceeding to any country, other than Surinam, not under British dominion. Some remarkable criminal statistics, showing a great decrease during the last three years, were brought forward.

Another impudent piracy is reported on the North German brig *Gazelle*, a quantity of cargo having been coolly taken away, while no harm was done to the crew.

The *Adventure* brings 114 invalids, prisoners, &c., of H.M. 1-10 Regt. R.E. and R.A. from Yokohama. Vice-Admiral Sir H. Kellet, K.C.B., who was on board, was saluted on his arrival here. The *Adventure* called at Hiogo and Nagasaki.

His Excellency Sir R. G. MacDonnell, C.B., has been pleased to appoint Richard Young, Esq., L.R.C.P., and S. Edin, to act provisionally as Superintendent of the Government Civil Hospital from the 8th inst., *vice* Dr. Cochran, deceased.

The *Daily Press*, commenting upon the present state of the opium question, observes that it cannot be doubted that upon its real merits the matter is one on which the intensely philanthropic doctrines which have been given out cannot possibly hold good. After all the declarations on the part of the Chinese against the use of opium, we find them demanding more revenue from the drug, and the question at issue between them and the British Government is one of simple finance. They are moralists at Tls. 30 a chest, and financiers at Tls. 100. It is wrong that the foreigners should deal in the drug. It is perfectly right that the Chinese should derive a revenue from it. It is monstrous that the drug should be taxed in India. It is a positive virtue on the part of the Chinese to levy heavy duties upon it in this country. When the question has become reduced to such a compass as this, it may well be considered as beyond further discussion, though the Chinese still ingeniously contrive to lay the blame of their opium smoking upon the foreigner, by declaring that, if the drug had not been brought to China, the natives would never have thought of smoking it—just as though it would occur to any European to bring an expensive commodity to an unknown country without having good grounds for believing that it would pay him to do so, which grounds, in the first instance, could only have been that the Chinese were already habitual opium smokers. Let it be observed also that it is only within the last few years that anything has been practically known of the provinces in which native opium is cultivated; and that, so soon as anything definitely was discovered, it was found that opium was being cultivated in large quantities. Taking these two circumstances together, a man must be of a credulous disposition to conclude that opium cultivation did not exist to a great extent before the advent of the foreign drug.

A correspondent at Canton writes:—"I suppose you know that the Government have withdrawn support to our church, and as our community is so small I fear we must shut it up. Mr. Gray, the chaplain, is still here, and quite well. The Shameen site is really now quite pretty, and the Honam side almost deserted.

"The Customs have just got out from England two revenue cruisers—the *Conchita*, Captain Buckham, and the *Pepita*, Captain Cocker; they are very nice vessels, and well armed and manned. Another one is to follow shortly, a despatch vessel, to be commanded by Captain Beville Nicholas, who was dismissed the navy for flogging a boy."

PHILIPPINES.

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MANILA.

The following is from a letter dated March 29:—A terrific fire commenced in the most central part of the city last night at 11.30, and still continues as I write this. It was hoped that we would escape this now annual catastrophe, as the dry season was well advanced, and squalls were inclined to commence, but unfortunately we were not destined to have that felicity. The fire commenced in an opium-smoking saloon, and in an hour the whole of the Pasage de Norzagaray was in flames, and soon they extended on both sides in the Rosario, up and down, where all the Chinese have their cotton goods shops. A little breeze sprung up, and the fire extended to both sides of the Calle Nueva, and after demolishing some ten or twelve large stone houses, was got under at about six in the morning; but as I write it has broken, out again in Calle Nueva, and as we have only the most wretched means for extinguishing fires, it is feared that much more will be lost. The losses up to the present are estimated at about $1,500,000 in houses and cotton goods. The principal losers are Chinese, but many foreign merchants who have trusted them will also lose. I

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hear that nothing was insured. The soldiers have worked well and the Governor-General and all the other authorities were up all night, and were most active in trying all they could do to extinguish the fire.

The fire-engines belonging to the foreign houses were on the spot, and did great execution; the one that signally showed its good management was Messrs. Jenny and Co.'s, who are agents for nine or ten insurance companies; the head of the firm deserves great praise for his exertions, and is universally acknowledged as having been the means, with the assistance of his engine, of saving more than one house.

JAVA.

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BATAVIA.

The *Java Bode* of the 30th March states:—We are informed that some occupiers of the Chimoening estate, Bekassie district, intended at the close of last week to attempt a renewal of former disorders. The acting Schout of Bekassie, Mr. Van Sprew, however, got wind of it, and succeeded in capturing four of the leaders, just at a time when they had assembled making their final arrangements. They intended on the following Saturday to assemble at the bazaar of Bekassie, and from thence to march up to Tamboon, the estate of the notorious Bapa Bairah.

This Tamboon was the scene of the rising of the disturbances which took place some time ago. In the Moluccas from the 10th to the 13th March two shocks of earthquake took place, which were very severely felt at Amboyna, but lasted only a couple of seconds. The *Java Bode* of the 31st March states, that of the Chinese coolies landed from the burnt ship *Frederick*, fifty have gone to Samarang in the service of the factory of the N. H. Matschappy, and 180 have been engaged by Mr. W. A. Baron Baud, in the Preanger Regencies. The remainder have hired themselves to various Chinese at Batavia. There has lately been found in the front verandah of a house at Moknoleit a snake about three palms in length, brownish yellow in colour, the tail short and pointed, and what is most remarkable is that it moves by means of four paws or feet.

The British Consul at Batavia has appointed Mr. H. Lash to be Vice-Consul at Samarang Respecting the British ship *Corea*, grounded in the Straits of Banca, the *Java Bode* says: "The English ship *Corea*, which had stranded in Banca Straits, arrived in Batavia Roads in tow of the steamer *Koningin Sophia*, Captain de Wilde. The damage sustained by the *Corea* seems to be very trifling, and she will in all probability take in cargo, and be able to continue the voyage to London."

The Batavia papers publish a notice of a reef, hitherto unknown, having been discovered in Lampong Bay, by the commander of the Government steamer *Hertog Bernard*. It is stated to be four English miles to the westward of the south corner of East Choondong Island. The extent of the reef is about 200 square yards, and the soundings were only six feet.

STRAITS SETTLEMENTS.

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SINGAPORE.

The dates are down to the 12th April. The outward mail of 11th March was expected on the 13th.

The following summary is from the *Straits Times* of the 12th April:—

The principal event of the fortnight has been the public meeting held at the Town-hall, on Thursday, the 7th inst., "for the purpose of obtaining an expression of public opinion upon a despatch addressed by his Excellency the Governor to Earl Granville, dated 16th December, last." The meeting was a very large one, the number assembled being greater than is usual on the discussion of any public question. The question of the Governor's unpopularity is one that will admit of no misrepresentation in future despatches, for though there was considerable dissent to the resolution condemning Government-house and the new steamer, yet no one attempted to gainsay the fact that his administration had been productive of dissatisfaction. The Straits Settlements Association in London, also, have by this meeting the assurance that their labours in behalf of the colony are appreciated here; and a most emphatic reply has been given to the assertion of his Excellency that the merchants here care only for their own interests, and ignore those of the Chinese and natives. A little reflection would, we think, have convinced the Governor that the interests of the two classes are identical, and if any fault is attributable to the merchants in their dealings with the natives it is rather that of too much leniency, too great a tendency to overlook their faults, and to deprecate anything in the way of legislation over them, than to serve their own immediate interests at the expense of their customers.

The following are the three resolutions passed, the 1st and 3rd unanimously, and the 2nd after a long discussion by a large majority:—

1st. That this meeting desires to record its hearty thanks to the members of the Straits Settlements Association in London for their valuable labours on behalf of the Colony, and earnestly to sympathise with their efforts to restrain the unnecessary expenditure of the public revenue, to secure the independence of the Judges, and to obtain for its Legislature a more representative character.

2nd That this meeting views with regret, that under the present Government a large portion of the revenue has been expended upon works and acquisitions of minor importance, such as a new Government-house, steamers, &c., to the exclusion of more urgent wants, such as waterworks in Singapore, land drainage in Penang and Malacca, &c.

3rd That the opinion of his Excellency the Governor, expressed in his despatch of the 16th of November, 1869, to Lord Granville to the effect that the administration had been popular in the Straits, indicates an erroneous estimate of public opinion in the colony. That many of his Excellency's public acts, and especially his disbelief in those principles of free trade upon which the Settlement was founded, have produced among all sections of the community a feeling of deep dissatisfaction.

The Second Criminal Session of the year opened on the 3rd inst., before his Honour the Chief Justice. The calendar is rather a long one, but most of the cases are unimportant, and will be easily disposed of, so that there is no probability of the session being longer than usual. On the morning of the 8th inst., also, judgment was given in the Supreme Court in the case of Buchanan *v.* Kirby. This is the powder hulk case alluded to by us some time since. Certain powder was stored in the powder hulk *Statesman*, and that vessel requiring repairs, the powder was by the owners of that vessel transhipped to the hulk *Princess Royal*, and lost when that vessel sank. The action was brought by the owners of the powder against the owners of the *Statesman*, and has been decided in favour of defendants. The case involves some most difficult points of law, which are elucidated at length in the judgment published to-day; the ground upon which the action appears to have failed is that the plaintiffs had no right to sue, not being the contracting parties, and that Messrs. Macdonald and Co., the agents or factors for the sale of the powder, did not contract with the defendants as agents for the owners, but for themselves.

With the exception of the meeting referred to above, nothing of public interest has occurred; the day for opening the Legislative Session is not yet notified, so that it is impossible to say when the important public questions that have been announced to be brought forward during the ensuing session will be disposed of. Friday, the 1st inst., being the anniversary of the inauguration of the Colonial rule, was observed as a Government holiday, and all the public offices were closed. The general public, however, took no notice of it, and business was transacted as usual.

PENANG.

The *Penang Gazette* has the following:—

The Right Rev. Dr. Chambers, the new Bishop of Labuan, to whom is also confided the ecclesiastical supervision of this colony, arrived by the P. and O. steamer from England. His Lordship, during his short stay here, is the guest of the Rev. the Colonial Chaplain.

The little steamer *Intan* a few days since unfortunately ran foul of the Dutch barque *Onrust*, in the harbour. The damage done to the *Intan* was not very much—her poop awning being knocked about, stanchions, &c., injured; but she is all right again, and at work. We are glad to say that by the rectification of her machinery she is now enabled to make her four trips per diem to and from Bukit Tamboon, and keeps up to her time, proving herself by so doing a useful acquisition to the province.

Besides the voyage to the Dindings the *Rainbow* has taken the Lieutenant-Governor up the rivers Krean and Pry, and to other parts of the province. The steamer could not have been more profitably employed. There is no knowledge like local knowledge, and it is to be regretted that our Colonial officers, in their endeavours to obtain it, contrast unfavourably with their Indian predecessors. Red tape and red ink will not make nor mend roads, nor will they make drains and keep them clear.

The following is an account of the number and description of vessels, with their tonnage, which have arrived at and departed from the port of Penang during the past year, as compared with that of 1868. There cleared outward in 1869:—schooners 110, tonnage 9,991; brigs 72, tonnage 11,870; barques, 138, tonnage 46,756; ships 34, tonnage 27,569; steamers 305, tonnage 192,389. Compared with the entries in 1868, this shows a decrease of 60 schooners of 2,687 tons, of 14 brigs of 2,906 tons, and an increase of 3 barques of 2,175 tonnage, 6 ships of 8,031 tonnage, and 24 steamers of an aggregate of 79,844 tons.

Inwards there was a decrease of 7 schooners, amounting to 258 tons; 15 brigs of 3,326 tons; and an increase of 14 barques of 6,037 tons; 4 ships of 3,578 tons; and 26 steamers of 59,674 tons.

The cultivation of sugar-cane in the province of Wellesley shows no relaxation in the vigour with which it is being carried on. New lands are being broken up and new mills for the manufacture of the sugar are being, and are to be erected. We hear that Mr. Bacon is about to build one of the latter on his estate, and that others are to follow his example.

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Commercial Report.

(*For dates see First Page.*)

STRAITS, JAVA, CHINA. AND JAPAN IMPORTS.

SHANGHAI.—Communication with the north had been fairly opened, but the advices from Tientsin had contained nothing of a very encouraging nature, and rates there for the most part were lower. Grey Shirtings: Heavy sales, both to "arrive" and in godown. The effects of diminishing stocks and moderate supplies afloat, combined with the prevailing idea that the scarcity and dearness of native cotton must soon force consumers on to European manufactures at enhanced values, were beginning to be manifested, and both natives and foreigners had been willing buyers at ruling rates, the latter preferring delivery at distant date, and paying as high as Tls. 2.32 per piece for good ordinary chop 8¼ lbs. The chief business, however, had been for prompt clearance at Tls. 2.27 to 2.29 per piece. For 7 lb. goods inquiry less active, but the lowness of stocks made holders very firm, and in some instances an advance of 1 cent per piece had been obtained. Heavy Shirtings not much sought after; few sales reported at a slight decline. White Shirtings: Demand still chiefly for lower reeds, and recent arrivals readily taken at advanced quotations. Medium and higher counts not in so much request; but former rates had been maintained. T-Cloths: Although considerable quantities of these had been taken off daily, the position of the market does not improve. Anxiety to sell and irregularity in price were still its chief characteristics, and in many instances lower rates would be accepted in order to lead to business. Drills: A material decline had led to a considerable business in English and Dutch fabrics; sales estimated at 9,000 pieces and 8,300 pieces respectively. Jeans: Small sales of English and American reported, but the demand was very limited, and only tempting offers induced dealers to purchase. Sheetings: Small but fairly steady inquiry. Fancy Cottons: The market had shown little or no change. Woollens of almost every description continued in a most unsatisfactory state. Camlets of standard quality and assortment had alone maintained previous value. Forced sales of Long Ells, Spanish Stripes, Figured Lustres and Crapes had caused a marked decline in their values; and buyers were holding off, expecting still lower rates ere the silkmen were cleared of what they had from time to time taken in exchange for silk. Quotations purely nominal. Metals: Lead continued to decline, with but small inquiry; inland markets well stocked. One parcel of fifty tons placed for cash at the low rate of 4.9.0 per picul. Iron: Large business settlements: 20,000 bundles, at Tls. 2.38 to 2.42 for good assortments, to small sizes, showing quotations unaltered. About 100 tons of bar taken at Tls. 2.10 per picul. Coals: Market had remained inactive; prices nominal for almost all kinds; Cardiff, sales at Tls. 6.75 per ton; English, without transactions; American, no improvement. Quotations (duty paid):—Grey Shirtings, 7 lbs., per piece, Tls. 2.0.3 to 2.0.7; 8.4 to 8.6 lbs., Tls. 2 2.7 to 2.3.2; 9 to 9.12 lbs., Tls. 2.5.0 to 3.1.3. White Shirtings, per piece, Tls. 2.2.3 to 2.8 5. T-Cloths, 6 lbs., per piece, Tls. 1.4.5 to 1.7.2; 7 lbs., Tls. 1.6.5 to 1.8.6; 8 to 8.4 lbs., Tls 2.0.5 to 2.1.6; XX Tls. 2.4.0; American Drills, 40 yards, Tls. 3.7.0 to 3.8.8; American Jeans, 30 yards, Tls. 2.8.0 to 2.8 5; American Sheetings, 40 yards, Tls. 3.4.5 to 3.8.5; English Drills, 40 yards, Tls. 3.4.0 to 3.5.5; Dutch Drills, 40 yards, Tls. 3.4.0 to 3.4.5. Gentian Shirtings, Tls. 2.9.0 to 3.0.0. Chintz, Tls. 1.5.0 to 1.9.0. Turkey Red Shirtings, Tls. 2.2.0. to 3.0.0. Camlets, English, SS, Tls. 11.0 to 12.1; SSS, Tls. 10 to 10.5; Spanish Stripes, per yard, Tls. 0.4.8 to 0.5.2; Medium Broad and Habit Cloth, Tls. 0.9.0 to 1.5.0.

HANKOW.—Good trade in Grey Shirtings at a reduction of about 3 candareens per piece. Liberal imports of Grey T-Cloths disposed of at a slight advance, which had since been lost. Small sales of Grey Drills and Jeans at previous rates. White Shirtings in good request at an improvement of about 5 candareens. White Spots and Brocades sold at better prices. Dyed Cottons wanted, supply very limited. Lustres of suitable patterns and colours sold well, inferior goods difficult of sale. Woollens principally disposed of in barter. Camlets continued in active request at about previous rates. Lustings more inquired for. Long Ells only saleable in small lots, a considerable reduction necessary to quit large parcels. Quicksilver no alteration. Lead difficult of sale at a reduction of 1 mace per picul. The following were the current quotations:—Grey Shirtings, 7 to 7.2 lbs., per piece, Tls. 2.5 to 2.8; 8.4 to 8.6 lbs., Tls. 2.27 to 2.31; 9 to 10 lbs., Tls. 2.9.0 to 3.15; Grey T-Cloths, 6 to 6½ lbs., Tls. 1.55 to 1.78; 7 to 7½ lbs., Tls. 1.65 to 1.90; 8 to 8½ lbs., Tls. 2.08 to 2.40; White Spotted Shirtings, Tls. 2.30 to 2.40; Gentian Shirtings, Tls. 2.90 to 3; Spanish Stripes, per yard, Tls. 53 to 57; Medium Cloth, Tls. 90 to 1.15; Broad Cloth, Tls. 1.10 to 1.50; Camlets, SS., Tls. 11.90 to 12.30; Long Ells, Scarlet, Tls. 5.90 to 6.10; Assorted, Tls. 5.80 to 6.15.

FOOCHOW.—Only 500 pieces 8¼ lbs. Grey Shirtings had changed hands. Quotations: 8¼ lbs. Grey Shirtings, $3.05; 7 lbs. do., $2.80; T-Cloth, 7 lbs., $2.40 to 2.60; 6 lbs. do., $2 to 2.10; Lead, $7.25 per picul.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular:—Cotton Yarn: Nos. 16/24 have been fairly dealt in, but sales have not been so easily effected as previously, and holders have latterly accepted prices, showing a decline of $1 per bale. Inquiry for Nos. 28/32 has strengthened, and importers are now enabled to demand rates $1.50 to 2.50 in advance of those last ruling. No parcels of Nos. 38/42 being now on the market, and these numbers meeting with anxious inquiry from dealers, values have risen $2.50 per bale, and $1.85 is obtainable "to arrive." Piece Goods: Transactions in the staple manufactures have been maintained upon a moderate scale. The position of the market for 7 lb. Grey Shirtings continues strong, no supplies having been received, and a further rise of 2½ cents in value has taken place. Stocks of 8 4 lb. goods are light, and sales have been effected at prices 2½ to 5 cents dearer, but at the close a quieter feeling is apparent, and the increase in prices is not obtainable; 9 to 10 lb. goods are unchanged. White Shirtings of the lower counts maintain last currencies, and common descriptions are easily moved, but 68/72 reed are out of favour for the moment at a drop of 10c. per piece. Drills of all makes are little wanted, whilst the small sales of Dutch and English made have been at lower prices. Quotations generally show a decline of 5c., which reduction, however, holders of American Cottons are unwilling to accept. T-Cloths of all weights are weaker, and a decline all round of 2 to 5c. is reported, except for 6 lb. Mexicans, prices of which are supported. Assorted Brocades and Spotted Shirtings display an improvement of 10 to 25c. per piece. Large supplies of Turkey Reds are still offering, and a decrease in values of 5c. is quoted. Chintzes find buyers at a reduction from former currencies. Woollens: Although some little business has been passing, no improvement or special changes have come about in the market, and the previous low prices and unsatisfactory state of affairs continue to rule. Metals: Soft Bar and Hoop Iron are wanted at improved rates. Iron Wire is in full supply, and has declined. Lead, in the absence of demand, is weaker. Common grades of Tin command last figures, but best chops have given way in value $1 to 1.50 per picul. Stocks of Tin Plates are large, and prices weak. The market for Quicksilver is firm, and the article is easily saleable at quotations. Coal: Arrivals have been 2,184 tons of Cardiff and 970 tons Sydney, all to consumers. Sales have been 600 tons Sydney, at $6.20; 798 tons Cardiff, at $7.75; and 450 tons English (ex godown), at $7.50 per ton. Ginseng: Under the influence of diminishing supplies, and an increasing inquiry, the market is firmer, and the holders of present stocks are demanding advanced figures. A sale of 30 casks Crude at $142 per picul is reported. The following were the current quotations:—English, Nos. 16 to 24, per bale, $140 to 145; 28 to 32, $145; 38 to 42, $170 to 180; Grey Shirtings, 7 lbs., per piece, $2.57½ to 2.62½; 8¼ lbs., $2.85 to 2.90; 9 to 10 lbs., $3.25 to 4.05. White Shirtings, $3.60; Fine, $4.25 to 4.65; T-Cloths, 6 lbs., 32 in., $1.95 to 2.10; 7 lbs., $2.10 to 2.40; 8 to 8.4 lbs., 36 in., $2.65 to 2.75; Grey Twills: English, 14 to 15 lbs., $4.45 to 4.45 per piece; American, 15 lbs., $4.90 to 5; Dutch, 14.8 to 15 lbs., $4.50 to 4.60. Long Ells: Scarlet, $7 25 to 7 50 per piece; Assorted, $7 20 to 7.40. Blankets, Assorted, $0.42½ to 0.47½; Camlets, SSS, $13 to 13.50; SS, $14.50 to 15; S, $16 to 17; Dutch, $25 to 27; Iron Nail Rod, $2.35 to 2.50; Lead, L.B., $6.45 to 6.50; W.B.,$6.60 to 6.65.

BATAVIA.—Maddapollams: Dutch White, 5/4 scarce; small sales of 6/4 at quotations; 7/4 without inquiry. Grey: Sales of 5/4 and 6/4 have taken place at quotations, demand somewhat weaker, notwithstanding holders are firm. Blue nominal. English: No improvement in demand. White Shirtings: Small transactions, prices unchanged. Grey Shirtings in some request.

SINGAPORE.—The following is derived from Messrs. Boustead and Co.'s report:—There has been a fair inquiry for Cotton goods in our market during the fortnight, and a moderate business has been done at about last rates. 39-inch Grey Shirtings: 8¼ lbs., although in but small demand immediately after the departure of last mail, have been again in request during the past few days, and supplies are now limited, sales at $3 to 3.05.; 7 lbs., rather more inquired for, and worth $2.52½ to 2.55.; 6 lbs., quiet at $2.10 to 2.12½. 45-inch, quiet at unaltered rates. 36-inch White Shirtings: Common and Medium continue in good request, fair sales reported but at rather lower rates. 64-reed worth $3.05 to 3.10, finer descriptions very dull, and values nominal. 45-inch saleable at $3.80 to 3.85. 45-inch White Cambrics: 24s saleable to a moderate extent at $20, other descriptions dull. 15s and 16s placed at $32 to 32½, according to quality. 36-inch White Spots and White Brocades, out of stock and wanted. 30-inch White Maddapollams, in full supply and but limited demand, worth $21 to 21½. 33-inch Imitation Irish Linens much wanted, supplies placed freely at $2.15 to 2.17½. 32-inch Grey T-Cloths: 4¼ and 5 lbs. in rather better request; sales at $1.45 to 1.47½ for the former and $1.55 for the latter. 6 lbs. worth $1.85 to to 1.90, 7 lbs. $2.05 to 2.15; demand for the latter weights limited. 32-inch Grey Maddapollams quiet at last rates. 30-inch Grey Drills: Both Dutch and English descriptions unsaleable, values nominal. 32-inch Turkey Red Cambrics in but very limited request, no change in values. 2 lbs. 12 oz. worth about $2.40 to 2.45, 3 lbs. $2.50 to 2.55. Grey Yarn: 18/24s quiet, prices irregular, low quality placed at $120 to 121. Mock Water at $127. 30s met purchasers at $138, 40s in demand at $148 to 149. Coloured Yarns: Turkey Red in some inquiry, 12 lbs. Glasgow Dye 40s placed at $154 to 155; other descriptions quiet. Imperial Red sold $74 to 75, in only small inquiry; Green, much wanted at about last rates; Yellow and Orange very dull. Metals: Copper Sheathing placed at $25½, Yellow metal at $21½; lower prices would be accepted for any quantity; Iron is rather more inquired for, but without improvement in values; sales of small-sized Nail Rods at $2.35 to 2.40, and of large-sized Govan Flat Bar at $2.45 to 2.47½ per picul; Pig Lead continues to decline, LB and WB on the spot obtainable at $6.15 to 6.20; Tin Plates unaltered.

PENANG.—Grey Shirtings, 6 lbs.: No sales reported; 7 lbs., small sales at $51 to 52; 8¼ lbs., at $61½ to 62 per corge; in 45-inch no transactions. Grey Long Cloths in moderate inquiry, but there being no stocks of the weights required, there had been no business done. Light weights most wanted. Grey Madapollams quite inactive; no sales reported; quotations nominal. Grey T-Cloths in restricted inquiry; moderate sales of 5 lbs. at $31½ and 32, of 6 lbs. at $38½, and of 7 lbs. at $43 per corge. White Shirtings of the finer qualities continued very dull; small lots disposed of at about former prices, according to quality. Low qualities mostly in request. White Cambrics: Very little business done; sales effected of low quality at $22 to 27, and of Nos. 15 to 16 at $31¾ and 32½ per corge. Grey Sheetings very quiet, sales at $88 and $98 per corge. Dyed Goods: The only sales had been of Turkey Red Cambrics, 3 lbs. at $51½, 2 lbs. 8 oz. at $46, and of Sarongs and Handkerchiefs at prices according to quality. In other coloured goods no business. In Yarns a very limited business. Sales of Grey Mule, No. 40, at $146 to 148. Turkey Red, No. 40, at $143 to 144, and of Imperial Red, No. 40, at $78 per bale. Metals: The only sales effected had been of Nailrod Iron at $2½ per picul, and of Yellow Metal, to a small extent, at $21¼ per picul.

STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

TEA.

SHANGHAI.—Black: The business had again been very trifling; only two chops settled at former rates. Settlements for the fortnight, 429 chests; re-shipments on owners' account, 528 chests; stock, 10 chops, or 4,000 packages. Green: There had been a fair demand, and settle-

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ments have been made to the extent of 10,479 half-chests, principally common Teas, at prices which in some instances showed a slight advance on last mail's quotations. The market was cleared of all fair to good Teas, and the stock consisted of 6,467 half-chests common Moyune and Shanghai-packed leaf. Quotations: Moyune and Teenkai, Tls. 30 to 39; Fychow, Tls. 22 to 34; Shanghai-packed, Tls. 19 to 29. Settlements for the fortnight, 10,749 half-chests; re-shipments on owners' account, 311 half-chests; stock, 17 chops, or 6,467 half-chests.

CANTON.—There had been some settlements at prices showing little, if any, alteration. Teamen had not made sufficient concessions to induce foreigners to purchase more than a few small parcels of the better descriptions on offer, and the bulk of the settlements were shipments made on native account. The following is the business reported during the interval:—Scented Orange Pekoe, 700 boxes, at Tls. 22.50; Scented Caper, 500 boxes, at Tls. 18.0; Canton Gunpowder, 3,000 boxes, at Tls. 12.0 to 20.0; Canton Imperial, 450 boxes, at Tls. 15.0 to 16.0.

SILK.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular, dated March 29:—For the French mail, which left here on the 23rd inst., the business amounted to 617 bales, at rather higher prices for all descriptions, and with 500 more for the present steamer, settlements for the fortnight amount to about 1,100 bales, leaving an unsold stock of about 300 bales. Prices all round show an advance of fully Tls. 5, in addition to which exchange is 1d. higher. Tsatlees are remarkably scarce, and as there is little, if any, more of this description to be received from the country, holders are very strong. Koo-fong-sing's, chop third, has been placed at Tls. 600, and Blue Flags at Tls. 570; purchases of market sorts are so irregular that no leading quotation can be given. Hangchow Tsatlees have been taken up to Tls. 475, equal 25s. 3d. In Taysaams, Chincums rule about Tls. 5 higher, but for Kahings and Long Reels about Tls. 10 advance has been paid. In Hainins the better classes are scarce, and command full prices, Tls. 510 being wanted for No. 2 Fatmow, whilst the lower qualities are not so firmly held. Re-reeled Hainins have again attracted considerable attention, and a moderate quantity of Thrown Silks also go forward.

CANTON.—There had been a change in the weather, favourable to the prospects of the coming crop. This cause had operated somewhat upon silkmen, and prices had become rather easier under the slight inquiry existing for such parcels as were on the market. A decline of $10 per picul had been established, and holders were rather more desirous to sell, but did not press their stocks, the quality of which was, as a rule, not as good as the demand required, and prices were still higher than buyers were willing to pay. Settlements had been small, excepting for India. Quotations:—Tsatlee, best selected, $565 to 570 per picul; do., No. 1 and 2, $520 to 535 per picul; Loong Kong, best selected, $565 to 575 per picul; do., No. 1 and 2, $520 to 540 per picul; Kow Kong, No. 3, $500 to 505 per picul; Re-reeled Cumchook, best selected, $570 per picul; do., No. 1 and 2, $555 to 565 per picul.

JAVA AND STRAITS PRODUCE.

BATAVIA.—Arrack: Nominal, in less request. Cubebs: crop finished. India Rubber: Scarce. Gutta Percha: Scanty supplies, and wanted. Rattans: Wanted. Tin: An auction of 5,000 piculs is advertised for April 6. Mace: Sales very scarce, and wanted. Nutmegs: In good demand, and scarce. Cloves: Dull of sale. Coffee: Average price of auction sale at Padang of f.16,400 piculs No. 1, 800 piculs No. 2, averaged f.14.81½ per picul. Sapanwood: Government sale of 3,260 piculs Bima, averaged f.3.60 per picul. Sugar: Nominal, no stocks.

SINGAPORE.—Malacca Tin: There had been little demand for China, only 450 piculs taken for that market at $29; 1,600 piculs placed at $29 for shipment to America. Gambier: About 18,000 piculs engaged for, chiefly at $3.15 to 3.10; at the close, tonnage being scarce, and freights having advanced, it was offered at $3.05. Black Pepper Purchases made at $8¼, dealers asking $8½. White Pepper: Large sales at $12 to 11½, according to quality. Sago Flour: An arrival of 2,100 piculs Sarawak brought $2.42½; small sales of Siak at $2.40 to 2.35. Pearl Sago: Large contracts at $3.80 to 3.10. Tapioca: Sales of Flake and Pearl at $4¼. Buffalo Hides in request at $10¾ to 11. Gum Damar in less inquiry; a sale of 60 piculs at $15½ to 14¼. Rattans exceedingly scarce, and much wanted. India-rubber: An arrival of 80 piculs taken at $43½. Gutta-Percha: Arrivals of first quality taken at $100 to 106. Camphor: Stocks on the market offered at $18¾ without buyers. Cassia Lignea out of supply. Cubebs: Stocks very small, worth about $7. Coffee: No transactions; stock very small, and nominally $12¾. Nutmegs: An arrival of 200 piculs on the market not yet placed; price nominally $50. Mace: None on the market.

PENANG.—Pepper had advanced gradually from former prices to $8.50 and 8.60 per picul—the latter price being paid both for; immediate delivery and to arrive, for Black Pepper of West coast origin. White Pepper offering at $10 to 11 per picul, but no purchases registered. Purchases of Tin were not of much importance, nor did the price vary much from last quotations until after the arrival of the mail from England, when prices rose as high as $29.65, which may be considered as the closing price. Sugar continued in brisk demand, large contracts for India at $6½ for ordinary White No. 1, $5 for No. 2, and $4½ for No. 3. Some extra No. 1 disposed of at $6.60 per picul. Gutta Percha in small supply, an arrival of No. 1 at $98 per picul. India Rubber also increased in value and secured at $40 to 41 per picul. Hides and Horns not in much supply, and prices remain at nearly the same rates as last advised. Mace not much offering; only one purchase reported of No. 1 at $88 per picul. Nutmegs in weak enquiry, only a moderate quantity bought of 65 per lb. at $96; 80 per lb. at $60; 110 per lb. at $58. Holders at the close were offering to sell at a slight reduction on those rates. Fish Maws scarce, small quantities taken at $73½ to 74 for whole. Cloves not in much supply; Penang growth taken at $22 per picul.

SETTLEMENTS OF TEA AT SHANGHAI.

From 1st June to 26th March, Season 1869 to 1870.

BUYER.	BLACK. Chests.	Re-shipments. Chests.	GREEN. ½-Chests.	Re-shipments. ½-Chests.
Adamson, Bell, and Co.	15,184	6,890	80,811	1,268
Ashton and Co.	—	1,519	—	—
Birley, Worthington, and Co.	36,667	2,309	29,269	4,744
Blain and Co.	23,147	5,630	7,235	1,725
Blum Bros. and Co.	1,320	—	9,068	—
Bourjau, Hubener, and Co.	644	2,458	524	—
Brand, Monro, and Co.	7,777	—	—	—
Bull, Purdon, and Co.	6,484	529	673	—
Butterfield and Swire	15,442	4,468	496	—
Chapman, King, and Co.	6,653	596	901	—
Dent, Alfred	2,722	14,172	—	—
Dickinson and Co.	1,247	992	—	—
Frazar and Co.	—	—	5,300	—
Gibb, Livingston, and Co.	1,135	7,122	10,285	686
Gilman and Co.	17,181	3,896	34,023	—
Glover, Dow, and Co.	12,796	1,932	3,277	1,419
Hargreaves and Co.	875	—	728	—
Heard, Augustine, and Co.	16,260	2,776	43,576	834
Hogg Brothers	12,428	6,015	3,224	—
Holliday, Wise and Co.	202	2,024	2,477	—
Jardine, Matheson, and Co.	9,640	3,636	12,923	4,306
Jarvie, J., and Co.	—	—	—	—
Lent and Co.	14,535	798	12,210	—
Little and Co.	6,499	634	58,002	—
Olyphant and Co.	2,976	607	65,547	3,149
Osborne and Co.	8,638	458	7,584	7,839
Overbeck and Co.	50,090	3,769	1,298	578
Overweg and Co.	18,259	6,838	—	—
Petrocochino and Co.	14,701	—	11,534	—
Pustau and Co.	320	—	—	—
Reid and Co.	13,104	3,800	14,799	676
Reiss and Co.	1,482	4,297	—	—
Rothwell and Co.	11,939	1,000	2,911	981
Russell and Co.	494	3,076	25,781	311
Sassoon, David, Sons, and Co.	496	3,073	—	—
Shaw Brothers and Co.	4,109	—	5,035	—
Siemssen and Co.	970	—	—	—
Smith, Archer, and Co.	—	—	13,069	—
Tate, J. P., Esq.	18,020	—	6,401	—
Thorne Brothers and Co.	12,581	10,838	15,484	1,329
Turner and Co.	—	8,675	—	—
Weston and Co.	6,529	5,687	1,417	766
By Sundries	85,407	7,278	4,472	—
	412,010	131,285	488,555	29,806

EXPORT OF TEA AND SILK, SEASON 1869-70.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to March 31, 1870	74573	71696722	49565984	1349918	15492784	138109921	41928
Corresponding period last season	731407	68689159	53399568	...	15790745	138610879	49167

Shipments Since:

Mar. 29 per Tigre (Fr. ml. str.)	From Shanghai, &c.	—	377*
Apr. 5 ... Emeu (ml. str.)	Do.	—	837

* Included in above total.

TO THE CONTINENT.

Date.							Bales.
From June 1 to March 31, 1870	...	...	...	...	...	4114550	16620
Corresponding period last season	...	...	...	...	...	4096139	19229

Shipments Since:

Mar. 18 per Paradise	From Hong Kong & Canton	38,520*	
— 29 ... Tigre (Fr. ml. str.)	Shanghai	—	744*

* Included in above total.

TO UNITED STATES.

Date.							Pcls.
From June 1 to March 31, 1870	...	...	...	...	...	38308240	932
Corresponding period last season	...	...	...	...	...	39167247	1601

Shipments Since:

Mar. 19 per Surprise	From Yokohama	994,164*	
— 21 ... Allendale	Foochow	489,800*	
— 21 ... New York	Shanghai	21,338*	15

* Included in above total.

TO AUSTRALIA.

From June 1 to March 31, 1870	13,176,241 lbs.
Corresponding period last year	16,781,399

Shipments Since:

Apr. 5 per Chelsea	From Hong Kong	118,320

TO GREAT BRITAIN.

	Tea—lbs.	Silk bale China & Japan.
From 1843 to 1844	51,022,600	... *
,, 1845 to 1846	57,334,200	18,604
,, 1850 to 1851	63,972,000	22,148
,, 1853 to 1854	77,327,800	61,280
,, 1855 to 1856	92,240,300	50,481
,, 1857 to 1858	76,990,255	68,315
,, 1858 to 1859	65,789,792	83,134
,, 1859 to 1860	85,560,452	64,169
,, 1860 to 1861	90,066,160	70,644
,, 1861 to 1862	109,854,040	79,199
,, 1862 to 1863	121,273,580	72,887
,, 1863 to 1864	117,463,596	46,603
,, 1864 to 1865	121,236,870	32,313
,, 1865 to 1866	118,333,042	62,890
,, 1866 to 1867	118,423,290	50,052
,, 1867 to 1868	116,890,430	57,449
,, 1868 to 1869	142,782,804	70,917

* Including the Continent.

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EXCHANGES, &c.

[For dates, see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	—s. 0d.	—s. 0d.	—s. 0d.
Shanghai ,, ,, ...	6s. 0½d.	6s. 0¾d.	6s. 1¼d.
Canton ,, ,,	4s. 5¾d.	4s. 5¾d.	4s. 6¼d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6¾d.	4s. 7d.	4s. 7¼d.
Manila ,, ,, ...	4s. 5d.	4s. 5½d.	4s. 5¾d.
Colombo ,, ,, ...	par to ¼ prem.	¾ to 1¼ dis.	¾ to 1¼ dis.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	303 to 304	224 to 225
,, Hong Kong	25⅜ to 26¼ dis.	—
Bar silver	111.5.0	8½ prem.
Mexican dollars	74.3.0	¾ to 1 prem.

Bons, at Yokohama, — to 350 per — dol

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 24; Old, 36½ per cent. premium.
Hong Kong Gas Company, 46 dols. per share.
Hong Kong and Whampoa Dock, 5 per cent. discount.
Union Dock Company, 40 to 45 per cent. discount.
China Traders' Insurance, 1,600 dols. premium.
Hotel shares, 65 per cent. discount.
Hong Kong and Macao Steamboat Company, 32 per cent. premium.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, March 22, Eliza Shaw, Mountain Ash; from Marseilles, 23, Stord.

At SHANGHAI.—From Liverpool, March 23, Duke of Abercorn; from Liverpool, 26, Ajax (str.).

At HONG KONG AND CANTON.—From London, March 28, Chu-Kiang (str.); from Boston, 24, Mutleh.

At MANILA.—From Liverpool, March 21, Trinidad; 23, Maria; 26, Olano.

At SINGAPORE.—From Sunderland, April 4, Queen's Own; from Liverpool, 10, Diomed (str.); from Hamburg, March 30, Carl and Auguste.

At PENANG.—From Liverpool, April 5, Diomed (str.); from Cadiz, 4, Verina Collet.

At BATAVIA.—From Rotterdam, March 8, Petronella, Jonge Cornelis; 31, Utrecht; from Amsterdam, 9, Australie, Betty; H.M. str. Java; 27, Wyk vaan Zee; 31, Telenak; from Shields, April 1, Susanna Johanna; from Liverpool, Hans.

DEPARTURES.

From YOKOHAMA.—(Mail not arrived.)

From FOOCHOW.—For New York, March 21, Allendale.

From HONG KONG and CANTON.—For Hamburg, March 19, Paradise; for New Orleans, April 3, Charles Auguste; for Peru, March 19, Italia.

From MANILA.—For London, March 27, Aggie M., Peter Joynson; for Liverpool, 20, Eliza; 23, Eugenie; for Falmouth, 25, Espana; for Cadiz, 20, Candida; for New York, 23, City of Agra; 26, Tewkesbury.

From SINGAPORE.—For New York, April 12, Lady Turner.

From PENANG.—For London, April 6, Onrust.

From BATAVIA.—For Holland, March 12, Mergy, Noach III., Dageraad; 15, Java Packet, Lanercost; 19, Gravenhage; 21, Cornelis Wernard Eduard; 24, Rotterdam, Triton, Duhlkarisa; 27, Lichtstraal; 29, Annie Storey, Anna M. Wilhelmina; 31, Maria Elise; April 3, Waterloo.

VESSELS LOADING.

At YOKOHAMA.—For New York, Brave, C. C. Leary.

At SHANGHAI.—For London, Shakespere; for New York, Bolivia.

At HONG KONG and CANTON.—For London, Clymene; for Peru, Providencia.

At MANILA.—For Liverpool, Tetuan, Jesus, Juliana, Amigos; for, Cadiz, Delia; for Cork, Khorayan; for New York, Volunteer, A. Richmond.

At SINGAPORE.—For New York, Carl and Auguste; for Boston, Clifton.

At PENANG.—None.

At BATAVIA.—For Rotterdam, Willem K der Ned, Aeroliet, Nieuw Waterweg II., Berzoekie; for Amsterdam, Estafette, Betty; for Channel, Maranon.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London £3; to New York £3 10s.—nominal.

At FOOCHOW.—There is no vessel on the berth for home.

At HONG KONG and CANTON.—To London, £2 10s.

At MANILA.—To Liverpool, £3 5s. for Sugar and £4 5s. for Hemp.

At SINGAPORE.—For London or Liverpool, £2 10s. dead weight and £3 light cargo is offering; to New York, £3 dead weight, £3 5s. light cargo.

At PENANG.—There is no vessel on the berth for home, and but little cargo offering.

At BATAVIA.—To Continent, Tobacco, f.60 to f.70; Sugar, f.75; Coffee, f.100; Tin, f.20.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Mar. 22	C. Wernard Eduard	Batavia	Rotterdam
,, —	Ziba	London	Yokohama
,, 23	Varios	Cronstradt	Amoy
,, —	Cathrine	Hamburg	Bangkok
,, —	Hans	Liverpool	Batavia
,, —	H. J. Havelock	London	Singapore
,, 25	Lizzie	Macao	Falmouth
,, —	Telenak	Amsterdam	Sam. via Bat.
,, 26	Rotterdam	Batavia	Rotterdam
,, —	Professor	Cardiff	Order
,, —	Bengah	Bordeaux	Singapore
,, —	Falton	London	Shanghai
,, —	Hydra	Hamburg	Hong Kong
,, —	Penguia	,,	,,
,, —	Triton	Batavia	Rotterdam
,, 28	Antrim	Ilo Ilo	England
,, 29	Utrecht	Rotterdam	Batavia
,, 30	Great Admiral	Manila	New York
,, —	Ann Adamson	Saigon	Havre
April 3	Noach I.	Rotterdam	Batavia
,, 4	Sooloo	Boston	,,

REPORTS AND CASUALTIES.

AT HONG KONG.

William Miller, British steamer, reports:—Left London Dec. 30th; passed Downs Dec. 31st; arrived at Port Said Jan. 16th; left Suez Jan. 29th; arrived in Yembah Jan. 23rd; sailed same day, and arrived at Aden Jan. 29th; arrived in Colombo Feb. 10th; went to Galle and left Feb. 16th; arrived in Penang Feb. 27th; in Singapore Feb. 29th; left on March 5th, and arrived at Labuan 10th; left on 19th and arrived in port of Hong Kong on 26th; all well.

SINGAPORE.

Captain Crompton, of the Diomed, reports:—Left Liverpool on the 22nd Feb., and arrived at Port Said on the 9th March, after a run of fifteen days. Left Port Said on the 10th, and entered the Canal. Anchored for the night at Ismaila, and on the 11th went on to Suez. The passage of the Canal occupied only fifteen hours running time; the Diomed drawing twenty feet of water, there was no difficulty in passing, though she grazed the bottom two or three times, having got slightly out of the centre of the channel. The Diomed, the pilots assured Captain Crompton, was the deepest laden vessel that had yet passed through without having to discharge cargo. Left Suez on the 13th March, and had strong head winds till arrived at Penang, on the 5th April. Left Penang on the 8th April, and arrived at Singapore on the 10th.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 14, at London, from Sarawak, Otter; —, from Ceylon, Thomas Bell; 14, at Liverpool, from Rangoon, Inkerman; 13, at Nieuwe Diep, from Foochow, Ensign; off Dover, from Batavia, for Holland, Kandanghauer; 16, at Falmouth, from Manila, for Liverpool, Hope.

DEPARTURES.—May 14, from Liverpool, for Singapore, China, &c. (via Suez Canal), Nestor (str.)

LAID ON.—At Liverpool: For Yokohama, Nagasaki, and Hiogo, Carioca; for Manila, Catalina; for Penang, Singapore, Hong Kong, Shanghai (via Suez Canal), Hipparchus (str.). At Glasgow: For Batavia and Sourabaya, County of Forfar.

SPOKEN.—English ship, showing 3rd d.p. No. 8,592, Hong Kong to London, 72 days out, March 24, 2 S., 21 W.; Saguenay (English ship), Java to Amsterdam, May 1, 49 N., 23 W.; Konigin Augusta, Liverpool to Batavia, March 23, 1 N., 20 W.; Helmi, Batavia to Falmouth, Jan. 27, 21 S., 75 E.; Robinsons, Colombo to London, 95 days out, April 23, 37 N., 40 W.; Walcheren, Padang to Rotterdam, April 27, 45 N., 29 W.; Johanna Christina, Java to Amsterdam, May 4, 44 N., 26 W.; Safeguard (Spanish barque), Manila to Liverpool, 154 days out, April 26, 42 N., 32 W.; Figris (?), Batavia to Rotterdam, May 10, 50 N., 5 W.; Ampthill (American barque), Batavia to Rotterdam, 55 days out, March 10, 24 S., 14 E.; Home, Foochow to New York, March 11, 23 S., 2 E.; Guayamas, Macao to Hamburg, April 19, 34 N., 41 W.; Laurens Koster, Sourabaya to Rotterdam, May 4, 51 N., 17 W.

MISCELLANEOUS.—The report of the arrival at Deal on the 13th of the Goldfinder, Higgins, from Rangoon, was erroneous. At St. Helena, March 30, Kosmopoliet, from Batavia, and sailed 31 for Amsterdam; April 2, Joseph Hambro, Moller, from Foochow, and sailed 2 for Falmouth; 3, Mary Spencer, Ditchburn, from Singapore, and sailed 5 for Liverpool; 7, Joaquina Vittoria, Urutia, from Ilo Ilo, and sailed 8 for Falmouth; 12, Hermon, Duthie, from Singapore, and sailed for the Clyde; Landbouw, Sissingh, from Banjoewangie, and sailed for Rotterdam; Cornelia, Walker, from Sourabaya, and sailed 13 for Amsterdam; 13, Figaro, Schultz, from Foochow, and failed for Falmouth; City of London, Emerson, from Colombo, and sailed for Havre; Isabella Johanna, O. Brink, from Sourabaya, and sailed, 14, for Rotterdam; 15, Dagmar, Hansen, from Sourabaya, and sailed for Falmouth. Off St. Helena, March 28, City of Perth, from Shanghai, for New York; April 3, Alexander Stewart, from Coloombo; 6, Portland, from Foochow, for London; 10, L. W. S. H. (s.c.) (English brq.), from Colombo, for London; 12, Belle of Southesk, from Singapore, for Falmouth; 13, Salisbury, from Colombo, for London; 13, Glenlyon, from Singapore.

LATEST TELEGRAMS.

JAVA.

(RECEIVED VIA GALLE, MAY 6.)

BATAVIA, APRIL 23.—Coffee without business; Sugar, No. 14, f.14.50

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to f.15; Gum Damar, f.38 to f.40; Indigo, f.5½; 5,000 piculs Billiton Tin were sold at f.71⅜. Manufactures dull. Freight to Holland, f.90. Change on Holland, f.100½ to f.101.

Departures: Baron van Heemstra, Jacoba Helena, Maria Catharina, Francina Wilhelmina, Maria Louisa Antoinette, Zeenimph, Gebroeders van der Beek, Stad Leyden. Arrivals: Fop Smit, Nederland.

CHINA.

(RECEIVED VIA KIACHTA, MAY 15.)

(GRANT'S TRANSMONGOLIAN CIRCULAR.)

SHANGHAI, APRIL 29.— Silk quiet; export (China and Japan) from commencement of season, 53,900 bales; stock, 300 bales coarse silk. Shirtings, firm; Dewhurst's Eagle, Tls. 2.30. Exchange on London, Bank bills, six months, 6s. Telegrams by Grant's line, dated London, April 4, arrived at Shanghai twenty-firth (? 21st or 25th) April.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BULMER—On the 7th May, at The Warren, Loughton. Essex, the wife of John Bulmer, Esq., of a daughter.

CAMPBELL—On the 17th April, at Borella, Colombo, the wife of George W. R. Campbell, Esq., inspector-general of police, of a daughter.

CAREY—On the 12th April, at Darley House, Colombo, Ceylon, the wife of Laurence St. G. Carey, Esq., of a daughter.

GUBBAY—On the 19th March, at Shanghai, Mrs. M. S. Gubbay, of a daughter.

HITCHCOCK—On the 21st March, at the Albany, Hong Kong, the wife of E. A. Hitchcock, Esq., of a daughter.

LOUREIRO—On the 24th March, at Nagasaki, the wife of Jose Loureiro, Esq., of a daughter.

OWEN—On the 23rd March, at Shanghai, the wife of the Rev. George Sydney Owen, of the London Mission, of a son.

RUSSELL—On the 7th May, at Westow Lodge, Nunhead, S.E., the wife of H. Vernon Russell, Esq., R N., China, of a son.

SATOW—On the 5th May, the wife of David Satow, Blackheath, of a son.

MARRIAGES.

MACKENZIE—HOGAN.—On the 19th March, at Shanghai, first at H.B.M.'s Consulate, and afterwards at Union Chapel, by the Rev. James Thomas, John Mackenzie, of Rosshire, Scotland, to Miss Stella Hogan.

TOWNLEY—DALY.—On the 11th March, at H.B.M.'s Consulate, Yokohama, Frederick Townley to Annie Emily Daly.

DEATHS.

BUSHELL—On the 11th May, at Talbot-road, Bayswater, Emily, wife of George Bushell, Esq., of Singapore, in her 31st year.

FARNHAM—At the South Gate, Bertha, youngest daughter of the Rev. J. M. W. Farnham, aged two years.

LINDSAY—On the 6th May, at 34, Kildare-terrace, Westbourne-park, Hugh Hamilton Lindsay, Esq., aged 71.

MALONE—On the 24th March, at Hong Kong, Mrs. Katherine Malone, aged 28 years.

MORAN—On the 22nd March, at Hong Kong, Elizabeth Moran, the wife of Nicholas Moran, master of the British barque *Nile*.

"THE JAPAN LOAN."

(To the Editor of the *London and China Telegraph*.)

SIR,—With the exception of an article on the above subject which appeared in the columns of the *London and China Telegraph* of the 2nd instant, the comments in the public journals, however prudent or cautious, have been confined to vague generalities, or to expressions of opinion founded upon unexplained bases which must be anything but satisfactory to that portion of the money-lending public who have been tempted to part with their cash by an interest of 9 per cent., and a security which appears satisfactory, though they can scarcely satisfy themselves it is so.

Up to the present time the papers published in Yokohama have a most limited circulation in London; the names of the public journals are possibly unknown, except to a few persons who have relatives in that country, and who save their postage stamps by sending a newspaper instead of a letter, or a few merchants who restrict their reading of such journals as they may receive to the quotations of staple imports, or the prices and exports of silk. Under these circumstances, therefore, it is by no means surprising that want of reliable information has restricted the channels of public comment, since there are so few positively acquainted with many of the collateral circumstances connected with this Loan, or with a knowledge of the political position of Japan—its financial difficulties, its monetary needs, or its mode of dealing with foreigners under peculiar and exceptionable circumstances.

To a few, however, who have somewhat closer relations with Japan, and the advantage of having for some years resided in that country, the case is very different; such can see the weak points in connection with this Loan, and the insecurity of its guarantee. For such, from personal experience, as well as from the written record—know that the Japanese have scarcely yet constructed the edifice of their new Government—are still suffering from the revolution which brought it about—have so debased their coinage, that the relations between the people and the new Government are materially jeopardised, and that the very limited revenue collected at Yokohama is not sufficient for the urgent needs of the impoverished officials at Yedo, and therefore most unlikely to find its way into the coffers of the Oriental Bank.*

Do the faithful, who have already paid their 20 per cent. of this Loan, know that such is the political, social, and financial position of the borrowers? Have they not been led into parting with their money by the respectability and standing of the parties who brought the Loan before the money-lending public of London; the unquestionable standing of the great money corporation which acts as their receivers; their *presumed* liability consequent on such connection, and the bold statement made by the promoters of the Loan that Mr. Horatio Nelson, C.B., has been appointed commissioner for its negotiation in this country?

The public are led to believe that much of this Loan is taken up, not by mere speculators on the Stock Exchange, but by parties unconnected in many cases with business, who have forgotten that a high interest is but another name for bad security, and who have invested their money in an adventure which, in spite of the promptitude with which the first call has been met, was on the same and subsequent days quoted at 3½ discount, and heavy at quotations.

The Loan is fortunately of small amount; it is presumed to have been taken up in good faith by some to whom a loss will be of moment, and it is in the interest of such, and before further mischief has been made by the payment of the next instalment, that this letter is written—if such doubts as at present exist in the writer's mind are cleared away, the better for all the parties concerned, if they cannot be removed, then much trouble, vexation, and loss will be saved to those who have committed themselves so far, but whose money must be returned to them unless the demand which this letter makes is complied with, and the very simple and necessary documents required are promptly supplied.

To revert to the standpoint from whence this business has been started, in the prospectus issued by Messrs. Schroder and Co. the following points are broadly stated:—

1st. That Messrs. Schroder and Co. are authorised by Mr. Horatio Nelson Lay, C.B., to receive applications for this Loan.

2nd. That Mr. Horatio Nelson Lay, C.B., is the Special Commissioner for this business, duly authorised by the Imperial Government of Japan.

3rd. That the Imperial Government has conferred upon the above-named gentleman full powers for raising the Loan on its behalf.

4th. That the said Government has set aside the whole of the proceeds of the Customs revenue as security for payment of interest and loan, and the collateral security of such revenue as may arise from railroads at present unconstructed.

And, lastly, that the general bond has already been signed by Mr. Horatio Nelson Lay, C.B., on behalf of the Imperial Government, and *will be* deposited *with the original edicts* at the Bank of England.

I have carefully perused the columns of the *Japan Herald*, published at Yokohama, and which publication is the official organ as well of the Japanese as the English Government, and I can find no edict published in that paper either that Mr. Lay has been so appointed or that the Japanese Financial Minister has announced either to the Superintendent at the Customs-house, or to H.B. Majesty's Minister the hypothecation of the Customs revenue; nor has even any public announcement been authoritatively issued, that the concession for the construction of the railways has been permitted by the Government to run through their territory—omissions singularly at variance with the usual absolute correctness of the Japanese in such matters.

The writer well knows how chary the Japanese Government are of granting official rank to foreigners; he is also aware that when they have so done they are most clear, business-like, and explicit in the commissions which they place in the hands of those foreigners they elect to serve them, and in the announcements which they forward to the Foreign Consuls and legations of the appointments which they have made.

It is the more surprising that none of the Japanese documents which necessarily have been issued by the Government have been translated and printed in the *Japan Mail*, of which paper Mr. H. N. Lay, C.B., is the chief, if not the sole proprietor. The documents, and the true translations of them, duly certified by the linguists attached to H.B.M. Consulate at Yokohama, are doubtless, however, in Mr. H. N. Lay's possession, and should forthwith be laid by the promoters of the Loan before the present scripholders. Such documents are, when issued, always written in the native language, signed by the particular authority issuing them, and stamped by his official seal; this signature and seal are well known at the offices of the British Legation and Consulate, and for the purpose of the present business would probably be stamped the following important issues:—

1st. The notification that the Government of Japan had granted to Mr. H. N. Lay, C.B., the concession for the construction of certain railways.

2nd. That they had authorised and commanded the Treasurers at the various Treaty Ports to pay to the Oriental Bank Corporation, or the Manager thereof at such places, the revenue thereat collected.

3rd. That the Japanese Government had appointed Mr. H. N. Lay, C.B., to be their commissioner and representative in England for the raising of one million sterling, to be disbursed in England or elsewhere, for the construction of the railways so granted to be made.

And lastly, the document whereby they had duly authorised Mr. H. N. Lay to sign on their behalf the general bond which *is to be* deposited at the Bank of England, a document I would remark *en passant*, which few in London either inspect or understand, and which must be a profound mystery to the most enlightened and astute of the Japanese officials.

* The deficit of revenue by last telegram is over two millions sterling.

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Mr. H. N. Lay has doubtless these documents in his possession (for what negotiator would travel without full credentials?), and translations made by the linguists of Her Britannic Majesty's Consulate at Yokohama; should the originals only be in the possession of that gentleman it will be unfortunate, for there are not three linguists in all England who are qualified to translate—with certainty, and as experts—a Japanese official document written in the native character; and in the absence of such certified translations understandable by those who are subscribing their money, it is clear they are lending a large sum to the risk of a single life, without the slightest commitment of the Government itself to whom that money has been loaned.

When these documents have been placed before the public, the Japanese Loan, with subscribers which all are led to believe are of the highest respectability, with a call fully paid for the entire number of shares to be issued, will no longer remain at its present anomalous quotation, but at its intrinsic value of 2 to 2½ premium.

Should they not be forthcoming, the public will have but themselves to thank for any loss they may sustain, should any political convulsion shake Japan to its centre at any time during the next thirteen years, and scatter into thin air the million sterling (or any residue thereof) which they have so heedlessly undertaken to lend.—I remain, Sir, your obedient servant,

May 16, 1870. A LATE RESIDENT IN JAPAN.

ROYAL GEOGRAPHICAL SOCIETY.

MR. SWINHOE ON THE YANGTSZE.

At the meeting of this society, held on the 9th inst., in the theatre of the Royal Institution, Albemarle-street, Sir Roderick Murchison in the chair, a paper was read by Mr. R. Swinhoe, late Her Majesty's Consul at Formosa, describing a journey up the Yangtze-Kiang river from Hankow to Chun-King, undertaken by him at the instance of the Shanghai Chamber of Commerce, with the object of ascertaining the navigability or otherwise of that river above I-Chang. Having proceeded from the Tung-ting Lake early in April last year, without any material obstacle, as far as I-Chang, it was thought imprudent to attempt the rapids above that place in the small steamer *Faust*, which had been towed up for that purpose, and therefore a junk was hired to take Mr. Swinhoe and party as far as Chung-King. They did not get beyond Chung-King-fu, which was reached on the 12th May, where they were well received and visited by merchants, who presented them with samples of native goods, and were anxious for trade. While there he visited the monastery of the Great Buddha, and saw the gilt giant idol to which veneration was paid by the sailors. In the province of Se-Chuen he ascertained that after the winter gathering of opium, rice, millet, tobacco, and beans were successfully cultivated. The river itself appears to be scarcely navigable from I-chang to Kwei-fu, the rapids being great and the river dangerous from the sudden rocks and shifting bottom. On returning to I-chang, Mr. Swinhoe found the river much swollen, and some of the rapids easily navigable, while other rapids had arisen. Captain Stokes had no difficulty in taking his vessel back to Hang-how, and Mr. Dawson, who remained at I-Chang in the *Opposum*, reported that steam navigation could not be carried on above that place on account of the rocks, the rapids, the total absence of anchorage-ground, and the shifting bottom; the lead gives no warning of the sudden danger of rocks. Between I-Chang and Hankow there is about seven feet of water from April to September. The Chinese navigate their vessels by hugging the deep banks, and anchor to stumps or piles driven into them. There is coal near I-Chang of anthracite character, requiring great furnace surface for proper ignition.

The Chairman, in thanking Mr. Swinhoe for his valuable contribution to our knowledge of Chinese rivers, referred to the difficulties of laying down charts in waters the upheavings and downcastings of whose beds were so constant and changeable.

After a few remarks from Admiral Collinson, who spoke with satisfaction of the expedition of 1842,

Mr. Cooper said he thought the difficulties of the navigation had been over-estimated in these days of engineering skill; and he mentioned that the river beyond Chung-King becomes wider and quieter, but at Su-Chow was an impassable rapid in a gorge. When once above Chung-King there was a good course up a tributary of the Yangtsze-Kiang into the province of Se-Ghuen, which has a fine and equable climate; and, in reply to Mr. Campbell, he stated that he had no apprehensions that the Chinese opium would interfere with our Indian trade in that drug.

Dr. Lockhart thought the coal discoveries even more important than the river explorations, and hoped that India would be supplied with Chinese coal. Admiral Hall and the Chairman finished the discussion with spirited allusions to the famous "Nemesis," and a paper was then read by Mr. W. A. Whyte, describing in the most graphic and interesting manner his journey across Mongolia, from Tientsin to Kiachta, on the borders of Siberia. Leaving Tientsin with one companion on the 16th October, 1869, he passed through Peking, which he described as poverty-stricken and wretched, and arrived at Kalin, on the edge of the desert, on the 22nd. The temperature was only 22 deg. Fahrenheit, and the elevation 2,400 above the sea level. Having made the necessary preparations, he proceeded across the desert, which is from 2,400 to 5,000 feet high—a plateau without vegetation. After enduring many privations, and being under no shelter for twenty-three days, he entered Kiachta, the temperature being 40 deg. below zero. The course taken was through Tsaryan Angarik to the river Tala, a tributary of the Selinga, thence to Mainai-Chin, a Chinese town, to Kiachta. Mr. Whyte met with genuine kindness from some of the natives, who appear in marked contrast to those in the towns. They wander about from place to place with their cattle, obeying no laws and paying no taxes.

Dr. Lockhart combated Mr. Whyte's notion of Peking and China, and said that a country with universities, with 10,000 students, with buildings that would compare with any—a country with a race of scholars, a competitive examination system and promotion to higher posts by literary merit—was not to be disparaged on account of a few signs of dilapidation.

THE ROTTERDAM BANK.

(FROM OUR ROTTERDAM CORRESPONDENT.)

The Rotterdam Bank has published its annual report. From the communications made by the managers, I learn that every possible means have been taken to reinstate the Bank in a healthy position. The engagements in stocks and shares have been entirely liquidated, and transactions upon them will in future only be entered into for account of customers; the object being to limit the business of the Bank strictly to legitimate banking business. The last year, which commenced with a deficit of f.156,551.12, and an entire reorganisation of the statutes of the Bank and of the board of directors, must evidently be considered as a period of transition, and as such the result cannot fail to give satisfaction. Not only has this deficit been extinguished, but a sum of florins 370,526.49 has been set aside towards reducing to their fair value the different assets originating from the claim against the bankrupt firm of Messrs. B. J. van Eck and Co., of Sourabaya, which assets, according to the opinion expressed by the Commissioners in their former report, and confirmed by the actual Board of Managers, figured for a too high amount in the balance of last year. The net profits are absorbed by these reductions, and leave only a balance of f.1,565.11, an amount, of course, too small to divide amongst the shareholders. I further learn from the report that an amount of f.1,500,000 of the Bank's capital is administered exclusively by the Batavia agency, and that upon the remainder working in Europe, taking into consideration only the operations of last year with its profits and losses, a net income of about 8 per cent. has been earned. Taking in the same way the operations of last year separately, the Batavia agency has worked very profitably; but, as before stated, the profits have been more than absorbed by the reductions made upon the valuation of the assets of last year.

The terms of the new statutes rendering a re-organisation of the Batavia agency necessary, M. Casters, one of the directors, started for Java, with the object of making a preparatory report upon the state of affairs there. The managers intend at all events to maintain the position of the Bank in the commerce between Holland and India, but they will restrict the circle of their operations to legitimate banking business, the same as in Europe. There are two ways in which this reform may be effected, namely, to maintain the agency, but with a simpler working, or to transfer the business to a local bank in Java. Negotiations are being made to ascertain in what manner the last-named reform may be applied. In July next it will be known whether these negotiations will have led to a final arrangement. With regard to this point, the managers call attention to the circumstance that this arrangement will leave the directors free, while abandoning their Batavia agency, to maintain at the same time their position in the banking transactions of every kind between India and Europe, and that should they finally determine upon this course, the transfer would be on the basis of the actual valuation of the assets, and a sum of about one million, which is now employed in the liquidation of the above-mentioned claim against the firm of B. J. van Eck and Co., would become free to be employed in the proper business of the Bank. The commissioners speak in the highest terms of satisfaction respecting the prudence, activity, and the caution displayed by the directors; and, indeed, the general opinion is that the "hard times" have now finally ceased for the Bank of Rotterdam. The annual meeting of shareholders will take place on the 23rd inst.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, May 11.

H.M. the Queen has returned unwell from Amsterdam to the Hague but her condition is not one of danger. The King is at *het Loo*, and the Hague papers assert that Prince Alexander will soon take up his residence at Leyden, where he will become a student at the University of that town. Prince Henry has started for Luxemburg, and opened the Sitting of the Chamber with a Speech from the Throne, in which he stated that the political horizon is quite without clouds. I have already assured you that there was no foundation for the report, originated by the Hague correspondent of the *Temps*, of an impending political complication in that duchy. The Conservative papers are still busy speculating upon a coolness arising between Holland and Belgium, because the Belgian Cabinet has augmented the import duty upon spirits in opposition to the existing treaties. Without the least doubt the Cabinet will be interpellated thereupon, and it is not improbable that Mr. Roest will be thrown into a difficult position. The rumour that Mr. Thorbecke will retire from the political stage—which

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was spread by the *Nieuwe Goessche Courant*—is contradicted by the *Asser Courant*. You are aware that Mr. Thorbecke is now M.P. for the capital of the province of Drenthe.

Up to this moment the *Staats Courant* has not published the information that the definitive concession has been granted by our Government to construct a telegraphic communication between Singapore and Australia through a part of the territory of Netherlands-India, with permission to land a cable in the neighbourhood of Batavia, on the east coast of Java. This creates much astonishment, because it was generally known that the 4th inst. was the day appointed by the Minister to decide the question.

Since the departure of last mail not one political event has occurred worthy of mention. The Conservative papers are still hinting at a Ministerial crisis, whilst the Liberal journals contradict their statements. Happily, the Second Chamber met yesterday, and journalists will have something else to write about than the very cold and frosty weather which has prevailed for a month past. From all parts of the kingdom intelligence reaches us that vegetation does not thrive, and that the cattle have been put again under shelter—in a word, that May resembles a cold and bleak November.

In a former letter I told you that at a late meeting of the Amsterdam Union for promoting the elections a proposal was made by one of its members to create a league for reforming the taxation system in Java. The Union, however, has declined to agree to this proposal.

A first call of 25 per cent. is now payable on the shares of the Steam Navigation Company, Nederland.

The day on which the debate on the Sugar Bill will be opened is not yet fixed.

COMMERCIAL.

COFFEE.—The Trading Company has advertised its auction for the 18th instant, when 40,300 b. will be offered. This being a very small quantity has had a favourable influence upon the market; but little is offered, and an advance of ½c. on the last auction prices is paid. The private transactions include 1,788 b. Java, ex Enthoven; 223 b. ex County of Lanark.

SUGAR (Raw).—The Trading Company will offer in auction on the 24th instant 66,500 mats Java. In waiting for this auction the market is very dull. The quotations is f.1½ to f.1 under March. The business includes 1,331 mats Java, ex Leopold Graaf van Limburg Stirum, No. 10¾, at f.32¾: 768 mats Samarang, No. 12, ex China, at f.33; 307 mats No. 12, at f.32¾; stock in bond on the 1st, 40,019 mats.

RICE.—In consequence of the cold weather a good business has been done, and the following parcels have changed hands:—419 b. Java, ex Graafstroom, at f.7½; 904 b. Sourabaya, ex Susanna, at f.5½; 13,180 mats Saigon, ex Nereus, at f.5½; 5,184 b. Java, per Susanna, 9,220 b. Rangoon, ex Nordge, at f.5¾.

SPICES.—Prices without alteration; market quiet.

JAVA TOBACCO.—There is a demand for good quality fit for cigar purposes, and generally higher prices are paid. The new Malang is very satisfactory, likewise the Kediri. The fresh import of Manila is very inferior, and almost impossible to sell. The stock of Java is 9,725 bales.

TEA.—A good portion of the parcel of China ex Deerfoot, bought in at the last auction, has been sold privately.

ARRACK.—55 casks Batavia ex Eastham, 25 casks do. ex Eurydice, and 39 casks Sourabaya ex Europa have changed hands at prices that did not transpire.

TIN.—The market looks again somewhat healthier, and some lots had been sold at f.78 to f.78½. Loco. Billiton, f.77 to f.77¼.

HIDES.—By private tender were sold the following parcels:—590 p. Buffalo, ex Jannetje, 2,193 p. do. ex County of Nairn, 2,967 p. do. ex L. J. Enthoven and County of Lanark, 501 p. do. ex Copernicus, 477 p. do. ex Vrachtzoeker.

MISCELLANEOUS.—Japan Camphor: Nominal, at 52c. Long Pepper: 20c. Oleum Cajaputi: 27 m., ex Royal Arther, were sold. Japan Wax: A, f.45; B, f.43. Rattans: The following parcels changed hands:—342 piculs, ex Maria and Elisabeth; 500 piculs, ex Ellen; 120 piculs, ex President Plate; 62 piculs, ex Vrachtzoeker; 150 piculs, ex Maria Sarah; 156 piculs, ex Copernicus; 77 piculs, ex Jannetje; 500 piculs, ex Kenilworth. Mother-o'-pearl Shells: The Trading Company sold by private tender 26,000 kilo. Macassar, ex Hollandia.

SHIPPING.

DEPARTURES.—May 6, from Brouwersbaven, for Samarang, Nieuwland; for Melbourne, Tonia; from Hellevoet, for Samarang, Vyf Vrienden; 7, from Brouwershaven, for Batavia, Kosmopoliet II.; from Texel, for Batavia, Staatsraad van Ewyek; 3 Gezusters, Henriette Maria, Christina; for Samarang, Mentor, Vrede; for Sourabaya, Ida Geertruda; for Singapore, Euphrosine; from Flushing, for Batavia, Vier Gezusters; 8, from Flushing, for Batavia, Burgemeester van Middelburg.

PASSENGERS OUTWARD.—For Java, per Nieuwland, Mr. Willemse; per Drie Gezusters, Messrs. K. A. Legnian, A. M. Rocker, Mrs. M. de Ryk Mollinger, A. L. Kayzer Fisher, Mr. G. C. Fischer; per Mentor, Mr. C. Crompvoet.

POSTSCRIPT.

MAY 14.

The official paper of Holland, the *Nederlandsche Staats Courant* of to-day, contains the communication of the Minister of the Colonial Department that a concession is granted to the British Australian Telegraph Company (Limited) for a telegraphic communication between the island of Java and Singapore, and between the island of Java and Australia. The first-named line must be ready on the 31st Dec, 1870, and the second one on the 31st Dec., 1871.

An occasional correspondent writes from the Hague:—

The *projet de loi* about the establishment of an embassy in China has been rejected with 35 against 34 votes. It is evidently proved by this decision that the Second Chamber of the States General never may boast of her being the expression or the reflection of the national opinion. Dutchmen are too shrewd, and too well at the height of commercial interest, not to feel the absolute necessity for their trade and shipping to be represented in Peking in a diplomatic way; the expenses, £1,500 a-year, cannot be considered in any measure to have been the cause of this result in the Chamber. We have only to choose between two probable causes—viz., there must be a good number of members in the States General knowing nothing about the public interest of their country, or there must be a number of members whose vote is systematically against a Cabinet which does not happen to be in their political way of thinking and talking.

May 14.

COLLISION BETWEEN TWO CHINA CLIPPERS.

A collision case has just been settled at Liverpool before arbitrators, Messrs. L. R. Bailey, S. W. Kelso, and Captain D. B. Morton, nautical assessor. The claim was brought by the owners of the ship *Chusan*, against the owners of the barque *Joseph Sprott*, both ships belonging to Liverpool. The facts will be gathered from the following evidence.

Captain J. W. Roy stated he had been master for seventeen years, and four years master of the *Chusan*. That on the 27th of September last, while on his passage from Foochow to London, he was beating through the Straits of Manipa, with two or three other vessels. That at about 7.30 P.M. on that day he tacked, the wind at the time being S.E., and his ship making a course S.S.W. At this time a barque was one to two miles off, and about three points on his port bow, standing on the same tack; the night was cloudy, but objects could be seen without much difficulty. At 8.15 he was nearly abreast of the barque, and hailed her. Her name was not clearly heard, but they made it out to be the *Joseph Sprott* or *Joseph Scott*. At this time and previously all hands were on deck, the chief officer on the forecastle, the second officer conning the ship, his eldest apprentice on the bridge checking the course by the illuminated standard compass. That he observed the barque keeping away, the apprentice also drawing his attention to the same. That he told the helmsman to keep her "clean full," and, finding the barque still approaching, to put the helm "hard up." That the spanker sheet was let go, and that he called to the barque, "My God, sir, what are you doing? Put your helm hard down; you'll be into me;" that a reply was given, "All right," but that the barque struck him across the bows, carrying away jibboom, and driving stem, cutwater, &c., over to starboard. That before the ships collided the *Chusan* had paid off to about S.W and by W. That on the vessels separating, he again asked the name of the barque, and was answered, "*Joseph Sprott*," and would the *Chusan* stand by him. That he did so, burning blue lights, &c., and hung out signal lantern at the gaff end. That, owing to the state of the weather, he could not communicate the next day, but that on the 29th he signalled to the *Joseph Sprott* that he was seriously damaged, and had sprung a leak. That after one or two consultations it was decided that it would not be safe for the *Chusan* to proceed on her voyage, and that she bore up for Singapore, where she arrived in the middle of October. When parting, the captain of the *Joseph Sprott* admitted that if he had not kept away the collision would not have occurred, and that he hoped Captain Roy would do all he could at Singapore to make the expenses as light as possible. On arriving at Singapore, the stem was found split, and the damage so serious that half the cargo had to be discharged, the ship docked, &c., the total expenses there being some £2,000, making, with the demurrage claimed by the *Chusan*, the total claim against the *Joseph Sprott* upwards of £3,000. The demurrage claimed was for sixty-five days.

The evidence of Captain Dixon, of the *Joseph Sprott*, was to the effect that he had been eleven years at sea, and master of the *Joseph Sprott* three years. That on the evening of the 27th of September he was in the Straits of Manipa the weather fine, wind light from S.E. to S.S.E. He was on deck; saw a ship to leeward, but not in signal distance. About 6.30 she tacked astern about two miles; about seven saw both her lights; she overhauled me fast. At eight o'clock changed watch, second mate taking charge; was on deck, as also chief officer. About a quarter past eight the ship hailed me; she was just abeam of us. He asked, "What barque is that?" Up to the time of hailing I kept close to the wind, then kept away a little, and put the helm hard down. Kept away about three-quarters of a point; we were steering S.W. at the time. Saw the helm put hard down. The ship came to. Kept off a minute, then righted the helm. Heard from the *Chusan*, "Hard up, hard up, I say: my God, what is that man doing?" Then, "Put your helm down." I answered, "All right; it is down long ago." She came up and struck me amid-ships, her bowsprit and jibboom going over the main hatch. (This Captain Dixon subsequently wished to amend, and stated at the next sitting that the *Chusan* struck him abaft the fore rigging, and then raked him all along.) At the time of the collision both ships were aback, the *Chusan* dead aback. My ship's head was south-west. My bumpkin struck his port bow. Asked him to stand by me; after collision he stood by me. Saw no rocket or blue lights. Saw her next day four to five miles off. On the 29th went on board the *Chusan* and surveyed damage. Strongly advised him to proceed on his voyage. Found stem and cutwater all canted over to starboard. Agreed with Captain Roy that I would consult my carpenter whether he thought she would make more water. I did so, and then signalled to Captain Roy agreeing to his bearing up for Singapore. On parting said I hoped he would do the best for all concerned. Did not admit that I was in fault, but might have said that if I had not kept away the accident might not have happened. I kept away that I might hear what he had to say.

Ultimately the arbitrators decided that no blame attached to the *Chusan*, and awarded £1,971 as the amount due to her.

The screw steam surveying vessel Nassau, 5, Commander William Chimmo, under orders to sail for Singapore, was removed on the 9th inst. from Hamoaze into Plymouth Sound, where her powder was shipped. She then tested her engines and machinery outside the breakwater, on the measured mile, and returned to Barnpool.

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THE STRAITS PLEBISCITE.

THOSE whose school memories can recall "Plutarch's Lives" will remember that after every second chapter there came a paragraph of "Comparison." The subject of the first biography was compared, often quaintly enough, with the second, and thus strange company at times met ROMULUS with THESEUS, CATO with ARISTIDES, CÆSAR with ALEXANDER. Judged, therefore, by classical precedent, there is warrant for introducing together the names of Governor Sir H. ORD and the EMPEROR of the FRENCH. We are not about to propound one of those most provoking of riddles, "What is the difference" between the one person and the other? If we did so, we can imagine the numberless answers that would be returned, many of them no doubt equally correct. It might be said that LOUIS NAPOLEON begun by being unpopular, and lived to possess the love of his people. That he has shown *tact* as well as ability, that he has been scrupulously conciliatory in his government, and fifty other features of difference might be pointed out between his MAJESTY and the Ruler of the Straits Settlements. The mention of their names in concert is suggested by the news to hand this morning from Singapore. By an odd coincidence, Emperor and Governor have within a few weeks passed through a similar phase of history. Each one had challenged from the people he governs an answer to the question, "Do you approve of my administration of affairs?" The answer, as we now know, has in both cases, been clear and unmistakable. France says "Yes." Singapore replies "No." Governor ORD'S challenge was so direct that it could not fail to be taken up. The SECRETARY of STATE had been told that the complaints of the Straits Association were only those of so many youngsters, ignorant of what was going on in the Colony and anxious only to be saved some trumpery tax on their wine and tobacco. That in the Settlement almost perfect unanimity existed, and that the relations between Governor and governed could only be equalled in "a united happy family."

In the minds of those who adopted this showing of the case, the recent explosion of public feeling will produce no little dismay, and in the face of it we cannot pretend any longer to accept the Governor's statements. Were the community so satisfied, as he maintains they are, with his rule, it is inconceivable that a meeting such as is now reported would have been even tolerated. But we find it attended by the leading Colonists, presided over by one of the oldest residents, a gentleman who, if he has been accused of expressing his opinions strongly, has never been charged with expressing them but in the interests of his fellow townsmen, and who yields to no one in his knowledge of the Colony and devotion to its service; we say, therefore, that such a meeting is irreconcilable with anything like satisfaction with Governor ORD'S administration. As to the form in which public opinion has been pronounced, we can only regret that the fears we have expressed have been realised, and that a personal and somewhat bitter tone has marked the Plebiscite. It could hardly have been otherwise; for two years the community had entrusted to their friends in London the charge of representing at the Colonial-office the dissatisfaction existing in the Straits. They were to call attention to Colonel ORD'S contempt for the recognised principles of political economy, his extravagance, as evidenced in a largely increased annual expenditure, and his evident willingness, if more money were wanting, to saddle the Colony with a debt. It cannot be said, even by those few gentlemen who have stood aloof from the recent movement in Singapore, that these points were urged by the Association intemperately, or with any other object than the promotion of the prosperity of the Straits. But, unfortunately, in answering their statements, Sir H. ORD forced a quarrel upon what TOUCHSTONE calls "the seventh cause." He passed over the retort courteous, the quip modest, the reply churlish, the reproof valiant, the countercheck quarrelsome, and the lie with circumstance, and he chose the seventh cause, which we have not named. All the six, says TOUCHSTONE, you may avoid—"Even the lie direct you may avoid with an 'if,' your 'if' is the only peacemaker, much virtue in 'if.'" It is to be wished that a seat in the Executive Council could have been vacated for TOUCHSTONE. As it was, "the only peacemaker" was disregarded, and, as is well known, the flattest of denials was given to the statements of the Association. There can be no doubt that herein is to be found the explanation of much of the strong language which has been used in Singapore. A personal sense of insult and an honourable desire to support the Association in London runs throughout the speeches of which a report is before us. It is a thousand pities, however, that there should have been even the slightest introduction of personal ill-feeling, for it can only retard the cause of reform by alienating the sympathy and support of certain influential gentlemen in the Colony who, while they thoroughly disapprove of much in Sir H. ORD'S administration, come daily under his social influence, and wisely elect to confine their opposition to him to the arena of politics.

For good or for evil, the public voice has been heard. For good or for evil, it has condemned the Governor's own account of his proceedings, and his controversy with the Association; and, in so doing, it has condemned the general course of his policy during the last three years. "The principle" of Judicial subserviency which he has aimed at establishing—the attempt to impose upon the Colony endless restrictions previously unheard of—the lavish expenditure of public money—the demands on the Colonial Exchequer for a locust-like host of officials—his guiding maxim, "Conciliation is not my policy"—all these chapters in the history of his government have been frequently denounced. The quarrel has no doubt another side. On behalf of Governor ORD, it is urged that he has been misunderstood, that he has been badly advised, that his position was a difficult one to fill, and so on. All these considerations must be kept in view, and more so than they have been amid the angry sounds of local controversy. If we have only touched upon them it is because we are not here discussing the merits of the controversy, but recording the very significant opinion which has been publicly pronounced upon it in Singapore. To many the political complications in the Straits will appear only a storm in a teacup, but to our minds it is most discreditable to this country that a colony, however insignificant, should be in a condition of avowed hostility to its Governor. It is absurd to say that it has always been so. General CAVENAGH left the Colony regretted and beloved. Colonel MANN'S promotion to the Andamans was regarded as a blow to the interests of the Settlement. Colonel MACPHERSON'S recent death drew forth the most general and sincere expressions of grief. These were all men with a thorough experience of the country. Their hearts were in it, and by all people and races they were trusted and respected. Is it to be reserved for Sir HARRY ORD to be the one Governor of the Straits whose departure from it will prove a day of rejoicing? We sincerely trust not; but the moral of this colonial Plébiscite which we would wish to point is this—that the system upon which appointments are regulated at the Colonial-office affords no security against the repetition in any quarter of such a state of things as we have been commenting upon. A Colony that has enjoyed a golden age may suddenly find itself drawn into a six years' cycle of discontent and agitation by the appointment of a ruler who has the fatal gift of ability without either tact to guide it or the wish to exercise it with conciliation.

MR. LAURENCE OLIPHANT.—Readers of Mr. Laurence Oliphant's "Piccadilly" must have been amused with his assumption of the character of "spiritual medium:"—"The pages were penned under an impulse which seemed at the time irresistible. I found myself unable, by any conscious act of volition, to control either the plot or the style." Also with his farewell to the world: "I can be in no way affected by the fate of the book, nor is it likely I shall ever see or hear the criticisms of which it may be the subject." As usual, the eternal adieu proves a most transient adieu. Escaped from his celestial retreat with Mr. Harris on the bank of Lake Erie, Mr. Oliphant is learning, in Pall Mall, what society thinks of "Piccadilly."

Assistant Commissary-General A. C. Crookshank, who was sent out in 1867 to Ceylon to establish the Commissariat in that island, and was subsequently appointed Assistant Controller in the same command, has returned to this country on completion of his term of service in the Ceylon command.

A TELEGRAM from Brussels states that the Chinese Embassy left here to-day, on its way to Italy, Spain, and Portugal.

SIR RUTHERFORD ALCOCK, K.C.B., was presented to Her Majesty by the Earl of Clarendon on his return from Peking.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, MAY 16, 1870.

THE OPIUM QUESTION.

THE persons who expected that Sir WILFRID LAWSON'S resolution would lead to any distinct expression of opinion on the part of the House of Commons, either in support or in condemnation of the Opium trade, as a matter of principle, were probably few in number. The question is one of such magnitude that the idea of settling it by the mere affirmation or rejection of a dogmatic resolution of just nineteen words is absurd, and the Government must be considered to have acted wisely in taking advantage of one of the forms of the House (the "Previous Question") in such a way as to evade a vote on the direct issue. The debate was not a very brilliant one, and the earlier portion of it was so thinly attended that it narrowly escaped a count-out; eventually, some half-dozen members having spoken on either side, the matter was shelved by a majority of about three to one, in a House of less than two hundred members.

In examining the speeches of Sir WILFRID LAWSON and his supporters, we find no very new or striking arguments. On the strength of the old stock objections, based on the alleged immorality of the traffic, the House was asked to demolish at a blow about one-sixth of the net revenue of India, at a moment when the finances of that country are in a highly unsatisfactory state, and the natives groaning under the burthen of an increased income-tax; and this without any attempt to show how the deficiency might be supplied, or how so great a loss could be borne without ruin to our Indian Empire. To begin with Sir WILFRID LAWSON—who, without any disrespect, must be described as an enthusiast—we find him taking up his usual position as an uncompromising but somewhat unreasoning enemy to stimulants of all kinds. To quote Mr. GLADSTONE'S words, though excellent in every other way, he is merciless towards those of his fellow-creatures who indulge in stimulants of any kind, in any degree, and there is nothing he can say against opium that he would not also say against alcohol. Of course his first arguments to show the pernicious effects of the drug were based on the statements of missionaries; and although we would be the last to deny that its effects *are* pernicious, it may be as well here to remind our readers how greatly some missionary observers, in their excess of zeal, have been tempted to exaggerate. It has been frequently observed that no section of the English public is more intemperate than that which upholds the temperance movement; intemperate, that is, in their language, their denunciations, their bigoted and unreasoning hostility to the use of stimulants in any form or degree. And it must be owned that some of the missionary crusaders against opium are inoculated with a similar spirit. A valued correspondent, in a series of papers recently contributed to the *London and China Telegraph*, showed by a careful analysis of some of their statements how necessary it is to receive them with caution. One missionary, whose acknowledged experience and ability give great weight to his opinions, sets forth that one-fourth of the whole male adult population of China are opium-smokers, and one-tenth of the female adults. Another missionary, of equal standing, states the average quantity per diem consumed by each smoker at 2¾ mace. If we combine these accounts—taking the lowest admissible estimate of the population—we find that the entire consumption of the drug in China must be upwards of one million piculs per annum. Now, as the import from India is about 80,000 piculs, this would necessarily show the quantity of native-grown opium to be some 920,000 piculs annually; or, in other words, that of the opium consumed in China less than one-twelfth part comes from India. So that if the calculations of our missionary friends are to be relied on, we are not after all responsible for a tithe of the injury arising from opium smoking in China. Again, a missionary authority tells us that the waste of time involved in the pernicious habit is enormous—and so it must be, if his calculations are correct. Two candareens of opium (an ordinary dose) takes from one to two hours to smoke. Suppose we say an hour and a-half; then, 2¾ mace (the quantity our other missionary authority gives as the daily average) would take *twenty hours* to smoke, while excessive smokers, such as take an ounce a day, must devote some sixty hours out of the twenty-four to its consumption—a terrible loss of time indeed! We do not quote these exaggerated statements with the view of discrediting all missionary evidence on the subject, but merely to show that their statements, like all others made under the stimulus of strongly excited feelings, must be received with a certain amount of reserve. Sir WILFRID of course went back to the first China war, and traced all our complications with China, from that time to this, to the forcing of our opium on China; and he endeavoured to strengthen this view by showing that even the Taiping rebels entertained a deadly hostility to the cultivation of the poppy. This argument was perhaps the weakest of all, for the condition of the districts ravaged by the Taipings shows only too clearly that they entertained a "deadly hostility" to the cultivation of tea, silk, or anything else, and in fact possessed an equal abhorrence of any form of productive industry. To credit the Taipings with a conscientious objection to, and abstinence from, the use of opium, is about as reasonable as to believe in their self-asserted claim to be the champions of Christianity against Paganism—a belief once entertained by a small section of the missionaries and other foreigners in China, but long since exploded.

Mr. R. FOWLER, in seconding the resolution, dwelt more on the medical side of the question, but condemned the introduction of opium into China as inconsistent with Christianity. Mr. MCARTHUR said, "We had grievously afflicted China by this "opium traffic, and he believed in the doctrine of a retributive "Providence." Mr. W. FOWLER said that the House ought not to sanction what was manifestly wrong for the sake of money, trade, or any other consideration; but he also failed to show how a suddenly-created deficiency of six or eight millions could be made up, or how the Government of India could be carried on without it. Mr. CHAMBERS mourned over the attempt to count out the House during so important a debate, but consoled himself with the reflection that Sir WILFRID LAWSON'S resolution "would have the entire concurrence of the whole nation"—wherein Mr. CHAMBERS showed himself rather sanguine. The only other supporter of the motion was Mr. KINNAIRD, who thought that we ought not to risk any difficulties with China "for the sake of obtaining a certain amount of revenue for the Indian Government." Like most of the other members whose speeches we have noticed, he seemed quite to ignore the effect on the vast population of India of any measure that would suddenly cut off so large a slice of its already insufficient revenue.

If the attack exhibited no very great argumentative powers, it must be owned the defence at least, from a sentimental point of view, was somewhat lame. Sir CHARLES WINGFIELD thought that opium could not be very hurtful, otherwise China would not have such a teeming and industrious population; but the mere fact that opium has failed to depopulate a country can hardly be accepted as proof that it is innocuous. Mr. C. DENISON was more practical, and pointed out that however desirable, such a change as Sir W. LAWSON desired could not possibly be carried out otherwise than very gradually, and during a long series of years. Mr. GRANT DUFF plunged boldly into figures; showed how enormous would be the deficiency in the revenue if opium were given up, and how it would at one blow reduce our Indian Empire to a state of bankruptcy. He showed, too, that the Bombay duty and the Bengal monopoly both acted in fact as a heavy restrictive tax on the drug, and that even were these to be

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abolished, so that we no longer derived any benefit from the export, it would still go on; for we could not compel the native princes in whose territory the drug was produced to prohibit the growth of the poppy entirely. The drug would still find its way to China, probably in still larger quantities, certainly at a lower price. After setting forth these undeniable facts, Mr. GRANT DUFF rather weakened his case than otherwise by relapsing from the practical into the sentimental, and trying to vindicate the reputation of the maligned drug by quoting Mr. FORTUNE's statement that he had once seen a Chinaman indulge in a few whiffs and then walk off to business none the worse; and another statement of a writer in the "Cyclopædia of India," that he knew a veteran opium smoker who had reached the great age of eighty. Mr. GLADSTONE ably supplemented the more practical part of Mr. GRANT DUFF'S speech, by showing that the revenue derived from opium can only be relinquished on one condition, namely, that an equivalent sum be handed over to India from the resources of this country. And even were this done, and the export of opium forthwith prohibited, though the Indian budget would look no worse, the large proportion of the Indian population now engaged in the growth of opium would be deprived of their occupation and means of subsistence.

In truth, the whole question is one rather of expediency than morality. A system that has been the growth of many years cannot be brought to a sudden termination without much injustice and suffering to a large population, while the benefit would be very doubtful. If we found means entirely to stop the cultivation in India, that would by no means stop the consumption in China. On the one hand, we lay waste thousands of acres of productive land (which it would take a long time to bring under cultivation for other crops) and deprive a large population of the means of support. On the other hand, the growth of Chinese opium would be stimulated, and probably thousands of fertile acres now producing rice would be given up to the poppy—for China will have opium, and even as it is, the native growth is increasing enormously. The Chinese, as a nation, do not drink; but even could their supplies of opium, native and foreign, be entirely stopped, some alcoholic stimulant would take its place, and become quite as universal and possibly even more deleterious. The question, as we have said, is shelved, but cannot be considered finally disposed of. We do not believe that it lays in the power even of the Parliament of Great Britain to abolish the growth of the poppy in India; but by assimilating the system of Bengal to that pursued in Bombay we might free ourselves from any direct interest in its production beyond the imposition of a restrictive tax. The already apparent falling off in the demand for the Indian drug will do the rest; but this will be by slow degrees, so as to allow time for the development of the resources of our Indian possessions, and the increase of the revenue derived from other sources. In the meanwhile the question will no doubt be allowed to sleep for a time.

TRADE IN THE NORTH OF CHINA.

WE have more than once had occasion to compliment Her MAJESTY'S Consuls in China on the completeness of their Commercial Reports, and the contents of a blue-book published last month (China, No. 7, 1870) fully justify the high estimate we had formed of their value. This volume contains the reports of Mr. MONGAN, Mr. MEDHURST, and Mr. CAINE, on the trade of Tientsin, Shanghai, and Hankow respectively during the year 1868. The title of the blue-book in question is somewhat calculated to mislead, for it purports to contain "Commercial Reports from Her MAJESTY'S Consuls in China and Siam, 1869;" whereas, though dated last year, the reports from China actually refer to the previous twelve months, and only that of Mr. KNOX from Bangkok really includes the trade of last year.

To begin with Tientsin, we learn from Mr. MONGAN that the direct home trade of this port steadily increases. This is not to be wondered at, since Tientsin is now the principal market in China for cotton piece goods, and these goods are laid down much cheaper when shipped direct from England to this port than when received indirectly through Hong Kong or Shanghai. In 1868 the net importation of Grey Shirtings into Tientsin was 1,393,377 pieces, out of 4,690,890, the total imports into China. He estimates the average cost of conveyance of grey shirtings by direct shipment from England at 12s. per bale, while the average cost of transport from Shanghai to Tientsin is 15s. 10d. per bale. He therefore very naturally advocates direct shipment of cotton fabrics from England to Tientsin. The tendency of trade at this port has generally been to an increased sale of British goods, a diminished employment of British sellers, and a large and increased employment of British carriers, leading naturally to the withdrawal of purely mercantile and the establishment of steamer and other shipping agencies in Tientsin.

Mr. MEDHURST'S report on the trade of Shanghai is most elaborate, and we can only afford space for a few of its most important features. The first thing that attracts attention is the enormous increase in the importation of English cotton manufactures, which in 1868 reached a total value of 17,429,000 taels, against 9,900,000 taels in the previous year; and of this large increase the principal part is in grey shirtings. Of course the re-exports are heavy, some 8,000,000 taels' worth of Shirtings being merely landed in Shanghai to be forwarded to Hankow or Tientsin; still the increase is satisfactory. White shirtings, which in the previous year had fallen off, have now regained their position, and T-cloths are in improved demand. On the whole, the prospect for cotton goods is encouraging, but woollens show a decline. The decrease on these goods appears to have been progressive for the past three years. They seem to be of too expensive a nature to compete successfully with the padded cotton clothing to which the Chinese are so partial, and until they can be presented on the market at a more moderate rate the demand for such goods must continue to flag, and the trade remain stagnant. Speaking of the trade generally, Mr. MEDHURST says that the growing share which Chinese speculators are taking in it is a remarkable feature of the general aspect of trade. The Chinese already show that they possess advantages over foreigners by reason of the economy with which they can keep up their establishments; and they accordingly enter very largely into rivalry, both for the home trade and the trade from the coast ports. The total foreign trade of Shanghai during the year 1868 amounted to 89,360,772 taels, against 75,798,608 taels in 1867. And the British trade alone in 1868 very nearly equalled the entire foreign trade of the port in 1867.

Hankow comes next. Here we also find a satisfactory increase in the imports of English cotton manufactures, though American and Dutch goods show a decline. Grey shirtings and T-cloths are in good demand, the latter being especially favoured as bearing a close resemblance to native manufactures, while they are—as Mr. CAINE shows by a comparative calculation—about 7½ per cent. cheaper. In Hankow, as in Shanghai, woollens show a falling off. Mr. CAINE considers that although the general trade of the port has improved the foreign merchants at Hankow have not benefited much by it, as nearly all the goods required for the large province of Szechuen are now purchased by Chinese in Shanghai, so that any increase only affects the river carrying trade. Still, the effect on commerce generally must be beneficial. The Report on the trade of Bangkok for last year we reserve for a separate notice.

ANNUAL EXHIBITION OF FINE ARTS, PARIS.

(FROM OUR PARIS CORRESPONDENT.)

Those who desire to see Paris at its best should come at once, the season has been behindhand, and the greater part of April was gloomy enough, but at the present moment the boulevards, gardens, and parks, are exquisitely beautiful, while the temperature is just warm enough for comfort. There is another reason why a visit is peculiarly pleasant at this season—the great May meeting is now open for six weeks; it does not resemble the May meetings of London, with the exception of those held in Piccadilly and in the neighbourhood of Pall Mall East; it is the grand artistic reunion where all classes of Paris, from the quartier Saint Germain to the *bouses*, are to be seen thoroughly at home.

The annual exhibition of pictures, sculptures, engraving, &c., is always large, for it represents at once all the arts and a very large industry, the largest of its kind in the world; and as artists of all nations contribute more or less, the visitor gets glimpses of the styles of all nations. This year the *Salon*, or Exhibition, presents a new feature, the election of the juries, and, consequently, the acceptance or rejection of works sent in; the hanging, the award of the medals, all the management, in fact, has been left to the artists themselves, and they have adopted in its entirety the simple rule of alphabetical in arrangement as far as it could be carried out. There is this year no principal

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room, and consequently no preference, except as regards height from the ground and favourable lights. It has been said that the Exhibition is always large, but no one who is not acquainted with the Continent would be likely to imagine how large. In 1853 the number of works was considerably below 2,000, in 1864 it had grown to 3,000, in 1868 and 1869 it reached 4,000, and this year it amounts to 5,434. Very nearly 7,000 works were sent in, and about 1,200 rejected, although the jury of admission was unusually considerate.

It is not easy to imagine such a collection, the oil pictures alone cover the walls of three large and sixteen or eighteen small rooms; and the water colour and other drawings, engravings, lithographs, architectural plans and drawings, fill several other rooms and two long galleries looking on the enclosed garden.

One of the first facts that strikes the visitor on entering is the immense size of many of the pictures; this is not a recommendation in itself, but it shows two things—first, that there is a great demand for the decoration of public buildings; and, secondly, that French artists are not afraid of designing on a large scale. Few large pictures are remarkably successful, but the Exhibition will prove to any one with an educated eye that the drawing of the figure here is good; the composition and the colour are far from being equally satisfactory, although considerable improvement is certainly taking place in the latter respect. The greatest want in the French school is the absence of religious, highly poetic, or deep sentiment of any kind; its merits, general, good drawing, admirable execution, and harmonious though not brilliant colouring.

An effect of the great attention paid to drawing is the production of an immense number of studies of the *nude*, they cannot be called pictures, for they tell no tale, represent no sentiment, and as they are generally life size, and not one of a dozen unobjectionable, it must be admitted that they sadly vulgarise the Exhibition. Each year generally produces one or more wonderfully painted examples of this kind of work, which deserve and obtain great attention, but on this occasion we have not found one of high quality; on the other hand, there are several nude figures introduced into compositions, true pictures, sound in drawing and admirable in expression.

An excellent point in the present exhibition is the absence of battle pieces, that is, large pretentious compositions, all uniforms and smoke; of military episodes there are many, and some of them are admirable. One by an Englishman, Mr. Walker, born at Calcutta (as the catalogue says), is extremely clever. The great strength of the French school lies in compositions of small size, modern, historical, sentimental, and domestic scenes. Portraiture is also cultivated with great success; and there are many excellent landscapes which present a contrast to our pictures of the same class in two ways: first, from the difference of the country generally depicted; and, secondly, from the manner of treatment, which is smoother and more finished, but more conventional than ours. Of late years great attention has been paid to Oriental subjects, ancient and modern, and in the treatment of these French artists have been forced out of their general low tone of colour, and blaze forth brilliantly. Nothing can present a more delightful contrast to the often crowded picture galleries than the central garden, which is devoted to sculpture, of which there are nearly 700 samples, many of them admirable. The Exhibition remains open till the 20th of June, but will be closed for a week as usual towards the end of the present month, when it reopens after that vacation; all the works to which medals have been awarded are labelled, and thus an additional interest is given to the Exhibition.

THE OPIUM QUESTION.

Sir John Bowring, formerly Governor of Hong Kong, has written the following to the *Pall Mall Gazette*, conveying his opinion on the effects of Opium smoking on the Chinese:—

"It has been long known that the poppy has been and is cultivated largely in at least five Chinese provinces, and in the earlier edicts it was less to the use of opium than to the 'oozing out' of the sycee silver in payment for the 'foreign drug' that the objections were urged. It was and is notorious that many of the decrees against the importation of opium emanated from those who themselves consumed it. Employed in excess there can be no doubt of its being deleterious and dangerous, but its mischiefs have been much exaggerated. I caused statistics to be prepared when I was Governor of Hong Kong, and it was shown that there were fewer deaths among the 60,000 natives who smoked opium than among the 600 Europeans addicted to drinking. Among forty of my own dependents and servants there was only one who used the drug to excess—nor let it be forgotten that opium has to a very large extent banished intoxicating liquors, formerly much used in China. The drunkard is led to commit every sort of violence; the effects of opium are much less injurious—they who smoke it are delivered over to delicious though delirious dreams, but the community suffers little from these excesses. I believe that no legislation will prevent an indulgence which may be called national, and were Indian opium prohibited and its supply checked, the vacuum would be soon filled up from other quarters. Any increase upon the heavy duties now levied in China will but give greater encouragement to smuggling, especially along the extended coast and amid the many islands of the China sea, and the almost universal corruption of the Custom-house officers."

PARLIAMENT.

HOUSE OF COMMONS.

THE OPIUM TRADE.

(May 10th.) Mr. KINNAIRD presented a petition, signed by Dr. Lockhart and several missionaries in China, against the continuance of the opium trade.

Sir W. LAWSON rose to move that the House condemns the system by which a large portion of the Indian revenue is raised from opium. He said this subject involved the happiness of great multitudes of people, and had never been fairly discussed in that House for twenty-seven years. In 1843, when it was last before the House, Lord Shaftesbury, then Lord Ashley, moved a resolution precisely similar to that which he was moving. The Government of Sir Robert Peel did not venture to oppose it with a negative, but moved the previous question. Lord Ashley was ultimately induced to withdraw his motion, on the statement of Sir R. Peel that negotiations were pending on the subject, and that such motion, if it were carried, might seriously interfere with negotiations. No change had taken place in the system which Lord Ashley condemned, but there was a change in the Government of India which warranted him in bringing forward the question at the present time. The opium sold by the Indian Government was not a medical opium to soothe human pain and suffering. The evidence of Sir Benjamin Brodie and twenty-four other eminent physicians, of Mr. Marjoribanks, for many years in the service of the East India Company, and of many other persons who had had opportunity of witnessing its effects, went to show that it inflicted the most serious injury on the human race by destroying the moral and intellectual faculties of those who used it, and leading to idleness, poverty, and an early death. The member for Elgin (Mr. G. Duff) in his budget speech last year explained very clearly the system on which this traffic was carried on, and acknowledged that the Government were actual dealers in this opium, about half of which was produced in Bengal and half in Bombay. In 1800 only about 4,000 chests were imported into China, whereas now the importation was more than 75,000 chests. Previous to 1860 all the opium was smuggled into China; and it appeared from the evidence before the select committee that nine-tenths of the China merchants engaged in the traffic. Great efforts were made by our representatives to legalise this traffic with the Chinese Government; but they stood out against it, and went so far as to seize £2,000,000 worth of opium which belonged to British merchants, and destroyed it. It was to avenge that insult, as we call it, that the war of 1839 was commenced, and which was concluded by the treaty of Nanking, in 1842. Under that treaty they had obtained $12,000,000 as the cost of the war, and $3,000,000 due to merchants, besides the value of the opium destroyed. The trade, however, still continued to be carried on with a certain amount of success, but our other trade did not go on in as satisfactory a manner. In 1854 the imports of our manufactures by the Chinese were less than in 1835. Things went on till 1857 in this manner, when we entered into that Lorcha war which everybody will remember. That war was carried on in a horrible manner, the result being that they obtained the treaty of Tien-tsin. In that treaty, for the first time, a duty of 10 per cent. was put on opium, and though the Chinese had earnestly solicited that it should be 20 per cent., the English Government would not consent. He might be told that the Chinese were not in earnest in desiring to put a stop to the traffic. They had proved themselves in earnest in 1834, when they sacrificed two millions of money; and if they were not in earnest why should they continue to put out proclamations against it? He pleaded for the abolition of this traffic, not only for the injury which it did the Chinese, but for the injury which it did England. Their conduct in this matter had made them bitterly hated in the East, and their missionaries were disliked because they were looked upon as the allies of the enemies of the people. The right hon. member for Bucks had once asked what the House thought of those who speculated in shares and called it progress. In like manner he asked what they thought of a Christian nation which became a wholesale druggist, which drenched with poison the inhabitants, and which dignified that proceeding with the high-sounding title of opening up China. It had been said that the spirit trade at home was as bad as the opium trade. On that question he could not pronounce an opinion; but he said that two blacks did not make a white, and that the opium trade must be judged by itself. The real argument of the honourable member the Under Secretary for India would be that they must have the money, and that their Indian finances would go to wreck without it. It appeared to him that they would go to wreck already, and if it was said that they could not do without opium, he (Sir W. Lawson) asked how they could do with it. He might be told that this was an abstract resolution. He knew that the Government and the House hated abstract resolutions; he hated them himself—(a laugh)—but he was unable to see any other way in which he could have fairly brought this question before the House, except by moving an abstract resolution. He asked the House to say that the Government should not pursue the ruinous and profligate course of sacrificing the honour of England and the welfare of the unoffending inhabitants of China for the sake of the profits of a few merchants, and of filling the Indian exchequer.

Mr. R. N. FOWLER seconded the motion, and contended that the evils produced by opium were infinitely greater than those caused by alcohol. The hon. member proceeded to complain that, while the action of the Government in the case of spirits was in the direction of checking consumption by increasing the price, in regard to opium everything was done to increase its consumption by the Chinese, and that we were answerable for encouraging them to consume it. Its cultivation in India, too, had the effect of demoralising our native subjects.

Sir C. WINGFIELD opposed the motion. Pointing out inconsistencies in the arguments of the mover and seconder, he denied that the Chinese Government and people looked upon the opium traffic as immoral. At any rate, that Government had shown their desire to de-

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rive a revenue from it, and it was an undoubted fact that the cultivation had very much increased in China during the last twelve years. It was not the fact that we were responsible for the introduction of opium into China, the drug having been in use from time immemorial in that and all Asiatic countries. He denied also that its moderate use was any more injurious than the moderate use of spirits. So far from the opium cultivation producing demoralisation in India, he knew from personal experience that it was very popular amongst the native cultivators of the soil. In his opinion there was no halting-place between the abandonment of the present system and the complete suppression of the manufacture. Our opium revenue was in a very precarious condition, and he believed that if the hon. baronet had deferred his motion for a few years it would have been rendered altogether unnecessary. (Hear, hear.)

Mr. M'ARTHUR thought the House was much indebted to the hon. member who had brought forward the motion. In China there was the greatest opposition to the opium traffic, which we had no right to force upon the natives there. He believed that in that traffic were involved consequences the most destructive—worse even than the slave trade with all its horrors. If we had not cultivated the opium trade as we had, that magnificent country of 400,000,000 would have taken our manufactures, and the markets of Manchester and the North would have been greatly benefited thereby. The hon. gentleman then referred to the commercial aspect of the question. The finances of India at the present moment were in a very unsatisfactory condition, and he believed that result had been mainly brought about by the opium traffic with China.

Mr. C. B. DENISON felt sure that if the resolution of the hon. baronet rested upon moral grounds alone very few members would hesitate to go into the lobby with him. But the motion involved a much larger question in connection with the trade of India and China, and the House must not conceal from itself that a large portion of the revenue of India was derived from the opium trade in China. What would the Chancellor of the Exchequer say if some one were to move that the malt duty was pernicious and should be done away with? and yet many persons in this country held that view; for the better and cheaper beer was made the less would be the temptation to consume gin. In the present state of the finances of India, and when there was a great outery against the imposition of a new income-tax, the passing of an abstract resolution like that of the hon. baronet would have the most disastrous effect.

Mr. FOWLER demurred to the doctrine laid down by the hon. member who had just spoken, for it seemed to reverse the maxim that had been uttered with such effect in that House two years ago—"Be just, and fear not." If the opium trade with China were unjust and unrighteous, they should not sanction it for the sake of the revenue of India. He would far rather sanction an Imperial guarantee for an Indian loan than maintain an unrighteous traffic. He freely admitted that the question of revenue was not without difficulty, but when a great moral principle was involved, the House should not be deterred by difficulties, but face them boldly.

Mr. M. CHAMBERS remarked upon the thin state of the House when so important a question was under discussion, and said the real matter to be considered was whether it was justifiable to poison the Chinese for the sake of money. The small trader might as well try to justify the sale of poison to the poor of his neighbourhood because he lived upon the profits derived from the sale. He believed that if the House passed the resolution the country would endorse it.

Mr. GRANT DUFF doubted whether the hon. baronet was aware of the tremendous character of the proposition which he had submitted to the House. During the last five years for which we had returns the average net revenue derived from opium was £5,781,890. In 1867-68 it was £7,041,447; and that sum was not a tax levied upon our own subjects, but a contribution derived through the luxuries of another people, for whom the British Parliament had no more direct responsibility than the American House of Representatives. Suppose the resolution carried, one of three results should follow—either a subsidy of equal amount to India, an enormous new tax levied on it, or such slow progress with the works of improvement which we had undertaken as to lead every well-wisher of India to the verge of despair. He put aside the first two as impossible, and, if we were compelled to adopt the other, the question would be whether we should not give up India altogether. But was it true that, in allowing the opium trade we, as a nation, were guilty of the terrible thing alleged? And was it true that that which was called an accursed thing was an accursed thing at all? The Indian Government derived revenue from opium under three heads:—First, under the head of excise, which was small; secondly, from what was known as the Bengal monopoly, which was considerable; and thirdly, from the duties imposed on opium passing through the port of Bombay, which were also large. As to discouraging the traffic, he could hardly see what more they could do to discourage it than they had done, unless they forbade its cultivation altogether. As to the question whether opium was really the accursed thing which some supposed it to be, he was afraid that he would have no chance of converting to his views the mover and seconder of the motion. He asserted, in the most positive manner, that there was not conclusive evidence to show that opium was anything like so great an evil to its chief consumers, the Chinese, as some supposed. The hon. gentleman then gave extracts from various sources in support of his views, and said that, on the whole, his impression was that the importation of opium into China was not a misfortune at all. This, however, might be said, that, if opium was indulged in to excess, the opium eater was simply an enemy to himself, and was in no way dangerous to those around him. He had observed during this debate that the opium revenue laboured under an unjust feeling of prejudice, derived from its past history. Several members had spoken as if opium were still introduced into China illegally, whereas it was a perfectly legal trade; and if there were a large party against it, there was also a large party in its favour. He did not think it would be desirable, in order to confer an imaginary benefit on China, which would be immediately neutralised by the action of the Chinese themselves, in growing opium to throw into confusion the finances of India, to introduce discontent into the country, as well as throw upon the shoulders of the British Parliament the whole responsibility of Indian debt. He would therefore move the previous question.

Mr. KINNAIRD supported the motion.

Mr. DALRYMPLE said the question was, did the Chinese want opium or not, or did they like it? Wherever it was supplied from it mattered little to them, provided they could get it good and cheap. All the evils which the hon. members had described arose from the abuse, and not from the use, of the opium. All nations had their stimulant or narcotic, whether it were bang, or hashish, or opium, or gin; and so that the Chinese wanted opium, he did not see that India should be shut out of the Chinese market.

Mr. GLADSTONE pointed out that, if the House affirmed this resolution, they must be prepared to enter into a matter of account with the Indian Government, and to determine, on their own responsibility, on what new basis its financial relations should rest. He reminded the House that the state of things which had led to the discreditable transactions of twenty or thirty years ago had entirely disappeared. Then, the Chinese Government were determinedly opposed to the introduction of opium upon any terms; but they had now adopted the wise resolution of not attempting to struggle against so strong an appetite as that which possessed a large portion of their people for opium. From the moment the Chinese Government adopted that resolution, this subject became detached from political considerations. A resolution of this kind could not be adopted without the most careful preliminary inquiry, which must embrace many branches which his hon. friend had not touched. The first would be as to the nature and use of opium, and whether it was analogous to other stimulants in which a large portion of mankind indulged, or whether there was something peculiar in its nature, so as to separate it from tobacco, alcohol, and all other stimulants. He knew that horrible and heart-rending descriptions of the results of the excessive use of opium might be produced; but at the same time there was a great deal of evidence to show that, although in China its use in excess might be as alcohol was here, the most fertile source of disgrace, misery, sin, and crime, yet there was a legitimate and reasonable use of opium, just as there was a legitimate and reasonable use of alcohol. He asked if it was possible that this great assembly could, at a moment's notice, sweep away fifteen per cent. of the Indian revenue, and shrink from the responsibility of pointing out the policy by which the financial difficulty created by that act could be met. The Indian Government derived this six millions of revenue from the inhabitants of another country, who did not complain of it; and what right had this House to take that sum away from it, or to deprive the people of India who were engaged in the cultivation of opium of the means of their support? If this resolution were carried, it would not put a stop to the growth of opium, but rather by the removal of an immense burden would give an enormous stimulus to the trade. Even if his hon. friend should get its growth in India prohibited, that would not affect the north-west, and the result would be that the enormous premium of 600 rupees per chest, or 8s. per lb. weight, would be given to smugglers. He trusted that the House would not affirm a resolution of this kind, which ought not to be adopted without preliminary inquiry of the most complete kind.

After a few words in opposition to the motion from Mr. HENLEY, and a reply from Sir W. LAWSON, the House divided—

For the motion	46
Against it	150
Majority for the previous question	—104

CONSULAR ETIQUETTE IN CHINA.

(13th.) Colonel SYKES asked the Under-Secretary of State for War whether the Foreign-office had received, officially or otherwise, confirmation of the following statement in the *North China Herald and Supreme Court and Consular Gazette* of the 15th of March, 1870:—

"From Hankow we have received the strange news that both the English and the United States Consuls, when calling on Viceroy Li, were refused admittance except by the side door, while the acting French Consul was recognised on terms of equality, and obtained entrance by the middle or large door. It is just possible that the determined aspect assumed by the French Government on two or three occasions lately had paved the way for its representative at this time. Neither the United States nor the English Consul availed himself of Li's condescension to be visited by the side door;"

and whether the Foreign Office would cause inquiry into this matter.

Mr. OTWAY replied that the Foreign-office had received no official intelligence of the circumstance referred to by his hon. and gallant friend. If, however, his hon. and gallant friend would take it upon himself to assert that any indignity had been perpetrated upon the Consular officers, it would, of course, be the duty of the Foreign-office to inquire into the matter. He was, however, bound to say that the representations of this nature made by the Chinese newspapers had not always been verified upon inquiry. (Hear, hear.) He might observe that he was not sufficiently versed in the etiquette prevalent in that part of the world to which his hon. and gallant friend alluded to know whether admission by a side door instead of a middle or large door could be regarded as an indignity; but he did know that in European Courts it was often a matter of special distinction to be admitted by the side door. ("Hear, hear," and much laughter.)

THE OPIUM DEBATE.

(THE TIMES.)

We cannot judge severely those members who fled from the unpractical sentimentalities talked by Sir Wilfrid Lawson and his supporters, for everybody could predict from the outset the fate of the motion. The debate has, however, for the present, satisfactorily disposed of the question, not alone for intelligent politicians, but even for those estimable persons who are usually influenced by appeals to

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sentiment. The motion "that this House condemns the system by which a large portion of the Indian revenue is raised from opium" was brought forward, opportunely enough, at a time when we learn from India that the opium trade is in a precarious condition. For some time past there has been a decline in the price of the Indian drug in the Chinese markets. This has contributed to Sir Richard Temple's embarrassments, and has prompted him to estimate the yield from this source for the present year at £1,000,000 less than the actual returns of last year. The causes are various; but the main one is unquestionably the increased growth of opium in China, because, although the drug under the Chinese system of culture and preparation is inferior to that which is grown and prepared under the control of the Indian Government, it is improving in quality and becoming cheaper. Year by year the Chinese are habituated more and more to their native product and become more unwilling to pay the high price still demanded for the luxuries of Malwa and Patna. The demand steadily lessening brings down the price, and Indian financiers look forward to the possible, and it may be not distant, depression of the market value to a point at which it will be no longer profitable to grow or export the drug. It appears from the recent prices telegraphed, and the arguments lately adduced by the commercial members of the Legislative Council at Calcutta, that the margin between the present rate and the lowest remunerative price has come to be very narrow indeed.

The Government of India deals in two different ways with the opium that is exported from its centres of commerce. In Bengal it has long established a monopoly of the preparation and sale; granting licences to the cultivators on condition that the raw material is brought into the Government depots at Patna and Benares, and selling the drug when prepared for use to the exporting merchants. In Bombay a transit duty is levied on the opium which is grown in the native States of the interior and finds its way through our territory to the sea. It is remarkable that in the debate on Tuesday little was said by Sir Wilfrid Lawson and his supporters about the latter case, probably because not even the most susceptible philanthropist could be induced to believe that we are encouraging the traffic in a commodity by laying an enormous tax upon it. Indeed, Mr. Kinnaird presented a petition before the debate commenced which demanded the substitution of an ordinary tax for the present Government sales; and Sir Wilfrid Lawson himself drew a distinction between the opium revenue and the taxes on strong drinks, on the ground "that the Government themselves were dealers in opium, while they merely derived a revenue from the sale of spirits." This is a sample of the economical and political wisdom of those who argue against the traffic. It reminds one of the pious silversmith in the Spanish novel, whose horror of sacrilege was so great that nothing could induce him to purchase a chalice and crucifix from a lucky church-breaker, but who, nevertheless, was quite willing to oblige the thief, for a consideration, by melting down the holy plate. When Macaulay quoted this story to illustrate the inconsistencies of Sir Robert Peel's Government in their proposals to tax slave-grown sugar, he added, "You talk of morality! What can be more immoral than to bring ridicule on the very name of morality by drawing distinctions where there are no differences?" The illustration and the application are not less pertinent to-day. It is clear that the profit exacted by the Government in Bengal upon the opium as it passes from the cultivator to the exporter operates precisely as a transit or export duty would do to raise the price. If the latter be legitimate, consistency can find no fault with the former, except that it is a somewhat clumsy and antiquated process. But it is plain, as Mr. Gladstone argued, that though Sir Wilfrid Lawson dallied with these minor gradations of guilt, he would, in fact, be content with nothing less than the total extinction of the opium revenue and the absolute prohibition of the manufacture.

For this extreme course, oppressive to the cultivators of India and disastrous to the financial stability of the Empire, the supporters of the motion failed to show any reasonable pretence. They put aside with most philanthropic nonchalance the question of revenue, as though we had no moral obligations towards our Indian subjects, and no duties to perform in India for which money is sorely needed. To them, perhaps, it may appear a light thing to pause in our works of improvement in India, and to let men die by millions in Orissa, because the money that is required for these obligations of our own is obtained by taxing a drug on which the inhabitants of a distant country sometimes get intoxicated. The Chinese surely may be trusted to look after their own interests, and whatever English merchants may once have been inclined to do, they are not likely in these times to force opium upon unwilling purchasers. In fact, the Chinese have settled the question for themselves; they are growing their own opium now, and if they were never to get an ounce more from India, they would only grow it more assiduously. Other countries, too, such as Persia and Siam, would take possession of the trade we had abandoned, and our only consolation in our difficulties would be that we had contented Sir Wilfrid Lawson, and given him a precedent for the total suppression of the liquor traffic in England. But, after all, who has proved that any benefit would result from this achievement? The testimony of medical authorities varies abundantly as to the effects of opium, and we are really asked to mulct ourselves, and to punish a nation, because some poor wretches yield to excess in their only pleasure. The case against opium is by no means so clear as Sir Wilfrid Lawson would have it, and we commend to his consideration the eloquent words of a distinguished statesman now no more,—"We may doubt whether it be a wise policy to exclude altogether from any country a drug which is often fatally abused, but which to those who use it rightly is one of the most precious boons vouchsafed by Providence to man—powerful to assuage pain, to soothe irritation, and to restore health."

(STANDARD.)

It is certain that the poppy was cultivated for its juice in China itself many centuries before our appearance in the East. Opium itself was imported from India and from other parts of Asia into China long before it was possible for us to influence the traffic. This, of course, is no sufficient reason that we should take up the trade; but it is a very good plea in mitigation of the sweeping charge which Sir W. Lawson made on Tuesday night against this nation, which amounted to nothing less than this, that England had invented for her own profit a new source of demoralisation which she had forced upon the Chinese.

That 300,000,000 survive many centuries of opium-smoking is a sufficient proof at least that the poison is a slow one, and the drug itself is less deleterious than Sir W. Lawson requires us to believe. Some of his own figures, quoted to give greater force to his denunciation of the habit of opium-smoking, furnish the best refutation of his argument. About 50 per cent. of the Chinese people, it is declared, and about 75 per cent. of the Chinese soldiers, are consumers of opium. Now this would represent an impossible state of things if opium were always and in each case a poison. We are forced to the conclusion, therefore, that Sir W. Lawson has exaggerated the case against opium, just as he and his school have exaggerated the case against alcohol. The truth is, that opium smoking is an indulgence, like tobacco-smoking or dram-drinking—differing, indeed, in the degree to which it is injurious, but certainly not differing in kind. Both alcohol and nicotine are poison when taken in excess. As a rule, it is very doubtful whether there are more Chinese who take opium to excess than there are Londoners who abuse the use of spirituous liquors. We do not put this forward as any justification of the opium traffic, but as evidence of the absurd exaggerations into which Sir W. Lawson would lead us. It is no argument, we admit, in favour of obtaining a revenue from opium in India that we obtain a revenue in England from spirits; but it is only right, for the cause of truth and of sober morality, that the two things should be put on the same footing. It is clearly immoral and wrong that any country should encourage and should profit by a traffic in what is vicious and degrading; but the question is whether the recognition of opium as a means of indulgence by the Chinese is worse than the recognition of gin or brandy as an indulgence to the indigenous Briton.

The only question which remains is, whether the Indian Government ought to continue the opium monopoly as a means of revenue. There is a good deal to be said, of course, against such a policy, which is not the less true because it comes from an advocate of a prohibitive liquor law. Without mounting to the heights to which Sir W. Lawson invites us, there is something undignified in a Government raising a revenue by such means, although when we come to examine the financial resources of Governments we do not usually find that they are of an exalted, or necessarily of a moral character. Governments are too prone to say, with the Emperor Vespasian, *Anne olet?* when it is a question of the undignified character of the sources whence their revenue comes. After all we have to consider not so much the moral sense of the people of England as that of the people of India, who alone receive the benefit of the opium revenue. Before the Indian Government deprives itself of the five millions a year which the opium monopoly produces it should ask itself how its place is to be supplied in a period of perpetual deficits. It is even doubtful whether the discontinuance of the monopoly would be beneficial to morals, for it is certain that if the Government abandoned the cultivation of the drug it would be taken up by private individuals. The first effects of free trade in opium would unquestionably be a larger production and a decreased price of the drug. The individual cultivators would be satisfied with much less than that which is exacted by the Government, and the competition would infallibly lead to a reduction of cost. What would Sir W. Lawson propose that we should do in such a case? Are we to take on ourselves the duty, not only of preventing the growth of opium in India by the private cultivators, and thus of interfering with native industry, but also of maintaining a preventive service on the coast of China, in the interest of Chinese morals?

(GLOBE.)

The time has gone by when such a debate as that which took place on Tuesday evening in the House of Commons on the opium question can possibly have much effect in maintaining or diminishing the importation of the Indian drug into China. It matters comparatively little now whether hon. members consider the trade moral or immoral. All that Sir Wilfrid Lawson desires is being gradually effected by the action of the unalterable law of commerce that consumers will buy in the cheapest market. The cultivation of the poppy has of late years largely increased in China, and whereas formerly it was confined to the provinces of Szechuen and Yunan, it is now also very generally grown in Shansi, Mongolia, and Manchuria. With the increase of the cultivation the price of the native drug has diminished, and at the present time it is sold for just half the price of Malwa—an argument in its favour which appeals powerfully to the frugal Celestials. As a natural consequence, the Indian drug has disappeared from the inland markets of China, and is even to be met with at Shanghai and the other ports of import, adulterated with native-grown opium. With the rapid spread of opium-smoking among all classes, and the increasing manufacture of the native drug, it cannot be doubted that before long the importation of the Indian opium will be reduced to a minimum. It is doubtless an evil that the revenue of India should be dependent to the extent of £6,000,000 upon the opium trade, but a far greater evil would result from throwing open the trade in opium to the population of India without control or restriction. So far from the monopoly increasing the quantity of opium supplied to the Chinese, it restricts the amount. The revenue impost is a burden which helps to restrain the commerce in this particular article within certain limits. If the Government were to withdraw its prohibitive regulation the trade in opium would be quadrupled, and the Chinese would be more demoralised than they are at present.

(POST.)

The British taxpayer has done many noble and disinterested things for the sake of principle, and if as strong a case could be made out for the suppression of the sale of opium as was established for the emancipation of slaves in the West Indies, his generosity would not be appealed to in vain. But we know of old that sentimental philan-

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thropists are not always to be depended upon for accuracy of statement. It is their pardonable failing that, looking to the effect of this or that habit as developed in an extreme case, and arguing upon the principle that what has happened in one case may happen in others, they denounce the habit, whatever it may be, as an unqualified evil. In listening to Sir Wilfrid Lawson's attack upon opium, it was impossible to resist the suspicion that, with the best intentions, he was misrepresenting its action on the people of China, in the same way in which he has misrepresented the action of alcohol on Englishmen. There are bad examples amongst us of the abuse of beer and wine and spirits; but, gross and shocking as many of these cases are, they are exceptions, and comparatively, rare exceptions. One of the favourite illustrations of the "horrors" attending the use of fermented liquors is that the quantity drunk by such or such a number of working men in a year "would be sufficient to float a man-of-war." To people who do not reflect this is an alarming statement, though it really amounts to nothing more than a sum in addition. In like manner, it is to the same class of persons startling to hear that we are deriving a revenue of six millions sterling per annum by selling opium to the Chinese. But if we consider that there are between three and four hundred millions of Chinese, our revenue from opium sinks into a comparatively small affair. As a matter of fact, it appears that the abuse of opium amongst the Chinese is perhaps more rare than the abuse of fermented liquors amongst ourselves, and that it is not the "accursed thing" which Sir Wilfrid Lawson and his supporters pronounce it to be. One thing, at least, can be said of our dealings with it, as far as the Bengal monopoly, from which we derive the largest portion of our opium revenue, is concerned, and that is, that every effort is made in the factories to render it as pure as possible. The value of such precautions will be understood by any one who will so far tax his imagination as to realise what the probable result would be if our Home Government were to take as much pains to provide the British public with pure wine, beer, and spirits as the Indian Government takes to give the Chinese pure opium.

Monetary and Commercial.

—o—

The agreement—to which we alluded in our last—between the China Submarine Telegraph and the Great Northern Companies has been signed, subject to approval at a general meeting to be called for the purpose. There is, however, but little doubt as to its confirmation, and consequently the Danish frigate with the *Cella* and *Great Northern* may be expected to start shortly with the cable to be laid between Shanghai and Hong Kong. *The Times* on this subject has the following :—

"In January last, on the publication of the prospectus of the Great Northern Telegraph, China and Japan Extension, Company, by Messrs. Hambro and Son, it was suggested that, instead of competition being established with the China Telegraph Company (Singapore to Hong Kong and Shanghai), an arrangement should be arrived at, so far as the routes of the two companies threatened to run side by side, for harmonious working between all the parties concerned. To-day an agreement has been entered into by which that most desirable object will be secured, competition being thus avoided between Hong Kong and Shanghai, where both companies intended to lay down a cable in connection with their other sections respectively to Singapore and to the Russian Coast. The cable between Hong Kong and Shanghai will now be laid and worked by the Great Northern Extension Company, and the net profits on the local traffic will be divided between the two companies after deduction of a fixed sum per annum for interest and working expenses."

A meeting of the Telegraph to India Company was held on the 9th inst., at which resolutions were passed to the effect that Sir R. M. Stephenson, Mr. P. P. Blyth, the Hon. J. Byng, Mr. W. Dent Sir W. H. Hall, and Mr. J. F. Leith be appointed liquidators for the purpose of winding up the affairs of the company, and authorising the liquidators to carry into effect the agreement between the company and Sir J. Anderson, acting on behalf of the British Indian Submarine Telegraph Company, dated Jan. 2, 1869; and to transfer the whole of the business and property of the company (with certain exceptions) to the British Indian Telegraph Company, in consideration of receiving £37,500 in fully paid up shares, and empowering the liquidators to distribute the said shares and the proceeds of some of them among the members of the company.

At a general meeting of the Submarine Telegraph Company Sir J. Carmichael, the chairman, said the directors proposed to ask the shareholders for power to increase the capital to a sum not exceeding £400,000, and authorise them to lay down a new line of telegraphic communication between England and France. It was proposed to issue £73,225 stock *pro rata* to the shareholders, on the terms of £100 stock for £220 cash. The new cable would be laid by the end of July. The sanction of the Board of Trade would have to be obtained before the stock could be issued, but there would be no difficulty, as the company might be said to be in partnership with the Government. Resolutions approving the issue of the stock as proposed were carried.

The following, on the fluctuations in the Cable Companies, is from the *Financier*:—

"The panic in Submarine Cable Shares has gone to a length out of all reason, as is the way with panics in general. Experience has certainly not produced any facts which should warrant the shareholders rushing recklessly into the market and selling their holdings at a fall of 40, 50, and even 60 per cent. below the price they paid for them only three months ago. This extent of fall is calculated on the amount of the subscribed capital only; if the calculation be made on the amount of paid up capital, there is a far more considerable percentage of depreciation. The following comparison of prices will confirm this :—

	Prices. Jan. 15.	Now.
British Indian...	... 4¾ prem.	... 2 dis. ex bonus
British Indian Extension ...	... 2¼ prem.	... 3⅝ dis.
China Submarine	... —	... 2⅛ dis. (£2 paid)
Falmouth, Gibraltar, and Malta	... 4¼ prem.	... 2 dis.
British Australian	... —	... 3⅛ dis. (£3 paid)
West India and Panama ...	... ¾ prem.	... 2¾ dis.

"The China Submarine and the British-Australian have been brought out since the 15th January. All these shares are of £10 each, and the fall has therefore been nearly 60 per cent. in British-Indian Extension, and more than 60 per cent. in Falmouth, Gibraltar, and Malta. Both these cables will doubtless be laid successfully, and the Falmouth, Gibraltar, and Malta is expected to be completed early next month. British-Indian Extension shares can be bought at 36½ per cent. discount, and Falmouth and Malta at 20 per cent. discount. In each case there is no further liability. Again, the fact of British-Australian shares being at 32 per cent. discount on the nominal £10 share, and with a third of the capital paid up, is another of the 'anomalies of the Stock Exchange.' On British-Australian and on China Submarine shares, the Construction and Maintenance Company guarantee 5 per cent. during construction, and at the present price the investment appears more than usually tempting. The Australian Cable shares are the lowest of all in market price, and the fear of any competition between Australia and Java and Europe may be entirely banished from consideration. We have seen competition in the telegraphic service between Europe and America and between Europe and India; but the Australian Company must, by its very position, remain for many years complete master of the situation."

The Times of the 10th stated that the Pacific Mail Company propose abandoning the line from New York to San Francisco *via* Panama. This rumour has not yet assumed any reliable shape, and we can confidently assume that the company has no such intentions. The following extract from a New York paper was published in *The Times*:—

"So this immense institution, which paid eight millions of dollars to its stockholders, and built twelve million dollars worth of ships since 1856, is toppling to its fall. But in order to start the machine anew, and fill up the depleted coffers of the company, they are now at Washington, endeavouring to secure from Congress a grant of double their present subsidy between San Francisco, China, and Japan, on condition that they double the service. The duties at San Francisco on goods imported from China and Japan have increased for the past two years about $389,000 per annum. The duties collected in New York during the same time upon merchandise from China and Japan, transhipped or re-exported, amounted to about $375,000 per annum. By doubling the service, making a semi-monthly instead of a monthly line, the company expect to compete successfully with the Peninsular and Oriental, or any other subsidised foreign line, in carrying freight and passengers over the route. There is a strong effort being made to induce the passage of a Bill of this kind, and if any succeed it is probable this will; but there is doubt in every case, for a short yet, at least."

The fifth annual general meeting of the shareholders of the Mayar Coffee Company (Limited) was held at the Cannon-street Hotel, Mr. J. Carrington Palmer in the chair. The profit and loss account, as usual, showed the result of the crops of 1868 and 1869, and the balance sheet was made up to the 31st of March, 1870. After providing for £761 9s. 5d., the balance to the debit of profit and loss last year, and writing off £698 11s. 1d., proportion of suspense for outlay on new buildings, &c., the directors were enabled to pay a dividend of 3 per cent. per annum, free of income-tax, and to carry forward £48 12s. 2d. to the next account.

The report of the National Provincial Bank of England announces a distribution at the same rate as for the last two years—viz., 4 per cent., and a bonus of 7 per cent., making, with the dividend paid in June, 21 per cent. for 1869, and leaving £25,000 to be carried forward. An issue of 22,500 new shares of £20 each, at £10 premium, has been resolved upon in consequence of the large increase in the business of the establishment.

The proposition brought forward last week by Lloyd's Committee for making losses payable in seven days after settlement instead of a month, as heretofore, was confirmed by a large majority.

Colonel Sykes, M.P., has been re-elected chairman of the East India Company for the year ensuing.

The following vessels are reported as passed from Port Said to Suez by the Canal:—*Brazilian*, *Afrique*, *Lumnig*; from Suez to Port Said, *Magdala* and the *Vedetta* (Italian navy).

The directors of the Messageries Imperiales announce that they will propose to the general meeting of shareholders about to be held to fix the dividend of 1869 at f.45.

Advices have been received from Mexico stating that about 2,700,000 Mexican dollars (£550,000) had left the city of Mexico and Zacatecas for Europe. They were expected at the coast in time to catch the English steamer due here about the 27th inst. The price remains at 4s. 11⅞d. per ounce.

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ARTICLES OF IMPORT.

TEA.

The following is from Messrs. W. J. and H. Thompson's Circular:—The market during the past few days has continued very flat, owing to the large sales by public auction last week, as also further sales advertised. Prices, however, are more regular, and some holders are standing off for better rates than those generally current at last public sale, but, on the other hand, the dealers will only buy when forced to do so. Foochow Congous: A few parcels of common Siftings realised at public sale 5¼d. to 5½d. per lb.; Common is still quoted at 11d. to 11¼d., and good common at 11¾d. per lb.; fair is saleable at 1s. to 1s. 0½d. per lb. In medium to fine a very limited business has been transacted, the holders waiting for higher rates. Black-leaf Congous: A break of inferior common has been sold at 10¾d. per lb., an improvement upon the forced price of last public sale. For good common to fair there are buyers at 1s. to 1s. 1d., but holders generally require an advance. A few parcels of medium to fine were printed in last public sale, but were not realised, bids being below the reserve prices affixed to them. Tayshan Congous: Nothing to report; the parcels on the market are chiefly common, and not sought for. Souchongs and Oolongs continue without enquiry. Scented Teas: A limited business has been transacted at slightly reduced rates for the lower grades; a fair demand still exists for the finer sorts, which are scarce. Green Teas: For anything classed as fine there is still an enquiry, but the commoner grades remain heavy of sale. The next China auction is advertised for the 17th inst.

SILK.

The market has further improved during the last few days, and Tsatlees especially are in demand at 32s. for best chop 3rd., 28s. Red Peacocks, 25s. common No. 5. There is also more general inquiry for other classes, and altogether the market is very firm, with an upward tendency for neglected silks. The deliveries have improved during the last few days.

COFFEE.

The market for Plantation Ceylon has been steady throughout the week at the advance noted in our last report; the offers, which have not been very extensive, being nearly all taken at previously ruling rates. Present prices are:—Triage, 49s. to 55s.; small grey and dull, 59s. to 60s. 6d.; low middling to middling ditto, 61s. to 65s.; small coloury, 61s. to 63s.; middling ditto, 65s. 6d. to 71s.; good to fine middling, 73s. to 78s.; good, 82s.; peaberry, 80s. 6d. to 83s. In Native Ceylon the business has been limited at the following rates:—Small, 48s. 6d.; small good ordinary, 49s. 6d.; real good ordinary, 50s. 6d; good to fine bold pale, 54s. to 56s. 5d.; peaberry, 55s. to 57s. 6d. We note the sale of about 300 bags Singapore:—Mixed, at 46s. to 48s. 6d.; fine bold yellow and brown Bonthyne, at 62s. to 68s. 6d. There have been no offers of other East India descriptions. The export deliveries have at length shown some improvement, wholly in Ceylon, other kinds being again smaller, and for the week are 250 tons more than last year; the deliveries for home use are also larger than last year by nearly the same amount, and as the landings are 400 tons less, the surplus in stock is thereby reduced to about 6,000 tons.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 293,954 cwt., against 304,863 cwt. at the corresponding date of 1869; Native, 31,321 cwt., against 51,290 cwt. The quantity afloat for the Continent is 2,694 cwt. Plantation against 10,179 cwt., and 1,845 cwt. Native against 19,454 cwt. The quantity of Coffee landed in the eighteen weeks ended May 7, 1870, was, of Ceylon, 8,792 tons, against 10,133 tons during the corresponding period of 1869; of all descriptions, 12,649 tons, against 16,609 tons. The quantity entered for home consumption was, of Ceylon, 3,535 tons, against 3,809 tons; of all descriptions, 6,137 tons, against 6,464 tons. The quantity exported was, of Ceylon, 6,994 tons, against 8,637 tons; of all descriptions, 11,738 tons, against 16,429 tons. The stock on May 7 was, of Ceylon, 12,127 tons, against 8,682 tons; of all descriptions, 18,993 tons, against 12,936 tons.

SUGAR.

The market since we last reported has been extremely quiet, the inquiry being very limited, and the few transactions effected have been at a decline of 6d. to 1s. per cwt. At auction there has been no business in East India, 6,149 bags unclayed Manila and 726 bags low brown China (duty 4s.) were offered and bought, the former at 21s. 6d. to 22s., the latter at 19s. By private contract the only sale has been of 24,000 bags unclayed Taal at 19s.; afloat, the cargo per Eliza Thornton, 1,700 baskets Java No. 12½ has been sold at 27s. 6d. for the United Kingdom.

The quantity of Sugar landed in the eighteen weeks ended May 7, 1870, was, of Penang, 792 tons, against 1,126 tons in the corresponding period of 1869; of Manila, Java, and China, 7,338 tons, against 17,970 tons; the quantity entered for home consumption was of Penang, 876 tons, against 1,230 tons; of Manila, Java, and China, 8,706 tons, against 4,956 tons. The quantity exported was, of Penang, 35 tons, against 42 tons; of Manila, Java, and China, 1,490 tons, against 700 tons. The stock on May 7 was, of Penang, 2,211 tons, against 183 tons; of Manila, Java, and China, 32,982 tons, against 44,058 tons.

COCOA-NUT OIL.—The dulness in the market continues and has resulted in a further decline of 10s. for Ceylon, the present quotation being £39 to £39 10s. The quantity of Ceylon afloat for the United Kingdom is estimated at 36,086 tons, against 22,057 tons last year, and 18,475 tons in 1868; to the Continent, 2,566 tons, against 750 tons last year.

CAMPHOR.—Prices for China have declined, 50 cases having been sold at 82s. 6d.; in Japan no transactions are reported.

CINNAMON.—The only offer since our last report, 38 bales Ceylon low coarse third sort, was sold at 1s. Chips: Of 688 bags Ceylon offered 420 bags sold, low middling chips and thin bark, at 4¼d.; common coarse bark at 2¼d. to 2½d.

CUTCH.—The offers have comprised 852 bags Pegu, of which 670 bags good quality were sold at 22s. 6d. to 23s., one lot at 23s. 6d. per cwt.

FIBRE.—We note the sale of 10 bales Ceylon Kitool at 7¾d. to 8d.

GALLS.—There have been no transactions at public sales; privately 100 cases China have realised 47s. 6d.; no business in Japan.

GUMS.—Benjamin: 47 cases saved from the wreck of the Benvenue, from Penang, sold with all faults at 85s. to 89s. Copal: At auction 8 cases Manila were offered and withdrawn, and 12 barrels low rough Ceylon were bought in at 5s. Damar: At public sale 17 cases Singapore sold, mixed pale and dark at 62s. 6d. to 68s., one case pale at 77s., and 20 cases good clean partly bold Ceylon were bought in at 60s. per cwt.

GAMBIER.—The market has become flat and a decline has been submitted to, 130 tons having been sold ex ship at 16s. 9d. In auction 1,025 bales were bought in at 16s. 9d. to 17s., of 225 bales pressed cubes 77 bales sold at 18s., and 305 baskets cubes sold, fine pale Rhio at 19s. 9d. to 20s., medium at 18s. 6d. For arrival 100 tons, March sailing, have been sold at 16s. 7½d., with all faults.

GUTTA-PERCHA.—The sale is reported of 5 tons Singapore whole at 10d. to 10½d., pieces at 6d., block at 5¾d. per lb.

HEMP.—The market for Manila is steady; the sales amount to about 250 bales good roping at £54 to £54 10s. per ton.

ISINGLASS.—At auction 10 cases and 2 bags Penang sold, tongue fair at 3s. 9d., middling at 2s. 11d., leaf good bold at 3s. 10d., small at 3s. 9d.

INDIA-RUBBER.—An offer of 16 baskets Singapore was bought in, ball and lump dark, partly scrappy and rather foul at 1s. 7d. to 1s. 8d.

JAPAN WAX.—At auction 295 cases saucers sold without reserve; good hard, 67s. to 68s.; fair, rather weak, 63s. to 63s. 6d.; good middling, from 60s. 6d. up to 63s., closing at 62s.

PLUMBAGO.—Of 135 barrels Ceylon offered 65 barrels very common dust sold at 5s. 6d., repacked 5s. to 5s. 3d., the remainder lump being bought in at 20s.

PEPPER.—Black: Floating sales have been effected of 30 tons Singapore, very distant shipment, at 4¾d., and 2,000 bags Penang on terms not reported. White: There has been more demand, and a further advance has been paid, 200 bags Singapore having been sold at 6¼d., with prompt, and 100 bags common Penang at 6¼d. cash.

RICE.—The business on the spot has again been only of moderate extent, but at steady prices; the transactions in floating cargoes have been large, but have become somewhat restricted during the past few days, owing to holders requiring a further advance. The sales have been, on the spot, 1,160 mats Saigon, at 7s. 6d., and 6,000 bags Rangoon, at 9s. to 9s. 7½d.; afloat, the following cargoes:—The Blackwall, about 1,000 tons old Moulmein, January sailing, at 9s. 6d., ex ship for London, without guarantee; the Berar, 600 tons Rangoon, early February sailing, at 10s., ex ship for London; the Star of the North, 1,150 tons Rangoon, late January sailing, at 10s. 1½d., old conditions for the Continent; the Washington Irving, 1,000 tons, March sailing, at 10s., open charter, for the Continent; one of 740 tons Rangoon, February sailing, at 10s., for the Continent; The Gustav Adolph, 900 tons Necransie, April sailing, at 9s. 7½d., open charter. The Elizabeth Fry, 1,000 tons Rangoon, April sailing, at 10s. for the Continent, or 9s. 9d. ex quay for London. The Daniel Rankin, 1,280 tons Rangoon, March sailing, at 9s. 10½d. ex ship, or 10s. 4½d. landed in Liverpool. The Zingra, 450 tons Rangoon, March sailing, at 10s. 3d. for the Continent. The Carl XV., 500 tons Bassein, April sailing, at 10s. for the Continent. The Hypatia, 1,060 tons Bassein, February sailing, at 9s. 9d. ex ship. The Ludwig, 410 tons Bassein, March sailing, at 10s. for the Continent. The Thomas Fletcher, 1,100 tons Necransie, April sailing, at 9s. 9d. for the Continent. The Ocean Bride, 270 tons field Siam in bags, at 8s. ex ship for London.

SPICES.—Cassia Lignea: 100 cases unsorted were offered and bought in at 117s. Nutmegs: 102 cases Padang offered at auction met a good demand, and were chiefly sold at firm rates; fine bold, 62 nuts to the lb., at 4s. 3d., 71's at 3s. 2d., 82's at 2s. 6d., one lot at 2s. 7d., 95's at 2s. 1d., one lot at 2s. 2d., 135's at 1s. 6d., ungarbled 164's at 10d. to 11d.; 5 cases Penang—113's sold at 1s. 9d. to 1s. 10d.; 10 casks limed Java, 103 to 114's, were bought in at 1s. 10d. Mace: 6 casks ordinary Java were bought in at 2s. 10d.

SESSAM SEED.—A portion of the cargo per Albert Juras, from Formosa, consisting of 1,350 quarters slightly heated brown, sold by auction—sound at 56s., sea-damaged at 56s. 3d.

SAGO.—There have been no sales since our last report.

SAGO FLOUR.—At public sale 250 bags Singapore realised 14s. 3d., and 60 bags Borneo 14s., cash.

SAPANWOOD.—We note the sale of 42 tons Siam at £7 10s. to £7 15s. per ton.

TAPIOCA.—At auction 140 bags Penang were offered and bought in at 2½d. per lb.

TIN.—The market for Straits is somewhat less active, but prices are steadily maintained, the current rates being £185 on the spot, and £133 to £134 afloat. Banca and Billiton are steady at last mail's quotations.

VEGETABLE TALLOW.—At public sale 37 casks Singapore were offered and bought in at 43s. for fair lump partly soft.

NEW YORK MARKET REPORT.

COFFEE.—The market for Brazil is steady, and previous rates are firmly maintained; in East India a limited business has been transacted at former prices, viz., Java Government bags 20c. to 21½c.; mats, 20c. to 22c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. gold. The stock of Manila on the 1st April was estimated at 2,627 bags, against 6,769 bags on April 1, 1869; of Java (Government) at 815 bags, against 1,641 bags; of Java mats, 51,929, against 41,808 bags; of Ceylon, 1,500 bags, against 7,000 bags; of Singapore *nil* in both years.

CAMPHOR.—China is quoted 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.12½; Cassia, $1.25 gold.

GAMBIER.—The current quotation is 4c. to 4¼c. gold (duty paid); stock very small, not exceeding 2,000 bales.

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CORDAGE.—A moderate business has been done in Manila at steady prices; the current quotations are :—6-thread and 9-thread (¼ in. and 5-16 in. diam.), 23c.; 12-thread (⅜ in. diam. 22½c.; Hay Rope, 22½c.; Bolt Rope Yarns, 24c.; do. 6-thread and 9-thread, 25c.; Manila, 21½c.; Fine Tarred Lath Yarn, 23c.

HEMP.—We note the sale of 1,000 bales at 14½c. gold, showing no change. The stock of Manila on the 1st April was estimated at 20,591 bales, against 3,205 bales at the corresponding date of 1869, and 27,844 bales in 1868. The imports into the United States from the 1st January to the 31st March, 1870, were 48,136 bales, against 34,795 bales during the corresponding period of last year, and the quantity afloat on the 31st March was 18,317 bales, against 12,676 bales at the same date last year.

INDIGO.—There has been more activity in the market, owing to an increased demand; the sales have included 35 cases Manila at $1.10 to $1.35 currency.

PRESERVED GINGER.—China is quoted $8 currency (duty paid).

RHUBARB.—The quotation for China is $1 to $2 currency (duty paid), showing a decline of 50c.

RICE.—The market continues quiet, but there is still a fair inquiry for Rangoon for export purposes, and we note sales amounting to 1,200 bags at the previously ruling rates, viz., $3 to $3.25 gold (in bond). In other kinds of East India there have been no transactions. The stock of East India on the 1st April was 6,350 bags, against 10,940 bags at the corresponding date last year, and 4,200 bags in 1868.

SPICES.—The opinion seems to have become more general that there will be no reduction in the tariff during the present session of Congress, and buyers purchase with more confidence and enlarge their orders, so that, with moderate and concentrated stocks, and favourable accounts from abroad, the market for most descriptions remains strong, and for some goods prices harden. Nutmegs favour sellers. Cassia is higher, closing firm at 47c., and Pepper is steady at the recent advance. In Cloves there has been a large business, 2,000 bales having been taken on private terms. We notice besides 300 cases Nutmegs, at $1 to 1.5; 20 do. Mace, $1.22½ to 1.25, in casks, $1.20; 500 bales Cassia, 46c. to 47c.; 1,400 bags Pepper, 27c. to 27½c., in small lots 28c.; 300 do. Pimento, 19c.; 150 bales Cloves, 25¾c. to 26c., all gold; also 600 bales Cassia on private terms.

SUGAR.—The market is quiet, holders declining to transact business except at an advance; the sales have included 13,692 bags Manila at 8¾c.

TIN.—Straits is firm at 34c. gold, and we note the sale of 350 slabs at that figure; Banca is very scarce, 25 slabs have been sold at 40c., and at the close 42c. were being offered and refused.

TEA.—There is no change in the tone of the market; limited business has been done in parcels ex Elizabeth Nicholson, Dilpussund, Mikado, Resolute, Horatio, and Elizabeth Dougall at the prices previously current.

SAN FRANCISCO MARKET REPORT.

COFFEE.—We remark an increased inquiry, with a slight advance in prices. Sales to some extent have been made to the jobbers, but details are not forthcoming; O.G. Java is quoted 22½c.

CHINA MATTING.—Imports from Jan. 1 to April 16—54 bales, 2,920 rolls. As the warm season approaches there is more inquiry for Chinese, both white and checked, with sales of 200 rolls 4-4 at $5.25.

RICE.—Imports from January 1 to April 16: China, 5,778,952 lbs., 2,276 mats. Information received from Japan and China of crop failures has had the effect anticipated. Purchases have been considerable, embracing an entire cargo of Saigon of inferior quality, say 800,000 lbs. recleaned, at 4c. per lb. In addition to this, about 750,000 lbs. second quality China have been taken in lots at 5¾c. to 6½c. per lb. No sound grain can be purchased for less than 6½c. to 6¾c. per lb. 3,400 mats No. 2 China sold at 6½c., and at the close was held for higher rates.

TEA.—Imports from Jan. 1st. to April 16th: China, 145,163 lbs., 444 pkgs.; Japan, 360,016 lbs., 2,428 pkgs. Leading holders evince considerable firmness in their views without succeeding in effecting sales at any actual advance. Stocks are by no means excessive. We quote Japans at 75c. to 90c. for first quality, according to size and description of package; second quality, in chests, 65c. to 70c.

SHIPPING.

ARRIVALS.—April 23, at Boston, from Singapore, Polly Lewis; 27, Rocket; 30, at New York, from Foochow, Horner; May 3, from Yokohama, Herbert Graham.

DEPARTURES.—April 29, from New York, for Yokohama, Horatio 30, from San Francisco, for Yokohama and Hong Kong, China (s.).

LOADING.—At New York, for Batavia, Franklin; for Hong Kong, Formosa; for Hong Kong and Shanghai, N.B. Palmer, Willy Rickmers; for Shanghai, Haze, Mary Whitridge; for Yokohama, Horatio; at San Francisco, for Hong Kong, Sumatra.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
May 3	St. Helene	Guillaume	Sumatra	Hamburg
Apr 30	Cosmopolita	Ugarte	Manila	Corunna
—	Isurium	Sampson	Zebu	Queenstown
May 9	Waverley	Boysen	Calcutta and Galle	London
— 9	Neville	Hemsworth	Canton	Off Scilly
— 10	Empress	Hodgson	Macao	Falmouth
— 10	Ocean Bride	Thelland	Bangkok	Do.
— 10	Penrith	Dawson	Do.	Do.
— 9	Benlomond	—	Java, for Amsterdam	Off Scilly

ARRIVALS—*Continued.*

Date.	Ship.	Captain.	From.	At.
May 9	Coldinghame	—	Singapore	Do.
— 9	Sir John Lawrence	—	Colombo	Do.
— 9	Innisfallen	—	Bangkok	Marseilles
— 9	Jerfalcon	Fox	Do.	Do.
— 10	British Empire	Rowe	Do.	Falmouth
— 12	Red Riding Hood	—	China	Deal
— 12	Coulnakyle	—	Do.	Do.
— 12	Humboldt	—	Batavia	Falmouth
— 13	Omla	Thompson	Shanghai	London
— 12	Percy Douglas	Ritchie	Ceylon	Deal
— 12	Humboldt	Pluman	Batavia	Falmouth
— 10	Kitty	Hinze	Java for Amstdm.	Off the Lizard
— 12	Fontenaye	Crook	Shanghai	Deal
Mar 28	Dona Maria Pia	—	Macao	Callao
Apr 4	Kedar	Cowie	Hong Kong	Buenos Ayres
My 12	Hindostan	—	Manila	Deal
— 12	Esmeralda	Koppelman	Hong Kong	Falmouth
— 12	Scharnhorst	Hollman	Pasaroeang	Do.
— 9	Ada	—	Batavia, for Rottrdm.	Off Scilly
— 13	Vigilant	Wood	Galle, &c.	London
— 13	John Paul	Currie	Penang	Do.
— 13	Tyburnia	Stephens	Shanghai	Do.
— 13	Goldfinder	Higgins	Rangoon	Deal
— 13	Juanita	Bartoi	Sarawak	Do.
— 13	Macedon	Summerfield	Bangkok	Do.
— 13	Catalina	—	Zebu	Liverpool
— 13	Pelham	—	Penang	London
— 13	Jane Rowland	—	Colombo	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
May 5	Ocean Rover	Hammond	Colombo	London
— 5	Great Victoria (str.)	Kerr	Colombo and Madras, via Suez Canal	Do.
Apr 29	A. W. M.	Bruns	Java	Shields
May 5	County of Ayr	M'Skimming	Batavia	Clyde
— 3	Perl	Irving	Colombo	Shields
— 5	Cydonia	Goodwin	Batavia	Sunderland
— 7	Rollo	Way	Yokohama	London
— 6	Solid	Schmidt	Singapore	Cardiff
—	Henrietta Maria	Tjebbes	Batavia	Amsterdam
— 8	Leith (str.)	—	Penang, China, &c., via Suez Canal	Liverpool
— 5	St. Paali	Droscher	Macassar, &c.	Hamburg
— 9	George Shotton	Bailey	Tientsin & Newchng.	London
—	Staatsraad S. v. Ewyk	Ham	Batavia	Amsterdam
— 8	Balkan	—	Hong Kong	Shields
— 10	Chieftain (str.)	—	Japan, via Suez Canal	London
—	Kosmopoliet	Chevalier	Batavia	Rotterdam
— 9	Gambia (str.)	—	Colombo, &c., via London & Suez C.	Clyde
—	Euphrosyne	Broker	Singapore	Amsterdam
— 10	A. Jacobs	Mammes	Batavia	Penarth Dock
— 11	Eudora	Geach	Nagasaki	Sunderland
—	Vrede	Plas	Java	Amsterdam
— 12	Peter Rickmers	Joberg	Singapore	Cardiff
— 11	Felicie	Bosche	Hong Kong	Hamburg

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—For Yokohama and Hiogo: Lorton, Ada. For Yokohama, Hiogo, and Nagasaki (*via* Suez Canal): Waverley (str.). For Yokohama and Nagasaki: Rookwood. For Shanghai: Her Majesty, Tyburnia, Brockham, Great Northern (str.), Glamorganshire, Tordenskjold (str.), Harrington. For Hong Kong: L'Imperatrice, Beemah, John Lidgett, Kate Carnie, Corea, James Shepherd. For Manila: Angela. For Singapore: Atma, Petchelee. For Penang: Lucayas. For Batavia and Sourabaya: Vincenza. For Colombo: Palestine, Lincelles. For Colombo, &c.: Ocean Beauty. For Colombo, &c. (*via* Suez Canal): Gambier (str.).

At LIVERPOOL.—For Yokohama and Hiogo: Carnarvon Castle. For Shanghai: John Nicholson. For Manila: Matilde, Maria Teresa. For Singapore: Sidlaw, Huddersfield. For Singapore (*via* Newport): Favorite. For Penang, Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Nestor (str.). For Sourabaya: Johannes. For Batavia and Sourabaya: Peggy, Chateaubriand.

At GLASGOW.—For Manila: Alejandro. For Singapore: Janet Ferguson.

SPOKEN.

CLUTHA, Batavia to London, 105 days out, 49 N., 24 W.
FONTENAYE, Shanghai to London, April 27, 45 N., 28 W.
VIGILANT, Colombo to London, April 27, 45 N., 28 W.
ENSIGN, Foochow to Amsterdam, April 18, 34 N., 31 W.
LOUISA (Eng.), Macao (?) to Flmth., 88 days out, April 20, 36 N., 40 W.
AUSTRALIAN, Batavia to Falmouth, March 24, 26 S., 56 E.
SEA KING (brg.), Macao to Liverpool, May 6, 51 N., 14 W.
ELLEN LAMB, Liverpool to Singapore, March 25, 1 N., 21 W.
OTTER, Sarawak to London, April 17, 39 N., 41 W.
PERCY DOUGLAS, Colombo to London, April 30, 49 N., 25 W.
ADA (Dutch ship), Batavia to Rotterdam, May 1, 50 N., 24 W.
THYATIRA London to Shanghai, March 2, 1 N., 25 W.
NESTOR (Dutch ship), Cardiff to Batavia, April 8, on the Line, 21 W.
JOHANNA CHRISTINE (Dut. brq.), Batavia to Amstdm., April 9, 2 N., 22 W.
COULAKYLE, Foochow to London, May 6.
BEAUNHAMA, Colombo to London, 10 days out, 1 N., 78 E.
GUAYMAS, Macao to Hamburg, March 26, on the Line, 22 W.
SEMLKAM (of Quebec), Samarang to Amsterdam, April 30, 48 N., 27 W.
GRAND BONNY (Dutch ship), Rotterdam to Batavia, Feb. 18, 26 S., 34 W.
FIERY CROSS, London to Hong Kong, March 10, 1 S., 24 W.
VIGILANT, Ceylon to London, 50 N., 12 W.
HARBOTTLE, London to Japan, March 18, 20 N., 28 W.
DILPUSSUND, New York to Shanghai, April 24, 33 N., 44 W.
ELLEN LAMB, Liverpool to Singapore, May 26, on the Line, 21 W.

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SUNDA, Batavia to Rotterdam, March 29, 4 S., 20 W. [22 W.
BELLICK CASTLE (?) (brq.), Colombo to Lond., 70 days out, April. 1, 3 S.,
BELIN Y LUISE (?) (American ship), Samarang to Amsterdam, 75 days out, April 3, on the Line, 22 W.
JOHN PAUL (barque). Penang to London, April 24, 40 N., 32 W.
ARY SCHEFFER, Batavia to Rotterdam, April 27, 45 N., 29 W.
SEA KING. Macao to Liverpool, May 7.
TEZEN (?), of and for Liverpool, from Batavia, 52 N., 14 W.
OTTER Sarawak to London, May 6, 50 N., 14 W.
CHINA (ship), China to London, May 4, 50 N., 19 W.
PETRONELLA. Amsterdam to Samarang, March 4, 29 S., 29 W.
EMMA MARIA, Cardiff to Singapore, March 5, 29 S.. 28 W.
HIGHLANDER, Liverpool to Singapore, March 27, 36 N., 26 W.
EMULOUS Macao to Falmouth. March 12, 16 S., 0 E.
TIGER (Dutch barque), from Samarang, May 7, 50 N., 13 W.
LINDA (Dutch barque), Cardiff to Hong Kong, April 4. 6 N., 27 W.
MARGOT (Dutch brig), Singapore to Hamburg March 2, 34 S., 32 E.
JANE ROWLAND. Colombo to London, March 24. Off A-censions.
CAMANA (ship), Hong Kong to Liverpool, March 28, 3 S., 20 W.
SHOOTING STAR (brq.), London to Colombo, April 5, 2 N., 19 W.
UIMI YO MARU (gn. bt.), Aberdeen to Nagasaki, April 6, 3 N., 18 W.
GEROLAMO (Dut. brq.), Sourabaya to Falmouth, May 6, 49 N., 16 W.
NEDERLANDENEN ORANJE (Dt. br.), Rtdm. to Bat., March 30, 1 N., 22 E.
DIRIGO (Sp. brq.), Manila to London, 78 days out, March 10, 28 S., 7 W.
HOPEWELL, London to Hong Kong, March 14, 7 S., 25 W.
FIERY CROSS, London to Hong Kong, March 18, 17 S., 33 W.
THYATIRA (ship), London to Shanghai, March 10, 21 S., 35 W.
SUNDA. Batavia to Rotterdam, May 6, 50 N., 13 W.
ENSIGN, Foochow to Amsterdam, March 28, 2 N., 28 W.
GENOUVE (?), London to Shanghai.

FREIGHTS AND CHARTERS.

Berth freights still continue without animation, there is however not much suitable tonnage available; coal freights from the Northern outports are without change.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight. 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight. 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. mea t At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hiogo: £35. For Yokohama: £35. For Hong Kong: £28. For Singapore: £25. For Galle: £27. From Newport, Cardiff or Swansea per ton.—For Hiogo: £1 15s. For Hong Kong: £1 8s. For Singapore: £1 4s. For Galle: £1 6s.

CASUALTIES.

Advices from Fayal, dated April 23, state that the Juanita, Bartols, from Sarawak to London, which put in there, March 8, leaky, and discharged part of her cargo, had received instructions to proceed with the cargo she had on board, as a vessel would be sent out for that portion which had been landed.

Advices from St. Thomas, dated April 23, state that the Herald, Gardner, from Java to Boston, which put in there leaky, March 27, was on the marine repairing slip, with fore and mainmasts out, and was being recoppered and caulked.

The following telegram, dated Galle, May 4, received from Yokohama, states as follows:— St. Dunstan, from Glasgow, has been wrecked at Cape King, at the eastern entrance of the Gulf; and the Bengal (British ship), Maclean, from Penarth Dock, went ashore west of Hiogo Point April 3, but was towed off by the Orissa (str.) with light part of cargo jettisoned; she does not appear to have sustained serious damage.

MISCELLANEOUS.

The following goods have been forwarded to London from the wreck of the Benvenue, from Penang, in addition to those previously recovered:—511 bdls. rattans, 37 bags pepper, 1 bale tobacco, 1 bag coffee, 9 bags cocoanuts, 1 case nutmegs, 24 bags tapioca, 5 bales and 113 hides.

At SUEZ.—May 6, Priam (str.), from Liverpool, and was to leave 7 for Singapore, China, &c.; Danube (str.), from Liverpool, and was to leave May 9 for Singapore, China, &c.

At MAURITIUS.—April 1, Eastern Isles (str.), Knight, from Capetown, and left 4 for Singapore; 7, Hopeful, Buttrey, from Singapore; 30, Admiral Trehouart, Aubry, from Monte Video, sailed for Galle.

ADMIRALTY NOTICE.

WINDS AND CURRENTS AT THE LITTLE BASSES ROCK.

The following notice on the prevailing winds and set of the currents observed off the south coast of Ceylon, compiled from a memorandum dated April, 1869, by Mr. John Buchanan, master of the light-vessel marking the position of the Little Bassas Rocks, has been transmitted to the Hydrographic Department of the Admiralty, and is published for the information of navigators:—

January.—During this month a strong, steady, north-east monsoon prevails. The S.S.W. current never shifts, but continues throughout January, running from the Bay of Bengal with a velocity varying from 2 to 3½ knots. Sea cross and very rough all the month. Steam-vessels steering N.N.E. have remained in sight from the light-vessel for two hours, and sailing-ships for six days; hence ships bound to the north-east should avoid the south-east coast of Ceylon in January.

February.—The same remark applies to February, although towards the end of the month the wind becomes much lighter; the current also slackens. Occasionally in this month the light-vessel swings. In 1868, however, she did not swing until April, while in 1869 she swung in February. At the end of the month land and sea breezes begin.

March.—Throughout this month regular land and sea breezes prevail. The current, although generally S.S.W., is variable at times, setting from different quarters, one hour in one direction, another probably in the opposite. March is one of the finest months at the Little Bassas, the thermometer often reaching 87 degrees in the shade. The land and sea breezes being regular, and the current weak, the passage up or down the coast is easy in this month.

April.—The winds are variable during this month, being sometimes from the north-east, at others from the south-west, blowing from the latter quarter for days together. Sometimes in the course of a day the light vessel's head will be at almost every point of the compass. Weather becomes gloomy, with occasional showers, thunder and lightning are prevalent, with dense blackness over the land. As a rule, very little current is felt, but it occasionally runs strong to the S.S.W.

May.—Between the 1st and 20th of this month the south-west monsoon sets in strong and steadily, generally much rain falls, and thunder and lightning are common. During seven years the south-west monsoon set in regularly from the 4th to the 10th of May, in 1869 it was steady at south-west from April 6th; this year is accordingly an exception to the rule, with regard to winds and currents. After May no rain falls until the 20th of October; and it is hardly an exaggeration to say that not a drop of rain falls during the south-west monsoon. The current runs N.E. from one to three knots.

June, July, August, and *September.*—Throughout these four months one day resembles another, the south-west monsoon blowing strong and steadily, generally beginning about 10 A.M., by noon increasing to a gale, so continuing to 4 P.M., and then decreasing towards sunset; if the gale continues after sunset it moderates after 10 P.M., never attaining throughout the night aught beyond a strong breeze. There is a strong current setting N.N.E. from 1 to 3 knots. As soon as the sun passes southward of the line, the regular monsoon ceases on the south coast of Ceylon, the winds become variable, land and sea breezes setting in, with an intervening calm.

A remarkable circumstance occurs with regard to current during the south-west monsoon. After running 3 knots to the N.E. for ten days, suddenly it slackens and runs from 2 to 3½ knots S.W., or from the Bay of Bengal, lasting sometimes only one day, at other times for a week; these changes happened at all times of the moon, and appear to obey no recognised law. By observing these changes in the current monthly communication was, with extreme difficulty and much risk, kept up with Potana Bay, and thence by land with Galle.

October.—During this month regular land and sea breezes prevail, the S.S.W. current runs strong towards the end of the month, at times attaining a rate of 5 knots. The light-vessel does not swing again until the middle of March, so that for five months and a half the current runs steadily out of the Bay of Bengal, with a velocity of from 1 to 3½ knots, and sometimes of 5 knots. In communicating with the shore on the 15th December, the light-vessel's boat was swept past Potana, and could neither return to the ship nor land; but at length, when out of food and water, the coast was reached at Kirinde, where the boat remained until February 15th before a return to the light-vessel could be attempted.

November, although rainy, with thunder and lightning, is not a bad month at the Little Bassas. The north-east monsoon blowing strong and steadily sets in towards the end. The S.S.W. current runs strong, invariably setting floating substances out to sea, accounting for the fact of so few things coming on shore on the south coast of Ceylon.

December.—During this month a strong north-east monsoon prevails, and the current attains its greatest strength. The light-vessel is uneasy and rolls violently. In December no ship should proceed to the northward along the south east coast of Ceylon. The period during which ships may proceed north is that intervening between February 15th and November 15th; for three months in the year it should not be attempted.

Summary.—There are no regular tides, but the currents from the middle of November, or during the north-east monsoon, set S.S.W. out of the Bay of Bengal for five months without variation; thus a steamer, steering N.N.E., has not only to oppose a 3-knot current, but also has the wind dead against her; some steamers barely make two miles an hour when bound to the northward. During the remaining seven months the currents are nearly equally divided, for about twice a month in the south-west monsoon the current will suddenly change from N.N.E. to S.S.W. When the sun passes northward of the light-vessel there is no more monsoon. During the south-west monsoon, in the event of a vessel making Dondra Head, when bound to Galle, which is not uncommon, the master should never attempt to beat to Calle, but recross the line.

CHINA SEA AND BANCA STRAITS.

The following information of dangers in the China and Java Seas, discovered during the years 1866-68, has been published on the authority of the Netherlands Commission for improving and correcting the charts of the Indian Archipelago. [All bearings are magnetic. Variation 1 deg. easterly in 1870.]

CHINA SEA.—The ship Scheweningen struck on an unknown bank in lat. 1 deg. 19 min. 12 sec. S. and long. 106 deg. 39 min. 48 sec. E., about

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fourteen leagues E. by N. from Crassock Point, the north extremity of Banca Island. Immediately after the ship touched a sounding of four fathoms was obtained, and a second sounding showed a depth of fifteen fathoms.

NORTH COAST OF BANCA.—A reef, with only 7½ feet of water, lies about 1½ mile from the shore, and nearly midway between Crassock Point and Cape Tuen. From the shoal, Crassock point bears W. by N. ½ N., Pulo Pongoh off Cape Tuen S.E. ½ S., and Pakoe Point S. by E.

BANCA STRAIT.—A rock, with 12 feet over it at low water, lies about two cables northward of the Hadjie Reef, with Tanjong Bersiap, the eastern point of Banca Island, bearing N. ¾ E., and Kalian Point Lighthouse E. ¼ N.

GASPAR STRAIT.—A reef has been discovered lying N.N.W. 3¾ miles from the Belvedere Rock, also seventeen miles distant from Gaspar Island, and twenty-eight miles from Brekat Point, on Banka Island. The position given is in lat. 2 degs. 8 mins. S., long. 107 degs. 1 min. 15 secs. E. A reef with only 6 feet water lies off the northern end of Pulo Leat. From a position three-quarters of a cable northward of the shoal, the northern point of Pulo Leat bore S.W., and the eastern point of Pulo Anak, or Selagin, S. by E. ¼ E.

CARIMATA STRAIT.—A reef, situated on the north-east coast of Billiton, and shown as "doubtful" on the charts, has been found to exist. It dries in one spot, and is in lat. 2 deg. 37 min. S., long. 108 deg. 18 min. E. A bank that dries has been observed off the east coast of Billiton; from the bank Slandak Island bears S.W. ½ W., Gantong Island W. by S., and Boesong Madau Island N.W. ¼ W.; the position given is in lat. 2 degs. 59 min. S., long. 108 deg. 21 min. E. A reef, with about 6 or 7 feet water, lies near the assigned but doubtful position of a shoal named Admiral Protet; from it Slandak Island bears W. ¾ S., and Liendorg, one of the Scharvogel Islands, S.S.W.; the position given is in lat. 2 deg. 59 min. S., long. 108 deg. 38 min. E.

GREIG SHOAL.—Careful examination has shown that the position of this danger, off the western coast of Borneo, is lat. 0 deg. 55 min. 30 sec. S., and long. 108 deg. 28 min. E.; from the shoal Panambungan Island bears E.S.E., and the peak of Carimata Island S.S.E ¾ E. The shoal is circular in shape, about 1¼ cable in diameter, and has eight feet water over the shoalest part.

JAVA SEA.—E. ½ N. from the south point of Peblakan or West Island, distant about 3½ miles, is a reef of coral and stone; this reef extends about one cable north and south, and 2½ cables east and west; there is about four feet water over the shoalest part, and from four to five fathoms around the reef; from it the extremes of Rangat Island bore N.W. ½ N. and N.W. by N. respectively. A reef also, on which the sea breaks heavily, extends a distance of about two cables (by estimation) from the north and north-east sides of Rangat Island. Careful examination has shown that the Siren Bank, to be found on some charts in lat. 5 deg. 19 min. 30 sec. S., long. 106 deg. 34 min. 45 sec. E., does not exist, and that no danger has been found near the assigned position.

TRINITY-HOUSE NOTICE.

TEMPORARY LIGHT NEAR THE GREAT BASSES ROCK.

The following has been issued from the Trinity-house:—"Notice is hereby given, that, in accordance with the notice issued from this House in October last, a light vessel was placed, on the 30th March, in twelve fathoms of water, three-quarters of a mile N.N.E. of the 'Great Basses' Rocks, off the S.E. coast of Ceylon, and will be maintained there during the time of building the lighthouse; and in order to distinguish her from the light vessel at the 'Little Basses,' which exhibits a white flash every minute and a-half, and which is twenty miles distant, the light shown is red, revolving at intervals of forty-five seconds. By day she is distinguished by carrying two balls vertically at the mainmast-head."

LIGHTING THE RED SEA.—The following paragraph appears in the Marseilles *Courier*:—"The Khedive has decided that the coasts of the Red Sea shall be provided with lighthouses, similar to those erected at Damietta, Burlos, and Rosetta, in the Mediterranean, at the approaches of Port Said. The decision of the Khedive has been put into immediate execution, his Highness having already given orders to the Compagnie des Forges et Chantiers de la Mediterrance for two first-class lighthouses. The first will be placed at Saouskin; it will be 180 feet high, and will be furnished with a revolving light, having a range of 30 miles. The second will be at Ras Garib, about one day's sail from Suez, being 150 feet in height, and having a fixed light of the first order."

(NO CIRCULARS ISSUED.)

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CAPITAL Paid Up, Thls. 3,000,000 (about £450,000).

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Manager—HERMAN GWINNER. | Sub-Manager—FERDINAND WARBURG.

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C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.
An experience of four years in this business in foreign parts two of which has been gained in this country, may ensure the confidence of customers.
Orders must be accompanied by remittances or references, and letters must be addressed to
C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

Liebig Company's Extract of Meat.
AMSTERDAM EXHIBITION, 1869, FIRST PRIZE, being above the Gold Medal. Supplied to the British, French, Prussian, Russian, Italian, Dutch and other Governments. One pint of fine flavoured Beef-tea at 2½d. Most convenient and economic "stock."
CAUTION.—Only sort warranted genuine by the Inventor, Baron Liebig, whose signature is on every genuine Jar.
Ask for LIEBIG COMPANY'S EXTRACT, and NOT for Liebig's Extract of Meat.

COWASJEE DINSHAW.
Close to the Landing Place, Depot of
EUROPEAN CHINA, AND INDIAN WORK.
WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE *London and China Express* ON SALE.

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BANK OF ROTTERDAM.

BALANCE-SHEET, ending December 31, 1869.

Dr.			Cr.		
Public shares		f.1	Capital—		
Funds available—			50 per cent. paid up on 30,686 shares, at f.7,671,500	f.3,835,750 00	
Cash and foreign coin	1,757,655 82		5 per cent. paid up on commanditair capital	405,515 00	
Bills receivable—					f.4,241,265 00
Home	2,101,034 64		Bills payable		6,140,974 04
Foreign	1,564,271 73		Deposits and circular notes		2,915,876 09
Cash at bankers	1,297,688 13		Creditors in account current		1,905,420 57½
	6,720,650 32		„ commanditair account		346,877 43
Debtors in account current	5,784,439 23½		Interest on paid-up commanditair capital		12,165 45
Doubtful debtors in account current, estimated at	162,252 91		Commanditair reserve funds		150,129 55½
Debtors in commanditair account	2,863,777 63		Dividend for 1864		49 50
Doubtful debtors in commanditair account, estimated at	16,231 66		„ 1865		58 00
Bank premises and furniture	168,514 25		„ 1866		95 60
			„ 1867		1,390 65
			Balance of profit		1,565 11½
	f.15,715,867 00½				f.15,715,867 00½

Bank of Rotterdam.
(Signed) F. A. MULLER.
„ G. VAN DER KORS.
Rotterdam, April 6, 1870.

Audited by the Commissioners of the Bank of Rotterdam,
(Signed) F. I. PLATE, President.
„ W. H. s'JACOB, Secretary.
Rotterdam, April 13, 1870.

We have examined and audited the above accounts, and found them correct.
The Committee of Shareholders.
(Signed) F. W. C. BLOM.
„ W. F. GEVERS DEYNOOT.
„ H. W. DE CRITTER.
Rotterdam, April 27, 1870.

PROFIT AND LOSS ACCOUNT, 1869.

Dr.			Cr.	
Balance of loss		f.156,551 12	Interest account—	
Expenses—			Balance of profit	f.179,222 12
Salaries	f.62,051 88		Provision account—	
Different expenses	24,245 44½		Balance of profit	139,202 63
	86,297 32½		Operations in foreign bills, coupons, &c.	
Amount written off on house property, &c.	36,494 55		Balance of profit after subtraction of interest	73,580 78
Payment of half of the commanditair commissions, f.100,387 18, to commanditair reserve funds	50,193 59			
Loss on the liquidation of the agencies—Amsterdam, Singapore, and —of former operations in public shares, &c.	38,254 50½			
Written off on doubtful debtors	22,649 32½			
Balance of profit	1,565 11½			
	f.392,005 53			f.392,005 53

Bank of Rotterdam.
(Signed) F. A. MULLER.
„ G. VAN DER KORS.
Rotterdam, April 6, 1870.

Audited by the Commissioners of the Bank of Rotterdam.
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„ H. W. DE CRITTER.
Rotterdam, April 27, 1870.

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TRADE MARK OF CAPSULES & CASES

PARTICIPATION CHARENTAISE

LA GRANDE MARQUE COGNAC

LONDON OFFICES (for the trade only)—22 and 23, Great Tower-street.

Mr. V. JOUANNET, Managing Director, Cognac. | Mr. E. VIGNIER, Manager for the U.K., London.

The largest holders of Vintage 1865, and old Brandies of the first growths; which can be obtained from all Wine and Spirit Merchants, or can be procured by them, as large consignments have been lately shipped to all the principal ports of China, Japan, Java, Singapore, and Ceylon.

Blue Label, 6 years; Yellow Label, 11 years; Red Label, 14 years; White Label, from 18 to 40 years.

Samples forwarded free, by Overland Route, to Merchants giving satisfactory references in London.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
2. Cowper's-court, Cornhill, London, E.C

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar. Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

"THE CHINA MAIL,"
No. 2, WYNDHAM-STREET, HONG KONG.

NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co," was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

Subscription, 12 dols. per annum, payable to any of the undermentioned agents. Postage added. Terms of advertising:—Same as in *Daily China Mail*.

AGENTS.—London: F. Algar, 11, Clement's-lane, Lombard-street, E.C. San Francisco: White and Bauer, 518, Clay-street, San Francisco. Swatow: Drown and Co. Amoy: Giles and Co. Foochow: Thompsou and Co. Shanghai. H. Fogg and Co. Manila: Karuth, Heinzen, and Co. Australia: Gordon and Gotch, Melbourne and Sydney. Singapore: Locke. Hongghee, and Co. Batavia: H. Van Dorp.

NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.

Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

MUSIC.

ALFRED SCOTT GATTY'S FAVOURITE SONGS.

Tell Him I Love Him yet.	The Northern Star.
Long, long ago.	O Fair Deve, O Fond Dove.
The Mother's Visit.	

Each free by post for 19 stamps.

ALFRED SCOTT GATTY'S SONGS FOR CHILDREN.

No. 1. Rain Drops Patter.	No. 5. The Burial of the Linnet.
No 2. Child's Good Night.	
No 3. The Snow Man.	No. 6. Above the Spire.
No. 4 Going to School.	

"His 'Songs for Children' are charmingly simple and fresh, and have made him a name in many a 'happy home.'"—Vide the *Globe*.—Free by post 19 stamps each.

ALFRED SCOTT GATTY'S SONGS FOR OUR LITTLE ONES.

No. 1. Robin! Robin!	No. 4. Papa, I am weary.
No. 2. A Child's Fancy.	No. 5. High and Low.
No. 3. New Year's Carol.	No. 6. Naughty Tom.

Each free by post for 16 stamps.

ALFRED SCOTT GATTY'S AMUSING COMIC SONGS OF THE DAY.

I Really am so Sleepy.	I'll not try it again.
Put It down to Me.	Medicine Jack.
Bobbie! Bobbie!	B. R. A. G. (a lady's song).
Not so bad for Me.	

These songs may be sung in any drawing-room. Post free for 19 stamps each.

"Mr. Alfred Scott Gatty is getting quite a reputation for his comic songs, and deservedly so. They possess far more real humour than the popular songs of the music halls, and we need hardly say are far above them in every respect. Mr. Gatty's words are funny without being vulgar, and there is not one of his songs but what has a hearty and legitimate laugh in it. 'I Really am so Sleepy' is a very simple melody, set to clever racy words, and will sure to be a favourite amongst those who enjoy an honest comic ballad."—Vide *Illustrated Midland News*, Jan. 8.

London: Published only by ROBERT COCKS and Co., New Burlington-street.

PRICE'S

BENZODYNE

INTERNAL STYPTIC of great value. In Cholera, Diarrhœa, and Dysentery this medicine far surpasses any other, having a peculiar mechanical power of putting a sudden stop to wasting diseases. Chronic Cough and blood-spitting are immediately relieved by it, as well as pain and debility of every kind. Prepared by Mr. PRICE, Analytical Chemist, 2, Lower Seymour-street, and 30, Duke-street, Portman-square, London; and sold by Chemists all over the world, in bottles at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., and 22s., or in dispensing bottles at 5s., 10s., and 20s. each

THE STRAITS TIMES.—Daily, weekly, and fortnightly editions; published in Singapore, for circulation throughout the STRAITS SETTLEMENTS, JAVA, BORNEO, SIAM, FRENCH COCHIN CHINA, CHINA, and JAPAN.

This paper, which is the oldest in Singapore, and the most widely circulated throughout the FAR EAST, offers an excellent medium for the advertisements of shipbuilders, machinists, manufacturers, patentees, &c., in the United Kingdom.

Advertisements to be forwarded through an Agent in Singapore, or GEORGE STREET, 30, Cornhill, London.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles CHANDELIERS in Bronze and Ormolu.

MODERATOR LAMPS and LAMPS for INDIA, TABLE GLASS of all kinds.

ORNAMENTAL GLASS, English and Foreign Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figure
OXFORD STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad Street, Birmingham.

Established 1807.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th March, 1848, and by Imperial Decree of 20th J 1854, and 31st December, 1866.

Recognised by the International Conventiono 30th April, 1862.

CAPITAL, fully paid up, £8,200.000.

Reserved Fund ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols Paid up, 3,000,00 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES:

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

UNION INSURANCE SOCIETY OF CANTON.

DIRECTORS IN HONG KONG.
W. NISSEN, Esq.,
J. P. DUNCANSON, Esq.,
P. RYRIE, Esq.,
W. KESWICK, Esq.,
A. A. D. SASSOON, Esq.,
E. A. HITCHCOCK, Esq.,
W. LEMANN, Esq.,
W. H. FOSTER, Jun., Esq.

AGENTS FOR LONDON.
Messrs. DENT, PALMER, an Co.

Marine Risks are accepted by the above Society on goods by first class vessels from the United Kingdom to India, China, Japan, Melbourne, and Sydney, at the current rates of premium.

Claims for Losses and Averages are payable in London, or at the Port of destination, as may be desired.

OFFICES:—
Nos. 9 AND 11, KING'S ARMS YARD,
MOORGATE STREET, E.C.

THE MONEY MARKET REVIEW
A WEEKLY JOURNAL OF THE HIGHEST CLASS.
EXCLUSIVELY DEVOTED TO THE ISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.
PUBLISHED EVERY SATURDAY

TERMS OF SURSCRIPTION.
PAYABLE IN ADVANCE.
Single Paper ... ... 6d. Yearly ... ... £1 6s.
BY POST.
Sinle Paper ... ... 7d. Yearly ... ... 10s.
*** Post-office Orders to be made payable to FRANCIS FISHER, 2, Castle-court, Birchin-lane, Cornhill, London E.C.

HOLLOWAY'S OINTMENT and PILLS.
PIMPLES, BOILS, CARBUNCLES, &c.—These maladies arise from some obstruction to the free circulation of the blood through the blood-vessels or lymph through the capillaries and the only rational mode of cure consists in removing the local impediment, at the same time that any impurity engendered by the stoppage should be filtered from the blood. Holloway's Ointment applied to the part effects the first, his Pills accomplish the latter object. The inflamed skin derives softness, coolness, and ease, from the application of this unguent, which gradually penetrates to the affected tissues, arrests inflammation, assuages irritation, soon restores the circulation and its channels to a healthy condition, and spares the sufferer most serious diseases and unnecessary suffering.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds, superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMON and Co., Singapore; or 21, St. Swithin's-lane, Cannon street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following dimensions, viz., Length, 300 feet, breadth at bottom, 40, is capable of receiving vessels drawing 13 to 16 feet, as the state of the tides will allow. The Dock runs dry to the blocks, and is pumped out by steam.

The above premises comprise a large Machine Shop containing a

WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE,

DRILLING AND SCREWING MACHINES,

A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large stock of Woods, Metal, &c., &c., always on and.

The Dock steam tug *Woosung* is available at all times to tow vessels to or from sea.

JOHN C. SKEY, Superintendent.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Marseilles.
GIBRALTAR ...	Every Saturday, at 2 P.M.	—
MALTA.....	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
*BOMBAY	,, ,,	,, ,,
GALLE		
MADRAS	Saturday, May 14, 2 P.M.	Sunday, May 22, 7 A.M.
CALCUTTA		
PENANG	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
SINGAPORE ...		
CHINA		
JAPAN		
AUSTRALIA ...	Saturday, May 14, 2 P.M.	Sunday, May 22, 7 A.M.
NW. ZEALAND	And every fourth Saturday thereafter.	And every fourth Sunday thereafter.

And all ports touched at by the British India Steam Navigation Company's steamers.

* The following reduced rates will be charged to Bombay:—

From Southampton... £72 first class; £45 second class.
From Marseilles ... 70 ,, 43 ,,

exclusive of transit through Egypt. A corresponding reduction will be made in the rates from Bombay to Europe.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Omba	A1 16 yr.	E.I.D.	With des.
Hong Kong	Kate Carnie	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 5th and 21st, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,

Passengers for California and intermediate points of this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan China, &c., by the magnificent steamers of the Pacific Mail Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

SUEZ CANAL.

May 15 June 12 July 10 July 24	For	Port Said, Ismailia, Suez, Aden, Mauritius, Reunion, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Japan.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and information, apply in London, at the Offices of the Company, 97, Cannon-street (opposite the railway station); G. H. FLETCHER and Co., Liverpool; at the Offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam

***. Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London. E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

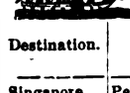
THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

SINGAPORE, CHINA, AND JAPAN.



ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Singapore	Petchelee	Brockleb.	SWID	With des.
Shanghai ...	Her Majesty	A1 14 yr.	SWID	With des
Hong Kong	Beemah	A1 11 yr.	SWID	With des.
Do	Js. Shepherd	A1 13 yr.	SWID	With des.
Yokohama & Nagasaki..	Rookwood	AA1	SWID	With des.
Yokohama & Hiogo	Ada.....	A1 13 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street Manchester.

CHINA, JAPAN, AND BOMBAY.

THE following high-classed Clipper VESSELS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Glamorganshire ...	A1 14 yr.	E.I D.	With des.
Hong Kong.	L'Imperatrice ...	AA 1	E.I.D.	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Regular Line of Packet Ship. To sail 18th May.

FOR HONG KONG, the splendid clipper ship, JOHN LIDGETT, A 1 17 years, 770 tons register; G. POLSON, Commander; East India Docks.

For Freight or Passage, apply to SHAW, MAXTON and Co., 2, Royal Exchange Buildings, London, E.C.

To sail 20th May

FOR SHANGHAI, the splendid Clipper Ship BROCKHAM, [illegible] tons register; WILLIAM RICHARDSON, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

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THE LONDON & CHINA TELEGRAPH.

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The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS

VOL. XII.—No. 353.] LONDON, MONDAY, MAY 30, 1870. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.

Latest Advices.

Ports.		Outward. From London	Outward. Arrived out.	Homeward. Received this day.
Japan —	Yokohama	Feb. 17	April 7	April 10
	Yedo	—	—	April 9
	Osaka and Hiogo			
	Hakodadi			
	Nagasaki	—	—	April 9
China —	Peking			
	Tien-tsin	—	—	April 7
	Chefoo			
	New-chwang			
	Hankow	Feb. 17	April 8	April 10
	Kin-kiang	—	—	April 11
	Chin-kiang			
	Shanghai	Feb. 17	April 5	April 12
	Ningpo	—	—	April 11
	Foochow	Feb. 17	April 5	April 13
	Formosa			
	Amoy	—	—	April 14
	Swatow	—	—	April 16
	Hong Kong	Feb. 25	April 8	April 19
	Canton	—	—	April 18
	Macao	—	—	April 18
Philippines—				
	Manilla	—	—	April 13
Cochin-China—				
	Saigon			
Siam —	Bangkok	—	—	April 18
Borneo—	Labuan			
	Sarawak	—	—	April 13
Java —	Batavia	—	—	April 20
	Samarang			April 18
	Sourabaya			April 17
Malacca Straits—				
	Singapore	March 17	April 20	April 26
	Penang	March 25	April 26	April 28
Ceylon —	Galle	April 8	May 4	May 5
	Colombo	April 8	May 4	May 4

THE MAILS, &c.

The next inward French Mail will be due on Monday next. Being the first steamer after the change in the monsoon she will bring only two days' later from China and four from Singapore.

Telegrams in advance of the P. and O. Mail of Hong Kong May 12 were received *via* Galle on the 27th inst. From Shanghai, *via* Kiachta, telegrams dated May 14 were received on the 29th.

Mails were made up on Friday, 27th inst., for conveyance by the supplementary Messageries steamer which left Marseilles on the 29th to reinforce the Company's China line.

Correspondence from Japan by the Pacific mail of April 22 may be expected on the 2nd June.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Tanjore*, arrived May 28.—From Shanghai: Mr. and Mrs. McDoual, child, and servant, Mr. H. S. Holt. From Hong Kong: Mrs. Hardy, child, and servant, Mr. Turnbull, Mr. Smith. From Galle: Mr. A. Lyle, Mr. Bennett, Mr. Mason.

To Southampton, per P. and O. steamer *Syria*, expected to arrive June 3.—(List not to hand.)

By last mail to Southampton, per P. and O. steamer *Ceylon*, arrived May 19.—From Shanghai: Mrs. Evans, four children, and servant, Mr. Duncan. From Hong Kong: Mr. and Mrs. Baker and two children, Mr. and Mrs. Riddell and two children, Mr. Nelson, Mr. Webb, Mr. Wilkie, Mr. Sparkes, and four second-class passengers. From Singapore: Mr. and Mrs. Watson, and two second-class passengers. From Ceylon: Mr. and Mrs. Spence and two children, Mrs. Winter, four children and servant, Mr. Gray, Mrs. Dunn and child, Mrs. Mahon, and two second-class passengers.

PASSENGERS OUTWARD.

Per Pacific mail steamer *China*, from San Francisco, April 30.—W. B. Kinnear and wife W. K. Brown, Colgate Baker, W. H. Lefferts, D. Goyri, Rev. M. Jones, Miss Jane Ereant, S. Sherane, Henry Wellings and wife, B. S. Young, Nelson Spralt, P. Dumeresque, Capt. Louis H. Tucker, Pearson Fearon, R. J. Fearon, G. C. Pearson, Miss Rose Johnson.

Per P and O. steamer *Delta*, from Southampton, May 28.—To Hong Kong: Mr. McHardy. To Ceylon: Mr. A. Bosanquet.

Per P. and O. steamer *Tanjore*, from Marseilles, June 5.—To Hong Kong: Mr. C. Barthe. To Ceylon: Mr. and Mrs. E. Elliott.

Per P and O steamer from Suez, June 12.—To Hong Kong: Mr. and Mrs. Overbeck.

Per P. and O steamer *Syria*, from Southampton, June 11.—To Hong Kong: Mr. R. J. Lent. To Ceylon: Miss Gatley.

Per P. and O. steamer *Pera*, from Marseilles, June 19.—To Hong Kong: Mr. Harries. To Ceylon: Mr. H. J. W. Dick, Mrs. Dick, Rev. E. T. Higgins.

Per P. and O. steamer *Delhi*, from Southampton, June 25.—To Ceylon: Mr. and Mrs. T. W. Nayler Beckett.

Summary of News from the Far East.

JAPAN.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, April 9, 1870.

I last wrote you on the 24th ult. We hear the English mail of 11th February reached Shanghai on the 1st inst., but when it is likely to reach this is very doubtful, as the *Cadiz* will go on to Hong Kong to receive new boilers. Sword-drawing has again been revived at this port. A few nights since Lieut. Gough, commanding H.M.'s gunboat *Grasshopper*, and an officer from H.M.'s corvette *Zebra*, while passing through the native town, accidentally pushed against a man wearing two swords, and, thinking nothing of the circumstance, were about to proceed on their way when one of them discovered the fellow in the act of drawing his long sword from the sheath. The two officers having no weapon of any kind were compelled in self-defence to take it away from him, and in the scuffle he was knocked down; and on rising he made an attempt to use the short one, with like results. Had he killed the two officers the matter would most probably have terminated with results similar to those relating to the poor fellows belonging to the *Icarus*, but as he got the worst of the struggle the delinquent soon finds the whereabouts of the official residence of H B.M.'s representative, and the native authorities have lodged a complaint with that gentleman; but he should have thought of this method before he made the attempt to assassinate, as it is now clear that he only does so to screen himself from the consequences of having lost his swords.

The above is not the only case, I am sorry to say. Messrs. Bohlens and Rasch were walking through the town on the 7th inst. and met a couple of these two-sworded ruffians, who were inclined to push against them, but they avoided a collision by getting out of the way. Bohlens and Rasch soon after left each other, and the former, on reaching Desima, was surprised to find the same fellows there, who this time were bolder still, and attempted to make him get out of the way again, but being near home he refused to do so; a scuffle took place, and while one fellow seized him by the hands another drew out his sword, happily without inflicting any injuries, as Bohlens managed to get away from them by slipping his hands from his gloves, which he left, together with his hat, in possession of the Japanese cut-throats.

In my last I reported that a native priest had misconducted himself at the French cathedral here, and have since been informed that "*the poor fellow was drunk.*"

The corvette *Iho Sho Maru* was duly handed over to the officers of the Prince of Hiogo on the 7th inst., with the customary salutes peculiar to the Japanese on such occasions; the house flag of Messrs. Glover and Co. was hauled down with a salute of seven guns. Since my last the small steamer *Nomo*, known formerly as the *William IV.*, has had her flag changed from British to Japanese, and now belongs to the same Prince.

The movements of vessels of war have been as follows:—H.M. gunboat *Grasshopper* arrived from Yokohama March 25, and remains in port; the *Dove* arrived from Hiogo on the same day, and sailed for Shanghai March 28; the corvette *Zebra* arrived from Hiogo April 4, and left for Hong Kong on the 7th; the French frigate *Venus* arrived from Shanghai April 2, and left for Hiogo and Yokohama on the 7th. The U S. steamer *Monocacy* left this for Hiogo and Yokohama March 25. The arrivals from the home side have been—*Fidelio* (North German barque) on March 23, from Hamburg; British barque *Achilles*, March 27, from Swansea, with coals for British Government; and Japanese man-of-war *Nit Sin* March 30, from Holland.

Nagasaki felt a shock of earthquake since my last, somewhat severe for this place. It is expected that the tea season here will

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open later this year than on the previous one. The tea plants on the surrounding hills appear to be very backward for the month of April, and I think vegetation would be more advanced in England at the present time than it is here—a very unusual thing indeed—and it is yet cold weather. Business remains in the same inactive state as last advised; to which may be added—rice, peas, beancake, and oil are all lower. Piece goods seem to be in no demand. Exports arrive in retail lots, and are offered at prices much above those ruling at Hiogo, and are such that no foreigner can give, although the Chinese occasionally make purchases for shipment to Hong Kong.

A case was decided on the 25th ult. at H.B.M.'s Consulate, before A. A. Annesley, Esq., and Messrs. John Maltby and F. Ringer, assessors, in which J. P. Hyver sued the captain or owners of the British barque *Southland* to recover $94, the value of 23½ tons of coals short delivered from that vessel at Shanghai. It seems that the only evidence brought before the Court was the bill of lading for 147 tons; this was signed by the captain, who inserted a clause of "More or less, all on board to be delivered." The case seems to rest upon this and unconfirmed assertions made by the captain and his attorney, none of which they seemed able to prove. The Court was of opinion that the clause inserted in the bill of lading did not relieve the captain from his responsibility, neither did the fact of the mate getting drunk while taking them on board, and gave a verdict for the plaintiff. The *Nagasaki Shipping List* of April 2 reviews the case, and makes a few remarks on what appears to be evidence; but this I am informed is only a one-sided statement from the defendant's point of view, and contains some very libellous matter, which the Court asked him during the proceedings to prove by witnesses, but he brought none forward. Another case has been decided by H.B.M.'s Consul and Assessors—Customs *v.* Alt and Co. The question to be settled was—what rate of duty should be paid on certain teas shipped by that firm? The case I referred to in my letter to you, dated Jan. 29. It appears that Alt and Co., before making the tea into Greens, sent a muster to the Custom-house, and asked whether such tea would be passed as Bancha, and they were informed that it would be; but this statement the Customs deny, and claim full duty. Messrs. Alt and Co. also argued that as fine uncoloured tea, when shipped in packages for the English and American markets, had been only charged the low rate of duty, they ought to be placed on terms quite as favourable. The Court held that, although the treaty had been evaded with the knowledge and connivance of the Custom-house officials, it could not be made a precedent, and that Alt and Co. must pay the proper duty. The above case has caused British merchants to send in the memorial to H.B.M.'s Consul mentioned in my last. The document was signed by all the English firms except Holme, Ringer, and Co.

In freights the rate is quite nominal, as there is no vessel loading for London. Exchange the same. Ni-bous are firm, in consequence of the late advices from Yokohama, the quotation being 415 to 420 against dollars; Kinsats have no quotation, and are quite nominal.

YOKOHAMA.

Advices from this port by the P. and O. mail are to the 10th April. The outward mail of Feb. 17 arrived on April 7. We take the following from the *Japan Herald*:—

We recorded a mail or two back a threatened attack upon the secretary of the French Legation at Yedo. It now falls to our lot to record a supposed attempt to murder Major Shepard, the U.S. Consul at Yedo, in his bed at the hotel. Awakened by a rustle, he fired at the intruder, who fled, unharmed by either of two shots. Subsequent search disclosed that in the possession of the servants were false keys to every lock in the house. It is conjectured that a clique hostile to foreigners have determined to assassinate some one of note amongst them in order to bring trouble upon the existing Government, and thus be avenged for permitting their residence in Japan.

The flying squadron has arrived at Yokohama, including the *Liverpool*, *Phœbe*, *Barossa*, *Endymion*, *Liffy*, and *Scylla*. They stay ten days, and then go home. Passage from Australia occupied fifty-six days. *Barossa* takes the place of the *Pearl*.

It is stated in Yedo that the disturbances in Chosiu's territory have been brought to an end, after two days' skirmishing, in which some men were killed and several wounded. Government and Satsuma troops, and Chosiu *samourai* were the combatants; the latter, after their defeat, fled into the adjacent country.

Rumour has it that Sir Harry Parkes, K.C.B., the present British Minister for Japan, is not unlikely to be shortly accredited to Peking.

The *Thabor*, which was sent out here by the Messageries Imperiales Company, has been sold to the Japanese Government for the sum of $90,000, and will be employed as a despatch boat, running as regularly as circumstances will permit, and carrying the high officers of the Government, despatches, &c. She will also be employed on the lighthouse service.

A native mail service, carrying passengers and freight, is about to be established, under the management of the "Commercial Department," between Yokohama and Kobé. The steamer *Dumbarton*, belonging to the Japanese Government, is to ply on this line.

The Japanese Government has authorised the municipal director to procure lamp standards and fittings for the purpose of lighting the streets at night with kerosene, in default of better illuminating resource, and for this concession to the public need, and the paving and drainage work now in hand, the settlement feels satisfied—nay, even grateful; but, as the lamps are to be "not more than 300 feet apart," feel indisposed to join in the eulogies which some of their number would fain bestow upon the promoters of the scheme.

The Chinese have been buying up Boos for export to Shanghai as specie, at the rate of 58,000 to 60,000 per diem, at 25 per cent. premium, being a rise of 7 per cent.

So dire is the famine now prevailing in some parts of Nipkon that the sick and dying natives, cast out to perish, huddled under fragments of matting, along the wayside, are said to number more than we care to print—the total appears so incredible. The weather has been of late variable, and much sickness prevails—chiefly fevers of a mild inflammatory type, with rarer cases of typhoid. An earthquake which occurred a few days back appeared somewhat to clear the air of seeming oppressiveness.

The *Japan Mail* says,—"A Court of Enquiry is now sitting at the British Consulate to investigate the circumstances connected with the loss of the *Ocean Queen*, which was wrecked in November last, not far from Nigata. The Court was called by Captain Bowman for the purpose of refuting certain statements reflecting upon him which appeared in one of the local daily papers. These statements may have been false, and were certainly irritating; but this is no excuse for the unseemly language which they subsequently elicited, and which it is highly reprehensible in the Press to give any countenance to by publishing."

One day last week as the four horse coach was on its journey to Yedo two yaconins, armed with bamboos, sprang forward from the side path and endeavoured to stop the coach. The driver plied his whip, and the vehicle moved swiftly on, but in doing so the wheels grazed the legs of one of the officers and threw him down. No further interruption occurred until Kawasaki was reached, where progress was forcibly arrested, and the coach detained for two hours and a-half. This was the result of orders sent on from the guard-house at Kanagawa by an express messenger, who doubled on the coach by a short cut. The passengers—six Japanese—scuffled off on the first indication of trouble, forgetting in their haste to pay their fares. How much longer the mortified Jehu might have had to wait the pleasure of his captors is unknown, his release being effected by the appearance on the scene of the Rev. Mr Thompson, who warned the Japanese that their conduct might lead them into sore disgrace. We understand that the proprietors of the coach propose bringing an action against the Government for damages. There is no doubt that the affair will scare away the natives from the four-in-hand team for a while.

TWELVE DAYS LATER BY PACIFIC MAIL.

The Pacific mail steamer *Japan*, with Yokohama dates to April 22 (twelve days later than the present P. and O. Mail), reached San Francisco on the 13th May, bringing 1,400 passengers, 1,300 of whom are Chinese; of the remainder 16 are for New York and 36 for Europe. Her freight includes 147 packages of silk for New York, and 1,020 packages of tea and 150 bales of silk for Europe. The following is a summary of her news, as telegraphed to New York:—

Admiral Hornby arrived from Australia and visited Yedo, where he was entertained by the Mikado. The Admiral sailed again for Vancouver's Island on the 19th instant. The disturbances in Chosiu's territory terminated after two days' skirmishing. Several were killed and wounded on both sides. The Japanese budget for last year shows a deficit of £2,500,000, which is equal to one-half the Imperial revenue. Attempts recently made by the Japanese to assassinate Charles O Shepard, the American Consul at Yedo, had been frustrated. A rumour is in circulation that Sir Harry Parkes, the British Minister to Japan, will soon be transferred to Peking. Outrages on foreigners are of frequent occurrence. A shock of earthquake was experienced recently, but no damage done. The British bark *St. Dunstan*, from Glasgow for Yokohama was wrecked forty miles from her destination, and four of her crew were lost. The import market is unchanged. The arrivals are numerous, and all contain general cargoes. The tea season is nearly over, and transactions are limited. Exchange has advanced one farthing. The silk market is active, and the high prices are maintained; the season has been favourable and the arrivals small; the settlements have been 600 bales.

CHINA.

—o—

TIENTSIN.

From Tientsin we have news of a serious defeat inflicted on the Imperialists in Shense; the state of things in that province is very bad, and causes great anxiety to the officials. It seems to be a fact that the Government does contemplate opening coal mines in the Chihli province; and we are assured that engines are now being made in the Tientsin arsenal for pumping out water and raising coal.

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SHANGHAI.

The outward mail of Feb. 17 (French) arrived on the 5th April. Telegrams to 22nd March *via* Kiachta. Latest dates from Shanghai are to the 12th April.

The following items are from the *North China Herald* of 5th and 12th April:—The same sudden change to extreme heat, which we experienced last week in Shanghai, seems to have extended to Tientsin. A correspondent writes, on the 24th ult., that the thermometer out of doors in the shade was registering 88, and in a room 74.

The third of the Shanghai Temperance Society's lectures of this season was delivered by Mr. J. Barr Robertson, before one of the largest audiences that we have seen assembled on a similar occasion in Shanghai. The lecture, on "the Subjection of Women," was an able one, and was listened to with much interest.

Rumour, of course, is very rife as to the next likely British Minister at Peking. A correspondent suggested Mr. Erskine, our present representative at Athens; the name of Mr. Thornton, now H.M.'s Ambassador to Washington, is also mentioned; but these are, of course, only rumours, and we merely give them as such.

From Hankow we learn that the river is rising rapidly, in consequence of the late heavy rain. The British Government have determined to withdraw their contribution in aid of the Chaplaincy at Hankow; and the community, feeling unable to support a chaplain without assistance, are compelled to relinquish Mr. McClatchie's services after the end of March. This is only one phase of retrenchment. We hear that the extra allowance granted some time ago to members of the Consular staff, while resident in Shanghai, is also to be stopped. Another order, to cease insuring public buildings, is a wiser economy. The Government is a sufficiently large owner to be its own insurer.

A meeting of the Cricket Club was held on the 1st of April, at which Mr. Groom was elected President—Sir E. Horaby declining the post on account of his approaching departure for England—and the previous committee were re-appointed. Nine new members were proposed; and it was agreed to pay the rent, Tls. 900, due to the Recreation Fund, which had been withheld until the latter was in a position to give a proper lease.

The question of river frontage has been again under discussion, with reference to a letter on the subject written by Mr. Cunningham directly after leaving Shanghai. Mr. Cunningham opposed the construction of landing stages off the English Bund, on the ground that ships would interfere with the view, and would greatly inconvenience cargo-boats. We differ from Mr. Cunningham's arguments. Though we have always opposed the erection of any buildings in front of the Bund, we do not consider ships an obstruction, and would gladly see measures taken to render their approach possible. The best answer to the objections put forward by Mr. Cunningham to the mooring of steamers off the English Bund is the aspect of the French Bund, where ships are constantly lying, and which is the preferable promenade of the two.

The Registration case in which Mr. Michie was defendant has come to an end. In accordance with the decision, a warrant was issued after the trial, calling upon Mr. Michie to pay $11.50. He did not do so, and a distress warrant was issued; but the constable failed to find any property belonging to Mr. Michie. There might or might not be some in the house; but he was warned from touching any belonging to the firm! A warrant was next issued ordering Mr. Michie's arrest, pending payment of the sum claimed (now swollen to $12 50, by costs,) and imprisonment for two months in the Consular jail in default. Considering, apparently, that he had now carried resistance as far as he conveniently could, Mr. Michie declined this prospect, and paid the $11.50.

A second case similar to that of Mr. Michie's, occurred. Mr. Macdonnell had declined to pay his fine, and had been distrained upon ineffectually, so he was arrested, and given the option of payment or two months' imprisonment; he elected imprisonment, but shied at the last moment at the aspect of the cell allotted to him and paid.

The Land Renters' meeting is fixed for the 9th May. The following is the list of new Municipal Councillors elected: Dixwell (75), Purdon (70), Probst (66), Reid (66), Jellicoe (63), Anderson (61), Cameron (57), Gubbay (55), and Reme (47 votes)

We hear that Mr. G. F. Seward may be expected by the P. M. steamer due here in July next.

It is said that the refuse commonly known as "Maloo tea" has been condemned at home, and is likely to be prevented from finding its way into consumption. We shall not be sorry to see the export of this second-hand rubbish stopped; but the loss occasioned will be rather serious, as it is said that £30,000 worth is on its way home.

HONG KONG.

From this port our advices are to the 19th April. The outward mail of Feb. 25, conveying London telegrams to March 19, was received April 8. The following items of news are from the *Overland China Mail*:—

His Excellency the Governor and Lady MacDonnell took their departure on the 12th, per *Japan*, for Yokohama. In spite of the rain, which fell heavily during the time, a large concourse of residents assembled at Pedder's Wharf to witness their embarkation, and bid them farewell. The Army and Navy, Government officials, and persons of all ranks and classes were well represented. The military escort consisted of one wing of the 29th Madras infantry, while the entire police force, from the Sikhs to the Lukongs, added feebly to the pageant. At half-past two the Governor and his Lady drove down to the wharf, passing slowly through the ranks of the multitude, exchanging farewells and responding to the expressions of regret that were freely uttered. Amid deafening cheers and the pealing of artillery they embarked in the colonial barge, and proceeded on board the steamer, leaving behind them many warm friends both personal and public

Another piracy on a North German schooner (the *Gazelle*) has taken place in close proximity to Hong Kong harbour. The affair of the *Gazelle* appears to have been one of the coolest and most impertinent piracies yet recorded, though no violence was attempted on the part of the pirates. It is said that, when off Cupchi Point, the German brig was boarded by a Chinese junk, and the pirates firmly called upon the crew of the brig to deliver up so many chests of opium known to be on board. The drug having been secured by the pirates, they then demanded delivery of certain piece goods, &c., which were duly given up; and then the brig and her people were generously informed that they could go on their way rejoicing. It is very clear that the *Gazelle*—which was consigned to Messrs. Bourjau, Hubener, and Co., and left this port on the 25th March for Chefoo—must have been watched here and followed out, in the antiquated style adopted previously to the beneficial action of the Coast Ordinance; and some record at the Harbour-master's office, we should think, would serve to show the identity of the junk in fault.

We understand that the N.G. frigate *Hertha* left this port on Friday evening on a cruise for information concerning this somewhat cool appropriation, and returned here last night with a junk in tow. She started again early this morning; and as we believe that a Chinese mandarin was taken on board, it is probable that something may be heard of our piratical rovers.

A life-size portrait of H. R. H. the Duke of Edinburgh has just been completed, by Mr. J Thompson, photographic artist. The portrait is a painting in oil, representing the Prince in his uniform of a captain of the Royal navy, and has been the result of much labour on the part of the artist. In the background is represented the frigate *Galatea* at anchor, and the Kowloong hills in the distance. H. R. H. is decorated with his various orders and the ribbon of the garter, and the likeness is an excellent one. It is placed in an appropriate frame of the artist's own design, and will be hung on the walls of the City Hall as a souvenir of the visit to this colony of the princely original, and the service he rendered to the Committee by inaugurating that institution.

We *(China Mail)* learn that a campaign, which it appears has been in progress for some time past on the frontiers of China (Province of Kwang-si) and Tonk-king, has been terminated with satisfactory results to the Imperial arms. The remnants of the rebels and banditti who, after the extinction of the great rebellion, gathered in the mountainous region of Western Kwang-si as a last foothold, were driven across the frontier a year or two ago by the Chinese troops, commanded by a very energetic General named Fung Tsze-tsai, and took refuge in Tong-king, where the Anamese authorities were powerless to impede their ingress. Since then, we learn, a combined attack upon the refugee insurgents has been organised, and some two months ago they were surrounded, as we learn, and ruthlessly slaughtered. Ten thousand is the number at which the dest uction of lives is estimated. If the report as it reaches us be correct, this may be looked upon as the veritable close of the last act of the Taiping rebellion.

The steamer *Prince Kung* went ashore on Crab Island, some fifteen miles north of Sharp Peak, in a dense fog, and became a total wreck. Captain Brown and crew reached Foochow on 27th March, much exhausted. The Naval Court of Inquiry decided that the loss was caused by Charles Brown, only mate, who is a German, and held no certificate.

Mr. Moss the gentleman appointed by the Hong Kong Chamber of Commerce to proceed into the interior to collect information as to trading matters, will start this morning for Canton, whence he will proceed up the West River, passing Wuchaufoo, Sinchaufoo and Nanningfoo, as far on the river as is navigable, which is understood to be Pehshiting, in Kwangse, whence he will proceed westward.

We learn that the British Government has expressed its disapproval of its Consular officers accepting the position of Consuls in China for other Powers. This decision, though especially referring to the Austrian Consular appointments which have been temporarily held by British officials, will probably prevent Mr. Medhurst from undertaking the duty of Portuguese Consul at Shanghai, for which he had been recommended, and that office will once more go begging.

JAVA.

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BATAVIA.

The *Handelsblad* says:—

We are informed by persons recently from Pontianak that about four weeks ago the Italian corvette *Princess Clotilde* stayed there

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some time. The commander and some of the officers went on shore, and were received with cordial hospitality by the Resident, Mr. Kater. The Resident being on the point of undertaking a voyage by sea to Sintang, proposed to the Italian officers to accompany him thither, which offer was eagerly accepted. It excited the astonishment of the foreign guests to find various posts pushed forward so far into the interior. On their return on board, they took a particularly hearty farewell of the Resident. We learn from the same source that the Resident probably will not avail himself of the furlough for Java granted him, but apparently prefers paying a return visit next month to the Governor of Labuan.

The continual rains which fell in the months of January and February last have contributed much to cause favourable expectations to arise regarding the production of tin at Billiton, although at first it appeared unfavourable. In 1869 a total of 36,750 piculs were obtained, almost 5,600 piculs more than were produced in 1868. This island is only one-third the size of Banca. The State profited by this production to the amount of 1,090.05 piculs of tin in kind, or, in cash, amounting altogether to f.68,701.50; the export duties on the whole production of tin for 1869 was f.94,232 98. Thus, adding this to the former amount, it gives the total profit to the State f.162,933.48 on tin from Billiton. An official notification states that 450,000 piculs of sugar and 50,000 piculs of coffee will be sold during the months of April, August, September, October, and November, 1870, on days specified below, at ten o'clock in the forenoon, in the locality of the Handels Vereeniging, which will be accessible to everyone on the occasion.

1870.—Sales of 450,000 piculs sugar:—

Tuesday, August 30	75,000	piculs.
,, September 27	125,000	,,
Saturday, October 29	125,000	,,
Wednesday, November 30	125,000	,,
	450,000	,,

1870.—Sales of 50,000 piculs coffee:—

Monday, April 25	25,000	,,
Saturday, December 17	25,000	,,
	50,000	,,

The conditions on which the said sales will take place lie for the inspection of those interested at the offices of the heads of the district Government.

SIAM.

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(FROM A CORRESPONDENT.)

THE CREMATION CEREMONIES OF THE LATE KING.

By last mail we received information of the cremation of the remains of Somdet Phra Paramendr Maha Mongkut, the late King of Siam. His Majesty died so long since as October, 1868, of jungle fever, contracted during a short residence in the jungles of the Malay Peninsula, which he had visited to observe a total eclipse of the sun. His embalmed remains having been placed in a sitting attitude in a large silver cylinder, enclosed in a very hand ome gold and jewelled case or urn, were set in state on a throne or altar in the western wing of the Maha Prasat, the great Throne Hall. All the insignia of royalty—umbrellas of many stages, swords, conch-shells, tribute trees of gold and silver, and numerous other gold and jewelled ornaments and utensils—were arranged around the urn. The food vessels were daily replenished with food; priests, mourners, and pages were in constant attendance, foreign officials took audience, and, in short, for nearly eighteen months, during which the lying in state lasted, royal honours were paid to the departed. According to custom, the cremation had to take place in a building specially erected for the occasion of timber specially felled for it, and as some of the logs (the four central columns) required to be of immense length (from two hundred to two hundred and fifty feet long), and could only be obtained from distant provinces, considerable time elapsed before the materials were collected. Once that they were collected, the actual building only occupied a few months, during which time the chief members of Government occupied themselves with little else. The finished building was a gorgeous temple, between 200 and 300 feet high, the centre surmounted by a richly ornate and gilt pyramidal spire, from which projected four wings with gable roofs. In the centre of the building was a handsome pyramid, about sixty feet high, on which the urn rested during the ceremonies preceding the cremation. Everything was richly gilt, and much artistic skill was shown in general arrangement, and in the patterns of the details, so that the effect, when not too closely viewed, was splendid, but on close inspection one was rather disappointed at the poor appearance of paint, tinsel, and spangles. A large court, in which this central building stood, was full of quaint models illustrating manners and customs, heavens and hells, &c., a sort of museum attracting continual crowds of sight-seers; around it were retiring-rooms for the King, priests, and noblemen, and storerooms for the immense number of objects brought there to be given away to those who attended. Outside this court, scattered over a space about half-a-mile in extent, were numerous theatres, stands for tumblers and ropedancers, and pillars for pyrotechnic displays, an arena for displays of riding, boxing, singlestick, &c., and several buildings in which throughout the day food was given gratis to all applicants. Foreigners were not forgotten, and received most hospitable treatment in rooms set apart for them.

The ceremonies commenced on the 7th of March, when there were some pugilistic and other contests in presence of the King and Court, terminating with a grand display of fireworks. A similar performance took place every day until the 12th, the day appointed for moving the body to its place in the cremation building. On that day the urn was dragged along in a ponderous State car, accompanied by a very large procession, including the First and Second Kings, the chief priests, the Regent, and many other Princes and nobles clothed in white, and with shaven heads. The foreign Consuls were all invited to witness the procession from a building in which they were entertained by the Minister for Foreign Affairs; the only notable absentee was our own Consul-General. On reaching the cremation building the urn was thrice carried round the before described central pyramid, and then raised on to it From the 12th to the 18th the ceremonies continued, their nature being rather that of a high festival than of a mourning occasion. Chinese and Siamese actors and ballet-dancers, marionettes, tumblers, and professional amusement-givers of all descriptions exhibited from morning to night in presence of an immense crowd. Every afternoon the King appeared. A special *fete* was held before him; priests, noblemen, and distinguished foreign guests received various customary presents, and the crowd in general scrambled for money and lottery tickets enclosed in limes; actors and dancers, singlestick players, and others exhibited until dusk, when the performances ended with a brilliant display of fireworks, while fiery dragons and other monsters, ingeniously formed of numerous linked lamps carried on sticks, played over the heads of the crowd.

On the 18th, a pyre having been raised in place of the upper part of the golden pyramid in the centre of the building, the silver cylinder was replaced on it, a sandalwood model being substituted for the golden urn, and the young King lit the pyre of his father. The Second King and all the chief princes and nobles followed in order of rank, each adding some scented wood and wax tapers, and the fierce blaze soon required water thrown over it to reduce its fury. Volumes of smoke filled the building, and thousands of mourners raised a most affecting wail, many—especially the large family who lost in the late King a most affectionate father—genuinely weeping, but the most wailing conventionally. Next morning a few white bone ashes were collected, and placed in a small gold urn, the remaining ashes being carried away, and escorted by several state barges a short distance below the city, where they were cast into the river. The ceremonies, the shows, and the feasting continued for three days more, being, in the words of the Siamese, the festival for the consecration of the royal relics, and then the little urn was carried into the palace, and the place that had been for fifteen days thronged by crowds of sightseers was left deserted by all but a small body of workmen busily engaged in demolishing the buildings.

STRAITS SETTLEMENTS.

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SINGAPORE.

The dates are down to the 26th April. The outward mail of the 11th March arrived on the 14th April, and the French mail of the 17th on the 20th.

The following summary is from the *Straits Times* of April 26:—

The fortnight has been more than usually dull. There has been a lull in political matters, and the Legislative Council not yet being in session, nor the day announced for its opening, there are no questions of any public interest for discussion. There has been a meeting of the Executive Council, at which a proclamation was directed to be issued prohibiting the exportation of arms from the Colony to the territory of the Sultan of Salengore or the region of the Klang river. This step was adopted in consequence of a complaint by the Rajah of Quedah that he was unable to quell the disturbances at Klang, they being kept alive by the importation of arms and munitions of war from Malacca. The Colonial steamer *Rainbow* left this for Malacca on the 22nd inst., and if advices received there rendered it necessary, would proceed to Klang. As she has not yet returned, it is probable she has been despatched on this service.

The letter of the Straits Association to Earl Granville, on the subject of the supplementary Convention to the treaty with China, reached us by last mail, and sets forth some very forcible arguments against the appointment of Chinese Consuls in this colony. That such a concession would be productive of most mischievous consequences no one with any knowledge of our social organisation can for a moment doubt. However little harm might result from the residence of Chinese Consuls in the great cities of Europe, where they would have little to do, there can be no question that here, where fully one-half, if not more, of the population are Chinese, it would seriously derange the working of the local administration, and be likely to engender dissatisfaction among the Chinese, who are at present contented under the protection of British authority. And to the European population it is to be feared the consequences would be disastrous in the extreme. That squeezes, extortion, and intimidation would be practised upon their countrymen by these officials may be taken for granted, such being the syste

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practiced in their own country, and, instead of benefiting by the change, the result would be that their enlightenment would be seriously retarded.

The Bishop of the Diocese is here, and has administered confirmation to a large number of communicants. On Friday last this rite was administered to about one hundred and fifty men of H. M. S. *Donegal*, which vessel has arrived here and sailed again for Hong Kong. The candidates from Singapore have been confirmed.

Her Majesty's steamer *Icarus*, Lord C. Scott, commander, from Hong Kong April 5 has arrived here. The *Icarus* is to remain on the station, and her commander, Lord C. Scott, will be senior naval officer.

The Siamese steamer *Kalahome*, which arrived on the 20th from Bangkok, brought as passenger Mr. Knox, Her Majesty's Consul at Bangkok.

Commercial Report.

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(*For dates see First Page.*)

STRAITS, JAVA, CHINA, AND JAPAN IMPORTS.

YOKOHAMA.—Continued activity has to be reported, and prices of staples show a further decline. The demand for Yarn had somewhat improved, but business had only resulted by holders meeting the views of buyers. Woollens and Worsteds remain neglected, also most descriptions of Fancy Goods.

SHANGHAI.—The fortnight had been one of unusual depression in the market. The dealers had bought very sparingly, and, owing to continued discouraging news from the Northern and Riverine ports, some difficulty was experienced in getting them to clear their previous purchases. Grey Shirtings: Rates ruled easier; ordinary chop, 8¼ lb. goods, placed at Tls. 2.2.7 to 2.2.8 per piece for immediate clearance. Transactions quite retail. In 7 lbs. and 9 to 10 lbs. the business had been very trifling. White Shirtings: Market weaker, but prices showed little change. T-Cloths, Drills, Jeans, and Sheetings all more or less unsaleable unless at a concession on quotations. Fancy Cottons: Fair inquiry for Brocades and Spotted Shirtings, and a little demand for Velvets, Chintzes of good pattern, Muslins, and Dyed Shirtings, but the prices offered had generally been under the ideas of sellers, and hence a small business. Stock of Brocades, Spots, and Muslins much reduced, and holders disinclined to accept lower rates. Woollens: All kinds were out of demand, and quotations were nominal. Metals.—Iron: With the exception of one or two small parcels sold "to arrive" at Tls. 2.35 per picul, no business had been done. Lead: Sales very few and at low rates, holders shipping to the river ports in the hope of good exchanges for Teas. Coals remain dull, without transactions of importance. Quotations:—Grey Shirtings, 7 lbs., per piece, Tls. 2.0.2 to 2.0.5; 8.4 to 8.6 lbs., Tls. 2 2.6 to 2.3.0; 9 to 9.12 lbs., Tls. 2.5.0 to 3.1.0. White Shirtings, per piece, Tls. 2.2.8 to 2.7.5. T-Cloths, 6 lbs., per piece, Tls. 1.4.0 to 1.6.8; 7 lbs., Tls. 1.6.0 to 1.8.5; 8 to 8.4 lbs., Tls 2.0.0 to 2.1.4; XX, Tls. 2.4.0; Gentian Shirtings, Tls. 2.9.0 to 3.0.0. Chintz, Tls. 1.4.5 to 1.8.5. Camlets, English, SS, Tls. 10.7.0 to 11.8.0; SSS, Tls. 9.7.5 to 10.2.5. Lead, per picul, Tls. 4.9.0 to 5.0.0.

HANKOW.—During the interval great dulness had pervaded the market for all descriptions of Cotton and Woollen manufactures, and prices generally had given way. Grey Shirtings: Immediately after the departure of last mail a recovery of 2 to 3 candareens per piece in the value 8¼ lbs. was obtained, till unfavourable advices from the inland marts checked demand which recent news of a quiet market in Shanghai confirmed; prices —Tls. 2.25 to 2.30 per piece for 8¼ lbs., with little doing; 7 lbs., Tls 2.04 to 2.06; 9¾ lbs., nominally Tls. 2.60 to 3.05. White Shirtings: 56 reed still asked for at Tls. 2.25 to 2.28 per piece. T-Cloths: Arrivals to hand freely; demand almost nil; re-sales made by natives at a loss of 5 to 8 candareens per piece. Small sales of Chintz, Damasks, Turkey Reds, and Dyed Spots at previous rates. Camlets: Sales to a fair extent; market closed weak at quotations. Lastings: Very little inquiry. Long Ells still difficult of sale, low rates failing to tempt buyers. Spanish Stripes: Small retail sales. Figured Orleans only saleable at low rates, except approved patterns and assortments. Lead: Arrivals very heavy, stock being estimated at fully 10,000 to 12,000 piculs; rates show 2 mace per picul decline. Quicksilver also lower; sales for the fortnight 200 flasks. Quotations:—T-Cloths, 6 to 6½ lbs., Tls. 1.5.0 to 1.6.0; 7 lbs., Tls. 1.6.5 to 1.8.0; 8 to 8¼ lbs., Tls. 2.0.5 to 2.1.2; Drills, American, 40 yards, Tls. 3.7.0 to 3.8.0; English, 40 yards, Tls. 3.4.0 to 3.6.5; Camlets, English S., per piece, Tls. 12.7.0 to 13.2.0; SS., Tls. 11.6.0 to 12.1.0; Lastings, Tls. 10.1.5 to 11.2.5; Long Ells, Tls. 5.9.0 to 6.1.0; Lead, per picul, Tls. 5 to 5.2.5; Quicksilver, Tls. 51.5.0 to 52.

FOOCHOW.—The following transactions are reported:—1,000 pieces 8¼ lbs. Grey Shirtings, $3.10 per piece; 3,550 pieces 7 lbs. T-Cloth, $2.37½ to 2.70 per piece; 2,028 piculs Lead (against Tea), $7.50 to 8.0 per picul; 200 pieces Dyed Brocades, $6.0 per piece; 72 pieces Scarlet Spanish Stripes, at 75 cents per yard.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular:—Cotton Yarn: No quotable changes have taken place, and moderate sales have been made at current rates. Nos. 16/24 are, perhaps, less inquired for, whilst Nos. 28/32 are in better request. Such parcels of Nos. 38/42 as are placed upon the market readily command quotations. Piece Goods: Buying has been very limited, and the demand for staple goods light. The inquiry for 7 lb. Grey Shirtings has not been supported, notwithstanding the reduced position of stocks, and, although prices are unchanged, sales are not now so easily effected. 8.4 lb. goods, though weak during the first part of the fortnight, are now more firmly held. Common White Shirtings have suffered a decline of 5 cents, and fine descriptions are entirely neglected. No sales of Drills have been reported, and last quoted rates cannot now be obtained. Some small parcels of English Jeans have been placed at a decline. T-Cloths are again weaker. 6 lb. goods are in full supply, and are lower 2 to 5 cents. 7 lb. Mexicans, under the influence of heavy arrivals, have declined 2½ cents, and 8 lb. are not wanted at a material reduction. Brocades and Spotted Shirtings find a ready market at advanced prices. Woollens: Values of nearly all articles under this head have given way, and the sales reported have been made at declining prices. Metals: Soft Bar Iron is wanted at an advance of 10 cents, and Hoop is firm at former rates. Wire continues dull. Steel is somewhat inquired for. Lead is neglected at declining rates. The demand for Quicksilver has slackened, and a quieter feeling is now apparent. Coal: Arrivals have been 1,400 tons of Sydney, 900 of which have been sold at $6.10 to 6.25 per ton, ex ship. Ginseng: The market shows increased firmness, as no arrivals have taken place and the stocks on offer are very small. 10 casks Crude Root are reported sold at $145 per picul. Quotations:—Cotton Yarn, Nos. 16 to 24, per bale, $140 to 145; 28 to 32, $145 to 150; 38 to 42, $170 to 180; Grey Shirtings, 7 lbs., $2.57½ to 2.62½; 8¼ lbs., $2.85 to 2.90; 9 to 10 lbs., $3.10 to 4.05. White Shirtings, $2.50 to 3.50; Finer qualities, $4.25 to 4.65; T-Cloths, 6 lbs., 32 in., $1.90 to 2.05; 7 lbs., $2.10 to 2.40; 8 to 8.4 lbs., 36 in., $2.65 to 2.75; Grey Twills: English, 14 to 15 lbs., $4.45 to 4.55 per piece; American, 15 lbs., $4.90 to 5; Dutch, 14.8 to 15 lbs., $4.50 to 4.60. Long Ells: $7.20 to 7.40 per piece; Blankets, Assorted, $0 42½ to 0.47½; Camlets, SSS, $12.75 to 13; SS, $14.50 to 15; S, $16 to 17; Dutch, $25 to 27; Iron Nail Rod, Nos. 1 to 6, $2.35 to 2.50; Quicksilver, $63.25 to 64.50; Lead, L.B., $6.30 to 6.35; W.B., $6.50 to 6.55.

BATAVIA.—Messrs. Hunter, Houghton, and Co. report as follows:—There is little or no change in our market. As our busy season is however now approaching and stocks continue light, we may look for a fair business being done shortly. Cambrics, 45 inch by 12 yards: 15/16s attracting no attention, best makes do not command more than f.4.90 to f.5 per piece. Medium and low qualities also dull, at f.4.75 to f.4.80, and f.4.60 to f.4 70 per piece. No. 24s, of fair quality asked for at f.3½ to f.3¾ per piece. Shirtings, White 40 yards: 45 inch neglected, favourite makes not valued above f.10.50 to f.10.75 per piece. 40/41 inch more asked for, and quoted at f.9.25 to f.9.50 per piece. 36 inch 64 reeds dull at f.8.50 to f.8.75 per piece. Grey Shirtings, 38½ yards: 39-inch, 7 lbs., in fair demand, at f.7.50 per piece, with an upward tendency. 39-inch, 8½ lbs., remain at f.8⅜ to f.850 per piece. 45-inch, 8 lbs., in little demand. Maddapollams, 24 yards: Dutch makes still firm, but demand small; 38/34-inch White, f.5.40 to f.5.60 per piece; 40/41-inch, at f.6.25 to f.6.50; 7/4-inch neglected. Grey 34/35-inch placed at f.5.25 to f.5.35; 43/44-inch, at f.6 to f.6.30 per piece. English Grey, 32/33-inch, 3 lbs., in more demand; sales at f.3.20, one month's credit. White, common quality, in little demand, at f.3⅜ to f.3.75 per piece. Prints: Considerable sales ex County of Berwick, but prices unremunerative. Pink Pads asked for at f.7.50 to f.7.75 per piece; Green Grounds, at f.7.25 to f.7.50 per piece; Steams, at f.5 to f.5⅛ per piece. Jacconets: No transactions. Dyed Maddapollams: 9/8 by 24 yards: A fair demand for Orange, sales at f.4 to f.4.10 per piece cash for inferior quality. Other colours neglected. Dyed Brocades, 9/8 by 40 yards: Small sale at f.11 to f.12 per piece. Green Dyed Spots, 24 yards, attracting more attention, and would command f.6 per piece. Other colours not in inquiry. Turkey Red Cloth quite neglected. Twist, Grey: 40s in fair demand at f.435 to f.437½ per bale, one month credit. 24s and 30s more asked for, the former at f.345 to f.350, the latter at f.375 to f.385 per bale credit, with a prospect of an advance.

SINGAPORE.—Messrs. Boustead and Co. supply the following report of the fortnight's business:—39-inch Grey Shirtings: Supplies of 8¼ lbs. and 7 lbs. keep low, and as the enquiry for these weights continues prices are firm at last rates. Sales on the spot $3 to 3.05 for 8¼ lb.; $2.55 for 7 lbs., and "to-arrive" to some extent at the same rates; 6 lbs. unaltered. 45-inch continue in but limited request. 32-inch Grey T-Cloths: Demand has not been large; 5 lbs. worth $1.55 to 1.57½; 6 lbs. in small stock and worth $1.87½ to 1.90; 7 lbs. are weaker in value and only in limited inquiry. 32-inch Grey Maddapollams quiet, quotations unaltered. 36-inch Grey Long Cloths without change. 36-inch White Shirtings: Common descriptions still saleable at fair rates; some sales of Fine reported at low and unremunerative prices. 45-inch saleable at last prices. White Spots and Brocades inquired for. White Cambrics: All descriptions in less demand, and prices show no improvement; 24s, $19¾; 15-16s, $32 to 32½. White Jacconets very little inquired for. White Maddapollams saleable to small extent at $21 to 21½. Dyed Shirtings: Small supply, limited request. Brocades inquired for. Velvets quiet, and worth last rates. Turkey Red Cambrics exceedingly dull of sale; values nominally unchanged. Prints in full supply, and very small inquiry. Camlets and Scarlet Long Ells dull. Spanish Stripes sold at auction at 60 to 62½ cents per yard. All Wool Lastings, assorted, quiet at 39 to 40 cents per yard. Black inquired for at same rates. Scarlet Bombazetts very difficult to place. Brocade Lustres unsaleable. Grey Yarn: 18s to 24s in less demand; sales to a limited extent at $120; 30s inquired for at $137 to 138; 40s in request; sales at $145, but importers ask more, supplies being small. Turkey Red Yarn, of 12 lbs., Glasgow dye, inquired for at $155. Coloured Yarns: Green wanted at $85; Imperial Red sold at $74; Orange, at $76.

PENANG.—Grey Shirtings of the lighter weights were somewhat scarce: 6 lbs. goods especially, of which no sale is reported. 7 lbs. goods disposed of at $51½ and $52; 8¼ lbs., $61 to 62 per corge. Grey Long Cloths: Stocks exhausted—prices nominal. Grey Maddapollams not required; quotations nominal. Grey T-Cloths in more demand; sales of 5 lbs. at $31½ and 33; 6 lbs., at $38½ and 38; 7 lbs., at $43¼ and 43 per corge. White Shirtings disposed of in considerable quantity at about former prices. Fine not much wanted; principal business in Medium and Low. In White Cambrics, Nos. 15/16, sales at $32½ per corge. In other qualities no business. Grey Sheetings quite inactive. American and Dutch Drills very quiet. Dyed and Figured Shirtings, and Mulls not moved. Prints, covered ground, buyers at $52 to $54; and Furnitures sold to arrive at $60 per corge. Yarn, of all kinds, dull of sale. Grey Mule: no business reported in the lower numbers, for which there was no demand; sales of No. 30 at $136 and $137, and of No. 40 at $145 to $147 per bale. Turkey Red Twist very quiet; one sale of No. 40 at $148 per bale, and of No. 44 at $144. Imperial Red also dull; some unimportant sales made at $78 and $77 per bale.

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STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

TEA

YOKOHAMA.—Since the departure of the American Mail the market had been exceedingly quiet, the only business being the settlement of some 600 or 700 piculs for the California Market at about the same prices as last quoted; transactions had been so limited, and the season was so nearly drawing to a close, that prices may be considered almost nominal. Stocks unaltered. The P. M. S. S. Co.'s str. America took 181,293 lbs. for New York, and 54,154 lbs. for San Francisco. The Brave sailed for New York on the 5th April with 465,658 lbs. Quotations:—Common, $24.0 to 26.0 per picul; good common, $27.0 to 29.0 per picul; medium, $31.0 to 35.0 per picul; good medium, $36.0 to 39.0 per picul; fine, $40.0 to 42.0 per picul; finest, $43.0 to 46.0 per picul; choice, $47.0 to 50.0.

SHANGHAI.—Black: Settlements for the fortnight, 1,052 chests country Tea, which found buyers at former quotations. Stock, 3 chops, or 1,250 packages country, 3,000 packages "Maloo." Green: Transactions small, settlements only 2,302 half-chests, at very full rates considering the common quality of the Teas. The stock on offer was 7,949 half-chests, comprising 4,467 half-chests country-packed, 2,782 half-chests Shanghai-packed, and 700 half-chests Pingsuey Tea. Settlements for the fortnight, 2,302 half-chests; re-shipments on owners' account, 1,053 half-chests; stock, 20 chops, or 7,949 half-chests.

SILK.

YOKOHAMA.—The market had continued active during the fortnight, especially for Oshus and Taysaam sorts. There was no change in prices except for inferior descriptions, of which occasional purchases had been made at lower rates. Supplies had been fair, though scarcely equal to settlements, and the unsold stock was rather smaller. Quotations:—Mybash and Sinchu Hanks: Best, 34s. 7d. to 36s. 2d.; Medium, 30s. 5d. to 33s. 1d.; Inferior, 26s. 7d. to 29s. 5d. Oshu: Extra, 38s. to 39s. 2d.; Best, 34s. 8d. to 36s. 2d.; Medium, 31s. 7d. to 33s. 5d.; Inferior, 26s. 7d. to 29s. 8d. Sodai: Medium, 28s. 6d. to 30s. Etchesen: Medium, 26s. 7d. to 28s. 6d.; Inferior, 23s. 11d. to 25s. 10d. Mashta: Best, 26s. 7d. to 28s. 6d.; Inferior, 23s. 11d. to 26s. 2d.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular.—Since our last circular the London mails of 11th and 17th Feb. have arrived, as also telegrams *via* Kiachta to the 15th ult. quoting "Red Peacocks, 28s. No. 3 Tsatlee 32s. active." This favourable news has continued the anxiety to operate on this side, and the consequence has been a further advance in price, which has brought to market unexpected supplies in the shape of silk intended for native manufactures, so that our total export will now probably be rather over 42,000 bales. Very few Tsatlees go forward, and the settlements, which are estimated at about 1,000 bales, consist mostly of Chincum and Kahing Taysaams, Re-reels, Hainins, Long Reels and Common Szechuens, all except the latter showing an advance ranging from Tls. 5 to 20. Chooping's chop has been taken at Tls. 620, equal to 32s. 6d. A few extra good Long Reels at Tls. 435, equal to 23s. 1d. No. 2 Fatmow is held for Tls. 535, 28s. 2d., and Re-reels generally are Tls. 10 to 15 higher. About one-fourth of the settlements are reported to be in barter for woollen goods.

JAVA AND STRAITS PRODUCE.

BATAVIA.—Arrack, 4 per cent. overproof: Little doing; price nominally f.80 per leaguer. Coffee, Java: Some parcels of Green deliverable later on changed hands at f.34 per picul. Government sale of 25,000 piculs by auction on 25th April. Padang: Government sold by auction on 31st March 16,400 piculs No. 1 and 800 piculs Triage, which averaged respectively f.36.01 and f.14.31 per picul. Cubebs very dull, at f.14.50 to f.15 per picul. Gum Damar: Demand not brisk, purchases of No. 1 could readily be effected at f.38 per picul. Indigo: Prime quality changed hands at Samarang at f.5.25 to f.5.30 per Dutch pound. India-Rubber: Scarce, at f.95 to f.105 per picul. Gutta-percha: None offered; extreme prices would be paid for suitable kinds. Tin, Billiton: 5,051 piculs sold on 6th April at an average of f.71.35 per picul. Nutmegs: In request, at f.100 to f.110 per picul for Nuts of 110 to the pound. Mace: Market but poorly supplied; inquiry continues active at f.165 to f.175 per picul for Moluccas; Padang sold at f.145 per picul. Pepper, Black: Advanced materially, none to be had under f.23 to f.23.50 per picul. White: None offered. Rattans: Small sales of Padang at f.8 to f.9.25, of Borneo at f.11 to f.13 per picul. Sugar: Further transactions for delivery from the growing crop reported at f.14½ to f.14⅝ per picul for No. 14. Exporters generally hold back, considering these figures higher than advices from the home markets warrant.

PENANG.—Pepper, Black, had come forward freely, and had been taken at $8.07½ to 8.30 for West Coast—and $8 to 8.17½ for East Coast and Acheen. Trara, no arrivals, quotations nominal. An arrival of good White secured at $11½ per picul. In the earlier part of the fortnight there was an unimportant purchase of Tin at $28.90 per picul, but the principal business done had been at $29 to 30 per picul—the latter price having been paid after the arrival of the mail steamer from England. No Cloves of Penang origin had come forward. Gutta Percha very scarce. India Rubber also in small supply at $40 and $41 per picul. Hides in fair supply at $10.35 for Buffalo, and at $14.50 and $14½ for Cow. Horns scarce. The had been purchases of No. 1 mace at $84 and $81 per picul; of No. 2 at $78; and of No. 3 at $48 per picul. Nutmegs had not been active; a purchase of 125 nuts per lb. reported at $47, and a contract for delivery in two months of 110 nuts per lb. at $51 per picul.

EXPORT OF TEA AND SILK, SEASON 1869-70.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cases
From June 1 to March 31, 1870	74573	71626722	49565984	1349918	15492734	138109921	41928
Corresponding period last season	761407	68689159	53399568	...	15790745	138610879	49167

Shipments Since:

Apr. 1 per Sir W. Wallace	From Shanghai	...	86,079	
4 ... Clymene	... Canton	...	715,500	
9 ... Shakespeare	... Shanghai	...	573,189	
19 ... Orissa	... Do., &c.	...		918

TO THE CONTINENT.

		Bales.
From June 1 to March 31, 1870	411458	16620
Corresponding period last season	409613	19229

Shipments Since:

Mar. 28 per Paris Port de Mer	From Canton	...	13,720	4
Apl. 19 ... Orissa (ml. str.)	... Shanghai, &c.	...		276

TO UNITED STATES.

		Pcls.
From June 1 to March 31, 1870	38368240	962
Corresponding period last season	39167247	1601

Shipments Since:

Mar. 25 per America (str.)	... Yokohama	...	181,293
Apr. 5 ... Bolivia	... Shanghai	...	84,976
— 5 ... Brave	... Yokohama	...	465,658

TO AUSTRALIA.

From June 1 to March 31, 1870 ... ... 13,176,241 lbs.
Corresponding period last year 16,781,399

Shipments Since:

TO GREAT BRITAIN.

	Tea—lbs.	Silk bale China & Japan*
From 1843 to 1844	51,022,600	...
,, 1845 to 1846	57,384,200	18,604
,, 1850 to 1851	63,972,000	24,143
,, 1853 to 1854	77,327,800	61,780
,, 1855 to 1856	92,240,300	50,481
,, 1857 to 1858	76,290,255	68,315
,, 1858 to 1859	65,789,792	83,134
,, 1859 to 1860	85,580,452	64,169
,, 1860 to 1861	90,066,160	70,644
,, 1861 to 1862	109,834,040	79,199
,, 1862 to 1863	121,274,580	72,867
,, 1863 to 1864	117,463,586	46,603
,, 1864 to 1865	121,246,870	32,212
,, 1865 to 1866	118,333,042	67,890
,, 1866 to 1867	118,433,220	50,052
,, 1867 to 1868	116,890,430	57,449
,, 1868 to 1869	142,789,804	70,917

* Including the Continent.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 6d.	4s. 6¼d.	4s. 6¼d.
Shanghai ,, ,,	6s. 0½d.	6s. 0¾d.	6s. 1d.
Canton ,, ,,	4s. 5¾d.	4s. 6⅛d.	4s. 6¼d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,,	4s. 7½d.	4s. 7⅝d.	4s. 8d.
Manila ,, ,,	4s. 5d.	4s. 5¼d.	4s. 5½d.
Colombo ,, ,,	par.	1¼ to 1⅜ dis.	1¼ to 1⅜ dis.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	302 to 303	226
,, Hong Kong	25 to 25½ dis.	—
Bar silver	111.5.0	7⅛ prem.
Mexican dollars	74 5.0	⅛ to ¼ prem.

Bous, at Yokohama, — to 350 per — dol

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 25; Old, 36 per cent. premium.
Hong Kong Gas Company, 46 dols. per share.
Hong Kong and Whampoa Dock, 5 per cent. discount.
Union Dock Company, 40 per cent. discount.
China Traders' Insurance, 1,650 dols. premium.
Hotel shares, 65 per cent. discount.
Hong Kong and Macao Steamboat Company, 32 per cent. premium.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Amsterdam, March 30, Accra; from Cadiz, April 5, Hermange et Jenny.

At SHANGHAI.—From London, April 5, Lauderdale; 10, Serica; Windhover, Whinfell (reported by telegram).

At HONG KONG AND CANTON.—From London, April 9, Black Prince; 11, Erl King (str.); 12, Guinevere; from Liverpool, 14, Agamemnon (str.); from Cardiff, 8, Marchioness of Londonderry; from Callao, 11, Louisa Canevaro; from Hamburg, 15, Catherina.

At MANILA.—None.

At SINGAPORE.—From London, April —, Tszru; 24, Francis; from Glasgow, Eastern Isles; from Liverpool, 10. Diomed (str.); from Cardiff, 17, Professor; 26, Bedfordshire; from Falmouth, 17, Rocket (str.); from Shields, 18, Blair Athol; from England (*via* Cape of Good Hope); H.M.S. Donegal; reported by telegram, Nile, Ocean Belle, Volunteer, Normanside.

DEPARTURES.

From YOKOHAMA.—For New York, April 5, Brave.

From SHANGHAI.—For London, April 9, Shakespeare; for New York, 7, Duke of Abercorn.

From HONG KONG AND CANTON.—For London, April 4, Clymene.

From MANILA.—For Liverpool, March 31, Tetuan; April 4, Amigos; for Cork, 2, Khorasan, 11, Saga; for New York, 12, Annie Richmond.

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From SINGAPORE.—For London, April 25, Jeanie Louttit; for New York, 11, Lady Turner; for Boston, 13, Clifton.

VESSELS LOADING.

At YOKOHAMA.—For New York, C. C. Leary.

At SHANGHAI.—For New York, Benefactor.

At FOOCHOW.—For London, Sir William Wallace.

At MANILA.—For London, Jubilee; for Liverpool, Juliana, Jesus, Maria; for Cork, Trinidad; for Cadiz, Concepcion, Delia; for New York, Volunteer, Annie Richmond, Asa Eldridge.

At SINGAPORE.—For London, Blair Athol; Ystavat; for Liverpool, Banda; for Boston, Agnes, Macquarie, Professor Suringar.

At PENANG.—For London, Ilione.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London there is no vessel loading; to New York, £2 to £2. 5s. per ton; for coasting there is a fair inquiry.

At SHANGHAI.—There is no vessel loading for London, and only one to New York, getting £3 10s per ton.

At FOOCHOW.—The Sir William Wallace is loading at £3. 10s. per ton.

At HONG KONG and CANTON.—Nothing loading for Europe or the United States.

At MANILA.—The Trinidad has been taken to load a full cargo of dry Sugar to the Channel for orders to the United Kingdom, at £3 7s. 6d. per 20 cwt. The Jubilee, for London, gets Sugar at £3 5s. and Hemp at £4 per 20 cwt. The Saga will load Sugar and Hemp at Illilo at reserved rates.

At SINGAPORE.—Tonnage is scarce; the vessels on the berth are engaged full at £3 to £3 5s. per ton.

At PENANG.—To London, £2 15s. to £2 17s. 6d. dead weight, £2 17s. 6d. to £3 2s. 6d. light cargo, £3 10s. measurement.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
April 8	Haimlota	Cronstradt	Amur River
„ 4	Frances	London	Singapore
„ —	Ephrem	Bordeaux	Saigon
„ —	Sooloo	Boston	Batavia
„ —	Loudoun Castle	Shanghai	London
„ 5	Westward Ho	Singapore	„
„ —	Lochleven Castle	„	Liverpool
„ 6	Lily of Devon	Liverpool	Hong Kong
„ —	Wild Curlew	London	China
„ 7	Corea	Singapore	London
„ —	Ohina	Shields	Shanghai
„ —	Manila	Dublin	Manila
„ —	Helen Nicholson	London	Shanghai
„ 9	Panama	Manila	New York
„ —	Galatea	Ilo Ilo	New York
„ —	Dartmouth	Shanghai	London
„ 10	Burdwan	London	Hong Kong
„ —	China	Hamburg	Singapore
„ —	Esperanza	Hiogo	New York
„ —	Walton	London	Tientsin
„ 11	Martin	Cardiff	Hong Kong
„ —	Pierre	Bordeaux	Cochin China
„ —	G. F. Handel	Cardiff	Shanghai
„ —	Paradies	Macao	Hamburg
„ 13	China	Manila	Cadiz
„ —	Dunmail	London	Hong Kong
„ —	Banian	Shanghai	New York
„ 14	Donegal	Cape of G. H.	Singp. & H. Kg.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 24, off Dungeness, from Tjilatjap, for Amsterdam, Vertrouwen; 26, off St. Alban's Head, from Penang, James Paton; 27, off Falmouth, from Colombo, Alice; 16, off New York, from Singapore, Rocket; 30, at Deal, from Rangoon, Lodore; at Falmouth, from Bangkok, Emerald.

DEPARTURES.—May 14, from New York, for Hong Kong and Shanghai, Willy Rickmers.

CASUALTIES.—The Sarah Nicholson, from Shanghai to New York, with tea and silk, struck heavily on the reefs off the east end of the Bermuda Islands, May 7, but with the assistance of a pilot, got off with little damage, after remaining about five minutes.

MISCELLANEOUS.—The Cornelia, Walker, from Java to Amsterdam, which arrived off Bridport May 24, and landed her master sick, has proceeded with another master.

LATEST TELEGRAMS.

FALMOUTH, GIBRALTAR, AND MALTA TELEGRAPH EXPEDITION.

The following telegrams have been received by the Telegraph Construction and Maintenance Company:—

CANNING TO OSBORN.

GIBRALTAR, MAY 26, 3 P.M.—The laying of the submarine cable from Malta to this place is completed. We are just going to make the final splice to the shore end.

The certificate from Latimer Clark, for Malta and Gibraltar section of the cable, has been granted. That portion is handed over to Malta and Falmouth Submarine Telegraph Company for traffic. Shore end of next section is laid. Hope to be in Lisbon on Tuesday evening.

From Gibraltar, *via* Malta, to England, May 28, 10 45 P.M.

CHINA.

(REUTER'S TELEGRAMS, BY BRITISH-INDIAN CABLE.)

BOMBAY, MAY 29.—Intelligence from China announces that the Mahomedan rebels in the North-West Provinces are gaining ground, having advanced to the borders of Honan. Their progress is creating much alarm among the Chinese officials, and further disturbances are expected. Russia undertakes to protect the Mongol settlement of Oorga from the Mahomedans.

Great satisfaction exists in Hong Kong and Shanghai at the energetic action of London merchants in making known the truth regarding Chinese affairs, and at the agitation against the Alcock Convention.

The Foochow tea market has been opened.* The ship *Dunmail* struck on a sunken rock in Hong Kong harbour and sank; it is expected that the cargo will be saved.

[It will be observed that the telegram announcing the assassination of the U.S. Consul at Yedo, though incorrect, is not wholly without foundation, as an attack of some kind on him is reported in our Yokohama mail news.]

COMMERCIAL.

(RECEIVED VIA KIACHTA, MAY 29.)

SHANGHAI, MAY 14.—Silk: Export of China and Japan to date, 55,600 bales. No improvement in Drills, T-Cloths, or Bradford Goods. Loading at Hankow, with new teas, *Diomed*, for Odessa; *Agamemnon*, for London. Exchange, bank, 6 months' bills, 5s. 11½d.

(RECEIVED BY INDO-EUROPEAN TELEGRAPH, MAY 27.)

HONG KONG, MAY 12.—Gray Shirtings, 6½ catties, 8½lb., $2.90. Water twist, 16-24, $140 quiet. Cotton, Bengal, fair medium, $18. Tea, nothing doing; total export (China and Japan), 139,000,000lb. Exchange on London, Bank bills, six months, 4s. 6d.

SHANGHAI, MAY 6.—Grey Shirtings, 6½ catties, 8½lb., 2.30 taels. Cotton, Shanghai, 18½ taels. Tea, nothing doing. Silk quiet and weaker. Settlements since departure of last mail, 850 bales. Export to date (China and Japan) from commencement of season, 60,000 bales. Exchange on London, Bank bills, six months, 5s. 11¾d.

SINGAPORE, MAY 20.—Grey Shirtings, $3; Cotton Yarn, No. 40, $140; Freight to London, 45s.; Exchange, 6 months' sight, 4s. 7d.

JAVA.

(RECEIVED VIA GALLE, MAY 28.)

BATAVIA, APRIL 29.—Coffee, 25,000 piculs were sold at f.38⅞; Rice, 1st quality, f.150 to f.160; 2nd quality, f.135 to f.155; Gum Damar, f.88 to f.40; Arrack, f.80; Billiton Tin, f.71⅝. Freight to Holland, f.80 to f.85. Change on Holland, 101. Arrived: Maria. Sailed: Baron van Heemstra.

(RECEIVED VIA GALLE, MAY 28.)

BATAVIA, MAY 13.—Java Coffee, f.31 to f.33; Sugar, No. 14, f.14¾ to 15; Arrack, f.76; Billiton Tin, f.71⅝; manufactures unalte ed. Freights to Holland, f.85 to f.90. Exchange on Holland, f.101½ to f.102. Arrivals: Medea, Nicot. Departures: Aerolliet, Electra, Friesland, Hendrik-Ido-Ambacht, Maria Adriana.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

DEACON—On the 27th May, at Ditchleys, Brentwood, the wife of Albert Deacon, of a son.

LESSLER—On the 13th April, at Bangkok, Mrs. Paul Lessler, of a daughter.

MARSHALL—On the 8th April, at Shanghai, Mrs. J. Marshall, of a son.

PHILLIPS—On the 25th April, the wife of Sergeant C. Phillips, of a son.

RAPHAEL—On the 4th April, at Shanghai, Mrs. R. S. Raphael, of a son.

TIDMAN—On the 16th May, at Priory Lodge, Lee, Kent, the wife of Robert Vaughan Tidman, Esq., of a daughter.

WHITTALL—On the 27th May, at Laurel Bank, Bowdon, the wife of James Whittall, Esq., of Hong Kong, prematurely, of a daughter, stillborn.

OUNG—On the 19th May, at Gloucester ter ace, Palace-gate, W., the wife of Vans. C. Young, prematurely, of a daughter, stillborn.

MARRIAGES.

DEANE—TAVERNER.—On the 19th May, at St Andrew's Church, Deal, by the Rev. H. E. Taverner, B.A., brother of the bride, assisted by the Rev. C. E. Shirley Woolmer, M.A., rector, Walter Meredith Deane, Esq., M.A., Captain Superintendent of Police, Hong Kong, son of the Rev. J. Bathurst Deane, M.A., rector of St. Martin Outwich, London, to Marian Susan, elder daughter of Edmund Taverner, Esq., Middle Deal. No cards.

PIGOTT—BEASLEY.—On the 18th April, at St. Andrew's Church, Singapore, by the Rev. J. Alleyne Beckles, Arthur Romer, Lieutenant 75th (Stirlingshire) Regiment, eldest son of Lieut.-colonel Pigott, of Heavitree, Exeter, to Catherine Agnes, youngest daughter of the late Thomas Beasley, Esq., of Torquay, Devon.

SMITH—PURCHASE.—On the 14th April, at St. John's Cathedral, Hong Kong, by the Rev. Canon Beach, William McGregor Smith, of Hong Kong, to Matilda Mary Ann, eldest daughter of Capt. J. W. Purchase, of the P. and O. Company's service. No cards.

SWAINSON—FINDLAY.—On the 10th April, at St. John's Cathedral, Hong Kong, by the Rev. Canon Beach, Henry G. Swainson, Lieutenant R.N., to Lilias Dunlop, youngest daughter of the late Robert Findlay, Esq., of Easterhill, Lanarkshire.

DEATHS.

BELBIN—On the 21st April, at the residence of Mr. J. J. L. Wheatley, Singapore, Mrs. Mary Charlotte Belbin, the wife of Capt. J. F. Belbin, commander barque *Amy Warwick*.

BRADBURY—On the 3rd April, at the residence of Mr. Thomas Smith, 29, Elgin-street, Hong Kong, Ellen Bradbury, of Thatcham, Berkshire, late of Mr. Alexandre Boyer's millinery store, Queen's-road.

EVENS—On the 15th April, at Singapore, William Thomas Bowen, only son of the late Capt. Evens, of Bombay, and grandson of the late Benjamin Evens, of Cardigan, Wales, aged 17 years.

HURST—On the 17th May, at 17, Grove-terrace, Commercial-road, Peckham, S.E., James Upton Hurst, late of the Oriental Bank Corporation, aged 63. Deeply lamented.

MACNAMARA—On the 14th May, at Bombay, from gastric fever, John William Macnamara, Commander in the P. and O. Company's Service.

PASS—On the 21st April, at Singapore, Mary Ann Harriett, youngest daughter of S. C. Pass, Esq., aged one year.

TALBOT—On the 5th April, at Yokohama, Samuel Harris Talbot, aged 33 years.

TOWNSEND—On the 13th May, at Ahlmann Villa, Winchester, John Townsend, Esq., late Commander P. and O. S.N. Company's Service, aged 60.

THE waiting-room at the Admiralty contains a remarkable work of art from the pencil of Sub-Lieutenant Francis Ingram Palmer, late of Her Majesty's ship *Rodney*. The picture is about twelve feet by ten feet, and represents, by almost innumerable specimens, surface oceanic life, observed under the microscope, at Hong Kong and in other parts of China. The tableau is interspersed with several masterly sketches of the banks of the Yangtse, and other places of interest, an engraving of one of which—the Lukan Pass—appears in the *Illustrated London News* of the 28th inst.

THE letters by the New Zealand Mail, *via* San Francisco, which reached London last week, were about a fortnight later than those previously to hand.

* The accuracy of this is open to doubt.

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THE SUEZ CANAL.

We have received from the directors of the Canal Company a telegram dated Port Said, May 24th, announcing that the Messageries steamer *Peiho*, with the China mail, had passed safely through, as well as the British steamers *Elizabeth* and *Apollo*, the Austrian steamer *Sphynx*, and the French steamer *Europe*. A telegram from Ismailia, of the 27th inst., announces the passage of the *Cambode* with the incoming French mail, the French despatch boat *Lucifer* (returning to China), and the English steamers *Star*, *Alnwick Castle*, and *Atlas*.

A tabular statement just issued by the company shows the monthly receipts arising from the traffic through the Canal up to the end of April. The following figures show the totals, which it will be seen, exhibit a steady and rapid increase up to March, but a heavy falling-off in April. November, f.75,118; December, f.241,795,; January, f.250,968; February, f.340,726, March, f.647,588; April, f.377,207.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

The twelfth annual general meeting was held on the 17th inst., at the bank, 65, Broad street, Geo. G. Nicol, Esq., in the chair.

The report of the directors for the year ending Dec. 31, 1869, will be found in our commercial columns.

The Chairman moved its adoption, remarking that the figures of the present were not very different from those of the previous half-year. They afforded the same evidence of the confidence of the public in the bank, in the increase of deposits, but he was sorry to add that the means of employing those deposits during the last six months had been seriously crippled by the depressed state of trade in the East, and the profits of the bank had been materially affected in consequence. The increase in the deposits since that time last year was £1,100.000, which was satisfactory in itself, but, on the other hand, at no period since he had been connected with the institution had they experienced so much difficulty in advantageously employing the money. This was one cause why they had been unable to realise the usual rate of profits. Another was that the entire trade of the East was in a sort of transition state, consequent upon the establishment of telegraphic communication and the opening of the Suez Canal. But these causes were, he thought, only temporary, and he saw no reason why, when things settled down, they should not return to better results. One permanent effect of the establishment of telegraphic communication which he anticipated would be to make money much less valuable in India than it had hitherto been. The working power of money would be increased, and smaller reserves consequently would be necessary. They had therefore already taken steps to reduce the rate of interest on deposits, and they would be obliged eventually to make a very considerable reduction—but the increase of deposits continued nevertheless. The directors had not felt themselves in a position to make such a reduction in the past due outstandings as they had expected, but the amount had been reduced to some extent, and when they could see their way safely to close the account entirely they would be glad to do so. They were proceeding gradually with the liquidations, and upon the whole had no reason to be disappointed with the result. Answering some questions which had been sent to him in writing by a shareholder, he said that the directors were fully alive to the reasons for investing a large portion of the cash and bullion in hand in Government securities, adding that although the previous account showed some reduction owing to realisations made for the purpose of closing certain accounts, the total had been added to during the last few months; and in regard to the effect of the telegraphic communication on the exchanges, and consequently on the profits of the bank, he believed it would be not to increase profits but to enable them to carry out their transactions with more rapidity, and avert those violent fluctuations which occurred in 1866 and 1867, that it would equalise the value of money, and as he hoped increase the safety of banking in India and China.

Mr. Richards complained of the high rate of expense, which amounted, he said, to 60 per cent. on the profits. With this exception, he approved of the report, the adoption of which he seconded with great pleasure.

Another Shareholder asked when they might hope to see the last of the incubus of £283,500 which they had paid as the result of the unfortunate year 1866.

The Chairman replied that the expenses had occupied the serious attention of the directors; but, looking at the importance of having none but efficient servants, and the greater expense necessarily of carrying on a bank in India and China than in England, he could not hold out a hope of any serious reduction. He repeated that the board were most anxious to extinguish the overdue outstandings, but they did not think they were in a position to do so now. At the last meeting, in answer to a question, he said that the total amount still outstanding was under £100,000, and he said the same now. In reply to further questions, he added that the £210,000 which appeared in the assets as landed and house property represented the premises in Broad-street, a considerable portion of which was profitably let off, and the branches in India and China. It was all freehold. He could not say what rate of dividend would be paid in July.

The motion was carried unanimously, and the retiring directors, Messrs. Nicol and Robertson, were re-elected, the Chairman intimating that a special meeting would be called to fill up the vacancy caused by the retirement of Mr. Gilman, and for which the board recommended Mr. E. J. Daniell, of the firm of Daniell and Co., East India merchants. A vote of thanks to the chairman and his colleagues concluded the proceedings.

Foreign Intelligence.

—o—

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, May 24.

The King of Prussia closed the Session of the German Zollverein Parliament last week by reading in person the Speech from the Throne, thanking the members for their patriotic feelings with the usual verbose and meaningless platitudes common on such occasions in other countries besides Germany. It was a very short Session, there having been only thirteen sittings. There were two Treaties of Commerce (with Mexico and the King of the Sandwich Islands) to be ratified, and a Bill for securing the rights of authors; but all this was speedily got through, and the most important part of the business was the revision of the tariff, on the subject of which there was a great diversity of opinion felt and expressed, for the Protectionists and the Freetraders were brought into direct contact with each other, and had to fight their battle with such eloquence and reasons as they could find. The Bill itself was liberal enough, but the Protectionists, who swarm in the South of Germany and have very distorted views of political economy—or rather none at all—and living inland, where they never saw the ocean, and, therefore, can have no very clear perception of the benefits arising from free trade with all the world, opposed it with great vehemence, and though they formed a minority of about one-third of the whole number of members, it was found advisable for many reasons to make some trifling concessions, without altogether garbling the provisions of the Bill. At the last reading a vast number of amendments were moved, but mostly lost, and the Bill, with the small compromise alluded to, was passed in a very full House by 183 to 91 votes—just two to one. By this measure the duty on coffee has been increased a trifle—25 groschens, or 2s. 6d. per cwt.—but on the other hand, that on various articles is reduced, and on others altogether taken off. A great battle was fought over rice, which was included in the proposed duty-free articles, but here also a compromise was effected and the duty reduced from one dollar per cwt. to *half* a dollar. Mr. Edgar Ross (one of the members for Hamburg, and senior partner in the firm of Ross, Vidal and Co., of this city, who are large importers of East India and China produce) laid on the table of the House, and handed round for the inspection of the members, samples of the rice in most general consumption in Germany, together with a certificate signed by the two leading rice brokers at Hamburg, to demonstrate that even under thereduced rate of duty there would be a saving of twenty-five per cent. to the consumer in the Zollverein. The duty on raw iron is reduced from 5 groschens to 2½ gr. per centner, on rails from 25 gr. to 17½ gr., on cocoa from $6¼ to $5 5-6ths per 100 lbs., and on tin plates from $2½ to $1⅛ per do. Among the fifty-two articles on which the duty is totally repealed are palm oil, cocoa-nut oil, corks (in the rough and also cut), furs and skins, cabinet woods (vast quantities of which, especially mahogany, walnut, rosewood, and maple are worked up in the Zollverein), wooden ships and boats (the duty hitherto was five per cent. *ad valorem*), and all descriptions of cattle, game, poultry, and fish, together with a large quantity of miscellaneous commodities, such as chemicals, that produced but little revenue, and are largely used in agriculture, manufactures, and dyeing. In 1868 the quantity of coffee imported into the Zollverein was 1,699,530 centners, and in 1869 it amounted to 1,670,846 do., giving an average of 1,685,188 centners for the two years. This was taken as the basis of the calculation, and calculating the higher duty of 25 groschens it would produce a surplus of $1,404,291. The estimated balance-sheet of the transaction is made up thus:—Excess from the increased duty on coffee, in round numbers, $1,400,000; per contra, loss on rice duty, reduced $400,000, on iron duty reduced $266,700, and on the miscellaneous articles on which the duty is repealed, $576,099—total, $1,242,799; deducting this last sum from the increased revenue on coffee, there remains still a net excess of $157,201 on the transaction in favour of the revenue, without taking into consideration the natural increase of consumption from the reduced duties on iron, rice, and the other articles.

The Berlin correspondent of the *Hamburg Nachrichten* writes as follows to that paper:—"According to a telegram received here from Washington, the Government of the United States appears to be afraid that, in consequence of the death of Mr. Burlingame, the Chinese Embassy will now be more inclined to support English interests rather than American. This is one of the many fictitious legends that have been circulated against that much abused Embassy. In exchanging friendly declarations, such as may have taken place between some foreign Governments and the Chinese Ambassadors, it may be assumed as a certain fact that neither English nor American interests will be prejudiced in the slightest degree."

COMMERCIAL.

The Tea market has been tolerably active, though the prices obtained are a shade lower. The transactions by private contract comprised 1274/4 and 624/8 chests Congou, 1,000 do. Imperial, and 100 do. Gunpowder; and, by public auction, 28 chests Imperial, 61 do. Haysan, and 42 do. Pakling Congou. The fresh arrivals this spring have come in very freely, and consisted, up to the end of April, of 10,232 chests Congou, 804 do. Souchong, 80 do. Pouchong, 742 Pekoe, 621 do. Imperial, 88 do. Gunpowder, and 221 do. other descriptions. The Rice market is calm, with a fair amount of business in clean grain at steady rates; the only transaction of importance in rough was 25,000 bags of Saigon for the steam mills. Pepper has been very lively, and more than 7,000 bags changed hands at higher prices. Cassia Lignea quiet, and Spelter totally neglected.

SHIPPING.

ARRIVED.—Saint Helene, from Sumatra; Guaymas, from Macao.

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SAILED.—St. Pauly, to Macassar and Hong Kong; A. E. Vidal, to Shanghai; Clarendon and Felicie, to Hong Kong.

HOLLAND.

—o—

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM May 23.

The members of the Second Chamber have dealt with the Bill by which the Minister of Foreign Affairs asked a credit to establish a diplomatic mission in China. You will remember that the Chamber declined some months since, when the Budgets were under discussion, to grant this credit; but subsequently the papers, as well as the several Chambers of Trade, urged in such pressing terms the necessity of the measure that the Minister brought in a Bill renewing his proposal. The Chamber was *pique au vif* by this proceeding, which several members stigmatised as being contrary to the dignity of the House. Both Liberals and Conservatives showed themselves most ridiculously angry, and, overlooking the real importance of the measure, the majority outvoted it by thirty-five against thirty-four votes. Thus the Bill miscarried, notwithstanding that the Minister in a very able speech demonstrated this mission to be of the highest importance to the extension of our trade with China. Without the least doubt the Chamber would have passed the measure had the Minister deferred renewing the proposal till the introduction of next year's Budget. The vote had a personal and not at all a political character. What will be the consequences? The *Arnhemsche Courant* says that the Minister will resign and take the Florence Embassy as a refuge, and the same paper is assured that Mr. Cremers, M P., will accept the portfolio of Foreign Affairs. The Chamber is now discussing the Bill to abolish capital punishment, and up to this moment the chances of its being carried seem very doubtful. Should it be outvoted then Mr. Lilaar must resign, probably accompanied by Mr. de Waal, the Minister of the Colonial Department, who will persist in the imprudence of introducing his Sugar Bill, without alteration. Universal have been the complaints that its stipulations were too Radical on the one side and too Conservative on the other, that neither party were content with it, and that the Bill must be largely amended to gain the favour of the majority. Possibly the Minister may withdraw the measure, for if it had been his intention to conciliate parties he, of course, would have made the alterations which he now declines to do, because he is of opinion that the Bill contains the best solution of the question. It seems quite certain that the Minister of the Financial Department, Mr. van Bosse, intends to introduce an income-tax in place of the licence-tax, and that on soap. According to the *Arnhemsche Courant* his intention is to impose no less than *four per cent.*, but I think this figure incredible.

The *Staats Courant* of the 17th inst. published a paragraph stating that his Majesty had granted to the British Australian Telegraph Company the concession for the construction of a telegraphic line between the coast of Java, near Batavia, and Singapore, and also one from the east coast of Java to Australia. The concession is neither exclusive nor is it granted for a definite number of years. The company will be permitted to land cables in Java at such points as will be fixed by the Governor General. The first line must be ready for operation on the 31st of December next, and the second one year later. You see that I was quite right when I told you that the Minister would give the preference to this company. Many papers complain that matters with regard to this concession have not been quite straightforward. The principal grief is that the official *Java Courant* of the 25th of March stated that in August or September the company would commence laying the cables, by which it seems certain that the Minister has promised the concession months ago, whilst the competing company believed that the decision would be arrived at this month. Without doubt there is something mysterious in this affair, but still it is a most agreeable idea that we shall be in a few months in direct communication with Java. Our Government is in treaty with that of the United Kingdom for an agreement to forward despatches between Point de Galle and Batavia until the completion of the line.

In commercial circles much anxiety is felt respecting the fate of two merchantmen, conveying each a valuable cargo from the East Indies to Holland. The *Catherin Rankin*, Captain Peterson, sailed on the 26th of November from Java; and one hundred days have elapsed since the *Dagmar*, Captain Hansen, passed St. Helena. Nothing has been heard of these vessels, and on the first named a premium of 50 per cent. was paid some weeks since. The general condition of our merchant navy is growing from bad to worse. It seems that our shipowners and builders are still of opinion that we live in times of protection. Nothing is done to compete with English and German vessels, which arrive day after day with Indian cargoes, whilst as well here as in India many Dutch ships are waiting for freight.

Some of the most important Amsterdam commercial houses have addressed to Minister van Bosse a request that he will make such arrangements as shall ensure the mail from India being forwarded *via* Brindisi in lieu of Marseilles, because letters sent by the first named route have lately arrived earlier than those posted *via* France. For several months past the *Nieuwe Rotterdamsche Courant* has published the latest news from India one or two days before the mail *via* Marseilles arrived.

The manufacturers in Twenthe—the Dutch Manchester—have just organised an association to promote the sale of their cotton goods in the Levant. The capital of the company will be 500,000 florins. Agencies are to be established at Constantinople, Smyrna, Alexandria, Cairo, and Port Said. It is generally thought that this undertaking will prove highly successful.

The season for expositions and congresses has now arrived. We have had already two beautiful flower-shows at the Hague and Amsterdam, and an excellent exhibition of pictures was opened here some days ago. In Leyden a great festival has been organised by the students. On the 5th proximo an important meeting of the *libres penseurs* will be held at Amsterdam, and several other conferences are in *spé*.

COMMERCIAL.

COFFEE.—There was a good demand last week, especially for export, and the market looked very healthy. Holders declined to operate without an advance upon last auction prices. The transactions include 800 b. Java, ex Ellen, at 36½c.; 1,650 b. do., ex L. J. Enthoven; 1,026 b. Bali, ex County of Lanark; 263 b. Java, ex Hoek van Holland; 1,139 b. do., ex Johanna Maria; and 316 b. Palembang, ex Graafstroom, at prices that did not transpire. In private auction were sold 6,270 b. Java, Manila, and Macassar. The public sale held by the Trading Company has given the following result:—The quantity sold was 43,300 bags; Preanger realised 2c. to 3c. above valuation, yellow sorts 1c. to 1½c. above, and good ordinary ½c. under valuation.

RAW SUGAR.—On the 24th inst. the Trading Company will offer for public sale 66,476 mats Java; the valuation is as follows:—

No.	May.	Mar.	No.	May.	Mar.
5	f.27	f.30	13	f.34½	f.35½
6	28¾	31½	14	35	36
7	28½	31	15	34¾	36
8	30½	32½	16	35½	36½
9	32	34	17	36	36½
10	31¾	33½	18	36½	37
11	32½	34½	19	36¾	37½
12	33½	34¾	20	37	37½

The market has been very dull and inactive; only the following parcels have changed hands:—1,331 mats Cheribon, ex Leopold Graaf van Limburg Stirum, No. 10 and 11, at f.31¾; 768 mats Samarang, floating per China, at f.33; 307 mats do., floating per do., both No. 12, at f.32¾ to f. 33; 513 mats Java, ex Kenilworth, at secret prices; 848 kr. Java, No. 12, ex Ben Lomond, at f.33½.

RICE.—There is a good business doing. 5,174 b. Java, ex Susanne, sold at f.7½ to f.8; 7,600 b. Rangoon floating, per Hebe, at f.6, 9,220 b. Rangoon, floating, per Nordge, at f.5¾.

SPICES.—The following private lots have found buyers:—45 casks Nutmegs, ex County of Lanark, and 5 casks 5 ch. ditto, ex Vrachtzocker; 8 ch. Mace, ex County of Lanark, and 10 ch. Mace ex Vrachtzoeker; and 22 ch. Cloves, ex ditto. In public auction were sold 48 casks Nutmegs, No. 1 (1848-1864), at 110c. to 116c., and 46 casks, No. 2 (1858-1869), at 103c. to 113c.

TEA.—There has been a good demand, and the market is very active. The lots of China, ex Panuco and Deerfoot, offered some time ago in public auction, but which were brought in, have been sold. On the 31st inst. will be offered in auction 1,627/4 and 3,826.12 ch. China Congou, ex Kalimaas, which are valued at 65c. to 105c.; and 859/4 and 251/12 ch. China Congou, ex Tyburnia and Valkgrun (*via* London), valued 78c. to 90c. On the 9th of June 3,378/4 and 77/12 ch. Java will be brought forward for public sale. These lots are valued as follows:—Boei, 55c. to 70c.; Congou Boei, 75c.; Congou, 75c. to 90c.; Kempoey, 70c.; Soepoey Pekoe, 130c. to 150c.; Souchong, 90c. to 115c.; Pekoe Souchong, 150c.; Pekoe, 170c. to 400c.; Orange Pekoe, 100c. to 110c.; Tonkay, 130c.; Schin, 80c. to 105c.; Hysant, 140c. to 150c.; Uxim, 140c.

JAVA TOBACCO.—The market is somewhat more active; 284 b. Java F. A. Kediriе, 512 b. Djaiah, 87 b. A. and L. Penawangan 21 b. F.A/B, 719 b. PE, N and K., ex County of Stirling and County of Nairn, 3,872 b., of several trade marks, principally Kaur, ex Maria Elisabeth and County of Stirling, were sold.

ARRACK.—The following parcels have changed hands:—30/1 casks Sourabaya, ex Royal Arthur; 90/1 and 48/2 c. Batavia, ex Northumberland; 40/1 and 20 2 c. do., ex Saga.

TIN was rather dull last week. A trifling business was done in Banca, at f.78¼ to f.78½, and at f.75½ to f.75¾ for delivery out of the forthcoming auction. Billiton to be delivered out of the last Batavia auction was sold at f.75, and is now offered at f.74¼; floating, f.77, now f.76.

HIDES.—Several lots, imported per Susanne, Royal Arthur, and L. J. Enthoven, sold by private tender.

SHIPPING.

ARRIVALS.—May 13, at Brouwershaven, from Batavia, Doelwyk; from Banjoewangie, Voorlichter, Ary Scheffer, Sunda, Laurens Koster, Ada; at Texel, from Foo-chow-Foo, Ensign; from Probolingo, Ben Lomond; from Banjoewangie, Kandanghauer; from Samarang, China. at Zierikzee, from Padang, Walcheren; 14, at Brouwershaven, from Banjoewangie, County of Argyle; at Texel, from Patjetan, Kitty; from Tjelatjap, Johanna Christina; 16, at Brouwershaven, from Batavia, Courser; at Texel, from Banjoewangie, Mystic Belle.

DEPARTURES.—None.

PASSENGERS INWARD.—From Java, per Ary Scheffer: Messrs. Z. v. d. Klei, D. A. v. d. Laan, L. Berner. Per Voorlichter: Mrs. Vollenhoven and two children, Messrs. Paul, Muller, Miss Kooyman (two passengers and Mr. Duinker died on the voyage). Per Sunda; Messrs. J. Hulsinga and T. A. Fol. Per Doelwyk: Messrs. Latour and family, v. d. Star, Kathenius and family, Jansen, and Versteeg and family, Mrs. Sejesga. Per Kandanghauer: Messrs. N. C. Fransz and family, J. G. Geisser and family.

FREIGHTS.—The Dutch Trading Company has chartered the following vessels to convey produce from India to Amsterdam:—Mr. Jacob van Lennep, R B. v. d. Sprenkel, f.75.97; Aurora, H Visser, f.76.98; Kennemerland, N. N., f.77.77; Johannes, J. E. Kramer, f.77.88; Cornelia Adolfina, J. G. de Roever, f.77.94; Br. v. Pall. v. Roosendaal, D. H. Dietz, f.77.99. To Schiedam: Oceanus, H. F. Planten, f.76 The Professor v. d. Boon, Metsch, is chartered to convey machinery from Glasgow to Tjilatjap.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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PARLIAMENT.

HOUSE OF LORDS.

THE STRAITS PETITION.

(May 20th.) Earl GREY: My Lords, the petition which I have to present is well entitled to your lordships' attention, both on account of the persons by whom it is signed and of the subject to which it relates. It is signed by a very large proportion of the principal inhabitants of Singapore of all classes, landowners, merchants, and others, and its object is to complain of a change in the tenure by which the judges hold their offices since the colony has come under the direct administration of the Crown, by which, it is said, that their independence has been seriously impaired. Now, it is certainly of the utmost importance, not only that justice should be fairly administered in our colonies, but also that there should be perfect confidence in the independence of the judges to whom its administration is entrusted, and I am afraid that this petition, and the information supplied to me by those who have placed it in my hands, clearly show that at this moment no such confidence exists among the inhabitants of the Straits Settlements. But though this is greatly to be regretted, I observe with satisfaction that no complaint of any specific evil that has actually arisen is to be found either in the petition or in any of the documents by which it is supported. It is not represented to me that the judges have been unduly influenced in any of their decisions by the Executive Government, that any abuse has yet occurred, or that any want of proper independence has been shown in the conduct of the Chief Justice. I do not observe any complaint of this sort, but what is complained of is, that principles have been asserted and rules laid down which threaten the independence of the judges, and may lead to evil hereafter. Much alarm of this kind undoubtedly prevails, but it appears to me to have been caused not by anything really faulty in the existing arrangement as to the tenure of office by the judges, but by a misapprehension on the part of the inhabitants, produced by what I must regard as very indiscreet expressions used by the Governor in a despatch that has been published. I come to this conclusion because I find that the people of Singapore do not complain of the judges being removable by the Secretary of State, since a similar power existed when Singapore was under the Indian Government; but what they feel to be a grievance is that the Governor should have the power of suspending a judge from his office. Now, if the Governor were invested with an arbitrary power of suspending a judge at his own pleasure and discretion, I should entirely agree with the petitioners as to the great abuses to which it might lead; but this is not the case. The petitioners overlook the fact that, according to the established practice of our colonial service, the Governor is not at liberty to suspend a judge, except for grave misconduct, and misconduct of such a character that serious public inconvenience would arise from allowing him to continue in the discharge of his duty during the time required for a reference to the Secretary of State. This is the rule that used to be enforced, and I believe that this rule remains unchanged. Nor is this all. When a judge is suspended by a governor, the suspension ought never to be confirmed without an inquiry. When I had the honour of holding the seals of the Colonial Department it was once or twice my painful duty to have to decide on the removal of a judge, but I never took that step until the charge against the judge had undergone a careful examination by a Committee of the Privy Council, to which men of high professional eminence were summoned, and before which the judge had an opportunity of being heard by counsel in his defence. Without such an inquiry no judge was removed, and it was perfectly well understood that if a Governor suspended a judge, and subsequent inquiry showed the suspension to have been on insufficient grounds—still more if it appeared that the Governor had acted from any improper motive, or from a tyrannical disposition—it was not the removal of the judge but the recall of the Governor that would follow. A Governor, therefore, exercises the power of suspension under the gravest responsibility, and with the full knowledge of the results which will follow from its abuse. I believe that the origin of this power (which is a very old one in our colonial practice) was this:—In former times, when communication between England and our distant colonies was much more difficult than at present, more than one case arose in which that disposition to quarrel (which I fear distinguishes small societies) led to disputes between Governors and judges, and produced a state of things in some instances perfectly intolerable. Communication with the Government at home being slow and uncertain, it was necessary to avert such inconvenience by vesting in the Governor the power of suspending the judges as well as the other officers of his government. In the present state of the world, and with the present facilities for communication, such a power is less necessary than it was. But if the necessity for it is less, so also is there less danger of its being abused, because a reference to the Secretary of State can now be so promptly made that I do not think any governor would venture rashly to suspend a judge on insufficient grounds. Let me add that no honest error of judgment on the bench would ever for a moment be considered a sufficient cause for the suspension of a judge. Such an error of judgment affords matter for an appeal to the Judicial Committee of the Privy Council—not a ground for suspending a judge. Conduct that would warrant his suspension must be conduct of a nature to interfere with the public service, and I believe it has always been perfectly well understood that the Governor has not the slightest right to endeavour to influence the judge in the performance of his judicial duties. (Cheers.) That principle I hold to be a cardinal one, and I trust the noble earl (Lord Granville) will assure me that this is his opinion also. If these rules are acted upon, there can be no real danger to the independence of the judges, and I think, my lords, that the apprehension which exists in Singapore has been mainly caused by what I have called an indiscreet expression of the present Governor of the Straits Settlements, who has said in a despatch that has been published that the judges are liable to the control of the Executive, just like other members of the public service. This I hold to be a mistake. It may be necessary in carrying on the government of a colony for the Governor to suspend a person holding the office of Colonial Secretary, or some similar office, for mere inefficiency and inability to discharge his duties properly, because, otherwise, such difficulties might arise that the public business would come to a deadlock; but he is not entitled to take this course with respect to a judge merely because he thinks his judgments have been wrong. There is, as I have said, another mode of bringing wrong judgments under review. The alarm of the inhabitants of Singapore has been increased by another circumstance. The passage in the Governor's despatch to which I have taken objection has been coupled with another despatch addressed by the late Secretary of State for the Colonies (the Duke of Buckingham), in which he lays down the rule that the official members of the Legislative Council are bound to support the Governor by their votes. So far as regards persons holding offices connected with the Executive Government, this rule is, I think, proper and necessary. It would lead to absolute anarchy, and would render it impossible for the government of the colonies to be carried on if the Governor could not reckon on being supported in his measures by his subordinate officers. They are at liberty to lay their opinions fully and freely before him, and state to him the objections they may see to any of his measures; but in the last resort he must decide, and it is a wholesome and necessary rule in a colonial Government that its members must support the Governor. But I cannot think that the Duke of Buckingham meant to apply this rule to the judges. A judge stands in a very different position to the members of the Executive Government, and I do not see any difficulty or inconvenience in his being left at liberty, honestly and fairly, to give his vote in opposition to the Governor. Of course, his power must be exercised honestly, and it would be cause for complaint if he should systematically place himself in opposition to the Government. My lords, I am afraid that those who put this petition into my hands will hardly be satisfied that I do not go more entirely with them in their complaint. At the same time, when they placed it in my hands, I told them how far I could go. I told that I should state my opinion as to how far I considered that their grievance could be removed. Allow me to add that I do think there is a degree of apprehension existing in Singapore which it is very desirable my noble friend should take measures to remove. I hope that in the answer he will make to me this evening he will state his concurrence in the view I have taken, viz., that a judge ought not to be disturbed in the possession of his office except for some grave misconduct and after adequate inquiry. If he does so, I am hopeful that his explanation will go far to remove the existing apprehension. But I also trust he will go further, and inform me that a despatch will be published in Singapore for the satisfaction of the public, and in which he will lay down in such clear terms as cannot be misunderstood what the rules are which regulate the conduct of the Government at home in these matters. My lords I will only add one word more. I believe that in these cases of dispute, which in ninety-nine cases out of a hundred are of a personal character, there is some fault on both sides; and what is really wanted is, temper and a sincere desire to promote the public service. I believe that when these qualities exist, and when there is a good selection of men on whom high office in the colonies is conferred, these difficulties do not arise. I believe, moreover, that for legal offices in our smaller colonies, it is most desirable that men should be selected, not from the narrow circle of the Colonial Bar, divided as that often is by party spirit and personal animosity, but from the larger and wider sphere of the English Bar, where men of honour, high character, and ability may be obtained for service in the colonies. No doubt appointments from the English Bar would involve adequate salaries, because men such as are wanted would not sacrifice their prospects at home without sufficient consideration; but if I am not mistaken, the colonists would be ready to pay adequate salaries if good appointments were made. This is a matter to which I trust the attention of my noble friend will be directed, and that it will not be lost sight of in any appointments that he has to make. My lords, I beg to present the petition of which I gave notice.

Earl GRANVILLE: I am extremely obliged to the noble earl for having brought forward this subject, for reasons which I will give later. I have listened with great attention to every word he has said, and I believe I perfectly agree with every opinion my noble friend has expressed. My lords, there are two points raised by my noble friend. The petition, a copy of which has been sent me, refers only to one. It is a protest against the unconstitutional power given to the Governor to remove or suspend a judge upon his own responsibility. My noble friend has raised another point, which has regard to the position which a Chief Justice or judge ought to hold in the Legislative Council. I entirely agree with the principle which the noble earl has laid down. I think it absolutely impossible for a Government to be carried on if members of the Executive were allowed to vote in opposition to the Governor. It is obvious that if that were permitted perfect anarchy and confusion would result. I also agree in the exception made by the noble earl, that the judge stands in a different position from the mere Executive. I go further, and agree with him that while there is more freedom given to a judge, partly because he is not connected with the Executive, and partly because he ought to exercise the greatest possible independence in his judicial functions, it is most unbecoming that a chief justice or judge should be found leading an opposition, or doing anything that might have the appearance of factious opposition. It is creditable neither to the Governor nor the Chief Justice—although some difference of opinion may arise between them—if they do not avoid the scandal which necessarily arises when there is a decided difference between the two principal persons in the Legislative Council. With regard to the other question—the irresponsibility of judges—I thought the rule so important, both in principle and practice, that I desired to strengthen in every possible way my position. I therefore directed a memorandum to be prepared stating the facts and arguments on both sides, and I

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transmitted it to my noble friend the President of the Council, requesting him to gather the opinion of those judges of the Judicial Committee who had the greatest experience in those matters. The result was that the Registrar of the Council drew up a very interesting memorandum, which I should like to read if it were not too long; but I shall make a point of laying the whole of it upon the table, and I am quite sure that it will be well worth the attention of my noble friend, or any other noble lord that may have to consider the subject. The pith of it is this. It was the opinion of the Judicial Committee of the Privy Council that some effectual means must exist for the removal of judges in the colonies guilty of grave misconduct. It is impossible to adopt as cumbrous a method as is followed in the case of judges at home; at the same time it is necessary that they should have a hearing before an impartial tribunal. The memorandum shows that it has been almost the universal rule, both with regard to the removal and suspension of judges, that there should be a hearing before the Privy Council. In the case of the removal of a judge under Burke's Act, the appeal is brought as of absolute right before the Privy Council; and so in cases of suspension, as my noble friend says, in later times, it has been usual for the Secretary of State to recommend that the matter should be laid before the General Council or before the Judicial Committee, and in such cases it has been customary for the Colonial Secretary to attend. When charges against a judge, the memorandum goes on to say, are brought at the instance of the Legislative Assembly before the Privy Council, the aspect of affairs is somewhat changed, because then the Judicial Committee, instead of acting as a Court of Appeal, is obliged to take upon itself something in the nature of a Court of Primary Jurisdiction. The difficulty of procedure, the difficulty of getting the issue clearly put with regard both to the law and to the facts and to obtain evidence, makes all these cases most onerous to the plaintiff, and less satisfactory to the Lords of the Council. The memorandum goes on to repeat very much what my noble friend stated, namely, that when a governor of his own accord suspends a judge he takes a step of the gravest responsibility. He is obliged to bring a specific charge, and the judge has a right to give a full answer. The memorandum says that, in point of fact, the governor places himself equally on his trial with the judge. Perhaps your lordships will allow me to read the last two paragraphs of the memorandum. I am exceedingly anxious to give full explanations, not only to your lordships, but also to the petitioners, on this subject, and I think it will have a good effect in the colonies when it is known that I am not stating merely the judgment of the Privy Council, but that it has the authority of the noble Earl, and that those judges who have the greatest experience in these matters entirely approve of it. The memorandum concludes as follows:—

"The experience of the Lords of the Council, therefore, strongly corroborates the arguments stated in Sir F. Rogers' paper in favour of proceedings by the Governor, subject to a review by the Secretary of State or the Privy Council in England; and they have invariably found that in the cases in which proceedings have originated with the local assemblies the delay, uncertainty, and expense have been greatly augmented.

"At the same time, when the misconduct charged is purely judicial, and therefore not properly amenable to the decision of the Executive authority, acting on the advice of law officers or advisers of inferior rank, it would seem that the due maintenance of the independence of judges requires that judicial acts should only be brought into question before some tribunal of weight and wisdom enough to pronounce definitively upon them; and this function appertains with peculiar fitness to the Privy Council, which, as a court of appeal, has to review the decisions of all the colonial Courts."

I apprehend this last sentence is in accordance with the wishes and desires of the petitioners. There is an important minute of my noble friend Lord CHELMSFORD, and another equally so of Sir EDWARD RYAN, and, I may say, in the presence of the noble and learned lord, that they are in accordance with what has been now stated. The opinion of Dr. Lushington is given in very brief terms, and I think I may trespass on your lordships' time, so far as to read what he says. It is as follows:—

"I entertain no doubt in my own mind that the most efficacious means of proceeding, and productive of the least evil consequences, is that the Governors of the colonies respectively should be entrusted with the power of investigating any alleged charges against the judges, and, if in their opinion need be, of suspending them; of course all the proceedings, and the evidence upon which they act, should be remitted without delay to the Colonial-office, and, if need be, Her Majesty will be advised to remit the case to the consideration of the Privy Council. I apprehend that the Judicial Committee has no peculiar claim to take cognisance of such a case. I think that the propriety of the Colonial Governor being invested with this power, great as it is, would be more apparent if contrasted with any other mode of proceeding than that suggested."

Now, my lords, being thus strengthened by these authorities, I am exceedingly glad that this subject has been brought forward, because the discussion upon it cannot but prove satisfactory to those who have thought themselves aggrieved by the results which have followed the placing of the Settlement under the control of the Colonial-office. As regards the importance of selecting the best men, not only for judicial, but for all colonial appointments, that is a subject not at all new to me. I am quite sure that in the place I occupy there is no one thing in which I can be more useful than in the attempt to select, both for judicial and civil offices, the very best men that can be obtained, and in overcoming difficulties, which I own are not small, in respect of the recommendations of persons who sometimes do not turn out so well or so entirely fulfil the character which zealous friends have given them.

The petition was then ordered to lie upon the table.

HOUSE OF COMMONS.

THE BRINDISI ROUTE.

(May 20th.) Mr. STACPOOLE asked the Postmaster-General whether any arrangement had been come to by the Post-office Department for the carriage of English mails to India, *via* Brindisi, and with what company, if any, such arrangement had been made.

The Marquis of HARTINGTON replied that since October last papers had been despatched weekly to India, China, and other countries *via* Brindisi, and that mails had also been received weekly by that route. The mails were sent through France and delivered to the Italian Post-office, which provided for their conveyance through Italy and from Brindisi to Alexandria.

CEYLON CURRENCY.

(20th.) In reply to Mr. MUNDELLA, Mr. STANSFELD stated that the report of a Commission appointed on the 24th of September, 1869, by Sir Hercules Robinson, the Governor of Ceylon, to consider the necessity or desirability of a change in the denomination of the public accounts, had been received and considered by the Board of Treasury. It was perfectly true that three out of the ten commissioners expressed their dissent from the resolution declaring the necessity for a change; the remainder, however, approved the change, and of the ten four also approved the suggestion that there should be a decimal subdivision of the Ceylon coinage. That representation would have been formally considered if it had been thought that the proper time for its consideration had arrived. It was true that the proposed change had been memorialised against by some of the Chambers of Commerce and merchants, but the arguments they employed were far from convincing.

CONSULAR ESTABLISHMENTS IN CHINA.

(23rd.) Mr. RYLANDS asked the Under-Secretary of State for Foreign Affairs if there had been a recent inquiry, conducted under the authority of the Government, into the Consular establishments in China, with a view of effecting a reduction of the expenditure on account of the several Consulates; and, in that case, if he was willing to lay upon the table of the House the report of the Departmental Committee, if any, presented on the subject.

Mr. OTWAY said that the papers had been laid on the table in March or April last. There had been no departmental inquiry, because it was not the custom of the Foreign-office to institute inquiries of that kind; but in May or April of last year directions were sent to all the Consuls in China to make reports on the various items of consular expenditure in China. These reports, when received at the Foreign-office, had been examined by a gentleman thoroughly conversant with the matter, and the result of his labours had been that Lord Clarendon had been enabled to effect a reform in the system of auditing accounts and preparing the estimates which would save the public nearly £10,000 a year.

A NEW JAPANESE JOURNAL.

The active and learned professor of Japanese in the Paris school of Oriental tongues, M. Léon de Rosny, has commenced the publication of a journal for Japan in Japanese. The form of the paper is nearly that of foolscap folded lengthwise, so as to form long narrow slips, or pages, and it is lithographed, in order to avoid the expense and trouble that would attach to the use of type. Fifteen hundred copies have been printed of the first number and sent to Japan, where, it is said, the journal will be published by permission of the authorities.

BANKRUPTCY COURT.

RE J. L. B. TEMPLER.

The bankrupt had traded in partnership with A. W. Benyon and C. Harding as tea brokers at 27, Mincing-lane, under the firm of Benyon, Harding, and Templer. The joint accounts showed debts of £4 491, £4,009 being unsecured, against bad debts, £132. The separate debts are £1,446; assets £50. The largest creditors are:—D. Sassoon and Co., 15, Leadenhall-street, £2,800; Peek, Winch, and Co., £133; and the Consolidated Bank, £482 (holding tea warrants valued at £422.) Mr. Webb, for the assignees, referred to the largeness of the deficiency, and asked that further accounts should be filed. Shortly before presenting his petition, the bankrupt had offered to pay his creditors 20s. in the pound under a deed. The Registrar Mr. (Brougham) thought that further accounts would be useless. The bankrupt, who was examined, said he had kept racehorses at different times. He joined Benyon and Harding in January, 1869, believing that they were perfectly solvent. In August they made a deed to pay 5s. in the pound, and that ended his connection with the firm. He put no money in the business. There was a debt of £76 to Mr. Ford, horse trainer, Rottingdean. Mr. Senaffer, a tailor at the West-end, opposed, and complained of the unsatisfactory nature of the accounts. Mr. Webb suggested that the bankrupt had been guilty of making a vexatious defence to an action, and the discharge was adjourned to June 15, the bankrupt passing his examination.

COOLIE EMIGRATION.—In the year 1869 1,393 emigrants from India were introduced from Jamaica, 6,160 into British Guiana, 3,329 into Trinidad, 343 into St. Vincent, making a total of 11 225 introduced into the West Indies; 1,682 were introduced into Mauritius, and also 146 from Madagascar. In the same year 2,320 returned to their own country from Mauritius, and 372 from Trinidad, these last taking with them earnings to the amount of £13,663, there being also embarked five Chinese, who paid their cabin passage to Calcutta, and took with them £1,562 besides. 408 returned home from British Guiana, taking with them £13,000 in money and jewellery; and with them also embarked eight Chinese, who, besides paying their cabin passage to Calcutta, transmitted to India £333—and the head of this Chinese family is said also to have taken back with him £833 in cash, in addition to a letter of credit for £83 to defray his expenses from Calcutta to Canton.

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The London & China Telegraph.

LONDON: MONDAY, MAY 30, 1870.

DUTCH TRADE WITH CHINA.

THE Second Chamber of the States General of Holland recently rejected a Bill brought in by the Minister for Foreign Affairs to provide for the expenditure of about £1,500 for the purpose of establishing a Dutch Legation in China. The majority was a poor one indeed; in a House of sixty-nine members thirty-four were in favour of the vote, thirty-five against it; and the rejection of the measure seems all the more paltry, if it be true, as our Rotterdam Correspondent believes, that the adverse vote was influenced by personal, and not political motives. That the establishment of the diplomatic relations on a proper footing between Holland and China is desired by the commercial interest in Holland, is manifest from the number of petitions presented in favour of the Bill by the Chambers of Commerce in all parts of the country; in some other lands, perhaps, the wishes and opinions of the mercantile element might be considered of less value, but in a country like Holland—which is nothing if not commercial—such an expression of opinion is of the greatest importance. The manufacturers of cotton goods are naturally disgusted with the result. Not only has the direct trade between Holland and China increased of late years, but that between Java and China also, and it was justly expected that the establishment of a Dutch Legation at Peking would tend to a further development of it. These anticipations are of course at an end now the Dutch Legislature has decided to adhere to its old illiberal policy. £1,500 was not much to ask; but Dutch politicians are strangely blind to the importance of measures such as would protect and foster their trade and that of their East Indian possessions. How often, for instance, a subsidy has been asked for on behalf of a line of steamers between Java and Australia, and always refused. Now the telegraph is about to be laid between these places, regular steam communication will become a necessity.

The revival in the trade of Holland with China, to which we have alluded above, dates from the Treaty of 1858; but it still shows a poor figure beside that of other countries, though it has risen from f.220,000 in 1857 to f.788,000 in 1868. Dutch cotton goods, the principal article of export, represented in 1860 a value of f.47,000, and in 1868 f.416,000; but these figures cannot be considered even as approximately true, for they apply only to direct shipments, while those sent *via* Great Britain are considered to have been at least as large. The imports from China into Java, &c., in 1866 were f.1,040,000, and in 1867 f.1,004,000, while the exports from Java to China in these years amounted respectively to f.1,776,000 and f.892,000. According to Dutch calculations, the entire annual imports of foreign goods into China equal a value of 300,000,000 guilders, and the exports 200,000,000. Of the whole, England has the lion's share—namely, about 87 per cent.; Holland and her possessions from one-third to one-half per cent.! This is not a pleasing state of affairs for our Dutch friends, nor is there much likelihood of any improvement, unless the Chambers begin to legislate in a more liberal spirit.

THE "BOMBAY-ONEIDA" CASE.

THE appeal of Capt. EYRE to the Board of Trade for a reversal of the sentence passed on him by the Court of Inquiry held at Yokohama has not been successful; and as matters have turned out, it is evident that he would have done better to let the case rest as it stood. His complaint that the sentence of the Court was "both unjust and severe" was in itself illogical. If unjust—that is, if there were no proof that his conduct had been blameworthy—the term "severe" would be in no way suitable; such a sentence, or any sentence at all, would in that case have been simply unjustifiable. But if, on the other hand, the finding of the Court was just, that is, if it were proved that any ground for punishment existed at all, then, surely, the imposition of a lighter sentence than six months' suspension of certificate would have been a farce. As we have said on a former occasion, we desired to see a further investigation entered into, in order to show to the friends and relatives of the crew of the ill-fated *Oneida* that their sad loss was not viewed with indifference in this country, and not from any wish to see Captain EYRE more heavily punished, inasmuch as the knowledge that by his course of action—even though well meant—so many fellow-creatures were doomed to death, must be an ever-present source of self-reproach and suffering to him. But it seems that if the Board of Trade had possessed the power of rendering the sentence more severe, they would gladly have exercised that power; fortunately for Captain EYRE, the Board is not authorised to reopen any such inquiry once concluded, except for the purpose of mitigating or remitting a sentence proved to be excessive or undeserved. They are empowered to commence criminal proceedings in cases where there is proof of criminal neglect or misconduct, but this they do not impute to Captain EYRE, though they consider he has committed an offence for which six months' suspension is far too lenient a punishment, and in confirming it they administer a very severe rebuke, as will be seen in their reply to his memorial, which we reprint in another column. The practical effect of this is, that on the expiry of the brief term of suspension Captain EYRE will be eligible for another command, which he will doubtless readily obtain, inasmuch as his appeal was backed by the P. and O. Company. The feelings that influenced his conduct at and after the moment of the collision, though doubtless wrong, were such as cannot fail to enlist the sympathies of many. The responsibility involved in his command, the safety of his vessel, her passengers, cargo and mails—these considerations were paramount in his mind, and superseded all others, blinding him, wholly or partially, to the possibly fatal effects of the collision on the other ship. He was not inhuman, but so pre-occupied with his own heavy responsibility that his sense of humanity was dulled for the moment. He will not fail, in his future career, to profit by this dearly-bought lesson, and we cannot doubt that it will have the wholesome effect of making all shipmasters more careful, in cases of collision, to look after the safety of the crews of both vessels concerned.

The following is the reply of the Secretary to the Board of Trade to Captain Eyre's letter:—

I am directed by the Board of Trade to inform you that they have given careful consideration to your memorial, dated the 25th April last, in which you pray that the evidence taken by the Naval Court held at Her Majesty's Consulate, Kanagawa, for the purpose of inquiring into the circumstances of the collision between the *Oneida* and *Bombay*, and the decision of the said Court thereon may be reviewed by the Board of Trade, and that your certificate may be returned to you. The Board of Trade have, in accordance with your request, carefully considered the report of the said Court, and the evidence taken by it, which have been duly forwarded to them by Her Majesty's Consul, and they have come to the conclusion that there are no grounds for mitigating the sentence of the Court, or for returning you your certificate. The Board have given full weight to the various facts which were alleged in your defence, viz., that the collision was but slightly felt on board the *Bombay*; that no signals of distress from the *Oneida* were seen or heard by you, or, as far as the evidence shows, by anybody on board the *Bombay*; that you were not aware of the full extent of the danger incurred by the crew of the *Oneida*; that you were naturally and properly anxious to complete your voyage, and to carry your mails and passengers safely into Yokohama; and, finally, that the suddenness of the whole affair, and the necessity for a rapid decision, placed you in circumstances of some difficulty.

On the other hand, it appears to the Board of Trade that no serious injury was sustained by the *Bombay*, or reported to you; that you were under no apprehension of immediate danger to your own ship and passengers, since, if that had been the case, you would naturally have taken the course suggested by the pilot with respect to the *Oneida*, and have run the *Bombay* on the Saratoga Spit, instead of carrying

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her ten miles farther in deep water into Yokohama; that the circumstances of the collision, and the manner in which the blow was given by the *Bombay*, and received by the *Oneida*, were such as to show that the *Oneida* had probably received severe injury, and that if there was apprehension of danger to the *Bombay*, there was far greater cause for alarm in respect of the *Oneida*; that you did as a matter of fact apprehend the possibility of serious injury and danger to the *Oneida*; that whilst this was the case, and whilst persons on board your ship observed serious injury to the *Oneida*, no inquiry was made by you upon the subject; that no orders were given to keep a look out for signals of distress from the *Oneida*; and that you did not wait more than five minutes, at the outside, to see whether the *Oneida* required assistance.

Under all these circumstances, the Board of Trade are of opinion that you were guilty of a gross breach of the 33rd section of the Merchant Shipping Act Amendment Act, 1862, which provides that "in every case of collision between two ships it shall be the duty of the person in charge of each ship, if, and so far as he can do so without danger to his own ship and crew, to render to the other ship, her master, crew, and passengers (if any) such assistance as may be practicable and as may be necessary in order to save them from any danger caused by the collision."

And the Board are further of opinion that the sentence of the Court in suspending your certificate for six months only, so far from being too severe, is more lenient than the gravity of the offence required. They desire also to point out that the enactment to which they have referred simply embodies the dictates of humanity, and that, in disobeying it, you have been guilty not only of an offence created by statute, but of a disregard of the natural duties which circumstances of danger, such as that of the *Oneida*, impose on those who have been the unwilling cause of the danger. And they are especially anxious to express emphatically their sense of the importance of these duties at a time when the increase of rapid steam navigation augments the danger of collisions, and renders the performance of those duties more imperative.

DIPLOMATIC AND CONSULAR EXPENDITURE.

THE official correspondence recently published on the expenditure of Her MAJESTY'S Legations and Consulates in China and Japan will be fresh in the minds of our readers. We have already dealt with the Blue-books devoted to reports on the cost of living in those countries, the question of reduction in the staff and in the general expenses of the Consular establishments there; and now we have the last of the series, containing a return of the sums expended in repairing and furnishing Consular buildings from 1848 to 1868 inclusive. The return of course includes other countries—France, Turkey, Spain, and Persia—but our business is with China and Japan only. Beginning with 1848, we naturally find that the entire expenditure in that year was confined to the five original Treaty Ports in China, and the "Superintendency," then situate at Hong Kong. The modest sum of £146 15s. 6d. sufficed for all repairs to buildings, and the still smaller sum of £117 5s. 2d. for furniture—of the latter £3 9s. 8d. being absorbed by the Superintendency. Up to 1857 the entire expenditure under these heads never reached £400; indeed, in 1854 the total was £58 5s. 11d. In 1858 there were no returns. In 1859 the Legation at Yedo and the three Treaty Ports in Japan figure for the first time, and a considerable expenditure for the alterations, repairs, and furnishing of buildings to fit them for Consulates might reasonably be expected; yet we find that the comparatively trifling sum of £782 18s. 1d. sufficed, and in the following year some £250 less. In 1861 the new ports of Hankow, Kiukiang, Chinkiang, Tientsin, and Newchwang had to be provided for, and the total expenditure for China and Japan together rises to £1,792 5s. In 1862 the Legation at Peking has to be taken into account, with two more new ports in Formosa; yet the amount falls to £1,172 16s. 10½d., and on this we find no important increase until 1865, when some rather heavy expenditure on the buildings at Foochow and Shanghai raised it to £5,339 4s. 10d., which was the highest annual sum up to the time when Major CROSSMAN was charged with the general reorganisation of all the establishments, as far as regards the buildings and fittings. During all these years there could surely have been no room for any complaint on the score of want of economy, for it was notorious that our diplomatic and consular officials were worse housed than almost any other foreign residents in China or Japan. At length the Government seems to have been roused to some sense of shame at the shabby manner in which its representatives were accommodated, and a general reform determined on, though not without a strong resistance on the part of some watchful guardians of the public purse, who thought it right and becoming to condemn a British Minister or Consul to live in any hovel, if a ten-pound note could thereby be saved to the British taxpayer. We are glad to say however, that the much-needed reform has been carried out, and between 1866 and 1869 such alterations have been effected that Her MAJESTY'S representatives are now decently housed. At Peking the Legation has been all but rebuilt, at a cost of £9,524. At Tientsin there is an entirely new Consulate, costing £11,440. At Shanghai, £27,150 has been expended on land and new buildings; at Yokohama, £7,442; at Nagasaki, £2,797. At all other ports the buildings have been either renovated or reconstructed, and the entire cost of these works—less than £100,000—cannot, we think, be considered excessive. Only, if some of our wise economists are allowed to carry out the retrenchments they desire, there will be nobody to live in the new establishments!

THE SINGAPORE PETITION.

THE petition of the inhabitants of Singapore on the independence of the judges—which will be found in another column—is a very creditable production. It forcibly expresses, in a few paragraphs, its object, and has thereby ensured a reading. Earl GREY presented the petition to the House of Lords on the 20th, supported by a most practical speech. Several leading peers on both sides of the House were ready to support the prayer of the petition, but before the discussion commenced it was generally understood that the Government not only sympathise with the wishes of the colony, but had thought the matter of such importance that they had obtained from the judges a full opinion as to the rules which should in future be held to govern the relations between the executive and judicial authorities in all our colonies. The more the discussion is considered, the more satisfactory will it seem to all interested in the subject, and the memorandum which the Government laid upon the table will we believe, when published, set at rest all the doubts which may have existed in the Straits as to the perfect independence of the judges in the performance of their public duties. These doubts have, as Lord GREY remarked, possibly been aggravated by what he censured as "a very indiscreet expression in Governor ORD'S despatch, and it is of the greatest moment that they should be cleared away, once and for ever. Three points were raised in the course of the discussion—the independence of colonial judges on the bench, their independence in the legislative councils and assemblies, and the circle from which they should be selected. Nothing could be more assuring than the principles laid down upon the two first of these, and on the last we understand that the Government are entirely in accord with Earl GREY, the condition of affairs in Mauritius having no doubt strengthened them in their discussion. Some wholesome advice was given to our colonies by both the speakers, which, if they are wise, they will lay to heart. Quarrels imply faults on both sides; courtesy and a conciliatory temper will almost invariably prevent disputes between the two leading personages in a small community. Probably the knowledge that each one is independent in his own sphere will go far to ensure a harmonious working between them. Our contemporary the *Daily News*, the only daily which noticed the discussion, has the following on the subject:—

No part of the Constitution is better settled than that which recognises the independence of our judges. Indeed, no small portion of our political and civil freedom has been founded on the contest which for centuries was carried on between the purely Executive and judicial departments of Government. It is a contest of which we may well be proud, and the fruits of which should be jealously protected, not only in England but in her distant possessions. We are pleased, therefore, though not wholly satisfied, with the answer which was given last night by the Colonial Secretary to Earl Grey on presenting a petition from certain inhabitants of the Straits Settlements, who conceived they saw, in the language used by Governor Ord in a despatch to Earl Granville on October 16, 1869, an invasion of this principle. The language to which the petitioners take exception was the following —

"Her Majesty's Government has laid down distinctly that there is no intention of permitting, in the case of the Settlements, a deviation from the important principle prevailing in all other colonies, by which *the Judges are placed under the control of the Executive in the same manner as other public officers.*"

The Supreme Court of the Settlements was, from its first institution in 1807 until 1867, entirely independent of the local Executive, and good feeling and harmony generally existed between it and the Executive; but on the transfer of these Settlements, in 1867, to the Colonial-office, the judges became liable to suspension by the Governor for any cause that might appear to him sufficient, by a power contained in his commission, and to removal by him and the Executive Council, under the 22nd of George III. The residents of Singapore naturally felt alarmed at this change, for which they felt there was no necessity, especially in these days of rapid communication, and they prayed to be replaced in their former position. It might have been necessary, as

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remarked by Earl Grey, in early times, when the communication was slow and uncertain between the Settlements and the Home Government, to place a strong power in the hands of the Governor, if anything like harmony was to be preserved between the several colonial officers. But the power of suspending a judge should only be exercised in the case of gross public misconduct on his part, and its exercise should be subject to review by the authorities at home. With the present means of rapid communication between England and her possessions, there was less necessity for its existence at all. Fortunately, in the present case, there was no specific exercise of authority alleged, but the minds of the inhabitants had been disturbed and alarmed, especially when the language of the Governor may have been read in connection with a despatch of the Duke of Buckingham, in which he said that members of the Legislative Council should not vote against the Executive. It is absolutely essential to Government that subordination should exist between its officers, but judges stand in a different position from other officers, for they have not so much to execute as to interpret the law. Earl Granville did not say that he would take steps to abolish the power of the Governor, but he stated that he had submitted the important considerations contained in the petition to the Lord President of the Council, with a request that he would lay them before the judicial members of the Privy Council. They had framed a memorandum on the subject which would, he hoped, be sufficient to ensure the independence of the judges. The class of men from whom our colonial judges are selected are such that we feel confident a sense of their own dignity and the dignity of the judicial office will be always sufficient to preserve them from any conduct that would bring upon themselves suspension from the Governor and scandal on the colony.

SILK PRODUCTION IN EUROPE.

RECENT news from the silk-growing districts of France have created hopes and calmed the markets; the condition of the mulberry trees is reported as excellent, and of course this is a grand point, though the breeders still complain of the want of eggs, and of having paid too dearly for "seed" of doubtful quality. Besides this however, but it is impossible to avoid recognising the fact that even should the diseases which have so long raged in France and elsewhere disappear entirely, silk production is never likely to return to its former condition. BACCHUS forbids it! And when the gods interfere poor man has no chance. M. DE MASQUARD stated the case very clearly and curtly at the late Congress held at Lyons on the subject; he said, that the best thing to be done was to encourage the breeding of the worms in the North, for that even should the disease pass away completely, so as to bring back the old yield of from 96 to 120 lbs. of silk from an ounce of eggs, a very small part of the mulberry trees that had been grubbed up would ever be replanted. In the wine-growing districts labour is always too scarce and too dear to allow of dreaming even of silkworm rearing; none but mountainous districts, ill suited for the vine, would continue it. He concluded with an expression of his conviction that the time would come when more silk would be produced between Calais and Lyons than between the latter place and Marseilles. These considerations give increased importance to the views entertained by many people, that England may produce silk for herself, and perhaps we may some day see Devonshire, Cornwall, Channel Island, or South of Ireland silks quoted in the markets. An Imperial commission has been ordered by the Minister of Commerce to inquire into the condition of the silk industry in the department of the Bouches du Rhone, so we shall probably have more evidence shortly of the probabilities respecting the South of France.

The Chamber of Commerce of Lyons has received an interesting communication from the French Minister at Yedo upon the Japanese method of rearing the Yama-mai worms in the open air, calculated to give hopes of something being eventually done with this species, which M. GUERNI DE MEUNEVILLE has placed before the eyes of all Europe with so much perseverance. The Yama-mai is reared on a tolerably large scale in the provinces of Oshio and Sinchew, in the centre of the Isle of Niphon, the most important silk districts in Japan. The worms will feed on nearly all the varieties of oak and chestnut, but it is the *Quercus serrata* which is specially cultivated for the purpose in these provinces; but the trees are not allowed to exceed five or six feet in height. The young worms are first fed on branches of the trees placed in water, and while too much sun is to be avoided, a little dampness is not feared. A few days after their first change the worms are placed on trees in the open air, and there the frequent rain seems to do them no harm, while drought long continued weakens them, and watering is had recourse to. A point of importance is positively asserted in the report, namely, that the silk of the cocoon of the Yama-mai is wound in the same manner as that of the ordinary worm, only the Japanese put a small quantity of ash (wood ash, we suppose) in the basins, which softens the hard gummy matter that adheres to the silk. The Yama-mai silk is much in request in Japan, but is used mixed with ordinary silk. Samples of the fabrics thus produced were sent with the document in question, and judging from these the opinion was that the silk in question would produce tissues of great solidity and not wanting in brilliancy, and that beyond question the Lyon's spinners would give a good price for it if offered in sufficient quantities for business purposes.

The Society of the Agriculturists of France offer a prize of the value of £120 to be awarded in 1872 to the author of the most practical and efficacious remedy for the silkworm disease, and the Marquis DE GUIESTOUS adds a medal of the value of £12. M. PASTEUR has published two volumes under the title of "Etudes sur les Maladies des vers à soie." The first volume treats the two principal diseases—*pébrine* and *flacherie*—and the means of combating them; the second is composed of documents relating to the mode of selection and rearing recommended by the author.

TELEGRAMS *VIA* SAN FRANCISCO.

A TELEGRAM in advance of the Pacific mail, dated Yokohama, April 22, informs us that "the Japanese Budget just presented shows a deficit of two millions sterling." We have often pointed out the necessity of accepting these American telegrams from China and Japan with the greatest reserve, as they are evidently framed by persons entirely wanting in any special knowledge of those countries. This one does not seem to be worth much. It is of course known that an assembly of some kind, which perhaps may by courtesy be called the Japanese Parliament, has been established since the MIKADO reassumed the supreme power, but how far its forms or practices assimilate to those of the Legislative Assemblies of Western nations is entirely a matter of speculation, and we were certainly not aware that Japan had so rapidly advanced in civilisation as to have already a Chancellor of the Exchequer and an annual Budget. That the Government is hard up and would like to get two millions of money, or more if possible, we can readily believe, but that the "Budget" spoken of in this telegram is an accurate statement of the national receipts and expenditure, prepared after the fashion of Mr. LOWE'S, we cannot accept as at all likely.

FRENCH MINISTER TO CHINA.

IT was stated confidently the other day that M. JOFFROY, Sub-director in the Ministry of Foreign Affairs, had accepted the post of Minister to Peking, and that he would leave for the East within two months. Fresh changes have however taken place in the Ministry, the Duc DE GRAMMONT is gazetted Minister of Foreign Affairs, and this may affect the appointment of M. JOFFROY; should it do so there may be still further delay, for it is understood that the Duc DE GRAMMONT will return to his post at Vienna in order to deliver his letters of recall to the EMPEROR, and perhaps to await the arrival of his successor.

MR. CONSUL KNOX'S report on the trade of Bangkok for 1869 is short, and presents no very important features. For three years the imports have remained almost stationary, and Mr. KNOX states that unless a better wearing material than the cotton goods now sent can be manufactured at prices sufficiently low to tempt the people, the bulk of them, particularly the workers in the fields, will continue to manufacture their own from the cotton of the country, which is abundant enough for the purpose. The total imports for 1869 were valued at £751,870, and the exports £1,181,176.

IN reference to the memorial to the POSTMASTER GENERAL, signed by several Bankers and Merchants in the India and China trade, on the subject of the Brindisi route, we understand that the POSTMASTER-GENERAL has not made any communication on the same to the Directors of the P. and O. Company. The opinion of the Directors in reference to the passage of their vessels through the Suez Canal we believe remains the same.

ITALY AND JAPAN SILKWORM EGGS.

The Italian Minister of Commerce, in announcing to the Chamber of Commerce of Brescia the terms of the convention respecting

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foreigners visiting Japan, states that the legation made efforts last year to facilitate the purchase of good silkworm seed in Japan, and obtained authority from the Government of that country to make a scientific excursion into the interior of the silk producing districts; but it was found impossible to obtain any other advantages. The Italian Consul at Yokohama also sends some particulars respecting cards of seed. The eggs, if obtained from cocoons, of which not more than 10 per cent. are attacked by the disease called *ugi*, cost per card about 2s. 4d.; but when the proportion of diseased cocoons rises to 80 per cent. the eggs for each card cost about 21s., the average being about 7s. 8d. at Yokohama; to this must be added Government stamp, transport from the interior, commission, port dues, &c. The demand has caused the average price to rise, loss on exchange included, to 18s. 6d. at Yokohama. The trade in cards of eggs at the other ports open to strangers is very limited, and the seed considered inferior. At Hakodadi cards of bivolting eggs abound, the price varying from 1s. to 5s. At Niegeta which is little frequented, good seed is to be had at 13s. to 12s. Finally, at Hiogo and Nagasaki prices vary from 11s. 6d. for cards of eggs of white quality to 7s. 6d. or 8s. for the annual green variety; in all these cases, however, the transport to the port of shipment must be added.

THE SINGAPORE PETITION TO THE HOUSE OF LORDS.

The following is the petition referring to the independence of Judges in the Straits Settlements, presented to the House of Lords by Earl Grey on the 20th inst.:—

That the Supreme Court of these Settlements was founded by Royal Charter in 1807, which was extended by another in 1826, and amended by a third in 1855, and that from its first institution until 1867 the judges held their office in entire independence of the local Executive, and were responsible solely to the Minister of the Crown.

That under this tenure, which is the same as that of the judges of the Supreme and High Courts of India to this day, these Settlements possessed practically all the advantages enjoyed in England in the tenure of the judicial office ever since the Revolution of 1688.

That under this system, sanctioned by Her Majesty's predecessors and by Her Majesty herself, the administration of justice was always respected, and harmony and good understanding between the Governors and the judges were rarely disturbed. If the conduct of the latter was ever questioned, it was submitted to a great officer of State, who, not mixed up in the controversy and free from all local and personal feelings, decided with impartiality. The judges, though naturally less experienced than those of the Courts at home in certain details of professional experience, and though their sphere of action was distant from the authority which alone had the power to remove them, and though they were exposed to no other criticism than that of a colonial Bar, press, and public, were at the same time called upon to administer the law in all its different phases, and in so doing were never found inferior in purity and honour, and were always respected and trusted by all classes as upright and fearless. Much of this respect and confidence was founded upon the knowledge that they were independent of the local Executive, and that they had therefore no motive for fearing or propitiating it.

That upon the transfer of these Settlements to the Colonial-office in 1867 the judges became liable to suspension by the Governor for any cause that might appear to him sufficient, by virtue of a power contained in his commission, and even to removal by him and the Executive Council by virtue of the Act of the 22nd Geo. 3, c. 75.

That great uneasiness and alarm are felt, quite as much among the various Eastern races as among the British residents of these Settlements, by this alteration. It is opposed to a fundamental principle which has been regarded at home for nearly two centuries, and now, also, by every other civilised nation, as one of the most solid securities of the liberties of the people, and your petitioners think that there is no solid reason why the purity and dignity of the judicial office should be less jealously guarded here. They regret and fear this change further because they have reason to believe that the system now introduced is prejudicial to the colonies in which it is in force. They believe that any suspension of a judge by the local Executive must be detrimental to the community where it takes place, by impairing the public confidence in the Executive or in the judicial authority by lowering the position of the judge, and by introducing discord between the heads of the two departments.

The means of communication between this colony and England are now so frequent and rapid that your petitioners apprehend no practical inconvenience from any delay likely to arise from referring the conduct of a judge directly to the Secretary of State. But they consider that any delay would be a much lesser evil than the loss of judicial independence; not only would a local scandal be avoided, but the decision of the Minister would be accepted with respect and confidence, besides having the incidental advantage of being at once final.

Your petitioners believe that the form of corruption to which judges are in these times exposed is that which is effected not by vulgar bribery and dishonesty but by fear or favour, and to place judges in subordination to the local Executive is to expose them to the influence of such feelings in a manner which may often disastrously affect their judgment.

Deeply impressed with the conviction of the paramount necessity of possessing judges strongly attached to the principle of independence as the only means of securing them, your petitioners pray that their judges may be restored to that position of independence which they held under the Government of India; and that the people of this colony may have their judicial institutions again placed on a basis to which both reason and experience have taught them to attach the greatest value, and the loss of which they regard as impolitic and deeply injurious to them.

(Signed by 108 English and foreign residents, members of the Council, bankers, merchants, &c., &c.)

THE OPIUM PETITION.

The following is the petition of the "London Missionary Society" on which the debate noticed in our last eventuated:—

1. That on various occasions in recent years religious and benevolent men in England have offered strong objections to the position occupied by the Government of India in reference to the opium traffic; and your petitioners are anxious earnestly to press upon the attention of your Honourable House the importance of inaugurating great changes in that position.

2. That, making due allowance for certain benefits which, under competent medical advice, may be derived from the use of opium, it must yet be acknowledged that great evils of many kinds spring from the habit of opium smoking so prevalent in China; and that for a long period the Chinese Government, by its edicts and other administrative measures, has endeavoured, with laudable anxiety, to repress the practice as injurious to its subjects.

3. That, under these circumstances, it is a matter of deep regret to your petitioners that great English houses and mercantile firms connected with India should engage in the opium trade, and push it so earnestly, simply for purposes of gain; but your petitioners are aware that such trade is free, and must be left to the judgment and conscience of those who engage in it.

4. That for a long series of years the Government of India has been the largest producer of opium in the world, and has reserved to itself the supply of the greatest market in which opium is sold. It has annually regulated the breadth of the opium cultivation by the demands of the China market; and, with a view to secure an increased revenue, it has stimulated the trade in various ways until it has reached its present enormous extent, and until the Indian Exchequer annually receives from the opium duty an amount that has varied in recent years from five to eight millions sterling.

5. That, under such circumstances, the Chinese Government and people not only observe the opium traffic pressed upon the ports and coasts of the Empire by foreign merchants, but they contemplate the spectacle of a neighbouring Government encouraging, stimulating, and personally conducting the growth of opium, with a view to raise a large proportion of its revenue by a system which is specially obnoxious to the laws and customs of the nation among whom it knows it will be consumed. Such a proceeding would be a scandal under any circumstances, towards any European Government it would be simply intolerable; but it is peculiarly a scandal when the Government so acting professes to be guided by the spirit and the dictates, not of a heathen religion, but of the purest religion which the world has known.

6. That your petitioners are aware that the system which they deem so objectionable has grown up with years; and has attained such dimensions as to affect, in a very important degree, the revenue system of India. Nevertheless, like other great evils, they believe that it can be successfully dealt with by men of wisdom and courage; can be settled by sound principles; and that a settlement which is based upon principles of morality can only be productive of national good.

7. That your petitioners would remind your Honourable House that many able officers of the Indian Government, including Sir John Lawrence, have recommended that the Government of India should impose an export duty on all the opium sent abroad, as it now imposes such a duty on the Malwa opium shipped from the harbour of Bombay. It is not for your petitioners to suggest how a revenue from opium should be raised; they cannot, however, withhold the expression of their deep conviction that it is necessary and right for the Government of India to give up altogether the production of opium; to leave its cultivation, manufacture, and sale, under proper regulations, in the hands of private persons; and, in levying a tax upon such an article as opium, rather to consider how the moral and social evil with which it is associated can be restricted within the narrowest possible limits, than calculate the profit which may be derived from it as a source of imperial revenue.

8. That your petitioners consider that the present time is peculiarly suitable for the inauguration of such a change. Under the provisions of the new Convention the Chinese Government has increased the import duty on opium; thus, both recognising the existence of a traffic which it cannot suppress, and endeavouring in a greater measure than before to check it. Why should not the Government of India also assume towards the whole question the attitude which befits a Christian Government in dealing with those great social evils which only an elevated tone of public opinion can finally and radically cure.

9. That your petitioners cannot but point out to your Honourable House that the position so long held by the Government of India in relation to the Government and people of China implies and even constitutes a policy which is in direct opposition to that which the English Government through its Foreign Secretary has pressed with great earnestness in its dealings with China during the past two years. For while the English Government has been striving to strengthen and build up the Imperial Government in China, the incessant pressure of the opium traffic in foreign hands tends ever to break it down. Wherefore your petitioners humbly pray that your Honourable House will be graciously pleased at an early period to take such steps as may be deemed advisable, with a view to such a readjustment of the relations of the Indian Government to the opium traffic as may tend to the entire withdrawal by that Government from the cultivation and sale of opium within the English provinces of India, and thus bring to an end the system of raising a revenue from opium which has hitherto been followed in the presidency of Bengal.

Signed in the name and on behalf of the directors of the London Missionary Society, W. LOCKHART, Chairman.

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Monetary and Commercial.

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A meeting has been held by the importers of tea, to consider the present system of tea weights; and it was resolved by the meeting, which included the representatives of the leading firms, to alter the present system, and adopt the Customs' standard of weighing and taring.

In reference to the expedition of the Great Northern Telegraph Company, we understand that the lading of the cable on board the Danish frigate *Tordenskjold* will be completed this week. The *Cella* and *Great Northern* will follow shortly. As announced in our last, it is intended first to lay the Hong Kong and Shanghai section.

At the meeting of the Chartered Mercantile Bank of India, held on the 17th inst., the following report of the directors was unanimously adopted. A notice of the meeting will be found in another column:—

The directors have now to submit to the shareholders a general statement and balance-sheet of the affairs of the bank for the past year. The net profits for that period amount to £73,927 8s. 10d., nearly 10 per cent. on the bank's capital, out of which have been paid two half-yearly dividends equal to 8 per cent. per annum. The balance, £13,927 8s. 10d., is appropriated to the extinction of the bad debts of the year (which are small), and to the further reduction of those of 1866. The past half-year has been peculiarly unfavourable for exchange and banking business in the East, and the large augmentation of deposits, which would otherwise have been of advantage, has increased the difficulty of profitably employing the bank's funds. Under these circumstances the aggregate profit of the year will, it is hoped, not be considered unsatisfactory, and as the directors have already commenced to bring the rates of interest on deposits throughout the bank more in accordance with the reduced value of money, it is confidently expected that the saving under this head will materially contribute to improve results hereafter. The balance of the old accounts is being liquidated with as little delay as is consistent with a careful realisation of the securities. It is with regret that the directors have to intimate the retirement of Mr. Ellis James Gilman from the direction, in consequence of ill-health; as his successor they have much pleasure in recommending Mr. Edward James Daniell, of the firm of Messrs. Daniell and Co., East India merchants, London, who, from his long and intimate acquaintance with the Eastern trade, particularly that of India, is specially qualified for the office of director, and in accordance with the advertisement already issued, an extraordinary meeting of shareholders will be held on the 19th July next, to fill the vacancy thus occasioned. The directors retiring from the board in rotation are Mr. George Garden Nicol and Mr. James Murray Robertson, who, being eligible, offer themselves for re-election, and the court recommend them accordingly.

FOR THE YEAR ENDING 31ST DECEMBER, 1869.

DR. LIABILITIES.			
Capital paid up	£750,000	0	0
Current and fixed deposits	3,371,609	14	4
Bills payable, notes in circulation, and other sums due to the public	4,543,408	13	2
Reserve fund	150,000	0	0
Profit and loss account—			
Balance at 31st December, 1869, as undernoted	30,000	0	0
	£8,845,018	7	6

CR. ASSETS.			
Coin and bullion	£2,166,326	12	4
Cash with bankers and money at call	1,045,020	1	1
Government securities	210,278	15	0
Landed and house property at head-office and branches	221,506	16	8
Bills receivable, in hand and on deposit, loans and other debts, &c., due to the Corporation	5,201,886	2	5
	£8,845,018	7	6

The tenders for £400,000 in bills on India were received on the 18th inst., when the amounts allotted were,—to Calcutta, £349,200; to Bombay, £50,000; and to Madras, £800. The minimum price was fixed at 1s. 10½d. on the three Presidencies, and tenders on Calcutta and Madras at 1s. 10½d. will receive about 38 per cent., and on Bombay at that rate about 28 per cent, above in full. These results show a further diminution in the demand for means of remittance to the East.

The Committee of the Stock Exchange appointed the 19th inst. a special settling day for the Imperial Government of Japan Customs Loan for £1,000,000 sterling; the quotation is now to be marked in the official list. The current rate is 3 dis.

An amended prospectus of the Colombo Gas and Water Company has been issued, by which it appears that interest at 5 per cent. per annum will be paid on the capital during the erection of the works. This will, no doubt, induce subscriptions more freely, as in schemes of this nature there is always a desire on the part of capitalists to have some small return for their money at once. The capital asked is £75,000, of which £10,000 has been subscribed in Colombo; this is a considerable security to subscribers of the value of the enterprise. The directors include several gentlemen who have gained experience in India and China as to the working of gas companies, and this is of the last importance to avoid wasteful expenditure. The applications here already amount to a large proportion of the sum required, and the preliminary arrangements for the erection of the works have been made.

The British Australian Telegraph Company (Limited) have notified that they are now in possession of the original concession granted by the Netherlands Government to land the cables on the island of Java, as well as a certified copy of the receipt of the Amsterdam agent of the Minister of Finance for the required caution money, which will be returned to the company—one half when the section of the cable is laid between Singapore and Batavia, and the remaining half when the cable between Java and Australia is completed. This subject is noticed in our correspondent's letter from Rotterdam.

At Lloyd's the question of a seven days' payment of losses after settlement was decided in the affirmative by an overwhelming majority upon ballot. It is clear that the modes or times for the payment of premiums are entirely a matter between the underwriter and the broker; but in losses the former is personally liable to the assured. In future the underwriters will be called upon to look at the two questions separately. Having to pay losses in seven days, they can give the brokers credit as long as they like, or settle the difference in account, setting the loss against the premiums which are due.

At a meeting of the members of Lloyd's, in the underwriters' room, the subject of requiring a money deposit from future underwriting members was discussed, and a committee appointed to consider and report on the advisableness of such a rule. A notice has been posted in the room of a resolution of the Average Adjusters' Association, condemnatory of an alleged practice, referred to in *The Times* of the 6th inst., of adjusters granting discounts or allowances to brokers off the fees paid by underwriters for statements or adjustments of the claims of the assured, and also of any presents or gratuities being made with the view of influencing business. This resolution, it is understood, does not proceed from the London Association of Average Adjusters, with whom the committee of Lloyd's have for many months been in correspondence, which led to no satisfactory result, but from a larger Association of Average Adjusters, which includes not only the adjusters of London but those of Liverpool and other leading ports.

The amount of bullion by the P. and O. Company's steamer *Pera*, from Southampton on the 14th inst., was in gold, to Bombay, £20,000; in silver, to Penang, £29,050; to Singapore, £19,500; to Hong Kong, £29,804; to Shanghai, £2,800; to Yokohama, £1,000; total in gold, £20,000; in silver, £82,154.

The amount of bullion by the P. and O. Company's steamer *Delta*, from Southampton on the 28th inst., was in gold, to Madras, £230; to Singapore, £119; in silver, to Singapore, £23,500; to Hong Kong, £12,422; to Shanghai, £41,615; total in gold, £349; in silver, £77,537.

Bar silver is in demand for the Continent at 5s. 0½d. per ounce, and Mexican dollars for China at 4s. 11½d., but the supplies here are limited. A large amount of the latter, however, is expected from Vera Cruz. Most of those coins which have come to hand and subsequently been exported during the last six or eight months have been of new design, and have been viewed with some distrust by the Chinese, who appear to have become thoroughly accustomed to the old coinage. The dollars coined during the reign of Maximilian have nearly disappeared.

An extraordinary general meeting of the China Submarine Telegraph Company was held on the 26th inst.; Mr. John Pender in the chair. The Chairman stated that the object of the meeting was to confirm an agreement, dated the 13th May, between the China Submarine Telegraph Company (Limited), on the one part, and the Great Northern Telegraph, China and Japan Extension Company of Copenhagen on the other part, the approval of which would be of benefit to the undertaking, and prevent the shareholders' pockets being entrenched upon. In reply to questions, the chairman stated that the directors had no intention to alter the undertaking, except as regarded the line from Shanghai to Hong Kong. They were of the same opinion as regarded the favourable character of the undertaking as upon the day when the prospectus was issued. The traffic of the British-Indian Submarine Company was very satisfactory, coming up to anticipations, and the directors had no doubt of the China Submarine proving a very satisfactory investment. The agreement was consequently confirmed.

At a special meeting on the 25th inst. of the Oriental Bank Corporation, it was decided to make a grant of £5,000 to Mr.

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Harry George Gordon, the late chairman, in recognition of his services to the company for upwards of twenty years. The money is to be invested by the directors for the benefit of Mr. Gordon's wife and daughters.

The divers of the Salvage Association at Lloyd's have recovered, for the interest of the underwriters, a large part of the cargo from the sunken wreck of the clipper ship *Spindrift*, lost on the coast of Dungeness, which has been disposed of at public sales, and has produced about £60,000. The amount of insurance on the cargo and ship was £230,000.

The resolutions in favour of the Telegraph to India Company (Limited) being wound up voluntarily, and the transfer of its business and property to the British Indian Submarine Telegraph Company (Limited), were confirmed at the meeting held on the 24th inst. It was also decided to distribute 3d. per share amongst the shareholders for interest to the 30th ult.

The following is from *The Times*:—

The rapid growth of mercantile intercourse with Japan is attracting much attention in the United States, and an impression seems to be general that in a few years the Government of the island will have been placed on a footing nearly in harmony with that of all commercial nations. According to the *Alta California*, "the old mystery of the dual Government has already passed away, and all things have become new." A certain leading article in the Japanese language in the *Kioto Record*, the organ of the Mikado's Government, is quoted, in which these changes are recognised, but are described as being consistent with the primary principles of the State. A desire is expressed to throw open the country, and "make it as free as all foreign countries;" but it is pointed out that after the long non-intercourse of former years all such movements must be gradual. They must be made "little by little, in proportion as the interests of the people can bear the change." The Mikado and the Princes of the Imperial family, conjointly with the Princes of the territories, "shall debate together, and so agree upon what seems to them to be the most improved form of Government." Already it is permitted that the foreign Ministers may visit the Mikado at his capital, so that the old wall of sacred seclusion has been broken down. Further than this, the Mikado has issued a solemn proclamation, which, referring to the ancient theory that he was an isolated being, indifferent alike to the affections and the wants of the people, goes on to say that they have indulged in "the foolish ancient habit of reverential awe towards him, but have seemed to know nothing else, and to understand nothing about what may bring danger or calamity upon the god-country." This, it is intimated, must cease, and the people must learn to respect the Imperial Government (not the Emperor alone) and the Imperial decrees. As for the future, the Mikado, humbly acknowledging his youth and inexperience, adds:—

"But now the nations of the earth are greatly improved, and people fly hither and thither, while our country alone adheres to ancient fashions and habits, knowing nothing of the movements of foreign nations. We, immured in our nine walls, care for none of the novelties of the outside world, forgetting that even one day's neglect may cause a hundred years' sorrow, and call down upon us the maledictions of all people, while disgracing our country before all the nations of the earth, as well as provoking the chagrin of all the Imperial ancestry. This great calamity to all the people we truly deprecate. Therefore, we have assembled all the Imperial household and Daimios to make this vow, so to endeavour to follow the footsteps of our Divine ancestors, and so diligently to rule Niphon by our own hand, as to save the people from all harm, making all the country free, and the people as secure as if their houses were built in the top of Fuji Yama. This is my sincere desire."

"This means," observes the *Alta California*,—

"That Japan has really been reconstructed, and that the long civil war which has shaken the empire has resulted in the destruction of the old-time mysticism of semi-priestly Government, and that the country is taking its place among the enlightened nations of the earth. Furthermore, nearly every trace of any autocracy is disappearing; in the very first sentence of the proclamation from which we have quoted, the Mikado says that 'all Government concerns shall be settled by consultation with the people of all the provinces of the empire.' It is not the least striking of the notable events of the time that Japan has at last secured a Liberal Government which invites intercourse with all nations of the earth."

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th May, 1870, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th May, 1870, 8,948,788 yards; for the twelve months, 53,665,972 yards; for the twelve months, 1869, 45,426,867 yards; for the twelve months 1868, 62,986 421 yards. Increase for 1870 against 1869, 8,239,105 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1870, 433,166 yards; for the twelve months, 2,695,700 yards; for the twelve months, 1869, 1,420,949 yards; for the twelve months, 1868, 2,448,432 yards. Increase for 1870 against 1869, 1,274,751 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1870, 205,411 yards; for the twelve months, 1,455,828 yards; for the twelve months 1869, 1,583,081 yards; for the twelve months, 1868, 1,483,742 yards. Decrease for 1870 against 1869, 127,253 yards.

COTTON YARN.—Export for the month ended 16th May, 1870, 944,230 lbs.; for the twelve months, 6,569,362 lbs.; for the twelve months 1869, 5,164,070 lbs.; for the twelve months 1868, 7,778,216 lbs. Increase for 1870 against 1869, 1,405,292 lbs.

VALUE.—For the month ended 16th May, 1870, £181,775; for the twelve months, £1,504,978; for the twelve months 1869, £1,234,148; for the twelve months 1868, £1,806,349. Increase for 1870 against 1869, £270,830.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th May, 1870, 29,037,140 yards; for the twelve months, 231,460,016 yards; for the twelve months 1869, 245,822,017 yards; for the twelve months 1868, 193,289,109 yards. Decrease for 1870 against 1869, 14,362,001 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1870, 947,506 yards; for the twelve months, 15,264,957 yards; for the twelve months 1869, 7,728,039 yards; for the twelve months 1868, 9,003,570 yards. Increase for 1870 against 1869, 7,536,918 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1870, 892,170 yards; for the twelve months, 6,732,936 yards; for the twelve months 1869, 2,505,989 yards; for the twelve months 1868, 5,682,169 yards. Increase for 1870 against 1869, 4,226,947 yards.

COTTON YARN.—Export for the month ended 16th May, 1870, 104,800 lbs.; for the twelve months, 616,890 lbs.; for the twelve months 1869, 354,573 lbs.; for the twelve months 1868, 404,300 lbs. Increase for 1870 against 1869, 262,317 lbs.

VALUE.—For the month ended 16th May, 1870, £488,265; for the twelve months, £4,437,876; for the twelve months 1869, £4,341,996; for the twelve months 1868, £3,556,978. Increase for 1870 against 1869, £95,880.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th May, 1870, 2,044,069 yards; for the twelve months, 17,634,100 yards; for the twelve months 1869, 20,387,104 yards; for the twelve months 1868, 24,801,109 yards. Decrease for 1870 against 1869, 2,753,004 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1870, 209,900 yards; for the twelve months, 2,686,615 yards; for the twelve months 1869, 1,180,237 yards; for the twelve months 1868, 2,197,237 yards. Increase for 1870 against 1869, 1,506,378 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1870, 104,920 yards; for the twelve months, 815,878 yards; for the twelve months 1869, 827,289 yards; for the twelve months 1868, 571,804 yards. Decrease for 1870 against 1869, 11,411 yards.

COTTON YARN.—Export for the month ended 16th May, 1870, 797,860 lbs.; for the twelve months, 7,780,918 lbs.; for the twelve months 1869, 4,772,784 lbs.; for the twelve months 1868, 4,744,880 lbs. Increase for 1870 against 1869, 3,008,129 lbs.

VALUE.—For the month ended 16th May, 1870, £90,335; for the twelve months, £908,906; for the twelve months 1869, £682,444; for the twelve months 1868, £803,415. Increase for 1870 against 1869, £226,462.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th May, 1870, 12,808,047 yards; for the twelve months, 60,861,751 yards; for the twelve months 1869, 45,020,089 yards; for the twelve months 1868, 63,414,124 yards. Increase for 1870 against 1869, 15,841,712 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1870, 1,234,944 yards; for the twelve months, 6,944,607 yards; for the twelve months 1869, 4,542,131 yards; for the twelve months 1868, 6,342.846 yards. Increase for 1870 against 1869, 2,402,476 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1870, 761,839 yards; for the twelve months, 6,840,634 yards; for the twelve months 1869, 2,267,916 yards; for the twelve months 1868, 3,744,408 yards. Increase for 1870 against 1869, 4,072,718 yards.

COTTON YARN.—Export for the month ended 16th May, 1870, 801,800 lbs.; for the twelve months, 2,597,358 lbs.; for the twelve months 1869, 1,395,244 lbs.; for the twelve months 1868, 2,780,614 lbs. Increase for 1870 against 1869, 1,202,114 lbs.

VALUE.—For the month ended 16th May, 1870, £232,156; for the twelve months, £1,408,143; for the twelve months 1869, £972,104; for the twelve months 1868, £1,466,214. Increase for 1870 against 1869, £436,039.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th May, 1870, 1,854,532 yards; for the twelve months, 12,195,395 yards; for the twelve months 1869, 16,108,498 yards; for the twelve months 1868, 16,702,481 yards. Decrease for 1870 against 1869, 3,913,103 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1870, 841,963 yards; for the twelve months, 9,800,763 yards; for the twelve months 1869, 6,100,264 yards; for the twelve months 1868, 9,542,466 yards. Increase for 1870 against 1869, 3,700,499 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1870, 652,970; for the twelve months, 5,717,400 yards; for the twelve months 1869, 4,730,931 yards; for the twelve months 1868, 9,138,751 yards. Increase for 1870 against 1869, 986,469 yards.

COTTON YARN.—Export for the month ended 16th May, 1870, 17,875 lbs.; for the twelve months, 297,182 lbs.; for the twelve months 1869, 438,360 lbs.; for the twelve months 1868, 658,410 lbs. Decrease for 1870 against 1869, 141,178 lbs.

VALUE.—For the month ended 16th May, 1870, £61,713; for the twelve months, £559,476; for the twelve months, 1869, £563,784; for the twelve months 1868, £809,829. Decrease for 1870 against 1869, £4,308.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th May, 1870, 1,934,295 yards; for the twelve months, 19,223,133 yards; for the twelve months 1869, 16,422,774 yards; for the twelve months 1868, 15,411,276 yards. Increase for 1870 against 1869, 2,790,359 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1870, 538,016 yards; for the twelve months, 9,823,151 yards; for the twelve months 1869, 15,649,187 yards; for the twelve months 1868, 12,157,974 yards. Decrease for 1870 against 1869, 5,826,386 yards.

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PRINTED COTTONS.—Export for the month ended 16th May, 1870, 37,190 yards; for the twelve months, 1,180,000 yards; for the twelve months 1869, 1,361,066 yards; for the twelve months 1868, 757,960 yards. Decrease for 1870 against 1869, 181,066 yards.

COTTON YARN.—Export for the month ended 16th May, 1870, 16,000 lbs.; for the twelve months, 263,003 lbs.; for the twelve months 1869, 303,957 lbs.; for the twelve months 1868, 287,413 lbs. Decrease for 1870 against 1869, 40,954 lbs.

VALUE.—For the month ended 16th May, 1870, £44,140; for the twelve months, £608,580; for the twelve months 1869, £683,908; for the twelve months 1868, £624,645. Decrease for 1870 against 1869, £75,328.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th May, 1870, 3,705,206 yards; for the twelve months, 25,424 964 yards; for the twelve months 1869, 21,481,087 yards; for the twelve months 1868, 18,301,683 yards. Decrease for 1870 against 1869, 3,943,877 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1870, 391,363 yards; for the twelve months, 1,891,249 yards; for the twelve months 1869, 857,507 yards; for the twelve months 1868, 777,061 yards. Increase for 1870 against 1869, 1,033,742 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1870, 203,837 yards; for the twelve months, 3,647,438 yards; for the twelve months 1869, 2,432,747 yards; for the twelve months 1868, 1,426,054 yards. Increase for 1870 against 1869, 1,214,691 yards.

COTTON YARN.—Export for the month ended 16th May, 1870, 26,700 lbs., for the twelve months, 483,817 lbs.; for the twelve months 1869, 373,247 lbs.; for the twelve months 1868, 448,585 lbs. Increase for 1870 against 1869, 110,570 lbs.

VALUE.—For the month ended 16th May, 1870, £81.867; for the twelve months, £615,135; for the twelve months 1869, £448,948; for the twelve months 1868, £383,674. Increase for 1870 against 1869, £166,187.

ARTICLES OF IMPORT.

TEA.

Messrs. Capel and Co. report a total want of animation in the market. Transactions by private contract have been consequently on a very limited scale, and prices for all kinds have somewhat receded.

Red-leaf Congous: Siftings have been sold with difficulty at the decline last quoted. Broken-leaf kinds have met with but little demand, and prices have given way ½d. to ¼d. per lb. Fair to good common show no material change, being quoted from 11d. to 11½d. per lb. Fair to good Kaisows have been sold to a limited extent at rather lower prices. In fine to finest there has been but little done, and prices remain nominally the same. Pak Lin kinds have been sold rather lower. Amoy kinds continue neglected. Black-leaf kinds: Ordinary to good ordinary kinds remain depressed, being in over supply; there was at one time rather more inquiry for common to fair common at a slight improvement on last sale prices, but the demand has ceased for the present. Good common has met with a fair sale at 11½d. to 1s. per lb. Fair medium at 1s. 1d. to 1s. 2d. have been dull of sale. Good qualities have been less saleable, owing to a falling off in the demand. Fine to finest remain much as before, the sale being only for small parcels. New-make Canton kinds: Common sorts have sold fully 1d. to 1½d. per lb lower; fair quality, in chests, from 11d. to 1s., show a slight decline; boxes have sold at 1s. 0½d. to 1s. 1d. There have been no further sales in the finer qualities. Oolongs show no change. Souchongs remain very difficult of sale. Scented Teas: Common Canton Capers have been very dull even at the low prices current; good to fine remain steady at previous prices. Foochow kinds show no alteration. Orange Pekoes: Canton kinds have been only in limited demand at rather low prices. Foochow kinds: Fair to good qualities have sold 1d. per pound lower; fine show no change, In uncoloured Japans common sorts have been unsaleable; good to fine in fair request at former prices. Green Teas: The market has been very dull for all common to medium qualities, some invoices of which went at public sale at a decline of fully 2d. per lb. Fine kinds have been better supported, and are fairly saleable.

Messrs Kinnear, Hawes, and Hertz report:—The market slightly improved for common Black-leafs. Both the common and good common sorts have been in demand for export, and a considerable business has been effected in them; the quotation for common to good common is 10d. to 11½d. per lb.; for common flavoury, 1s. to 1s. 0½d. per lb. Medium to fine grades show no alteration. The lower sorts of Red-leaf have continued easy. In Scented Teas a fair business has been done. Fine Capers are scarce and much inquired for; the common sorts are a little easier.

SILK.

Messrs. Kilburn, Kershaw, and Co report as follows:—

For China Silk there has been steady inquiry, especially for Taatlees, the prices of which have in consequence recovered to the highest point of last March, 28s. for Red Peacocks, and 32s. for best Chop 3rds having been freely paid. In Tayeaams also the best Kahings have touched 26s. 6d. to 27s. 6d., but the medium and lower grades of this and Chin Cum sorts have been and still are neglected, buyers being very cautious in the face of such heavy arrivals and the knowledge of large supplies yet to come. In other Silk we cannot report improvement, only steadiness of price, with but small business. The last few days have been less active, and the market has now resumed its former quiet; still this is nothing but what may be fairly looked for at the present season, and we may expect inactivity or business according as the rumours of the progress of the European crops be favourable or otherwise, or as the wants of manufacturers lead them; of the crops it is much too early for reliable information yet, but pending positive news, we see nothing to interfere with the present firmness of quotations on this market. Deliveries are satisfactory; say from 1st to 18th instant, 2,167 bales China, 373 Japan, 351 Canton, and 271 Bengal. Total, 3,162 bales.

COFFEE.

The offers of Plantation Ceylon have again been limited in extent, and have consisted largely of the commoner kinds, for which but little demand has existed, and these have consequently been quitted at a slight decline at the previously current prices; on the other hand, the colory descriptions have been fairly sought after, and have steadily maintained former rates.

No business is reported in other East India, an offer of 380 bags Singapore being bought in at 50s. Export deliveries have further increased, and as those for home consumption continue above last year's, the total for the week shows an increase of 740 tons, and landings being 300 tons below last year's, the surplus is again diminished about 1,000 tons, being now reduced to 5,000 tons.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation 297,857 cwt., against 306,805 cwt. at the corresponding date of 1869; Native, 30 194 cwt., against 42,918 cwt. The quantity afloat for the Continent is 9,499 cwt. Plantation against 10,179 cwt., and 4,806 cwt. Native, against 19,454 cwt. The quantity of Coffee landed in the nineteen weeks ended May 14, 1870, was, of Ceylon, 9,733 tons, against 11,147 tons during the corresponding period of 1869; of all descriptions, 13,793 tons, against 18,059 tons. The quantity entered for home consumption was, of Ceylon, 3,866 tons, against 4,051 tons: of all descriptions, 6,652 tons, against 6,796 tons. The quantity exported was, of Ceylon, 7,728 tons, against 8,996 tons; of all descriptions, 12,745 tons, against 16,885 tons. The stock on May 14 was, of Ceylon, 12,003 tons, against 9,095 tons; of all descriptions, 18,615 tons, against 13,598 tons.

Since we last reported on the Rio market no change has taken place; there is still an entire absence of business, holders and buyers declining to meet the views of each other.

SUGAR.

The desire to buy has become stronger, and with increased sales prices have acquired an upward tendency, particularly low and common qualities, which suffered the greatest previous depression, and may now be quoted fully 6d. above last quotations; medium to good and grocery descriptions have realised quite previous terms. On the spot sales are larger than any week from the commencement of the year, and afloat considerable business has also been effected, but at easy terms.

The quantity of Sugar landed in the nineteen weeks ended May 14, 1870, was, of Penang, 792 tons, against 1,126 tons in the corresponding period of 1869; of Manila, Java, and China, 7,838 tons, against 18,085 tons; the quantity entered for home consumption was of Penang, 967 tons, against 1,241 tons; of Manila, Java, and China, 9,139 tons, against 5,398 tons. The quantity exported was, of Penang 37 tons, against 42 tons; of Manila, Java, and China, 1,490 tons, against 700 tons. The stock on May 14 was, of Penang, 2,118 tons, against 172 tons; of Manila, Java, and China, 33,049 tons, against 43,731 tons.

COCOA-NUT OIL.—The dulness prevailing in the market for Ceylon has led to a further decline of 20s. to 30s.; a small business has been done since our last at £38 per ton. The quantity of Ceylon afloat for the United Kingdom is estimated at 26,069 tons, against 19,575 tons last year, and 11,571 tons in 1868; to the Continent, 5,180 tons, against 750 tons last year.

CARDAMOMS.—Ceylon have slightly improved in value; we note the sale of 39 bags at 3s. 2d. for sound, 2s. 11d. to 3s. 1d. for good but slightly mouldy, and 6d. for shells and stalks.

CANES.—At the sales, 37,988 Partridge were bought in at 2¾d. to 3d., except 5,125 mouldy, which sold at 2½d.; 40.950 Bamboo, slight wormy and mouldy, were bought in at ¾d., 22,500 Tonking at 1d., and 10,000 Whanghee at 2¼d.; 2,900 Borneo sold at ⅜d. to ⅝d.; fancy at ½d.; and 49,200 Tonkin sold at ⅜d. to ½d. each.

CUTCH.—There is only a limited inquiry; at auction, 240 boxes fine Pegue were bought in at 24s., and 277 boxes, saved from the wreck of the Benvenue, from Penang, sold at 10s.

CAMPHOR.—Private business in China is reported to the extent of about 250 cases, at 82s. 6d. per cwt. At auction 60 cases China of fresh import sold at 82s. 6d. in lead, small quantities at 85s.

CUBEBS.—Prices have slightly declined, and about 508 bags have found buyers at 28s. to 28s. 6d. for good quality.

DRAGON'S-BLOOD.—The market is steady; of 5 cases at auction 3 cases sold at £5 per cwt. for middling lump, and a single case of superior quality, saved from the wreck of the Benvenue, brought £9 7s. 6d. per cwt.

ESSENTIAL OILS.—Aniseed: Very flat; 5 cases at auction retired at 8s. 7d. Cassia sells in purely retail at 4s. 7d. to 4s. 8d. per lb., but large holders are not selling. Nutmegs: No change. Cinnamon: Scarce, and wanted. Citronelle: Again lower; 61 cases at auction mostly sold at 2¼d. to 2½d. per oz. Lemon Grass: Very dull, and lower, and of 42 cases offered 26 sold at 3¼d. to 3½d. per oz.

EBONY.—At auction 34 logs (7 tons) Ceylon were offered and bought in at £10. 27 tons Ceylon sold at £7 10s.

GUMS.—Benjamin: Siam quiet; 26 cases retired. Sumatra inactive; of 65 cases at auction, 2 only sold at £9 15s. per cwt. for very good seconds. Copal: Steady; of 75 cases Singapore sorts at auction the greater portion sold at 37s. 6d. to 38s. per cwt. for hard gum, fair quality, but part very coated. Damar: Steady; auctions have embraced 152 cases Singapore; part sold at 77s. per cwt., for fine bold selected, rather yellow; 60s. to 66s. for sorts, rather mixed; and 46s. 6d. inferior rough. 110 cases Batavian brought 82s. 6d. to 84s. for fine pale. Gamboge is dearer; of 25 cases at auction three-fourths sold at £17 to £17 5s. per cwt. for fine clean pipe, and £13 to £14 12s. 6d. ordinary drossy and part run.

GUTTA-PERCHA.—The supply continues inadequate to demand, and the market is consequently firm at the late extravagant prices. Auctions have embraced 23 tons, about half of which were placed at 2s. 1½d. to 3s. 0½d. per lb. for fair mixed, part genuine, and 10½d. to 10½d. for very ordinary foul reboiled and dross.

GAMBIER.—The dulness continues, and a further slight decline is reported; the sales have been 200 baskets good cubes at 19s. 3d., 750 mats fair cubes (without reserve) at 17s. 6d. to 17s. 9d., and 366 bales

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fair common at 16s. 6d. to 16s. 9d. For arrival 100 tons distant shipment have been sold at 16s. 6d. ex ship without guarantee of quality, and 400 bales at 16s. 7½d. to 16s. 9d. for sound ex ship.

GALLS.—There have been no sales; 101 cases and 25 chests China were offered and bought in at 47s. 6d. to 49s.

HEMP.—At auction 60 bales Manila bought in at £57. Privately 100 bales sold at £54 15s. to £55.

HORNS.—Deer: 7 tons (12,542) Ceylon average 1,658 to 1,920 horns to a ton sold at 64s. to 68s. 6d. Buffalo: Of 26,689 (23¼ tons) Manila two-thirds sold average 1,040 to 1,004 horns, at 34s. to 34s. 6d.; average 988 to 932, horns, at 35s to 36s.: and 9,025 (12 tons) Siam sold, average 830 to 574 horns, at 44s. to 46s.

HIDES.—At the last sales, although a fair amount of business was done in East India, the demand was far from active, and it was only for the few good North-Western slaughtered that former rates were obtainable; all other sorts declined ½d. to ¼d. per lb., the greatest reduction being on the lowest qualities. 926 Dry Ceylon Hides offered. 391 sold—Light and Heavy 4½d. to 5⅝d. per lb.; 2,745 Singapore and Penang Buffalo Hides offered—none sold.

INDIA-RUBBER.—There is still an active demand for good qualities, and a considerable business has been done in Borneo at 1s. 5d. per lb.

JAPAN WAX.—There has been no business since our last report.

MUSK.—Prices exhibit some advance; 22 caddies Tonquin sold at auction at 34s. 6d. to 35s. 6d. per oz. for fine thin pods, and 18s 6d to 20s. 6d. fair bally, rather rough. Of 20 tins grain also offered, about half sold at 55s to 56s. per oz. for fine; 52s. to 52s. 6d. very good.

PEPPER.—Black: The market continues quiet, but previous rates are well maintained; at auction 110 bags Penang sold—good, 4¾d.; dust, 3¼d.; and 21 bags Singapore, at 5⅛d. Privately 300 bags Penang have been sold at 4 13-16d. White: There is not much doing, but prices are steady at the improvement reported in our last; the sales have been, on the spot, 149 bags Singapore, at 6¼d., and for arrival, 250 bags Singapore, at 6⅝d, 70 bags Singapore at 6¼d.

PLUMBAGO—The market continues flat; the sales amount to 224 barrels Ceylon lump, at 17s. to 17s. 6d.; chips, at 13s. to 15s. 6d.; medium dust, at 8s. 9d. to 9s.; fine, at 10s. 6d. to 11s. per cwt.

RHUBARB—The market for China is very quiet; of 90 cases offered from former lots a few sold at 3s. 3d. to 4s. for good middling fine fracture, and 2s. 3d. for duller and badly trimmed; large arrivals are expected.

RICE.—The market has become extremely flat, the inquiry having entirely fallen off; the only sales to report are, on the spot, 6,000 bags old Rangoon at 9s., ex quay and afloat the cargo per Indien 750 tons Necransie, April sailing, at 9s. 10½d. for the Continent for a port between Copenhagen and Bordeaux.

SPICES.—Cinnamon: There is but little doing, in anticipation of the periodical sales which are fixed for this day. In Chips there has been no business done. Cassia Lignea continues to meet but little inquiry, and holders generally are anxious to realise, the stock both here and on the Continent being large. A little of the finest in the market has been sold at 125s. per cwt. In Cassia Buds there is no change. Mace has been in good request, and nearly 150 cases have been sold, ordinary Java and good Penang, 2s. 10d. to 3s. 4d. per lb. Nutmegs have obtained fully former rates; 37 cases Penang, 113 to 115 to the lb., sold at 1s. 9d. to 1s 10d., 87 to 85 at 2s. 4d., and 80's at 2s. 6d.; 102 cases Padang chiefly sold, defective at 10d. to 11d., 135 to the lb. at 1s. 6d., 95 at 2s. 1d., 82 at 2s. 6d., 71 at 3s. 2d., and 62 at 4s. 3d. per lb. Cloves: 9 boxes 48 bags good and fine Amboyna realised 6¼d. to 8¼d. per lb.

SHELLS.—Cowries: 75 bags Ceylon Maldive sold—good small at 35s. 6d.; medium at 24s.; a small lot at 40s.; 260 bags Manila sold—chiefly good bluebacks at 21s. to 22s 6d., ditto mixed with yellow at 12s. 6d. to 13s. Ear-shells: 15 tons Japan sold, commencing at £35 10s. and closing at £44 10s. Mother o'-Pearl: At the periodical auctions the supply was of fair extent, and went off with less spirit, a good portion being bought in. Manila partly sold on about previous terms. Macassar were chiefly held firmer and bought in. Of 128 cases Macassar offered, 42 cases sold—fine bold clean medium and small at £12 5s. to £12 7s. 6d., inferior at £10, the remainder being bought in at £13 to £13 5s. Of 125 cases good bold Manila offered, 50 cases sold at £9 2s. 6d. to £9 5s. Tortoise: 3 cases (400 lbs.) Singapore and 6 cases (1,769 lbs.) Batavia were offered and bought in, the former at 9s., the latter at 14s. 6d.

SAGO.—The market is flat; there is a small business doing privately at 18s for good small; at auction 320 boxes and 160 bags were offered and withdrawn.

SAPANWOOD.—Prices are steady; the only sale since our last report has been of 12 cwt. Manila, fair quality but coated, at £7 per ton; 11 tons Siam at £5 15s.

SOY.—The market for China is dull; 20 casks offered in public sale were withdrawn, but have been subsequently sold at 2s. 5d. per gallon, showing a further slight decline.

STAR ANISEEDS.—China continue scarce and firm; 20 cases at auction realised £6 per cwt. for good quality.

STICKLAC.—The market continues very dull; there have been no offers of Siam.

TAPIOCA.—The market still exhibits a quiet tone; of 759 bags Singapore offered in public sale about one-third realised 2½d. per lb. for good quality.

TIN.—The market for Straits has been easier, sales having been effected as low as £132 per ton, but has since improved to £134. Banca and Billiton are without change, the former being still quoted £135, and the latter £133 to £134 per ton.

TOBACCO, &c—11 cases Manila Cheroots, 2s, sold at 6s.; 467 bales Japan Leaf, at 7¼d. to 9½d.; inferior, 2d. to 2½d.; 465 do., damaged, 5½d. to 8 d.; inferior, 2d.; 86 do. Java, 7¼d. to 8½d.

TURMERIC.—There have been no transactions either in China or Java.

VERMILION.—Without change; China is still quoted 3s.

NEW YORK MARKET REPORT.

TEA.

The following is from Messrs. Beebe's Circular, dated 6th inst.:—

Since the issue of our circular under date of April 20th a fair demand has ruled for good to fine Green Tea, and sales are reported to the extent of 10,800 half-chests, at prices indicating no material change in current values for these descriptions. Medium and low grades continue very difficult of sale, and prices show some further decline. In Japans business is necessarily restricted for want of stock. Sales since our last are 3,800 half-chests, including all the unsold parcels then far to hand, except part of the cargo per Herbert Graham just in. For Oolongs there is some inquiry, but at lower rates, and sales are limited to 3,900 half-chests; 2,300 half-chests Souchong and Congou have also found buyers, the demand falling entirely upon good to superior grades.

The following are the current quotations:—Greens (Moyune, Twanki and Fychow): Gunpowder, common to good, 65c. to 105c.; fine to finest, 75c. 120c; Imperial, common to good, 50c. to 90c.; fine to finest, 55c. to 110c.; Young Hyson, common to good, 43c. to 90c.; fine to finest, 45c. to 110c.; Hyson, common to good, 50c. to 85c.; fine to finest, 55c. to 95c.; Hyson Skin, 42c. to 52c.; Foochow Oolongs, common and good, 50c. to 56c.; superior and fine, 58c. to 70c.; finest, 75c. to 110c.; Amoy Oolongs, common and good, 48c. to 55c.; superior and fine, 57c. to 65c.; finest, 70c. to 75c.; Souchong and Congou, common and good, 41c. to 52c.; superior and fine, 54c. to 63c.: finest, 65c. to 85c.; Japans, common, 57c. to 62c.; medium, 65c. to 70c.; fine and finest, 77c to 85c; choice, 88c. to 95c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to May 3, 1870. were as follows:—Greens, 11,029,159 lbs: Japans, 3,782,509 lbs.; Souchongs, 2,178,064 lbs.; Oolongs, 7,175,207 lbs.; other sorts 98,256 lbs.; total, 24,263,194 lbs. The stock on Jan. 1 was 9,866,167 lbs.; which, added to the above total, gives a result of 34,129,361 lbs. Subtracting from this total the exports from Jan. 1 to May 3, 1,767,079 lbs., and the withdrawals for home consumption during that period, 14,341,678 lbs., there remains a total of 18,020,604 lbs., representing the stock on the last named date. The receipts from April 19 to May 3 amounted to 1,520,192 lbs.; the withdrawals for home consumption to 4,103,052 lbs.; and the exports to 147,990 lbs.

COFFEE.—A decline on Brazil of half a cent shortly after our last report caused business in that description to become very active; extensive purchases were made, after which a quieter tone set in, buyers having supplied their requirements. In East India kinds there has been a larger business than for some time past, both in this market and at Boston on New York account; the following are the sales reported:—5 000 piculs (about 16,000 mats) Java, per Rocket; 10,000 mats, per Wildeman; 12,000 mats, per W. A. Farnsworth; 3,000 mats, per Nevada; 12,000 mats, per Argonaut; 11,529 mats, per Marie and Wallstrom; 12,000 mats Singapore, per Fusiyama; 800 mats, vessel not named; 927 bags Manila, and 350 bags Native Ceylon; the prices paid were Java 21½c. to 22c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. gold; showing a slight rise on Java and previous rates for the other kinds. Beyond these sales business has been done in Java, of which the particulars as to quantity and prices are withheld. The stock of Manila on the 1st May was estimated at 2,627 bags, against 6,769 bags on May 1, 1869; of Java (Government) at 900 bags, against 2,287 bags; of Java mats, 51,447, against 41 808 bags; of Ceylon, 1,000 bags, against 5,000 bags; of Singapore *nil* against 1,000 bags.

CAMPHOR.—China is quoted 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.12½; Cassia, $1.25 gold.

GAMBIER.—The current quotation is 4c. to 4¼c. gold (duty paid); stock very small, not exceeding 2,000 bales.

FIRE CRACKERS.—There has been a considerable demand for extra, No. 1, at advanced rates; sales have been effected of 2,000 boxes at $2.05 gold (60 days), 1,000 boxes at $2.42½ currency, and 16,300 boxes on private terms. At the close holders declined to transact business under $2 45 currency.

HEMP.—There has been no business in Manila, but prices are without change, holders being firm at 14¼c. gold; we notice sales of 75 tons Manila Rope at 4¾c. to 4¼c. cash. The stock of Manila on the 1st May was estimated at 12,633 bales, against 5,100 bales at the corresponding date of 1869, and 18,319 bales in 1868. The imports into the United States from the 1st January to the 30th April, 1870, were 53,100 bales, against 47,471 bales during the corresponding period of last year, and the quantity afloat on the 30th April was 22,988 bales, against 10,829 bales at the same date last year.

INDIGO.—The market for Manila has been quiet, and lower rates are current, but at the close there is a slight improvement in the demand, with indications of a recovery; the sales have amounted to about 42 cases, at $1.15 to $1.27½ currency.

PRESERVED GINGER.—China is quoted $8 currency (duty paid).

RHUBARB.—The quotation for China is $1 to $2 currency (duty paid), showing a decline of 50c.

RICE.—The general market has been steady throughout, and for Rangoon there has again been a fair enquiry, resulting in sales of 3,200 bags in bond, for export at $3.06½ to £3.12½ gold, 2 000 bags afloat also for export, and 2,300 bags for home consumption on private terms.

SPICES.—The advices from the producing countries generally are favourable to holders; and, with a continued good demand, the market for nearly all kinds is strong, the tendency being still rather in sellers' favour. The following is the business reported:—2,728 bags Pepper at 26¼c. for Sumatra, and 27c. to 27½c. for Singapore. 1,200 bales Cassia at 47c.; 800 cases 12 casks Nutmegs at $1.02½; 350 bales Cloves at 25⅞c. to 26c.; 27 cases Mace at $1.22½ to $1.25, all gold; and 1,000 bales Wild Cinnamon on private terms.

SILK.—There has been a fair amount of activity, especially in the finer sorts of both China, Japan, and Canton, and prices are slightly higher. The current quotations are as follow:—Tsatlee, Nos. 1, 2, and

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8 per lb., $10 to 10.75; Nos. 4 and 5, $9 to 9.50; Re-reeled, $9.25 to 10.25; Taysaam, Nos. 1 and 2, $8.50 to 9; Nos. 3, 4, and 5, $7.25 to 8; Re-reeled, $8.50 to 9.50; Haineen, medium to best, $9.50 to 10.20; Canton Re-reeled, extra, $8 to 8.50; Re-reeled, Nos. 1 and 2, $6.75 to 7.50; Japan, superior, $10 to 10.50; common to fair, $8 to 9.50.

SUGAR.—The general market is dull, at a decline of about ⅛c.; there have been no sales of East India. The stock on the 1st of May was, of China, 1,911 bags, against 10 bags at the corresponding date last year; of Manila, 282,539 bags, against 45,861 bags; of Java, 9,024 bags 2,366 baskets, against 310 baskets.

STRAW BRAID.—The sale is reported of 100 bales China on private terms.

TIN.—The advices from England and Holland continuing favourable, there has again been a good demand for Straits, and we note a further advance of 1½c.; the sales have been about 13,300 slabs on the spot, at 34½c. to 35½c. gold; 2,300 slabs to arrive at this port and at Boston, at 33½c. to 35½c. gold; and 4,000 slabs, also to arrive, on private terms. The only sale of Banca has been 50 tons, price not reported; this description is very scarce, and is nominally quoted 45c. gold. Of Billiton 2,050 tons are reported sold at secret prices, and 150 slabs have realised 34c. to 34½c. gold.

SAN FRANCISCO MARKET REPORT.

COFFEE.—There is a good steady trade requirement. We quote O G. Java, 22½c.

CHINA MATTING.—Imports from Jan. 1st to May1st: 54 bales, 2,920 rolls. Moderate sales of China Checked and White 4-4, at $5.25 to 5.50 per roll.

RICE.—Imports from Jan. 1st to May 1st: China, 5,773,952 lbs., 2,276 mats. Prices were hardening under the influence of speculative purchases; sales are reported of 2,000 mats, No. 2 at 6½c., and 3,000 mats recleaned at 6c. to 6⅝c.; No. 1 is held at 6⅝c. to 7c. The William Wilson has arrived with 10,586 bags from Hong Kong.

SPICES.—Imports from Jan. 1st to May 1st:—101 cases 273 packages. Stocks are moderate; we quote Black Pepper at 26½c. to 27c.; Pimento, 22½c.; Cloves, 32c. to 33c.; Cassia, 46c. to 47c.; Nutmegs sell, in lots, at $1.10 to $1.12½; Sago is superabundant, in sacks, selling at 7c., in tin at 8½c., the latter rate in jobbing lots. Tapioca is held at 9c. to 10c.

TEAS.—Imports from Jan. 1st to May 1st:—China, 145,163 lbs., 444 packages; Japan, 360,016 lbs., 2,428 packages. The sales of Japan, "Fan" brand, for April exceeded 400 chests, each containing 4 to 8 lacquered caddies of 5 lbs. each, at 73c. to 75c. We quote "Comet" Oolongs at 75c. to $1.50, according to chop and style of package.

SHIPPING.

ARRIVALS.—May 3, at San Francisco, from Hong Kong, William Wilson; from Yokohama, Jeannie Eastman; 4, at New York, from Shanghai, City of Perth; 5 from Yokohama, Grenadier; 6, from Amoy, Alexandra; 8, at Boston, from Singapore, Siam; at New York, from Shanghai, Avondale; 12, from Shanghai, Sarah Nicholson; 13, from Yokohama, Westbury; from Singapore, Clydevale.

DEPARTURES.—April 29, from New York, for Anjer (for orders), Horatio; May 3, for Shanghai, Mary Whitridge; 11, from San Francisco, for Hong Kong, Sumatra; 12, from New York, for Shanghai, N. B. Palmer.

LOADING.—At New York, for Batavia, Franklin; for Hong Kong Formosa; for Hong Kong and Shanghai, Willy Rickmers; for Shanghai, Haze; at San Francisco, for Hong Kong, Guiding Star; for Yokohama, Adelia Carlton.

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
May17	Lucayas	McKellar	Penang	London
— 17	Preciosa	Franke	Cardiff and Singapore	Do.
— 17	Tungsha	Sargant	Shanghai	Do.
— 13	Tyburnia	Stephens	Do.	Do.
— 18	Vincenza	Baccich	Batavia & Sourabaya	Do.
— 16	Oscar Mooyer	Weller	Do.	Cuxhaven
— 18	Nelly	Poillant	Hong Kong	Cardiff
— 19	Sebastian Bach	—	Singapore	Do.
— 19	Kingfisher	Condron	Hong Kong	Do.
— 17	Sophia Rickmers	Meyers	Singapore	Penarth Dock
— 18	Blackway	Simpson	Java	Sunderland
— 17	Civiale	Brock	Singapore	Hamburg
— 19	Johannes	—	Sourabaya	Liverpool
— 17	Sooloo	Howie	Singapore	Sunderland
— 20	L'Imperatrice	Forbes	Hong Kong	London
— 20	Glamorganshire	Morgan	Shanghai	Do.
— 18	C. Christine	Fischer	Singapore	Penarth Dock
— 18	Adelheid	Lehmann	Do.	Bremerhaven
— 20	Constantinople	Danielson	Batavia	Sunderland
— 20	Argonaut	Sanderson	Shanghai	Cardiff
— 20	Hedvig	Hammergren	Singapore	Do.
— 21	Carnarvon Castle	—	Yokohama	Liverpool
— 23	John Lidgett	Polson	Hong Kong	London
— 16	Groudwet	Kamminga	Java	Shields
— 22	Favourite	—	Singapore	Liverpool
— 21	Antagonist	Elholmer	Batavia	Sunderland
— 23	Sidlaw	—	Singapore	Liverpool
— 20	Caroline	Mullgraff	Do.	Dublin
— 19	Luzon	Buchanan	Saigon	Bordeaux
Apr. 5	China	Schonberg	Shanghai	Utsalady
My.25	Her Majesty	Seymour	Do.	London
— 25	Brockham	Richardson	Do.	Do.
— 22	Sumatra	Buyser	Batavia	Newcastle
— 24	Pie IX.	Ezon	Singapore	Cardiff
— 27	Beemah	Wakeham	Hong Kong	London
— 27	Rookwood	Hopgood	Yokohma. & Nagasaki	Do.
— 27	Waverley (str.)	Boysen	Do., Hiogo, & do., via Lpool. & Suez C.	Do.
— 27	Nyassa	Lawson	Cardiff & Singapore.	Do.

ARRIVALS.

Date.	Ship	Captain.	From	At
May14	Otter	Croscombe	Sarawak	London
— 16	Thomas Bell	Lambert	Ceylon	Do.
— 14	Inkerman	—	Rangoon	Liverpool
— 13	Ensign	Duncan	Foochow	Nieuwe Diep
— 13	Kandanghauer	Zeelt	Batavia	Rotterdam
— 13	China	White	Samarang	Texel
— 13	Doelwyk	Leverstein	Batavia	Brouwershaven
— 13	Voorlichter	Dunker	Banjoewangie	Do.
— 13	Sunda	Overgaauw	Do.	Do.
— 13	Laurens Koster	Zweide	Do.	Do.
— 13	Ada	Wielinga	Pasaroeang	Do.
— 13	Ary Scheffer	Kunst	Banjoewangie	Do.
— 15	Hope	Wilson	Manila, for Liverpool	Falmouth
— 17	Joseph Hambro	Moller	Foochow	Do.
— 17	Camana	—	Hong Kong	Do.
— 14	County of Argyle	Miller	Banjoewangie	Brouwershaven
— 14	Johanna Christina	Rossingh	Tjilatjap	Texel
— 13	Walcheren	v. d. Borden	Padang	Zierikzee
— 16	Guaymas	Franzen	Macao	Hamburg
— 18	Star of the North	Gore	Rangoon	Falmouth
— 18	Kosmopoliet	de Groot	Java	Off do.
— 16	Courier	Dickey	Batavia	Brouwershaven
— 19	Malabar	—	Colombo	Deal
— 16	Mystic Belle	Burnham	Banjoewangie	Texel
— 14	Oliver Cromwell	Tarabochia	Bangkok, for Bordx.	Belle Isle
— 18	Havfruen	Sorensen	Manila	Copenhagen
— 21	Princess of Wales	Shield	Macao	Deal
— 19	Strathmore	Tomlin	Bangkok	St Nazaire
— 17	Helena	Cabeza	Manila	Cadiz
— 22	Portland	Coster	Foochow	London
— 21	British Empire	Rowe	Bangkok	Liverpool
— 23	Elizabeth Fleming	Anderson	Rangoon	Do.
— 18	Freya	Nielsen	Java	Christiansand
—	Lodore	Hewitt	Rangoon, for London	Queenstown
— 24	Bristow	Harris	Foochow	Falmouth
— 25	Doriga	Meaurio	Manila	London
— 25	Dilbhur	Miller	Do.	Deal
— 24	Cornelia	Walker	Java, for Amstdm.	Off Bridport
— 25	Figaro	Schultz	Foochow	Falmouth
— 26	Salisbury	True	Colombo	London
— 26	Utinia	Rawle	Java	Plymouth
— 26	Belle of Southesk	Stronach	Singapore	Falmouth
— 25	Hermon	—	Do.	Clyde
— 24	Georges and Mathilde	Flottard	Do.	Marseilles
— 27	Maria Rickmers	Stolt	Do.	London
— 27	Mirella	Pett	Ceylon	Deal
— 27	Eliza Thornton	—	Batavia	Bristo

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama and Hiogo: Ada. For Tientsin and Chefoo: Princess of Wales. For Shanghai: GreatNorthern (str.), Tordenskjold (str.), Harrington, Evelyn, Omba, Coldingham, Fontenaye, Thomas Bell, Portland. For Hong Kong: Penrith, Kate Carnie, Corea, James Shepherd, Holmsdale. For Manila: Angela. For Bangkok (*via* Newcastle): Menam. For Singapore: Atma, Petchelee, Twilight. For Singapore and Sarawak: Otter. For Penang: Amelia Ross. For Colombo: Palestine, Lincelles, Seafield. For Colombo, &c.: Ocean Beauty, Macedon. For Colombo, &c. (*via* Suez Canal): Gambia (str.).

At LIVERPOOL.—For Yokohama, Nagasaki, and Hiogo: Carioca. For Nagasaki and Yokohama: British Empire. For Shanghai: John Nicholson. For Manila: Maria Teresa, Catalina. For Singapore: Huddersfield. For Penang, Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Hipparchus (str.), Albatross (str.). For Batavia and Sourabaya: Chateaubriand. For Colombo, &c. (*via* Suez Canal): Collin wood (str.).

At GLASGOW.—For Hong Kong: Loch Ken. For Manila: Alejandro. For Singapore: Janet Ferguson. For Batavia and Sourabaya: County of Forfar.

SPOKEN.

PETRONELLA, Amsterdam to Samarang, March 4, 29 S., 29 W.
HOLLAND, Newcastle to Batavia, March 31, 1 S.
GOLDEN HIND, Liverpool to Java, April 1, on the Line.
MARGARITA (N. Ger. brq.), Amoy to New York, March 12, 30 S., 40 E.
BRODRENE (Dutch barque), Amsterdam to Batavia, April 18, 3 N., 25 W.
ALICE (barque), Colombo to London, April 15, 1 N., 22 W.
ROBERTUS HENDRIKUS, Batavia to Rotterdam, March 20, 35 S., 20 E.
OCEAAN, Amsterdam to Batavia, March 24, 15 S., 28 W.
VERTROUWEN (Dut. brq.), Bali to Amsterdam, April 27, 24 N., 39 W.
ST. ANDREW'S CASTLE, London to Shanghai, April 10, 3 N., 24 W.
PRESIDENT V. RYCKVORSEL, Bali to Rotterdam, April 12, 28 S., 10 E.
JAN VAN BRAKEL, Amsterdam to Padang, April 18, 5 N., 26 W.
VANSITTART (brq.), Bangkok to Cork, 108 days out, 3 N., 25 W.
MOUNT VERNON, Singapore to the Channel, May 12, 36 N., 38 W.
ST. JAN (Dut. brq.), Padang to Rotterdam, April 23, 1 S., 22 W.
EASTERN CHIEF, Nagasaki to London, March 31, 22 S., 32 E.
SOLENT, Macao to London, April 22, 26 S., 6 E.
AUSTRALIA, Batavia to Falmouth, April 3, 33 S., 33 E.
CITY OF AMOY, Ceylon to London, March 24, 30 S., 43 E.
NESUTAN, New York to Hong Kong, April 2.
MAXIMUS, Sumatra to Marseilles, May 6, 32 N., 38 W.
DAWN, Batavia to Rotterdam, March 3, 26 S., 59 E.
SENILLA, Japan to New York, April 17, 1 N., 21 W.
ABBIE CLIFFORD, Singapore to New York, March 20, 32 S., 33 E.
ANNA ANDELIZE (?) (ship), Sing. to Lon., 48 days out, April 4, 27 S., 6 E.
STAFFA (ship), Singapore to London, April 14, 15 S., 7 W.
FELIX (Fr. barq.), bound to Japan.
SELINA (barque), London (?) to Japan, April 12, 6 N., 26 W.
FLEETWING, Colombo to London, 98 days out.
W. G. RUSSELL, Liverpool to Singapore, March 30, 1 S., 21 W.
ANNA MARIA, Amoy to New York, April 15, on the Line, 22 W.
ORIA (?), Samarang to Rotterdam, April 18, 7 S., 15 W.
SYRINGA, Batavia to London, April 22, on the Line, 21 W.
GLAMORGANSHIRE, London to Shanghai, May 23, 50 N., 3 W.

FREIGHTS AND CHARTERS.

There have been several arrivals within the last few days, and the load-

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ing berths for the Eastern ports are well filled, rates remain about the same; coal freights from the Northern outports are unaltered.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight. 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight. 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meas t At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hiogo: £35. For Yokohama: £35. For Hong Kong: £28. For Singapore: £25. For Galle: £27. From Newport, Cardiff or Swansea per ton.—For Hiogo: £1 15s. For Hong Kong: £1 8s. For Singapore: £1 4s. For Galle: £1 6s.

CASUALTIES.

Advices from New York, dated May —, state that the C. C. Leary, from Yokohama to that port, had been in collision with the Barossa (corvette), from Yokohama.

Advices from Capetown, dated April 20, state that the Flora, Satterey, from Bangkok to Europe, which put into Table Bay, April 6, leaky, was discharging.

PLYMOUTH, MAY 23.—The American barque Asterias, of Boston, U.S., Captain Sloan, which left Cardiff May 18, with a cargo of coals for Hong Kong, when off Lundy Island, at 9 A.M. on the 21st, blew up through the ignition of gas generated by the coals. The captain and one of the seamen were killed; the remainder of the crew took to the boats. The wreck foundered about forty minutes after the explosion. The schooner Beryl picked up the boats (two), containing twelve seamen, three of them seriously hurt, and the captain's body fifteen miles below Lundy, and landed them at Penzance.

The Cornelia, from Java, to Amsterdam, which arrived off Bridport May 24, was waiting orders, her master (Walker) having been landed at Bridport sick.

The Apollonia (Dutch brig), de Boer, from Amsterdam to Singapore, with a general cargo, has put into Portsmouth leaky.

The following telegram has been received from Hong Kong dated May 12. The Duwail (? Dunmail), from London to Hong Kong, struck on a rock whilst entering harbour 6th May, and sunk in 13 fathoms water; crew saved; ship and cargo will be raised if possible.

MISCELLANEOUS.

At MALTA.—May 15, Carolina (str.), Brown, from London, sailed for Colombo, &c. (*via* Suez Canal); 22, Leith (str.), from Liverpool, for Singapore, China, &c. (*via* Suez Canal).

At PORT SAID.—May 20, Magdala (str.), from Liverpeol, for Singapore, China, &c.; 1, Moraing (str.), Ford, from Waterford, and left 4, for Hong Kong.

At ST. HELENA.—April 16, Havelock, Madden, from Yokohama, and sailed for New York; 21, Cheviot, Henderson, from Galle, and sailed for London; Vier Gebroeders, Van der Zee, from Banjoewangie, and sailed 22 for Amsterdam; 22, Victoria, Larrinaga, from Manila, and sailed for London; Callisto, Markham, from Shanghai, and sailed 23 for London; 23, Alavesa, Yzaurieto, from Manila, and sailed 23 for Cadiz; 24, Padang Packet, Huide Roper, from Padang, and sailed 25 for Amsterdam; Cambridge, Cockerell, from Colombo, and sailed 25 for London; 25, India Packet, Diepering, from Batavia, and sailed for Amsterdam; Noach III., Wierix, from Batavia, and sailed 16 for Rotterdam; 27, Nederlanden, Van Ingen, from Banjoewangie, and sailed for Amsterdam; 28, Alcyone, Kruisinga, from Tjilatjap, for Amsterdam.

Off St. HELENA.—April 24, Krimpenaan de Lek, from Bangkok, for Falmouth; 26, Cleughs, from Philippines, for Falmouth; 26, Middelburg, from Batavia, for Amsterdam.

At TABLE BAY.—April 7, Dudbrook, Bruce, from Hong Kong, and sailed 8 for London; 9, Ville de St. Lo, Dubois, from Hong Kong, and sailed 12 for New Orleans.

Off MAURITIUS.—March 19, Eensgezindheid, from Batavia, for Amsterdam.

The following is an additional list of goods recovered from the wreck of the Benvenue, Penang to London:—106 slabs tin, 4 cases fish-maws, 2 cases nutmegs, 1 case mace, 11 bags pepper, 71 cases cutch, 53 bundles rattans.

NOTICES TO MARINERS.

JAVA SEA.

The Netherlands Government has given notice to the Admiralty that the following buoys and beacons have been established:—

RHIO STRAIT.—A white square pyramid 162 feet high, N. by W., 2¼ cables from Tanjong Pinang. A black buoy with white ring, in 3 fathoms, at the northern extremity of Pas-op, or Little Pan reef, north entrance of Rhio Strait, with Pan reef beacon bearing S.E. by E., and Boerong point W. by N. A black buoy with white ring in 8 fathoms, on the south-west point of the Pan reef, with Sau light bearing South, and Pan beacon N.E. A black buoy with white ring, on the eastern edge of Malang Orang reef, in 9 fathoms, with Pan beacon bearing N.E. ¼ E. A white buoy with black ring in 5¼ fathoms, on the eastern point of Innang reef, with South point of Pulo Loban bearing E. by S. ¼ S., Sau light N. ¼ W., and south point of Palo Innang W. ¼ S. A white buoy with black ring in 3 fathoms on the western extreme of Isabella shoal, with east point of Pulo Loban bearing N.N. ¼ E., Terkolei light East, and south point of Little Loban N.W. A black buoy with white ring in 3 fathoms, on the eastern extremity of the shoal, 3 cables E. ¾ S. from the west buoy. A black buoy with white ring, on the eastern side of the Tiemara bank, in 3 fathoms, with N.E. point of Tiemara bearing N.W. by W., and east point of Pulo Loban N.N.E. A black buoy with white ring on edge of shoal between Pitjingit and Pulo Loban in 2¼ fathoms, with Pitjingit bearing E. by S. and Terkolei, North. A white buoy with black ring on north-west end of Soré reefs, in 2¼ fathoms, with Pitjingit bearing E. by N. ¼ N. and Terkolei light N. by W. ¾ W. A white buoy with black ring on reef off Dompa point, in 3 fathoms, with Dompa point bearing N.N.E. ¼ E., west end of Basing island S.E. ¼ S. and centre of Soré island W.S.W. A black buoy with white ring on the east side of Rupels reef, in 5 fathoms, with east point of Soré bearing N. by E., Pankel, N.W. point, N.W. ¼ W., and Pankel, S.E. point, S.W. by W. A white buoy with black ring, in 2¾ fathoms, on the west side of Rotterdam reef, with south point of Pankel bearing N.W. by W. ¼ W., and Topie island centre E. by N. ¼ N. A white buoy with black ring on north-west edge of Aligator reef, in 4 fathoms, with west point of Aligator island bearing S. ¾ E. Topie island, south point, W. by S. ¼ S., and Blading island N. by E.

BANKA STRAIT.—A red buoy on the south point of Frederick Hendrick reef, north entrance of Banka Strait, in 5 fathoms, with Kalean light bearing S.E. by E. ¼ E., Bereiap hill E. by S., and Mount Parrée N.E. by E.

BALY STRAIT.—A black buoy with white ring in 4 fathoms on Pakem reef, south of Banjoewangie roads, with the highest Bakungan mountain bearing E. by N. ¼ N., and Fort Utrecht N.N.W. ¼ W.

MACASSAR STRAIT.—A black buoy in 4¾ fathoms on the north-east edge of the reef extending from Tanna Keke (south of Macassar) and a white buoy in 4 fathoms on the western edge of the shoal extending from the coast of Celebes opposite. There is a safe passage through Tanna Keke strait between these two buoys.

MACASSAR ROAD.—A black buoy in 2 fathoms on the Hoofd reef, Macassar road, with the beacon bearing E. by N., and the lighthouse S.S.E. ⅔ E.

All bearings are magnetic. Variation 1 deg. easterly in 1870.

NAVIGATION TO THE AMOOR.—According to a private communication from San Francisco, a report there received, that the Russian Government intended to transfer its establishment at Nicolajefsk to Vladivostock, has been confirmed. The realisation of this intention would do away with the navigation to Castries Bay and the Amoor.

THE "MUTINE," screw corvette, 17 guns, 882 tons burthen, 200-horse power, one of the vessels disposed of by the Admiralty at one of the recent sales of Government vessels, has been despatched to Japan, *via* the Suez Canal, by Messrs. Robertson and Co.

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WALL LIGHTS and LUSTRES for Gas and Candle,
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LIEBIG COMPANY'S EXTRACT OF MEAT carried the FIRST PRIZES at PARIS, HAVRE, and AMSTERDAM.

MINISTRY OF WAR, BERLIN.—Notice is given hereby that arrangements have been made with Liebig's Extract of Meat Company (Limited) for the supply, as an article of food, of their Extract to all the troops of the North German Confederation

CAUTION.—Only sort warranted genuine by the Inventor, Baron Liebig, whose signature is on every genuine Jar.

In every household where this Extract has been fairly tried its use is permanently adopted both for beef tea and "stock" for soups, sauces, &c.

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(NO CIRCULARS ISSUED.)

INTERNATIONAL BANK OF HAMBURG.

CAPITAL, First Issue, Thls. 7,500,000 (about £1,125,000).

CAPITAL Paid Up, Thls. 3,000,000 (about £450,000).

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General Secretary—ALBERT HINRICHSEN.

Bankers—NORDDEUTSCHE-BANK. | Solicitor—Dr. OTTO STAMMANN.

LONDON AGENCY

OF THE

INTERNATIONAL BANK OF HAMBURG.

(Registered under the Regulations of Hamburg Share Companies.)

5, LOMBARD STREET.

Manager—HERMAN GWINNER. | Sub-Manager—FERDINAND WARBURG.

Bankers—Messrs. GLYN, MILLS, CURRIE, and Co. | Solicitors—Messrs. FRESHFIELDS.

COLOMBO GAS AND WATER COMPANY (LIMITED).

INCORPORATED UNDER THE COMPANIES ACTS OF 1862 AND 1867, WITH LIMITED LIABILITY.

AMENDED PROSPECTUS.

CAPITAL, £75,000, in 7,500 Shares of £10 each (of which £10,000 has been already subscribed in Ceylon), with power to increase the Capital to £200,000.

Deposit on application £1 per share, and £2 on allotment. The subsequent calls not to exceed £2 per share, and at intervals of not less than three months. Unless the necessary capital is subscribed, no allotment will be made, and the deposits will be returned in full.

DIRECTORS.

Sir SAMUEL CANNING, C.E., F.R.G.S.
ARTHUR PRATT BARLOW, Esq., Director of the Great Western Hotel Company.
THOMAS GLEN, Esq., Director of the Hong Kong and China Gas Company.
Lieut.-Colonel ALFRED PEARSON, Junior United Service Club.
Major W. S. SUART, R.E., Director of the Hong Kong and China Gas Company, and the Bombay Gas Company.

Committee in Colombo.

ALFRED WISE, Esq. (Messrs. Geo. Stewart and Co.)
G. S. DUFF, Esq., Oriental Bank, Colombo.
JOHN THOMAS WHITE, Esq. (Messrs. J M. Robertson and Co.)
ROBERT DAWSON, Esq (Messrs. R. Dawson and Co.)

Bankers—THE ORIENTAL BANK CORPORATION, London and Colombo. | **Solicitors**—Messrs. COPE, ROSE, and PEARSON, 26, Great George-st., Westminster.
First Auditors—ALFRED HERSEE, Esq., Secretary of the Oriental Gas Company; WILLIAM MARSHALL, Esq., Secretary of the Bombay Gas Company.
Engineer—EDWARD WOODS, Esq., C.E., 3, Storey's-gate, Westminster. | **Secretary**—C. E. WALDUCK, Esq.

Registered Office—11, OLD JEWRY CHAMBERS, E.C.

The immediate object for which the Company is established is to supply the town of Colombo, in Ceylon, with Gas. Power is also taken in the Articles of Association for water supply and drainage, and hereafter to extend the Company's operations to other towns and places in Ceylon; but these works are not to be undertaken without the sanction of the Shareholders in general meeting.

The population of the town of Colombo is now about 55,000 persons, and is rapidly increasing, while the commerce and civilisation of which it is the centre are largely extending.

A contract has been entered into with the Municipal Council for lighting the town with gas, of which the following are the principal provisions, viz.:—

1. The grant to the Company of the exclusive right of supplying gas within the town of Colombo for three successive periods, amounting together to a period of twenty-one years from the date of the contract.

2. The Company to enjoy the privilege of importing the materials for the works duty free.

3. An immediate order of 600 public lamps to be supplied with gas, and paid for by the Council at the rate of 18s. 3d. per 1,000 cubic feet, in addition to 9 per cent. per annum on the outlay involved in the erection of the lamps.

4. Power to the Company to supply gas to the general public at prices varying from 17s. 3d. per 1,000 feet to small consumers, to 15s. 3d. per 1,000 feet to large consumers.

The Municipal Council have assisted the Company to secure a very desirable site for the Works, containing nearly three acres of land, at a moderate cost, in the centre of the town, on low ground, and with easy water communication for the delivery of coals.

Contracts have been entered into with the eminent firm of Messrs. R. Laidlaw and Son, of Glasgow, for the supply of the materials and for the construction of the Gas Works at Colombo.

Arrangements have been made for the payment of Interest Half-yearly at 5 per cent. per annum on the Share Capital as paid up, until the Works have been completed and handed over to the Company.

The Company will thus be in a position to earn Dividends from the sale of gas secured to them so soon as the Works can be opened, and the profits will be increased by the sale of coke, tar ammoniacal liquor, and other products, for which there is likely to be a large demand.

It has been ascertained, by careful estimates, that £60 000 will be quite sufficient to establish the Gas Works, and leave a working capital of £9,000 or £10,000.

Assuming that the amount of gas supplied to private consumers equals only that supplied to the public lamps, the directors have satisfied themselves that the profit earned by the Company will be sufficient to provide a dividend of upwards of 12 per cent. on the outlay.

With a view to test the feeling of the colony, and in accordance with the wishes of the Municipal Council, one-third of the capital has been offered for subscription in Ceylon. At the date of the last advices shares to the amount of £10.0 0 had been already taken, with an assurance of further subscription.

No outlay for concession or promotion money will be made, and the preliminary expenses are, in the directors' opinion, of reasonable amount. The directors confidently hope that their experience in similar undertakings may be regarded as a guarantee that the works will be economically and efficiently constructed, and that the management of the Company will be conducted in such a manner as to satisfy all parties.

A copy of the Memorandum and Articles of Association, and of the several contracts after mentioned, can be seen at the Offices of the Company's solicitors, from whom, as also from the engineer or secretary of the Company, further information may be obtained.

Shareholders have the option of paying up their shares in full, receiving 5 per cent. interest thereon.

The following is a list of all the contracts entered into by the Company, as the promoters, directors, or trustees thereof, before the issue of this Prospectus:—

21st January, 1869.—The Municipal Council of Colombo of the one part, and the Company of the other part.

24th April, 1869, and 7th May, 1870.—David Laidlaw and Robert Laidlaw of the one part, and the Company of the other part.

28th April, 1869.—The Company of the one part, and Edward Woods of the other part.

COLOMBO GAS COMPANY.—In compliance with the wish of numerous Shareholders, arrangements have been made for the PAYMENT of INTEREST on the Share capital at 5 per cent. per annum until the completion of the works.

C. E. WALDUCK, Secretary.

11, Old Jewry-chambers, London, E.C., May 16, 1870.

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NAGASAKI PATENT SLIP.

THIS SLIP IS NOW AVAILABLE FOR DOCKING SHIPS OF 1,200 TONS OR UNDER.

ALL WORK CONNECTED THEREWITH, AS ALSO IN THE

SHIPWRIGHTS JOINERS, BOAT BUILDERS, SPAR MAKERS', AND GENERAL DEPARTMENTS

IS UNDER

THE SUPERINTENDENCE OF EXPERIENCED EUROPEANS.

The Slip has been most substantially built, in a perfectly landlocked and secure position, and has been pronounced by competent authority to be equal to any existing construction of the same kind.

Charge for three days' use of the Slip, $1 per ton, and all labour, material, &c., supplied on moderate terms.

For further information apply to

GLOVER AND CO., MANAGERS,
NAGASAKI, JAPAN.

GLYCERINE
DE
TOILETTE.
(HEALTH.) **NEW PERFUMERY.** (BEAUTY.)

INVENTED BY

EUG. DEVERS, QUIMICO.

PATENTED S.G.D.G.

PREPARATIONS for the Toilet, and particularly Soaps; Powders, &c. for the Teeth; Toilet Washes, and Vinegars, have of late assumed an importance in proportion to the demand for them. Foremost amongst these is GLYCERINE, a remarkable unctuous substance, which softens the skin without greasing it; its valuable qualities were quickly recognised by the most eminent physicians. Experimented on by MM. Dumarquay and Sutom See "Reports and Memoirs of the Biological Society, 1836," &c.).

GLYCERINE CREAM for the skin.
GLYCERINE TOILET WATER for baths and ablutions.
GLYCERINE ELIXIR for the mouth.
GLYCERINE POMADE against scurf.
GLYCERINE SOAP for chaps and chilblains.
GLYCERINE ANTIPELLICULAIRE to prevent the hair falling off.
DULCIFIED GLYCERINE CREAM SOAP for the beard.
PATE DENTIFRICE à la GLYCERINE for the mouth.

GELLÉ FRÈRES, 35, Rue d'Argout, 35,
(ANCIENNE RUE DES VIEUX AUGUSTINS),
PARIS.

COMPTOIR D'ESCOMPTE
PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... f 20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—13, Leadenhall-street, E.C.
MANAGER.—G. Pietsch.
SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.
The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.
They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.
They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.
Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1870.

HONG KONG AND SHANGHAI
BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG-KONG.
LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane.
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

PRICE'S
BENZODYNE AN
INTERNAL STYPTIC of great value. In Cholera. Diarrhœa, and Dysentery this medicine far surpasses any other, having a peculiar mechanical power of putting a sudden stop to wasting diseases. Chronic Cough and blood-spitting are immediately relieved by it, as well as pain and debility of every kind. Prepared by Mr. PRICE, Analytical Chemist, 2, Lower Seymour-stree , and 30, Duke-street, Portman-square, London; and sold by Chemists all over the world, in bottles at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., and 22s., or in dispensing bottles at 5s., 10s., and 20s. each

HOLLOWAY'S PILLS and OINTMENT.

DEPLORABLE MORTALITY.—The number of serious diseases caused by the present inclemency of the weather is indicated by the Registrar General. He reports an excess of deaths in one week above the estimated average. This fearful fatality falls chiefly upon throat and chest affections—scarlatina, whooping-cough, and diseases of the lungs. Holloway's Ointment well rubbed upon the throat and chest never fails in checking inflammation and ulceration, and so soothes the system that fear and danger depart. Holloway's Pills, simultaneously taken, facilitate the cure. While the weather is so changeable, mothers and nurses should never be without a supply of Holloway's remedies, which are useful in all ailments—burns, scalds, bruises, cuts, and sprains.

UNION INSURANCE SOCIETY OF CANTON.

DIRECTORS IN HONG KONG.
W. NISSEN, Esq.,
J. P. DUNCANSON, Esq.,
P. RYRIE, Esq.,
W. KESWICK, Esq.,
A. A. D. SASSOON, Esq.,
E. A. HITCHCOCK, Esq.,
W. LEMANN, Esq.,
W. H. FOSTER, Jun., Esq.

AGENTS FOR LONDON.
Messrs. DENT, PALMER, and Co.

Marine Risks are accepted by the above Society on goods by first class vessels from the United Kingdom to India, China, Japan, Melbourne, and Sydney, at the current rates of premium.
Claims for losses and averages are payable in London, or at the Port of destination, as may be desired.

OFFICES:—
Nos. 9 AND 11, KING'S ARMS YARD,
MOORGATE STREET, E.C.

CANTON INSURANCE OFFICE

GENERAL AGENTS IN CHINA.
Messrs. Jardine, Matheson, and Co.
BRANCH AGENTS.

Messrs. Matheson and Co.	...	London.
Messrs. Jardine, Skinner, and Co.	...	Calcutta.
Messrs Remington and Co.	...	Bombay.
Messrs. Arbuthnot and Co.	...	Madras.
Messrs. B. A. Barretto and Co.	...	Manila.
Messrs. Daniell King and Co.	...	Sydney.
Messrs. Jas. Henty and Co.	...	Melbourne.
J. F. Crockett, Esq.	...	Singapore.

Insurances are effected by this office on goods from the United Kingdom to India, China Japan, and Australia, at the current rates of premium.
All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.
MATHESON and Co., Agents in London.
No. 3, Lombard-street.

TRITON INSURANCE COMPANY.

GENERAL AGENTS IN CALCUTTA.
Messrs. Jardine, Skinner, and Co.
BRANCH AGENTS.

Messrs. Matheson and Co.	...	London.
Messrs. Jardine, Matheson, and Co.	...	China.
Messrs. Remington and Co.	...	Bombay.
Messrs Binny and Co.	...	Madras.
Messrs. Guthrie and Co.	...	Singapore.
Messrs Armitage Brothers	...	Colombo.
Messrs. Todd, Findlay, and Co.	...	Rangoon.

Insurances are effected by this Company on goods from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.
All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.
MATHESON and Co., Agents in London.
No. 3, Lombard-street.

NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.
Mr. F. LANCKEN and Mr. C. W. SIEGFRIED hav been authorised to sign our Firm per procuration.
WM. PUSTAU and CO.
China, 1st January, 1870.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.
An experience of four years in this business in foreign parts two of which has been gained in this country, may ensure the confidence of customers.
Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vesse's of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds, superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMON and Co., Singapore; or 21, St. Swithin's-lane, Cannon street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following dimensions, viz., Length, 300 feet, breadth at bottom, 40, is capable of receiving vessels drawing 13 to 16 feet, as the state of the tides will allow. The Dock runs dry to the blocks, and is pumped out by steam.

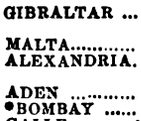
The above premises comprise a large Machine Shop containing a

WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE, DRILLING AND SCREWING MACHINES, A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO. &c. &c. A large stock of Woods, Metal, &c., &c., always on hand.

The Dock steam tug *Woosung* is available at all times to tow vessels to or from sea.

JOHN C. SKEY, Superintendent.



OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Marseilles
GIBRALTAR ...	Every Saturday, at 2 P.M.	—
MALTA.....	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
*BOMBAY	,, ,,	,, ,,
GALLE.....	Saturday, May 14, 2 P.M. And every alternate Saturday thereafter.	Sunday, May 22, 7 A.M. And every alternate Sunday thereafter.
MADRAS.....		
CALCUTTA ...		
PENANG		
SINGAPORE ...		
CHINA		
JAPAN		
AUSTRALIA ... NW. ZEALAND	Saturday, May 14, 2 P.M. And every fourth Saturday thereafter.	Sunday, May 22, 7 A.M. And every fourth Sunday thereafter.

And all ports touched at by the British India Steam Navigation Company's steamers.

* The following reduced rates will be charged to Bombay:—

From Southampton... £72 first class; £45 second class.
From Marseilles ... 70 ,, 43 ,,

exclusive of transit through Egypt. A corresponding reduction will be made in the rates from Bombay to Europe.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

SINGAPORE, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Singapore	Petchelee ...	Brockleb.	SWID	With des.
Shanghai ...	Evelyn	A1 13 yr.	SWID	With des.
Hong Kong	Js. Shepherd	A1 13 yr.	SWID	With des.
Yokohama & Hiogo	Ada.....	A1 17 yr.	SWID	With des.
Tientsin and Chefoo ...	Prcs. of Wles.	A1 10 yr.	SWID	June 20.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street Manchester.

OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—

FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

SUEZ CANAL.

June 12, July 10, July 24, August 7, August 21, September 4 } For { Port Said, Ismailia, Suez, Aden, Mauritius, Reunion, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Japan.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 5th and 21st, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

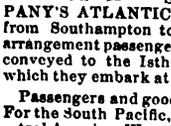
UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,

Passengers for California and intermediate points of this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent steamers of the Pacific Mail Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.



ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

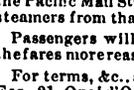
Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.



THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Salisbury ...	A1 13 yr	E.I.D.	June 26
Hong Kong	Kate Carnie	A1 18 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

Regular Line of Packet Ship.
With Despatch.

FOR HONG KONG, the splendid clipper ship HOLMSDALE, A1 13 years, 1,257 tons register, H. QUIN, Commander; East India Docks. Has excellent accommodation for Passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

First Season Ship to the Malabar Coast.
Will meet with the usual quick despatch.

DIRECT FOR COLOMBO, proceeding to COCHIN, CALICUT, and MANGALORE, the magnificent clipper ship, OCEAN BEAUTY, A1, 16 years, 597 tons register; C. PEARCE, Commander; West India Docks. This splendid vessel, built in 1868, is well known for her rapid passages and the good order in which she always delivers her cargo, and from her high class can be strongly recommended to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Malabar Coast. Second Season Ship. Will meet with the usual quick dispatch.

FOR COLOMBO, COCHIN, and CALICUT, the magnificent clipper ship MACEDON, A1 13 years, 496 tons register, W. SUMMERFIELD, Commander, lying in the West India Docks. This splendid vessel is well known for her rapid passages and the good order in which she always delivers her cargo, and from her high class can be strongly recommended to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

JAPAN from LIVERPOOL, for YOKOHAMA and *HIOGO*. Has a large part of her cargo engaged, and will have quick despatch. Loading east side Prince's Dock; the splendid clipper barque BRITISH EMPIRE, Captain G. ROWE, 496 tons, A1 at Lloyds, only two years old, and is favourably known for her good passages and delivery of cargo.

For Freight, &c., apply to E. C. FRIEND and Co., 2 Tower Chambers, Old Church-yard.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

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JOHN GOSNELL and Co.'s Prince of Wales Perfume

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JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

THE STRAITS TIMES.—Daily, weekly and fortnightly editions; published in Singapore for circulation throughout the STRAITS SETTLEMENTS JAVA, BORNEO, SIAM, FRENCH COCHIN CHINA, CHINA and JAPAN.

This paper, which is the oldest in Singapore, and the most widely circulated throughout the FAR EAST, offers an excellent medium for the advertisements of shipbuilders, machinists, manufacturers, patentees, &c., in the United Kingdom.

Advertisements to be forwarded through an Agent in Singapore, or GEORGE STREET, 30, Cornhill, London.

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FRENCH MAIL EDITION.

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c:

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS

VOL. XII.—No. 354.] LONDON, MONDAY, JUNE 6, 1870. [Price 9d., with Sup.. 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	Feb. 25	April 17	April 22 [By Pacific Mail.]
Yedo	—	—	
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	Feb. 17	April 8	April 12
Kiu-klang			
Chin-klang			
Shanghai	Feb. 25	April 13	April 14
Ningpo			
Foochow			
Formosa			
Amoy			
Swatow			
Hong Kong	March 11	April 21	April 21
Canton	—	—	April 20
Macao	—	—	April 20
PHILIPPINES— Manila			
COCHIN-CHINA— Saigon	March 17	April 24	April 26
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	April 26
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	March 25	April 28	April 30
Penang			
CEYLON—Galle	—	—	May 10,
Colombo	—	—	May 9

THE MAILS, &c.

The next inward mail, due on Monday, 13th inst., brings the following dates:—Yokohama, April 19; Shanghai, April 22; Hong Kong, April 28; Singapore, May 6; Galle, May 17.

Telegrams in advance of the mail leaving Hong Kong May 19 were received this morning; they quote—Grey Shirtings, 2.90; Yarn, 140; and Exchange, 4s. 6¼d. From Shanghai (*via* Kiachta) telegrams to the same date were also received this morning. Silk quiet; settlements 400 bales. Exchange, 5s. 11¼d.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Imperiales steamer *Cambodge*.—From Yokohama: Messrs. De la Peyrouse, De Bearn, Flock, Cénouse, Le Brun, Geissen, Louerat, Ruquetil, Piquet. From Shanghai: Messrs. Brenier, Gargollo, Leitger, Mr. and Mrs. Leonard. From Hong Kong: Messrs. Pohl, Buheleind, Salaza, De Allegria, Jones, Ballaster, L. Garcia, Reynoso, R. Garcia, Efina, Lazaro, Lopez, Buvere, Sams, Rubery, Rival, Le Nouvel, Sanse, Mourad. From Saigon: Messrs. Davent. Sirze, Trentinian, Spooner. From Batavia: Messrs. Van Hasfelt, Brand, Kraft, De Macght, Wenkel, Mdmes. Eckhous, Porch, Etienne, Ferrari, M.M. and Mdmes. Van Kappen, Schmitt, Whilten, Meyer-Tinnermann, Overbeck, Ernst. From Singapore: Messrs. Halliday, Catherineau.

By Pacific mail steamer *Japan*, arrived at San Francisco May 13.—Sir R. Graves and Lady McDonnell and two servants, G. Hardy, Captain I. H. Little, T. E. Hawkins, F. P. Ellis, H. Kopsch, G. Thin, L Gnapp, A. Langfeldt, E. Reimers, Ida Wood, I. Johnson, T. Williams, Mrs. R. M. Johnson, W. Warren, Rev. I. C. Nevin, F. Williams, G. A. Spear, F. H. Payne, H. McManus, D. Delehanty, R. I. Goldspinck, W. Schenck, J. H. Gibbs, C. P. Blethen, C. Overbeck, W. H. Richards, O. Muller, P. K. Rogers, Mrs. Choy Chew and servant, Chung Quan and wife, and 1,276 Chinamen. For New York: Mrs. M. T. Austin, Rev. F. S. Woodin, wife, and three children, Mrs. J. B. Endicott and son, Capt. H. A. Barclay, Miss E. Johnson, Capt. J. Ressomi, R. G. Walsh, Mrs. C. Hill and child, Miss L. M. Fay, Miss M. Nelson. For Europe: Dr. Jenkins and wife, Mrs. Watkins, H. S. Wilkinson, Count de la Tour, Mrs. Barnett, C. A. Pawsey, F. Roberts, Dr. Dinwoodie, wife and child, Mrs. A. W. Cribb, T. M. Russell.

PASSENGERS OUTWARD.

Per P. and O. steamer *Delta*, from Southampton, May 28.—To Hong Kong: Mr. McHardy. To Penang: Mr. A. Menzies. To Ceylon: Mr. A. Bosanquet, and one second-class passenger.

Per P. and O. steamer *Tanjore*, from Marseilles, June 5.—To Hong Kong: Mr. C. Barthe. To Ceylon: Mr. and Mrs. E. Elliott.

Per P. and O. steamer from Suez, June 12.—To Hong Kong: Mr. and Mrs. Overbeck and servant.

Per P. and O. steamer *Syria*, from Southampton, June 11.—To Hong Kong: Mr. R. J. Lent. To Ceylon: Miss Gatley.

Per P. and O. steamer *Pera*, from Marseilles, June 19.—To Hong Kong: Mr. Harries. To Ceylon: Mr. H. J. W. Dick, Mrs. Dick, Rev. E. T. Higgins.

Per P. and O. steamer *Delhi*, from Southampton, June 25.—To Ceylon: Mr. and Mrs. T. W. Nayler Beckett.

Per *Beemah*, sailed May 27.—To Hong Kong: Mr. Caldwell, Miss Caldwell, Miss M. Caldwell, Mr. J. Bowden.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present mail brings only two days later news, namely, to April 12, but we have now correspondence and papers by the Pacific mail of April 22. The outward mail of Feb. 25 was received April 17. Telegrams *via* Kiachta to March 22 were received April 20. The following summary of news is chiefly from the *Japan Herald*:—

The Flying Squadron, consisting of the *Liverpool*, *Phœbe*, *Barossa* *Endymion*, *Liffy*, and *Scylla*, under Admiral Hornby, have come and gone. The passage hither from Australia is described as uneventful, not to say monotonous. Light winds prevailed, and caused the voyage to occupy fifty-six days. The fleet remained with us about ten days, and took their departure for Vancouver's Island April 19, leaving the *Barossa* on this station in lieu of the *Pearl*.

There is hope of redemption—not just yet, though—for kinsats, fresh floods of which paper money seem to appear constantly, despite the asseverations of the Government, and promises of contracted issues. This hope lies at the bottom, let us fervently pray of our Pandora's box of evils, and is based upon the engagement of Mr. C. F. Farington, late private secretary of the U.S. Minister, to direct the working of some reopened silver mines on the estate of a neighbouring Prince. That there is plenty both of gold and silver is beyond question; and if the Government will only permit the enterprise of foreigners to do that which it appears incompetent to do of itself—develop the mineral wealth of the country—it may easily effect the desired rescue from external indebtedness, and accomplish the internal reforms so visibly needed. Japanese Budget for last year, deficit £2,500,000, or half the Imperial revenue! One central authority having now been substituted for the dual form lately subsisting, and the new Government having in its struggles for existence had recourse to monetary expedients of a questionable character, which have deranged the commerce of the country, has subjected itself to much odium, and given great dissatisfaction both to foreigners and to its own subjects. With the object, it would seem, of deprecating censure, it has at length laid bare its necessities in the *Court Records*, and has given to the world, after the fashion of civilised States, a statement of its annual income and expenditure worthy of particular attention.

The paper, commencing with some trite observations on the power of money, proceeds to attack the financial administration of the Tokugawa Government, which it charges with ignorance, and systematic depreciation of the currency to meet its ever increasing necessities. The Japanese Chancellor of the Exchequer (whoever he may be) tells us that the yearly internal revenue of Japan is nearly eight million kokus of rice. Now, if we assume that the koku is worth £2 sterling, this would give an income equivalent to sixteen million pounds, and, taking the population at under twenty millions, which is probably a fair estimate, this would give a liability on the part of each unit of the population to contribute annually for the purposes of Government something under £1 sterling, which is about the same in individual amount as the people of Russia and Portugal have to pay. But the announcement follows that, owing to the poverty of the country,

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only about one-fourth of the annual taxation is actually collected, which thus brings it nearly equivalent to the contribution per unit of the people to that of Turkey or of Switzerland. By the statement it would appear that the startling amount of 75 per cent. of the Imperial internal taxes are impossible of collection. Available, however, for the business of administration, it does not seem that the Government possesses more than actually—say a little beyond—four million pounds per annum, about one-sixteenth that of the revenue of England. The contribution of the individual tax-payer of the latter country being nearly seven times greater than that paid by the Japanese tax-payer, but from the Englishman's superior energy, wealth, trade, and knowledge, his payment is more easily borne than the pittance the Japanese collector can exact.

The total expenditure, inclusive of payment of 10 per cent. of debt, is set down at the sum of 3,246,660 kokus, and the total income at 1,981,350; leaving a deficiency, according to Japanese financiers, of 1,265,310 kokus, equivalent in money value to about two and a half millions sterling, or an excess of expenditure of 50 per cent. beyond the annual income. These figures, supposing them approximately correct, establish the fact that the Government is spending immensely more than it receives, and that, so far from its financial position being likely to improve every succeeding year, if the foregoing state of things be suffered to continue, will find it sinking deeper into the abyss of debt. Certainly the prospects before loan-mongers are not inviting. Mr. Lay's friends will have to act with the greatest circumspection before irretrievably committing themselves to his engagements. There is no difficulty in inducing the Japanese to borrow, but there is likely, if the foregoing figures be true, to be a little trouble experienced when the day of payment comes round. However, that is a risk that they must prepare themselves to run, and indemnify themselves by such a rate of interest, and by other contingent advantages as will cover the transaction.

The figures supplied by the authorities in the document we have commented on throw more light on the aggregate incomings and outgoings of the Mikado's Government than any yet published, and are well deserving of the attention of all having interests in Japan. That it was poor was known by the financial expedients it from time to time has had recourse to, but it was not expected that when the country should be at peace its income would fall so miserably short of its annual expenditure as the figures given prove.

About forty emigrants to Hawaii returned recently with the Embassy that went there. They landed well clad, healthy, and with watches, money, &c. They are now reported to be in the Government almshouse, with no sign of material prosperity, and have issued a statement to the effect that they were hardly treated, imprisoned, cheated of wages, and so miserable as to have resolved to die when the Embassy came to bring them home. This is contradicted flatly by the *Hawaiian Official Gazette's* announcement that the commissioners expressed themselves perfectly satisfied with the treatment of the whole body of men, and by the fact that 110 out of 150 prefer to stay in Hawaii. Were the Embassy afraid to make them come? Nobody believes this lot's affirmation *in toto*, but for all that the coolie traffic is too much like the infernal slave system that has cost both England and America so dear a price in blood and gold ever to be tolerated by any thoughtful man.

We learn that there is a probability of one of the stock sights of visitors to Yokohama—the gigantic bronze statue of Daiboots at Kamakura—being likely to disappear from its pedestal, where, for about six hundred years, it has sat in serene and solemn majesty. The Government being intent on the work of putting down Buddhism is resolved to make away with Daiboots, which, on the score of the antiquity of the image, and the skill—artistic and mechanical—displayed in its casting, is to be regretted. The image is for sale, and will probably be bought by some one for the metal it contains, as it will be impossible to remove it without breaking it up. It is a pity that such an interesting object of antiquity will so shortly be no more.

Under the military government of the Shiogoons, the spirit of persecution had been permitted to slumber somewhat, but the recent investiture of the Mikado with the full powers of the Empire, has revived in its full force and activity the ancient animosity against Christianity. Severe and secret measures, as our readers have learnt, have been taken recently against all suspected of Christianism in Japan.

The *Shinto* priesthood being now completely in the ascendant, not content with coercing the Christians, have instigated a raid against *Buddhism* itself. The reign of intolerance is supreme. The proclamation which we publish elsewhere shows that the hand of authority has been stretched out in the interest of *Shintoism* to smite the *Buddhist* idols "hip and thigh." They are to be driven out of every *Mia* wherein the *Shinto* worship is practised, together with bells, tomtoms, and all other *Buddhist* implements whatsoever. The priests who have resented this attack are admonished "to consider the dangerous course they are now pursuing, and to try and make peace while they may." "If any one" says the proclamation, "refuses to obey, let him be prosecuted as a criminal." The experiment, so far as it has gone, has proved sufficiently alarming to the *Buddhist* priesthood, who, finding their order menaced, and their religion decried, have not failed to commence to agitate against the Government that seeks their overthrow. So numerous are the adherents of *Buddhism* that should these harsh measures be pushed to their extremity, no one can say whether another revolution in the country may not be the ultimate result.

The *Japan Gazette* gives the following items:—The Mikado has again cast the illumination of his heavenly presence on foreigners no less than three times within the past week. On Friday last his Excellency the Count de la Tour, his Italian Majesty's Envoy Extraordinary and Minister Plenipotentiary, was admitted to an audience to take leave of his Imperial Majesty, on his approaching return to Europe. On the same day H.E. Sir Harry Parkes presented Admiral Hornby, the captains of the six ships of the Flying Squadron, and Mr. Lowder, Her Majesty's Consul for Kanagawa-Yokohama. And on Wednesday, the 20th instant, H. E. Van der Hoeven, the new Dutch Minister, was received at the Castle and presented his credentials.

The present steamer takes away from us more than the usual number of old and esteemed friends. Dr. Dunwoodie, R.N., who was obliged to invalid at the very time his successor is expected to relieve him of his charge at the Royal Naval Hospital, and Mrs. Dunwoodie; Dr. and Mrs. Jenkins, who are obliged to go on account of the state of the health of the former, which has sufferred from sheer hard work in his profession. Dr. Jenkins has long held the leading medical practice in Yokohama, and no one could be more generally regretted than he should he leave us permanently. We hope, however, to see him return in perfect health. In addition to these and some other residents, the steamer will bear from the shores of Japan H.E. the Italian Minister Count de la Tour and the Countess.

A correspondent writes that, under the energetic management of Mr. W. H. Smith, the public gardens on the Bluff were making rapid progress, and in a few weeks would be opened. The Takasima coal has been tried on board H.M.S. *Adventure*, and proved actually better for steaming purposes than ordinary English (north country) coal. The American Pacific line must be paying splendidly, and there is ample room for one or more competing lines, which will probably soon be established either by English or American companies.

THE LOSS OF THE "ELIZA CORRY."

The *Japan Weekly Mail* gives the following narrative of the experiences of Captain Graham, of the *Eliza Corry*, the sole survivor of those on board. On reaching the shore, after seeing all the rest washed away and drowned (including his wife), there was no house to be seen in any direction, but a quarter of a mile off the captain perceived a straw shed, and thither he directed his steps; it was now about seven P.M. He remained there all night, walking up and down to keep himself warm. He took one of the mats and made a covering for himself, and some sandals. Three or four hours afterwards a kangaroo hound of his rushed into the hut. Next day, about seven A.M., he saw a man at some distance off, and went towards him. The man was scared, and ran away, but after a while turned back; on a sign that he wanted something to eat he was motioned to stop. The captain followed slowly, and they arrived at a village called Tago, a quarter of a mile off, where they gave him some hot water to drink, he not being able to eat anything. Then follow a series of acts of kindness and forethought on the part of the natives which it is truly affecting to hear, and which are too numerous to enumerate; but I will endeavour to give some faint idea of what these noble-hearted people did.

Tago being an insignificant place, they sent to Noshiro, the capital, three miles off, and in the middle of the night some officials arrived, who wished to remove Captain Graham, but he was too unwell, and for three days was in a state of raving fever, and unconscious part of the time. Every possible care was taken of him. A doctor was sent for from some distance. Finding out afterwards that he was an Englishman, an officer was attached to him who spoke a little English. Clothes were made for him in European fashion, and when he felt better they sent miles away for a chicken, and made chicken broth; a Japanese sleeping dress was procured from a town twenty miles off—one of those thickly padded sleeping gowns. When he was able to move he was taken over to Noshiro, and here they appeared not to be able to do enough for him. He was an Englishman, they said, and they would do anything and everything for him, because the English had not joined the rebels in the late war. It should be mentioned that the interpreter had been with foreigners before in Hakodadi, and this will account for what follows. A camp stool was made and a portable table, a fork and soup and teaspoon of copper (English shape,) plates were got, and after a while they managed to get a wide-awake, apologising because it was second-hand. The captain kept a journal, and finding it difficult to write with a Japanese camel hair brush, a foreign black lead pencil was found and presented to him. The captain of a junk from Hakodadi brought him three California apples, three sheets of foreign paper and a pocket knife. At Noshiro Captain Graham was made as comfortable as possible. He was lodged in the best house, even a room was set apart for his dog and an attendant to wait upon him, and when the captain's meals were served the attendant was ordered to feed the dog as directed. Whilst here he was taken very sick, spitting blood, brought on by a bad cough. Every possible remedy was procured and devised. The official sent four miles to purchase chickens and fresh eggs. Every day he had chicken broth and grilled ch chen, and when potatoes were procurable they were served up as a delicacy. After many

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endeavours they at length discovered a comb and a looking glass, and one day the officials arrived in great glee, as they had found a European comforter. Captain Graham's legs at one time were very much swollen, but when the swelling went down they became so thin from his bodily ill-health that the Japanese made him some boots of oiled paper (imitation leather) lined with silk wadding. When the captain was sufficiently well, he went with the officials on to the beach to see what had been washed on shore. It ought to have been mentioned before that the morning after Captain Graham was saved he found three bodies, later one body was found, and a few days after two more were discovered twenty-seven miles to the north of the scene of the wreck, thirty coolies having been stationed all along the coast to save whatever was washed on shore. These six bodies of the sailors were identified by the captain, and put into coffins; afterwards they were all buried in the same grave, about a mile from Noshiro.

When the captain felt strong enough to travel he expressed a wish to be sent on to Hakodadi, but the Japanese were rather reluctant to comply with his request until he had been to the wreck. At last, on a smooth calm day, he went off with the officials in two boats. The *Eliza Corry* was then buried in the sand five feet under water. The Japanese were satisfied, and preparations were made for his journey. After spending twelve days at Noshiro, a small conveyance of wood was erected, 7 ft. by 3 and 3 ft. high, with a firepan inside; a sort of travelling chest was made, divided off into compartments to hold all that was necessary for his journey, and which had been provided at Noshiro. Even provision was made for his dog, two men being told off to carry him, and see that he had the rations allotted to him. It would be impossible to commit to paper all the attention and forethought he experienced on the road. The interpreter and another officer were attached to him to see him safe in the hands of the English Consul at Hakodadi, messengers were sent on ahead, and whenever he arrived at a halting station, everything was ready for him, even the inhabitants coming out with their offerings of sugar and sweetmeats. At last, after eight days from Noshiro, he arrived at Awomori, his attendants having received orders that if he felt unable from the fatigue of the journey to cross the straits, they must send to the English Consul at Hakodadi for English medicine, and take good care of him whilst detained there; they were kept waiting two days, and then it took them four days in a junk in getting to the port. On his arrival here he was taken to the Rusui of Akita, who brought him to the Consulate. After two days his faithful attendants brought him in his travelling house to the Consul, who offered to the Rusui to defray all Captain Graham's expenses, but he would not hear of it.

It need scarcely be added that every attention was paid to the officer and interpreter, who had been directed to accompany Captain Graham as far as Hakodadi. It was so good and so thoughtful of the Akita authorities to send the same men all the way, the two said officials were invited by Mr. Eusden to his house with Captain Graham. Messrs. Thompson and Bewick, on learning his misfortune, at once offered him a home, as did the masters of three British ships.

Mr. Eusden presented the two officials with a watch each, and the three said masters have, through Mr. Eusden, forwarded to the Noshiro authorities a telescope, as an acknowledgment of their appreciation of the kindness and attention shown to a shipwrecked fellow-mariner. Captain Graham has lost everything, including about $3,000 he had on board. The foreign residents have most generously come forward and subscribed a sum of $630 to be presented to him, and Captain Roskell, of the British steamer *Thales*, offered him a passage to Yokohama.

A letter of thanks was addressed to the Governor of Hakodadi, requesting him to convey to the authorities in Akita and Tsungaru the high appreciation of H. M. Consul of the kindess and attention shown to Captain Graham.

HIOGO.

Advices from this port (by the Pacific mail) are to April 17. The outward mail of Feb. 17, conveying also London telegrams to March 4, was received there April 10.

The *Hiogo News* of April 16 says:—The handsome Catholic chapel on the Concession will be consecrated to-morrow. The Roman Catholics always pioneer the way in religious matters, and, despite the fact that there are over a hundred Protestants in the community, there is as yet no sign of a place of worship being erected by them.

There is a handsome brick building being erected on a plot of land adjoining the Customs' landing shed at Osaka. It is reported to be for a branch of the Oriental Bank, and as the design is not unlike the one at Kobe, it may be such is the case.

The first Chinese funeral took place here the other day, and the first Chinese mechanic's (a carpenter's) workshop has just been opened here. The Celestials at last are beginning to rent houses here on their own account; hitherto they have traded under European or American protection.

CHINA.

—o—

TIENTSIN.

The North German Consul, Mr. Paul Wentzel, has arrived and taken up his post. It is to be hoped that the practice of paid Consuls will be extended, and the abuses connected with private or merchant Consuls be no more heard of.

SHANGHAI.

Dates by this mail are to the 15th April, or two days later. The *Shanghai News Letter* has the following:—Another event seems to indicate the policy and intention of the Chinese Government, viz., the failure of the American Board's Missionaries to gain possession of premises duly rented and paid for in the city of I-chow, about seventy English miles south-west of Peking. After everything was properly adjusted between the parties concerned, the Chir-chow, or local official, interfered. His representations to the Foreign-office secured a document to the effect that, on account of the proximity of the place to the tombs of the reigning dynasty, foreigners could not be allowed to reside there. The old story of "Feng-shui."

In a recent memorial, the Governor of Kweichow refers to the conduct of the war in that province with evident satisfaction, and is so well pleased with the force and effectiveness of foreign arms, which, he says, sends terrible consternation into the ranks of his enemies, that he ventures to suggest their manufacture at the Shanghai (Kiang-nan) Arsenal on a more extended scale, the expense to be met by a special taxation.

The glorious winter weather that China residents have been enjoying for some time past was brought to a sudden end towards the approach of April, and an indicated fall in the barometer and a rise in the thermometer gave token of an early spring. The heat was excessive from the start, being at least 81 degs. in the shade. This state of things did not last long, however, cooler weather and heavy showers of rain followed, and latterly storms of wind and rain, with some thunder and lightning have been experienced, leaving the atmosphere in a cooler condition. The scarcity of rain has been sorely felt in Shanghai, and even now the supply is far below that of previous years. As it is, however, the budding trees, flowering gardens, and bright spring tints of the surrounding country have given unmistakable evidence of warmer weather.

The entire indifference of the Chinese Government in regard to the apprehension of the parties implicated in the death of Mr. Williamson is significant. One of the party was reported captured, and in prison at Ching-hai Hsien. His confession was of such a nature as to render the capture of his associates easy. Native Christians well say that ten days need not have elapsed before the apprehension of all the party.

A correspondent writes:—"I should like to know what there is to prevent our steamers navigating the rivers of China; the Chinese cannot prevent it, the only impediment is the stupid action of our authorities. Contrast the difference between the action of the Chinese towards the French in their late visit up the Yangtse, when they had only to express their wishes and they were instantly granted, because backed by material force and the action of Prince Kung towards our Minister on the salt question, because he was not backed by material force."

The United States Consular Returns for the quarter ending March, 1870, for the port of Shanghai, show the total value of invoices to be Tls. 1,556,667.78; number of vessels entered 124; classes of vessels entered, 92 steamers, 2 ships, 5 barques, 2 brigs, 13 lorchas; 10 in port at commencement of quarter. The classes of vessels cleared are:—96 steamers, 4 ships, 4 barques, 3 brigs, 13 lorchas; 3 in port at end of quarter. The aggregate tonnage is 133,658 tons; the value of inward cargoes, Tls. 14,020,882, and that of outward cargo, Tls. 9,214,651.

The prospectus of the Foochow Dock Company will be found in our advertising columns.

BARON RICHTHOFEN'S PRELIMINARY REPORT.

Western Governments have very generally instituted geological surveys in the interest of their citizens, but the patriarchal Government of China is apprehensive that improvements in the condition of its subjects would increase popular influence and therefore render its power less secure. Such an undertaking, therefore, as a geological survey of the Empire will never commend itself to the administration now in power at Peking. But if that boon is withheld from Chinamen by their Government, they are not doomed to perpetual ignorance respecting the hidden wealth of the soil which they so industriously cultivate. Some future generation of Chinamen, the generation that will have its scientists and enlightened thinkers, will gratefully appreciate that public spirit of foreign merchants at Shanghai which inaugurated the first geological survey of this country. Baron Richthofen, an eminent geologist, having exhausted his private resources in making geological observations in China, was provided with funds by Shanghai merchants to prosecute his researches, which are principally for the benefit of China, and general science. His exploration has been partially completed, and some of ther esults have been published in the *Shanghai Evening Courier*. Richthofen's geological observations have not yet been given, save in a general way. The extent and availability of the coal measures in China seems to be greater than was supposed; bituminous and anthracite are produced; though of an inferior quality, and at an expense which will barely enable it to compete on the Yangtse with imported coals. Scientific mining will no doubt improve the quality of the mineral, and improved modes of

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transportation will cheapen the price. The advantage that rail roads would bring to China may be inferred from the fact that between the important marts of Siangtan and Canton, a distance of 549 miles, only thirty of which is land carriage, the charge for transportation amounts to nearly $11 per ton. The railway and the telegraph would give new life to China, by furnishing more profitable employment to her people, together with an increase in all the comforts and necessaries of life, yet the Peking Government prefers to spend money on missions that shall protract their period of inertia, rather than on objects that are adopted to meliorate the condition of the people.

HONG KONG.

A correspondent asks, with reference to the recent transfer of the S. S. N. Co.'s new steamer *Shantung*, from the English to the American flag, whether this does not clash with the supposed law that only American built ships can legally claim American rights and protection. If that rule hold good in America, he argues, it must also apply in the case of ships and U.S. Consulates abroad.

There is little doubt that the opening of the Suez Canal will make a revolution in the tea trade. If all or a large portion of the tea goes home by that route the occupation of clipper ships will be gone. The *Serica* has just arrived from London in 109 days, having made the passage round Australia, instead of the usual Eastern passage, and she has beaten all the ships that left about the same time. This confirms the remarks I made on that subject some months ago.

On the 9th April H.E. the Governor laid the foundation-stone of the new Chinese Hospital, near Possession Point, in presence of a large number of the better class of Chinese and others. His Excellency was attended on the platform erected for the occasion by the Attorney-General, the Colonial Secretary, the Registrar-General, the Surveyor-General, and other Government officials, besides a few foreign civilians. An address was read by Mr. Smith, from the Committee or Corporation (a translation of which is appended), complimenting and thanking the Governor for the aid which had been given in the matter. His Excellency replied by giving are turn compliment to the Chinese community, in that they had removed the slur cast upon them by the revolting disclosures of the old E Tsze building. His Excellency likewise expressed a hope that the better educated Chinese would continue their efforts to rid their fellow-countrymen's minds of the prejudices and superstitions which led to such irregularities as those revealed by the old E-Tsze temple. It was also creditable to the Chinese community that they had recently done so much for their fellow-countrymen in the colony, by subscribing for this hospital, by supporting the police of the city, and by aiding the fire brigade (when the foreign community rather threw cold water upon it). This development, he was a little proud to say, had made its appearance very strikingly during his administration, and he hoped it would continue. He would not now say farewell, as he purposed returning from Japan for a couple of weeks to make arrangements as to the estimates. He, however, wished their undertaking God-speed, and promised to urge its increased support in England (say to $50,000), with a view to secure its permanency. The hospital would be the scene of much misery, but that was the occasion of evoking the purest and brightest feelings of mankind; and as an individual, as well as Governor, as a part of humanity, he rejoiced at the formal establishment of the new hospital. The governor and party left the dais amid strains from a Chinese band and a din of crackers. The foundation stone and the silver trowel bore appropriate inscriptions.

The *Daily Press* has the following piece of news from Foochow, on which, however, the *China Mail* throws some doubt:—"It appears that the extraordinary conduct of Commander Rising of H. M. Gunboat *Midge*, has been the subject of official enquiry by the naval authorities, and has been referred home. Incredible as it may seem, it appears that the action of Commander Rising was precisely as described. The captain of the P. and O. steamer *Azoff* refusing to deliver certain stores until the bill of lading for them was brought countersigned by the agent, the commander of the *Midge* had his gun loaded, and threatened to fire unless the goods were given up, and then proceeded to take the stores away. It is fortunate that the captain of the *Azoff* had the good sense not to oppose this mad freak, as if he had done so, it might have ended in serious consequences. Almost the only possible explanation of the matter seems to be, that the commander of the *Midge* could not have known what he was about at the time."

It is stated, says the *Daily Press*, upon good authority, that the Government have offered to the China Fire Insurance Company the smaller of the steam fire-engines recently arrived out from home, and have expressed their willingness, should this offer be accepted, to send an order home for a first-class floating engine, which would supply a desideratum that has long been wanted. It is understood that the China Fire Office are not disposed to accept the proposal, a view of the matter, perhaps, to be somewhat regretted, as it may reasonably be supposed that the various insurance offices will be willing to co-operate in the measures necessary to prevent the occurrence of fires.

Some sensation has been created in Hong Kong by a peculiarly daring highway robbery, the mate of an American vessel having been knocked down and robbed in broad daylight, Godown robberies have also reappeared, and generally much fear is expressed with respect to the present state of the police and the increasing crime in the colony. The Government *Gazette* of the 16th instant publishes Mr. Creagh's report on the police for the year 1869, which gives an apparently satisfactory statement with respect to comparative crime during 1869 and 1868; but there appears to be some ground to conclude that an error has been made in some of the comparisons, which detracts from their value. With respect to the establishment of a Detective Force, Mr. Creagh expresses his opinion that "if such a force existed, it would be of very little use, unless outposts could be maintained under European supervision at different points in the San-on District, and in Canton and Macao, which under existing circumstances would of course be impossible." There is, however, considerable room for difference with this view of the subject.

COCHIN CHINA.

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SAIGON.

We extract the following from Messrs. Hale and Co.'s Circular, dated 25th April:—

Since we issued our last circular, on the 2nd inst., the *Donnai* which arrived here only yesterday, brought us dates from London to the 17th March, and from Singapore to the 20th inst. Soon after date of our last advices the lower cost of grain at the Bangkok market began to attract the attention of operators in rice, and a considerable amount of tonnage was sent there in preference to our port, to be loaded, principally for Japan. The want of shipping with us could not fail to curtail the demand to a great extent and with but a few purchasers in the market our rates commenced to react. We note sales during the period under review of only 50,000 piculs round grain, at from $2.05 to 1.86 per picul and the latter quotation, equal to 7s. 7½d. per cwt. free on board, we give as our closing one. *Long* rice continues neglected; only 10,000 piculs were sold at $1.68, and we quote $1.65 (equal to 6s. 9d. per cwt. f. o. b.) to-day. It will however soon come into better favour, as round rice is beginning to get scarce already. Japan advices just to hand continue to be very favourable to the article. Total exports since January 1, 1870, 1,725,207 piculs.

Tonnage, which is very scantily supplied, is much wanted for Japan and China, and for the former destination as much as 76 cents per picul have been paid. Home charters are not in the market. Exchange: Pretty much as last quoted. London, 6 months with documents 4s. 7d. nominal. Paris, 6 months, ditto, from f.5.85.

SIAM.

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BANGKOK.

The *Weekly Advertiser* contains the following items:—H.S.M.'s steam brig *Enemy Chaser*, and the Siamese steamer *Kalahome*, have each sailed for Singapore this week. The latter steamer we learn will run regularly between this port and Singapore, while the Siamese steamer *Chow Phya* will be in dock undergoing repairs at Singapore.

During the month our port has had at its outer anchorage a number of magnificent English tea clipper ships—the *Caliph*, *Leander*, *Oberon*, and *Sir Lancelot*. They have not yet all left. It would be worth while for Siamese ship owners and builders to visit these vessels and see the wonderful improvements in their style and build. They are well worth imitating. Captain Ritson, commander of the *Caliph*, we learn is rapidly recovering from the smallpox. We notice the departure in the *Windward* of Mrs. S. J. Smith, an invaluable contributor to our columns. She is on her way to the United States of America *via* Hong Kong and California, and will return here again *via* Europe.

The festivities of the Siamese Kroot, the civil year, preceding the astronomical year, passed off without any startling events. The astronomical year, according to Siamese calculation, took place on the 11th April. The Siamese give themselves up to gambling; almost every family gambles from three to five days both during the Kroot and the Songkrant. The Kroot always comes on the first of the fifth Siamese moon. The day before, the day of, and the day after the first of the fifth moon are the proper Kroot days. The people generally prolong their gambling privilege one or two more days. The same is true of the astronomical day of the new year. On these occasions the monopolists of the different gambling farms cannot arrest any for gambling at other places than the farmers' establishments.

The N.G. steam corvette *Medusa* has been in our port a month and a-half. Her officers, some of the marines, and crew have witnessed the cremation ceremonies, have honoured and been honoured by their Majesties the First and Second Kings of Siam, and all will carry away pleasing mementoes of the personal kindness of the two Kings. The foreign community paid them special attentions.

Mr. J. H. Chandler, translator and interpreter to the Foreign-office, has removed into the house provided for him by the Siamese Government.

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STRAITS SETTLEMENTS.

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SINGAPORE.

The trade at Tanjong Pagar seems increasing at a rate hardly anticipated. A large proportion of the vessels visiting Singapore now discharge at the wharves adjoining the Victoria Dock. During the year 1869 no less than 336 ships were alongside, with a register tonnage of 189,859 tons. The amount of cargo passed over the wharf was 57,054 tons, and of coals 54,501 tons; total, 111,555 tons. In October next the first issue of the company's debentures falls due, and a fresh issue will be made, bearing interest at seven per cent. The amount ($200,000) is already nearly subscribed for. The investment, we believe, has been a favourite one for trustees, as the debentures constitute an actual mortgage on a most valuable and increasing property.

The Criminal Session, which opened on the 3rd ult., closed again on the 14th. Most of the cases were of an unimportant character. There was one of murder, in which the prisoner, a lascar, was found guilty and sentenced to death; the day for the execution has not yet been named. There has since been a case which will possess more than usual interest, the prisoner being a European. It appears that a Captain Warnkis, master of the North German barque *Marie and Helene*, had a dispute with the second officer, his brother, and in a moment of passion picked up, as he says, a stick of wood, others say a hammer, and threw at him. The second officer avoided the blow, and the instrument struck a Chinese boy, some five or six years old, the son of a passenger, on the head, fracturing the skull. The child died in hospital from the effects of the blow. The coroner's jury returned a verdict of manslaughter, but the magistrate, on going into the case, committed the captain to answer the capital charge of murder.

At Sarawak the usual routine has been somewhat enlivened by the return of the Rajah, Sir Charles Brooke, with the "Ranee," Lady Brooke. The occasion was made one of great rejoicing, the Rajah and Ranee being received in right princely style, conducted under triumphal arches and through canopied streets, amid the booming of guns, the deafening roar of crackers, and the cheers of the natives. The scene was a very enlivening one, and likely to impress the Rajah and his lady very favourably with the loyalty and devotion of their subjects.

Commercial Report.

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The present mail brings only two days' later news from China, Java, and Singapore; there is consequently nothing to add to our last reports from those places. The Japan market information comes via San Francisco.

IMPORTS.

HIOGO AND OSAKA.—The market for foreign manufactures continued in a depressed state, and prices generally had had a weakening tendency, notwithstanding a somewhat higher rate of exchange. Grey Shirtings were in very moderate demand at the rates quoted. Cotton Yarn has been imported somewhat largely from Yokobama, on both native and foreign account, and quotations were nominal. Turkey Red Cloth was still saleable at a slight reduction, being in better supply. Black Velvets, comparatively neglected, and declining. Victoria Lawns were scarce and in active demand. Black Camlets had been sold to a limited extent, and the market was tolerably firm. Scarlet and Orange were still asked for. Plain and Figured Orleans in moderate demand. Mousselines de Laine, lower. Black Cloth, best quality only saleable. Blankets had been inquired for again, but no business of importance was reported. Nail Rod Iron had attracted somewhat more attention. Quotations (in rios):—Cotton Yarn, Nos. 16 to 24, per bale, $160 to 162; 28 to 32, $168 to 170; 38 to 42, $185 to 190; G. E. Grey Shirtings, 7 lbs., 39½ yds. 39 in., per $2.75; 8¼ to 8½ lbs., ditto, $3.12 to 3.18; 9 lbs., 38½ yds. 44 in., $3.37; G. E. White Shirtings, 56 to 60 reed, $3.25; 64 to 72 reed, $3.50; T-Cloths, 6 to 7 lbs., $2.25 to 2.37; Handkerchiefs, assorted, per dozen, $0.65 to 0.75; Brocades and Spots, White, per piece, $2.50 to 3; Dyed, $3.25 to 4.25; Chintz, Assorted, 24 yds. 30 in., $2.25 to 3.75; Turkey, Red Cambrics, 8lbs., $8 to 3.25; Velvets, Black, $9 to 9.12; Victoria Lawns, 1.25 to 1.50; Taffacheless, Double Warp, 12 yds. 43 in., $2.50 to 2.81; ditto, Single, $2.25; Camlets, SS, Scarlet, per piece, $16.25 to 16.50; ditto, Black, $12.75 to 13.00; Iron, Bars, per picul, $2.75 to 3; Nail Rod, 2.75 $2.75 to 3; Hoop, 2.75 to 3; Lead, 6.25 to 6.37.

YOKOHAMA.—The market had been very dull throughout the fortnight, the only article for which any demand had existed had been Cotton Yarn, but the transactions in this although of fair extent had only been effected at a decline on previous prices. Shirtings were neglected and lower, while other Cotton goods and all Woollens were greatly depressed. Quotations:—G. E. Grey Shirtings, 7 lbs., per piece, $2.75 to 2.77½; ditto, 8¼ to 8½ lbs., $2.95 to 2.97½; ditto, 9 to 9½ lbs., $3.40; G. E. White Shirtings, 56 to 60 reed, $2.65 to 2.85; do., 64 to 72 reed, $2.90 to 3.05; T-Cloths, 6 to 7 lbs., $1.90 to 2.25; Brocades and Spots, White, $2.90 to 3; do., dyed, $3.75 to 4; Chintz, Assorted, $2 to 2.50; Handkerchiefs, per dozen, $0.65 to 1.10; Turkey Red Shirtings, per piece, $3.00 to 3.10; Taffachelass, $2.30 to 3.25; Velvets, Black, $8 25 to 9.50; Cotton Yarn, No. 16 to 24, $50.50 to 51.50; ditto, No. 28 to 32, $50.50 to 51.50; ditto, No. 38 to 42, $56 to 57; Alpaca, 42 yards, $7 to 8; Camlets, S and BBB, $13.50 to 14.50; ditto, SS, $13 to 13.50; do., SSS, $9.50 to 10.50; Cloth, Medium and Broad, $0.80 to 1.60 per yard; Lastings, per piece, $12 to 13.50; Long Ells, Assorted, $8 to 8.75; Orleans and Lustres, Plain, $875 to 4.25; do., Figured, $3.50 to 4.25; Lead, per picul, $5.75 to 6.25; Iron, Nail Rod, $2.70 to 3.60.

EXPORTS.

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TEA.

HIOGO AND OSAKA.—Since the last report about 1,000 piculs had been settled, at fully former rates. Owing to the low stock and high prices ruling in Yokohama, many teamen preferred shipping to that port to realising here. The increased value of native currency tended to curtail business. About 600 piculs had gone forward on native account. Arrivals had come forward freely, amounting to about 2,000 piculs. Stocks estimated at 1,500 piculs. Quotations:—Common, Rios 16 to 20 per picul; Good Common, Rios 21 to 25; Medium, Rios 26 to 34; Good Medium, Rios 35 to 39; Fine, Rios 39 to 45; Finest and Choice, Rios 46 and upwards.

YOKOHAMA.—During the fortnight business in this market had continued quiet, and settlements did not amount to more than 500 piculs, making total settlements since the last American mail about 1,100 piculs. Prices had ruled on the whole a little easier, and quotations for medium and fine grades were lower. Supplies principally from Hiogo had come forward rather more freely than usual at the time of the year, and stocks consequently were somewhat increased. The Charles C. Leary, for New York, had not sailed; no other vessel had been laid on. Quotations:—Common, $24 to 26 per picul, nominal; good common, $27 to 29 per picul, nominal; medium, $31 to 33 per picul; good medium, $35 to 37 per picul; fine, $38 to 41 per picul; finest, nominal, $43 to 46 per picul; choice, nominal, $47 to 50.

SILK.

HIOGO AND OSAKA.—During the month a fair business had been done in Silk, settlements being estimated at 170 bales of 80 catties. Prices had experienced a considerable advance, as the quotations show, and at which Silkmen were very firm in their demands. Rates in the interior for native use were fully on a par with quotations ruling at this port. Quotations:—Hanks: Fine, 780 to 800 rios per picul; Medium, 730 to 770 rios. Idah: Fine, 830 to 850 rios; Medium, 750 to 800 rios. Sodai: Fine, 740 to 770 rios; Medium, 700 to 730. Itchisen: Fine, 700 to 730 rios; Medium, 650 to 680 rios; Common, 550 to 620 rios. Oshiu, Hamatki: Inferior, 660 to 700 rios.

YOKOHAMA.—The state of the market had undergone scarcely any change during the fortnight; coarse Oshus and Taysaam sorts formed the bulk of settlements, as Hanks appeared to be almost exhausted, and were only offering in small and mostly inferior parcels. Settlements (excluding those for the present French mail) amounted to 500 bales. Quotations were unaltered. Supplies had been moderate, but stocks were rather less than last reported. Quotations:—Mybash and Sinchu Hanks: Best, 35s. to 36s. 6d.; Medium, 30s. 8d. to 33s. 5d.; Inferior, 26s. 10d. to 29s. 5d. Oshu: Extra, 38s. to 39s. 7d.; Best, 34s. 7d. to 36s. 6d.; Medium, 31s. 10d. to 33s. 9d.; Inferior, 26s. 10d. to 29s. 7d. Sodai: Medium, 28s. 9d. to 30s. 4d. Etchesen: Medium, 26s. 10d. to 28s. 9d.; Inferior, 24s. 2d. to 26s. 1d. Mashta: Best, 26s. 10d. to 28s. 9d.; Inferior, 23s. 11d. to 26s. 2d.

SETTLEMENTS OF TEA AT SHANGHAI.

From 1st June to 10th April, Season 1869 to 1870.

BUYER.	BLACK. Chests.	Re-shipments. Chests.	GREEN. ½-Chests.	Re-shipments. ½-Chests.
Adamson, Bell, and Co.	15,184	6,890	80,811	1,268
Ashton and Co.	—	1,519	—	—
Birley, Worthington, and Co.	86,667	2,309	29,269	4,744
Blain and Co.	23,147	5,630	7,235	1,725
Blum Bros. and Co.	1,320	—	9,068	—
Bourjau, Hubener, and Co.	644	2,458	524	—
Brand, Monro, and Co.	7,777	—	—	—
Bull, Purdon, and Co.	6,434	529	673	—
Butterfield and Swire	15,442	4,468	496	—
Chapman, King, and Co.	6,653	596	901	—
Dent, Alfred	2,722	14,172	—	—
Dickinson and Co.	1,247	992	—	—
Frazar and Co.	—	—	5,300	—
Gibb, Livingston, and Co.	1,135	7,122	10,285	686
Gilman and Co.	17,181	3,396	34,023	—
Glover, Dow, and Co.	12,796	1,932	3,277	1,419
Hargreaves and Co.	375	—	728	—
Heard, Augustine, and Co.	16,260	2,776	43,576	834
Hogg Brothers	12,423	6,015	3,224	—
Holliday, Wise and Co.	202	2,024	2,477	—
Jardine, Matheson, and Co.	9,640	3,636	12,923	4,306
Jarvie, J., and Co.	—	—	—	—
Lent and Co.	14,535	798	12,210	—
Little and Co.	6,499	634	58,002	—
Olyphant and Co.	2,976	607	65,547	3,149
Osborne and Co.	8,638	458	7,584	7,839
Overbeck and Co.	50,090	3,769	1,298	578
Overweg and Co.	18,259	6,833	—	—
Petrocochino and Co.	14,701	—	11,584	—
Pustau and Co.	820	—	—	—
Reid and Co.	13,104	3,800	14,799	676
Reiss and Co.	1,482	4,297	—	—
Rothwell and Co.	11,939	1,000	2,911	981
Russell and Co.	494	3,076	25,781	811
Sassoon, David, Sons, and Co.	496	3,073	—	—
Shaw Brothers and Co.	4,109	—	5,035	—
Siemssen and Co.	970	—	—	—
Smith, Archer, and Co.	—	—	13,069	—
Tate, J. P., Esq.	18,020	—	6,401	—
Thorne Brothers and Co.	12,581	10,838	15,484	1,329
Turner and Co.	—	8,675	—	—
Weston and Co.	6,529	5,687	1,417	766
By Sundries	35,407	7,278	4,472	—
	412,010	131,235	438,555	29,806

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EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Hiogo and Osaka ...	4s. 5½d.	4s. 6¾d.	4s. 7d.
Yokohama, 6 m. s. ...	4s. 6¼d.	4s. 6¾d.	4s. 6¾d.
Shanghai ,, ,, ...	—	—	—
Canton ,, ,,	—	—	—
Hong Kong ,, ,,	—	—	—
Macao ,, ,,	—	—	—
Singapore ,, ,, ...	—	—	—
Manila ,, ,, ...	—	—	—
Colombo ,, ,, ...	—	—	—

By telegrama, dated Hong Kong May 12, and Shanghai May 14, we have the following:—Six months' Bank bills, Hong Kong, 4s. 6d.; Shanghai, 5s. 11¼d.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd.
Shanghai Dock Company ...	500 ...	500 ..	95 ...	None.
Shanghai Gas Company ...	100 ...	100 ...	15pm....	None.
Shanghai S.N. Company ...	100 ...	100 ...	8pm....	12p.c.
S. Tug and Lighter Company ...	850 ...	850 ...	800 ...	None.
French Gas Company	50 ...	50 ...	40 ...	,,
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$175 ...	12 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls.200 ...	Tls.200 ...	6 p.c.
North China Steamer Company	500 ...	500 ...	800 ...	20 p.c.
Union S.N. Company	100 ...	100 ...	90 ...	15 p.c.
Yangtze Insce. Association ...	500 ...	500 ...	620 ...	10 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,000 ...	$500
China Traders' Co. (Limited) ...	5,000 ...	1,000 ...	— ...	400

LIST OF SILK SHIPPERS AT SHANGHAI.

From 1st June, 1869, to 10th April, 1870.

	Bales.		Bales.
Adamson, Bell, and Co. ...	70	Hogg Bros.	765
Barnet and Co. ...	2,286	Holliday, Wise, and Co. ...	10
Birley, Worthington, and Co.	1,904	Jardine, Matheson, and Co. ...	792
W. Birt	114	Jarvie, John, and Co....	1,696
Bland, J.	320	Meynard and Co.	20
Blum Bros.	285	Milsom and Tod	906
Borneo Company	100	Nachtrieb, A., and Co. ...	927
Borntraeger and Co.	545	Parsees	87
Bourjau, Hubener, and Co. ...	227	Pustau, Wm., and Co. ...	164
Bovet Bros. and Co.	731	Reid and Co.	54
Bower, Hanbury, and Co.	1,782	Reiss and Co.	178
Brand, Monro, and Co.	3,824	Russell and Co. ...	2,350
Bradwell, Bloor, and Co. ...	23	Remé, Wm. and Co.	773
Bull, Purdon, and Co. ...	8	Sassoon, David, Sons, and Co.	232
Carter and Co. ...	1,714	Sassoon and Co., E.D. ...	46
Chapman, King and Co. ...	512	Sayn, H.	113
Chinese	122	Scheibler, Matthai, and Co.	1,062
Coutts and Co.	116	Seare, Essex, and Co. ...	396
Cumine and Co.	499	Shaw Bros. and Co ...	1,017
Dickinson and Co.	213	Siemssen and Co.	954
Fogg and Co.	67	Skeggs and Co. ...	1,689
Framjee, Hormusjee, and Co.	50	Smith, Archer, and Co. ...	244
Gamwell, F. R. ...	1,359	Textor and Co. ...	1,410
Gibb, Livingston, and Co.	1,536	Thorne Bros. and Co. ...	949
Gilman and Co.	993	Trautmann and Co.	269
Glover, Dow, and Co. ...	204	Westall, Brand, and Co. ...	181
Gutschow and Co.	241	Sundries	2,082
Heard, Augustine, and Co. ...	741		
Helbling and Co.	866	Total bales ...	40,768

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, April 14, Blackwatch (reported by telegram).

At HIOGO.—From Cardiff, April 6, Bengal.

At SHANGHAI.—From London, Whiteadder (reported by telegram).

At HONGKONG.—From London, Burdwan, Lily of Devon, Eastern Isles (reported by telegram).

The Norwegian ship Lydia, Captain Larsen, from Manila and Zebu, for Liverpool, with a cargo of sugar, and upon which eighty guineas has been asked and paid for insurances, has been reported in safety at Banjoewangie, in Java. She had been 209 days in the China Sea without having been heard of. She left Banjoewangie on the 5th of March last, and may be expected to arrive in about three weeks.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

KALTENBACH—On the 25th March, at Brunoy (Seine and Oise), the wife of G. Kaltenbach, Esq., of Saigon, of a son.

WOOLLAN—On the 5th April, at Yokohama, Mrs. Woollan, of a son.

DEATHS.

BARNETT—On the 8th April, at Yokohama, Japan, Captain Barnett, 1st Battalion. 10th Regiment, aged 29 years.

LINKLATER—On the 27th May, at Toulon, John Linklater, Esq., of 18, Queen's-gate-place, South Kensington, and 7, Walbrook, aged 53 years.

MACCARTHY—On the 31st ult., at Bonn, Sophia Brunel MacCarthy, widow of Sir Charles Justin MacCarthy, Governor of Ceylon, eldest daughter of the late Sir Benjamin Hawes, K.C.B.

MASLIN—On the 6th April, at Yokohama, on board P.M.S.S. steamer *Costa Rica*, of intermittent fever, Joseph Maslin, of New York, aged 50.

SCHWABE—On the 28th May, at Oakend, Cheetham-hill, Manchester, of rheumatic fever, Sophia, the beloved wife of Edmund Salis Schwabe, Esq., aged 27.

WINN—On the 13th April, at Yokohama, of consumption, John Ashton Winn, aged 24.

COMMERCIAL POSTSCRIPT.

The directors of Hooper's Telegraph Works (Limited) have issued their report. It states that the first section, consisting of 1,098 miles of the China Cable, manufactured for the Great Northern Telegraph (China and Japan Extension) Company, has been completed, and paid for according to agreement, and is now being delivered to the company, by which it will be laid between Hong Kong and Shanghai during the autumn. The manufacture of the remaining 1,198 miles, being the second section for submersion between Possiet Bay and Shanghai, will be completed before the end of the year. Out of the profits already earned, after writing off the whole of the preliminary expenses, the directors recommend payment of an *ad interim* dividend, free of income-tax, of 5s. per share, being at the rate of 15 per cent. per annum on the average capital paid up to the 30th June. It is proposed that the call of £3 per share, which by the articles of association is payable on the 1st August, shall be deferred. The report also states that additional premises at West Ham, with extensive plant and machinery for insulating purposes, have been secured on advantageous terms.

The resolution passed at the meeting of tea-importers alluded to in our Commercial Article, abolishing the system of allowing 1 lb. draft on each chest, has been agreed to by the importing houses.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—June 1, off Dungeness, from Java, for Rotterdam, Noach III.; 4, at Falmouth, from Bangkok, Krimpen a.d. Lek; September 3, at Liverpool, from Singapore, Mary Spencer; 6, at Deal, from Bangkok, Emerald; 5, at London, from Bangkok, Scorfell.

DEPARTURES.—June 2, from Glasgow, for Singapore, Janet, Ferguson;—from Amsterdam, for Sourabaya, Henrietta Geertruida; 4, from Sunderland, for Batavia, St. Antoine; 3, from Liverpool, for Singapore, China, &c. (via Suez Canal), Hipparrehus (str.).

LAID ON.—At London, for Singapore, Belle of Southesk; at Liverpool, for Singapore, Mount Vernon; at Glasgow, for Singapore, Nola.

SPOKEN.—Mathilde Victoria, Manilla to Falmouth, *April 29, 4 N.*, 24 W.; Solent (ship), Macao to London, May 2, 5 S., 19 W.; Bertie, Cardiff to Singapore, March 10, 35 S., 17 W.; Eugene, Louise, Cardiff to Singapore, April 8, 2 N., 24 W.; Haworth Castle, Sunderland to Shanghai, April 15, 4 N., 23 W.; Nestor (Dutch ship), Cardiff to Batavia, 45 days out, April 25, 25 S., 28 W.; New Brunswick (?), (French barque), Cardiff to Galle, 38 days out, May 6, 3 N., 28 W.; Oceania, Cardiff to Galle, March 15, 38 S., 8 W.; A full-rigged ship, Singapore to London, May 25, 44 N., 26 W.; Lizzie Iredale (barque), London to Shanghai, May 5, 1 N., 24 W.

CASUALTIES.—Advices from Mauritius, dated May 5, state that the Jacques Seurin, Martin, from Saigon, to Bordeaux, called at the Bell Buoy, April 26, to effect some necessary repairs, and, after completing them, proceeded April 30.

CHINA AND JAPAN LOCAL MAILS.

The Postmaster-general of Hong Kong, in his last report, found occasion to lament a falling off in the receipts of the English post-office from local postages, owing in a great measure to the competition of the American (Pacific) steamers. An official document recently issued by the United States postal authorities inaugurates a considerable reduction in the rates of postage to be charged on correspondence, &c., caused by American vessels between ports in China and Japan, and unless Mr. Mitchell is content to see a further decrease in this particular branch of his revenue, it behoves him promptly to effect a corresponding reduction in the rates charged by his department, which are at present far in excess of the American scale. We hope soon to hear that he has arranged with the United States authorities to put English mails on American steamers, giving Americans in return the privilege of using English mail steamers. The document alluded to runs as follows:—

The U.S. Postmaster-General, deeming it advisable, as a means of promoting commercial intercourse with Japan and China, to establish cheap rates of ocean postage on the correspondence transported between the Japan ports of Yokohama, Hiogo, and Nagasaki, and between said ports and the port of Shanghai (China), by the United States mail steamers, of branch line, between Yokohama and Shanghai, has ordered that on and after the 1st of April, 1870, the sea postage on letters and other mail matter originating in Japan or China, and conveyed by said United States mail steamers between ports of Japan and Shanghai, or between the ports of Japan, should be as follows, viz.:—

1. Between ports of Japan and Shanghai. For letters, six cents per each single rate of half an ounce or under. For newspapers and prices current, two cents each; and for other printed matter, two cents per each four ounces or fraction of four ounces.

2. Between the Japan ports of Yokohama, Hiogo, and Nagasaki. For letters, three cents per each single rate of half an ounce or under. For newspapers and prices current, two cents each, and for other printed matter, two cents per each four ounces or fraction of four ounces.

These rates of sea postage must be prepaid by United States postage stamps.

In our last news from Hong Kong we noticed the piratical attack on the *Gazelle*. Our Hamburg correspondent tells us that the captain of the North German frigatte *Hertha* caught the pirates, and hung them at the yard arm.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, May 31.

The Reichstag or Federal Parliament was closed on the 26th inst. by the King of Prussia in person, in the presence of the Court, the chief officers of State, several representatives of foreign Governments, and about a hundred and fifty members of the German Parliament. The King, who was looking remarkably well, and appeared to be in excellent spirits, wore the uniform of the 2nd Foot Guards; and the Crown Prince, who has returned from the Baths of Carlsbad, which are said to have completely restored his health, wore also the uniform of an officer of the Guards. Count Bismark, who stood at the side of the King, wore his favourite white uniform of the Cuirassier Regiment, of which he is colonel, and looked very stately, and also in good health. The Speech from the Throne recapitulates the business of the Session, and thanks the members for the patriotism they have evinced by sacrificing in many cases their personal feelings and convictions for the good of the country and the more complete unity of Germany. This refers more particularly to capital punishment, which is not to be abolished after all. On the third reading of the Criminal Code Bill, after a powerful speech from Count Bismark, in which he pointed out that the Governments could not consent to the abolition of death punishments, as it would separate the Germans into two classes, whereas they ought to do all in their power to accomplish the unity of their Fatherland, which was, and always had been, the leading thought of his ambition and policy, the House divided, on the 22nd instant, when the former decision was reversed, and the punishment of death reinstated by 127 to 119 votes. The three members for Hamburg voted in the minority, whilst Herr Meier, the member for Bremen, who at the second reading of the Bill had voted for the abolition, was persuaded by Bismark's arguments and eloquence, and voted in the majority, which included also Prince Albrecht of Prussia, the Duke of Ratibor, Count Eulenburg, the Duke of Ujest, and most of the Conservatives. An amendment or compromise was moved by Herr Plank, to let capital punishment in those States where it is no longer in force remain so, and wherever death is mentioned in the statute to substitute for those countries imprisonment for life with hard labour, and to give other States the faculty of doing so by special enactments of their own several Legislative Bodies. Another amendment, moved by Kardoff and the free Conservative party, for declaring murder and attempted murder of the President of the Confederation or the Sovereign of any one of the Federal States to be high treason, and punishable with death, was passed by 128 to 107, but it is now superseded by the original clause, which had provided for it in text of the Bill, and it is therefore now reinstated by the division on the third reading. Before closing, Herr Simson, the President, gave a *résumé* of the business they had got through during the Session. It includes thirty-five legislative enactments, of which twenty-two were Bills that have now become law, and seven ratifications of treaties, including that with England for the reduction of the rates of postage; 306 petitions had been received. In the debate on the Bill for the abolition of the Elbe tolls and free navigation of that river, which takes its rise in the Giants' Mountains in Bohemia, and traverses the whole breadth of Germany, some difficulty was experienced by the tenacity of Mecklenburg, which demanded $1,250,000 compensation; but the House agreed to pay that Government a million dollars, in half-yearly instalments extending over twenty years. The claim of Lauenburg (which is not yet fully incorporated with Russia, but still retains its own separate finances) for a compensation of $36,000 was simply negatived without a division. Some alterations had to be made in the Budget, Government requiring a vote of $157.000 for the purchase of a house at Berlin, and fitting it up in a suitable manner for the Naval Ministry; but the vote was disallowed, though, on the other hand, they granted the 600,000 dollars asked for to build a hospital and barracks at the new Naval Arsenal at Wilhelmshaven.

Despatches have been received from Hong Kong announcing the vindication of the honour of the German flag. It appears that a North German brig, the *Gazelle*, of Apenrade, Captain Green, was attacked and plundered by Chinese pirates on the 26th of March last, whilst on the voyage from Chefoo to Newchwang, and about sixty miles from Hong Kong. The crew were dreadfully ill-treated and mutilated by the pirates, but eventually allowed to escape with nothing but their lives. The North German corvette *Hertha* immediately got up steam and went in pursuit of the pirates, whom they were fortunate enough to capture, and returned with the junk in tow. Instead of entering the port of Hong Kong, where the commander would have been obliged to deliver up the prisoners to the British authorities, the captain of the *Hertha* sent a boat ashore for the German Consul, who, on his arrival on board, tried the prisoners for piracy, and, the facts being proved, they were sentenced to death and hung at the yard-arm. The *Hertha* then proceeded to Shanghai *en route* for Yokohama.

H.B.M.'s Minister Resident in this city, Mr. John Ward, has delivered to the Senate, in the name and by directions of the British Government, a telescope to be given to Captain Wesenberg, of the Hamburg barque *Bonito*, in acknowledgment of his humane conduct in saving the lives of the chief mate and five of the crew of the English ship *Inarine*, wrecked in October last in the China Sea.

Count Bismark, in his capacity of Chancellor of the North German Confederation, has invited the Senates of Hamburg and Bremen to propose some means of preventing North German vessels in the Far East from being overcrowded by Chinese emigrants and workmen. The reason for taking this step is based on the report of the North German Consul at Singapore, stating that within a few weeks two such vessels—one of them with nine hundred Chinese on board—have been totally lost. It will be very difficult to prevent the evil by authority, as neither the shipping port nor that of the vessel's destination are situated in countries under European jurisdiction.

Count von Beust, the Chancellor of the Austrian Monarchy, has just received the distressing intelligence of the death of his eldest son at Honolulu of virulent fever. He was formerly officer in a cavalry regiment at Vienna, but exchanged into the marines to take part in the Austrian Expedition to the Far East.

COMMERCIAL.

The late large arrivals of Cassia Lignea have thrown a dulness over the market, and caused a depression in the prices, the present quotations being 11¾ sch. bco. to 12 sch. bco. per lb. On the other hand, Pepper is in good request, and the transactions have been extensive, full values being easily obtained, and the market appears to be looking up. Very large quantities of Spelter have come to hand, and prices are lower; the only sale recorded was that of 3,000 centners at 12 mks. 6½ sch. bco., since which the market has become firmer, and 12 mks. 10 sch. bco, is demanded, but at that figure no business has been done. The prices of Tea are rather in favour of buyers, Souchong of fine quality being alone able to maintain its position. The following were sold by private contract:—101 packages Kaisow Congou, 356/4 and 905/8 chests Moning Congou, and 258/8 chests Souchong. The cargo of the Esmeralda, from Canton and Hong Kong, consists of 3,000 chests Cassia Lignea, 405 chests of Ginger, and 1,580 chests of Tea. The Guaymas has brought 2,282 chests Cassia Lignea, 80 bales Cinnamon, 200 chests Cassia Flores, 20 chests Cassia Oil, 44 chests Oil of Starannis, and 256 cases of preserves. The Humboldt, from Batavia, 2,000 Buffalo Hides, 60,000 bundles Rattans, and 1,512 kranjangs Sugar. The Scharnhorst, from Samarang and Passaroeang, 18,096 bags Sugar and 2,000 bundles Rattans.

SHIPPING.

ARRIVED.—Esmeralda, from Canton and Hong Kong; Scharnhorst and Humboldt, for Java; Joseph Hambro, from Foochow.

SAILED.—Oscar Mooyer and Civiale, to Singapore; G. F. Vorwerk, to Shanghai.

THE following has been issued for publication by the Lords Commissioners of the Admiralty:—"Information has been received at the Admiralty that Her Majesty's ship Rinaldo returned to Hong Kong on the 15th of April last with the master and crew of the barque Renown, lost on the Pellew Islands. The shipwrecked men had been fifty-three days on the islands, and were taken on board the Rinaldo on the 2nd of April. The natives had treated them with the greatest possible kindness and hospitality during the whole of the time, and the Commander of the Rinaldo had received the King of Corror and his chiefs on board, and expressed to him the satisfaction with which Her Majesty's Government would receive this intelligence, making him at the same time a present of various articles of clothing, tobacco, &c., from the ship's stores."

ADULTERATED TEA.—The *Food Journal* remarks that the trade in the lowest class of adulterated tea still continues; and this month Dr. Muter reports that there have been no less than eighty chests exposed for sale, of which he produced samples. This so-called tea consisted of a variety of rubbish, and is being sold for 2¾d. per lb. It yielded an ash amounting to 22·86 per cent., consisting chiefly of iron filings, and under the microscope presented the structures of many foreign vegetable matters. But the worst sample which came under his notice was a green tea from India, highly faced, and yielding an ash containing a quantity of copper.

THE opening of the Pacific Railroad has rendered desirable some American Custom-house regulation by which goods can be transported across the Continent in bond. For this purpose Senator Cassedy, of California, has introduced a Bill into the Senate providing that merchandise arriving from foreign countries at American ports, which is shown by the manifest of the importing vessel to be destined for a collection district more interior than the port of original importation, or for a place in Europe, Australia, or Asia, *via* the United States, may be immediately conveyed to the destination in bond by any railroad, steamship, or transportation company, properly bonded. This, when it becomes law, will greatly facilitate trans-continental trade.

NOTICE is given that the distribution of the proceeds of the cargo of a junk captured on the 27th of June, 1867, by Her Majesty's gunboats Havock and Bouncer will commence on the 7th of June in the Prize Branch of the Department of the "Accountant-General of the Navy, Admiralty, Somerset House." The following are the shares due to an individual in the several classes:—Lieutenant commanding, £6 1s. 4d.; fourth class, £4 11s. 6d.; fifth class, £2 14s. 10d.; sixth class, £2 5s. 9d.; seventh class, £1 12s. 1d.; eighth class, 18s. 4d.; ninth class, 9s. 1d.; tenth class, 4s. 6d.

TEA CARGOES AFLOAT.—Sailed, Jan. 19, Callisto, from Shanghai, 555,000 lbs.; March 2, Solent, from Canton, 1,008,000 lbs.; March 10, Londoun Castle, from Shanghai, 959,000 lbs.; March 14, Dartmouth, from Shanghai, 837,000 lbs.; April 4, Clymene, from Canton, 716,000 lbs.; April 9, Shakspeare, from Shanghai, 573,000 lbs.

WE are glad to find that the home representatives of the Missionary bodies are at length waking up to a sense of the responsibility which devolves upon them of bringing facts concerning missionary enterprise in China to the knowledge of their readers. One of their ablest organs, the *Christian World*, has an article upon Chinese attacks upon Christians, which is evidently written by some one who has been in China, and practically acquainted with the subject.

THE College at Peking, says the *Athenæum*, is still in trouble. It is now M. Lepissier, the Professor of French, who is dismissed, because he required to be directly under the Chinese authorities instead of under Mr. Hart, the Principal.

A TELEGRAM received from Washington says:—The Senate Committee on Foreign Relations has reported in favour of the Bill for the establishment of a telegraph cable between California and China.

THE June number of the *Fortnightly Review* contains the first of a series of "Tales of Old Japan," by Mr. A. B. Mitford.

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The "LONDON AND CHINA TELEGRAPH" is published on the arrival of the fortnightly English mail, and the monthly French mail. Subscription, 30s. per annum; with Export Supplement, £2 2s.

The "LONDON AND CHINA EXPRESS" is published on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, 54s. per annum; with Export Supplement, 66s.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, JUNE 6, 1870.

TROUBLES IN JAPAN.

IT would not by any means be safe to accept the fact that Japan has come into the European money market in the capacity of a borrower, as a guarantee that our future relations with her must necessarily be peaceful and satisfactory. No doubt the success with which their first loan has been negotiated will act as a powerful inducement to the Government of Japan to avoid for the future any hostile act or breach of faith calculated to frighten, if not to kill, the goose that so readily lays them golden eggs; for they are likely to want a good deal more English money before all their contemplated reforms and improvements are completed. The MIKADO and his Ministers it must be owned have acted sensibly, and even handsomely, in their reception of the Duke of EDINBURGH, and in all other matters have exhibited a desire to cement friendly relations with Great Britain. As far as the rulers *de jure* of the country are concerned, we have apparently no cause for dissatisfaction, but unhappily they do not seem as yet to be rulers *de facto;* otherwise we should not still be kept in anxious apprehension of further troubles by frequent reports of outrages on foreigners. The rumour which reached us lately by telegraph of the assassination of the United States Consul at Yedo turns out after all not to have been entirely devoid of foundation. Major SHEPARD providentially was not killed, but had a narrow escape of being murdered in his bed. Very shortly before this the French Legation was threatened with an attack; and our Nagasaki correspondence by last mail recounts two hostile demonstrations against foreigners, one of them an attempt by a *Yakonin* to cut down two English naval officers, and the other a similar unprovoked attack on two gentlemen residing at Desima. The prevailing impression among foreigners in Japan—and we cannot for a moment doubt its correctness—is that the anti-foreign party, though less powerful than formerly is by no means extinct, and hopes still to achieve its cherished object, the expulsion or extermination of foreigners, by involving them in new troubles with the Government. This party not only hates the presence of foreigners, but hates the present rulers of the country for permitting their presence, and could they but provoke a collision, the result, no matter in whose favour, would be gratifying to them. Fortunately, with our more extended knowledge of Japan, these outrages will no longer be supposed to be instigated by the Government, and will not be allowed to disturb the cordiality that now exists.

Another source of anxiety in the present state of Japan is the persecution of the native Christians, which we regret to observe still continues. Shocking stories have reached this country of the cruelties perpetrated by the officials on these harmless and defenceless people, but we have reason to believe that some of these have been greatly exaggerated. A wholesale deportation, such as has avowedly taken place, could not of course be carried into effect without the infliction of much hardship on the subjects of it; but then it must be owned that this deportation is only in accordance with a long established law prohibiting Christianity. If we are to admit China and Japan into the family of nations, and place them in all respects on the same footing as other countries—and this is what the policy of the present Government actually does,—we must acknowledge and respect their laws. It cannot for a moment be denied that the intrigues of the Jesuits in olden times gave the ruling powers grave cause to suspect and dislike Romanism and cognate religions, and the true way of ameliorating the condition of Christians in Japan at the present time would be, not to interfere with the operation of the law when its oppressiveness happens to be more conspicuously exhibited than usual, but to endeavour, by argument and persuasion, to procure the abrogation of the law itself. We believe that if the representatives of the Treaty Powers were to make common cause in endeavouring to convince the Government that the Christianity of the present day is altogether a different thing from what they believe and dread, some measure of success would attend them. But the position is a difficult one. Strong as may be our sympathies with our oppressed co-religionists, we cannot deny the right of a foreign Government to rule its own subjects after its own laws, and any steps on the part of the Treaty Powers that might encourage the native Christians to rebellion would be dangerous in the extreme.

A SLIGHT DISCREPANCY.

WHEN the Prophet JOB uttered his celebrated wish that his enemy would write a book, he did not evidently contemplate the worse fate of furnishing material for a "Blue-book." In the one case a friendly "reader" may point out anachronisms or discrepancies before the page is irrevocably struck off; in the other, composed mainly of letters or *despatches* written at different times and under differing conditions, nothing is done to hide the want of unity or sequence, and our diplomatic employés figure at times in curious positions. Sir RUTHERFORD ALCOCK, K.C.B., is one of those unfortunates who stand convicted out of their own mouths. We subjoin below two quotations from the Blue-book (China, No. 9, 1870), which we very recently reviewed; no comment is necessary:—

Extract from despatch written by Sir R. Alcock, under date July 31, 1869:—

As it is, the men in office equally with the gentry, or those that have retired, and the literati, who are the aspirants—thus comprising, as it were, three generations of educated Chinese—see in missionaries agents of a revolutionary propaganda, and *view them far more in the light of political instruments of encroachment than as teachers of religion. For the latter they would care little, and would leave them unopposed*—p. 5.

Extract from enclosure in a despatch written by Sir R. R. Alcock, under date Oct. 1, 1869:—

I reply that of the existence of a hostile feeling towards them *as missionaries, teachers of a new religion*, and of doctrines subversive of all established order and institutions, the evidences are so abundant and indisputable that I am surprised their production should be challenged. The expulsion of Mr. Taylor and his party was *on purely missionary grounds*. They were plotted against, placarded, reviled, and assailed in that character, *not as foreigners*, &c.—p. 16.

Will Sir RUTHERFORD, or Earl CLARENDON, who finds Sir RUTHERFORD'S arguments "clear and convincing," kindly inform a wondering public which of these two opinions is correct? One or the other must be wrong. What were the F.O. clerks about that they permitted two such contradictory statements to appear in the same Blue-book!

THE CHINESE MISSION.

WE understand that the Chinese Mission will return next month to Peking, having only the Italian and Spanish capitals to visit. What it may or may not do at those Courts cannot be of much importance, and the Mission may be regarded as being virtually at an end. But it seems to us that an important question arises as to the position of Mr. MCLEAVY BROWN, who at present officiates as the head of the so-called "Embassy," and who is still nominally in the employ of Her MAJESTY'S Government. After holding for five years a confidential position at Peking as Assistant Chinese Secretary in the British Legation, and as private secretary to the Minister, being of course fully versed in the correspondence and intentions of the English Government, he is allowed to enter the service of the Chinese (drawing a handsome salary from them besides retaining his position in the service of the Foreign-office), and employs himself in furthering a movement which has certainly been inimical and damaging to British interests in China. After the revelations that have been made, his return to his

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former post, or any position of confidence in the British Legation, would, for obvious reasons, be unreasonable. Neither would it be fair to those below him in the service, who would have grave reason to complain, were one who has temporarily abandoned it for Chinese employ to be reinstated into his former position over their heads. Mr. BROWN should be content to remain in the service of his present masters, who ought to have no hesitation in giving him a suitable post.

THE negotiations with respect to a common action on the part of the British and North-German vessels of war in the Chinese seas against the pirates have, according to a Berlin journal, advanced so far that the Earl of CLARENDON has forwarded a despatch to the English Minister at Peking, advising him to instruct the officers in command of British men-of-war in those waters to act in harmony with the naval forces of other Powers for the suppression of piracy, and first of all to enter into a connection with the naval officers in command of German vessels of war in those parts. The prompt action of the captain of the frigate *Hertha*, in hanging at the yardarm some pirates who had plundered and murdered the crew of the *Gazelle*, will, we fear, be too decisive to suit our present Foreign-office authorities. The captain of an English ship-of-war would run the risk of being hung himself if he ventured on such summary proceedings.

WE understand that Mr. W. H. LAY, now Acting-Consul at Chefoo, will relieve Mr. MONGAN, the Consul at Tientsin, who has obtained leave of absence, and may be expected in England by the next Pacific mail. Mr. MAYERS, the Vice-Consul at Canton, will probably assume the post of Acting-Consul at Chefoo.

THE memorial window to be placed in Hong Kong Cathedral by the trustees of the late DOUGLAS LAPRAIK will be completed by Messrs. LAVERS, BARRAUD, and WEST, of Endell-street, London, and shipped out in the present month.

THE SUEZ CANAL AND WESTERN CHINA.

In a forcibly written letter addressed to all who are interested in the manufacturing industries of Great Britain, and consequently in the development of foreign markets, Captain SPRYE calls special attention to the facilities afforded by the completion of the Suez Canal for the adoption of his long cherished scheme of a trade route from Burmah through Rangoon to Western China. We need not recapitulate Captain SPRYE's arguments to show how large a population of probable consumers of English manufactures the western provinces of China contain, how rich those provinces are in various important natural productions, and consequently how important it is that they should be made more accessible to western commerce. All these are acknowledged truths—the only question is as to the best mode of opening up the desired communication. Captain SPRYE points out, once more, that the survey undertaken by the Indian Government, and stopped half-way, showed, as far as it was allowed to go, that his route was perfectly practicable; that it starts from a British port, and for nearly half its length traverses British territory: and that the route attempted by Captain SLADEN has proved an entire failure, his party having had to return to Bhamó after exploring only 147 miles beyond that place, in a period of seven months. Comparing the only existing route to the West of China—the Yang-tsze-kiang—with that *via* Rangoon, Captain SPRYE shows that from Shanghai to Loo-choo-foo, up the Yang-tsze, the distance is 1,750 miles, while from Rangoon it is but 530. From England, by way of the Suez Canal, the sea voyage and the river transport together are 12,238 miles, while to Rangoon, and thence by rail to the frontier the distance would be 8,360, a difference of 3,878 miles in favour of the latter. Taking these facts in conjunction with the conspicuous failure of the Indian Government to find any route preferable to that projected by him, Captain SPRYE is surely not unreasonable in demanding that the unnecessarily suspended survey of the latter should be properly completed.

ITALY AND JAPAN SILKWORM EGGS.

The Italian Minister of Commerce, in announcing to the Chamber of Commerce of Brescia the terms of the convention respecting foreigners visiting Japan, states that the legation made efforts last year to facilitate the purchase of good silkworm seed in Japan, and obtained authority from the Government of that country to make a scientific excursion into the interior of the silk producing districts; but it was found impossible to obtain any other advantages. The Italian Consul at Yokohama also sends some particulars respecting cards of seed. The eggs, if obtained from cocoons, of which not more than 10 per cent. are attacked by the disease called *ugi*, cost per card about 2s. 4d.; but when the proportion of diseased cocoons rises to 80 per cent. the eggs for each card cost about 21s., the average being about 7s. 8d. at Yokohama; to this must be added Government stamp, transport from the interior, commission, port dues, &c. The demand has caused the average price to rise, loss on exchange included, to 18s. 6d. at Yokohama. The trade in cards of eggs at the other ports open to strangers is very limited, and the seed considered inferior. At Hakodadi cards of bivolting eggs abound, the price varying from 1s. to 5s. At Niegeta which is little frequented, good seed is to be had at 13s. to 12s. Finally, at Hiogo and Nagasaki prices vary from 11s. 6d. for cards of eggs of white quality to 7s. 6d. or 8s. for the annual green variety; in all these cases, however, the transport to the port of shipment must be added.

THE SINGAPORE PETITION.

The Straits Association addressed the following letter to Earl Grey:—

MY LORD,—I am desired by this Association, to whom the petition from Singapore praying for the restoration of judicial independence in that colony was transmitted, to express to your Lordship on behalf of the petitioners as well as of the Association, their sincere thanks for the interest you have been good enough to take in their affairs, and for the able manner in which you defended the dignity and rights of the colonial bench, in the House of Lords.

The Association gratefully recognise in your Lordship's opinion, supported as it proves to be by Her Majesty's Government and the highest judicial authorities, the acknowledgment of the complete independence of colonial judges in the exercise of their judicial office, and in the honest expression of their views on public policy in the Legislative Council; and they conceive from the statement of the Secretary of State, and from the extracts given by him from the memorandum prepared on the subject, that the Government are prepared to approve of the suspension of a judge only in case of his inability to discharge the duties of his office, or in the event of his commission of some grave offence.—I have the honour to be, my Lord, your Lordship's most obedient servant, (Signed) P. F. TIDMAN, Hon. Sec.

REPLY OF EARL GREY.

13, Carlton-house Terrace, May 26, 1870.

DEAR SIR,—I have had the honour of receiving your letter of yesterday, and I have to request that you will return to the members of the Straits Settlements Association, my best thanks for the communication you have made to me on their behalf. It is very gratifying to me to find, that they are satisfied with the manner in which I presented the petition with which I was entrusted, and with the result of the discussion. I trust that after the statement made by Lord Granville on behalf of the Government, no doubt will in future be entertained that the judges in all British colonies hold their offices under conditions, by which the independence it is so necessary they should enjoy, is fully secured. If it were considered desirable that Lord Granville should place the views of the Government on this important subject on record by a formal despatch, I do not suppose that he could have any objections to doing so.—I have the honour to be, dear Sir, faithfully yours, (Signed) GREY.

P. F. Tidman, Esq.

NETHERLANDS-INDIA STEAM COMPANY.

At a meeting of the shareholders in the above company, held on the 27th ult., the report of the directors recommended a dividend of 2½ per cent., making 5 per cent. for the year, carrying forward £220 as the balance of the profit and loss account, after writing off one-tenth of the original amounts of both the steam service contracts and preliminary expenses; also the sum of £962 14s. 6d. from the account for interest paid shareholders prior to the commencement of the service, which closes that account; and the sum of £7,259 10s. for loss on steamers sold. From the same source the directors have likewise appropriated the sum of £24,869 for depreciation of the fleet; but this being considered far from adequate for the purpose, they have increased the amount by a transfer of £21,062 17s. 10d. from the insurance fund account, which has enabled them to write off about 17 per cent. of the original cost of the steamers. The directors are of opinion that a considerable sum is still required to be written off before the vessels can be regarded as standing at their fair values. The steamers sold as above mentioned were the *Padang*, the *Palembang*, the *Menado*, and the *Betsy*. The three first named were part of the fleet of Messrs. Besier and Jonkheim, purchased by this company in 1868, and the hulls of the first two being found too far gone to make it expedient to repair them, they were sold to be broken up. The *Menado* and the *Betsy* were not required for the company's service, and were disposed of upon the best terms obtainable.

The payments during the past year to the Government of Netherlands-India in respect of the loan of fl.1,000,000, or £83,333 6s. 8d., have reduced the balance due to the Government of Netherlands-India by the company to £62,500.

There have been no casualties of any moment among the vessels of the fleet during the year. The steamer *Baron Bentinck* has been lately re-coppered, making the fourth of the composite vessels which has been submitted to that operation. With the exception of the *Singapore* (one of the steamers purchased of Messrs. Besier and Jonkheim), the engines of which are stated to need some repairs, and the *Minister Fransen van de Putte*, which will soon require re-coppering,

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all the vessels of the fleet are reported to be now in good working order, and it is not expected that an extraordinary outlay upon them will be necessary for some time to come.

The directors to retire on this occasion are William Mackinnon, Esq., and H. Oliver Robinson, Esq. Both of them are eligible for re-election. The directors, however, consider that it is only necessary to fill up one of the vacancies.

The director proposed to be left out is Mr. H. O. Robinson, by whom the concession was obtained and the company set going. It is to be presumed that the board, which consists of Messrs. Mc. Kinnon, Guiness, Salmond, W. P. Andrew, and Sir Fred. Arthur, have ideas which are not in accord with Mr. Robinson's, and hence they arbitrarily use a power to expel him. To enter into the merits of the case would be out of the province of a newspaper. Mr. Robinson has addressed a temperate circular to the shareholders, from which we extract the following :—

As the owner of the concession from the Netherlands East India Government, and the vendor of that contract to the present company, it was agreed on my part to accept payment of the purchase money in the shares of the company. It was in the full reliance that I should be allowed to take part in the management of the company's affairs that I consented to the terms of that arrangement, and I now claim, therefore, to be permitted to participate in the direction, as then contemplated by all parties to the agreement, into which I entered upon that understanding. At the present time (including the shares which I subscribed for) I hold the largest stake in the result of the company's operations; and it cannot, I think, be denied that if the election of any director is to be omitted upon the present occasion, it will be unfair and unreasonable that the proposal in question should be applicable to one who holds the largest interest, and who, as the vendor of the contract, has been induced to place himself in that position upon the full faith and reliance that he would be allowed to co-operate as a member of the board of directors in carrying out the contract, which he secured at a cost of years of anxious labour and great pecuniary and personal risk.

Foreign Intelligence.

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HOLLAND.

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(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, June 2.

Our political horizon has been crowded with "black spots;" indeed, a large section of the public believe that the whole Cabinet is on the eve of resigning. The Second Chamber seem decidedly hostile to to the Ministry. The Minister for Foreign Affairs has laid before the members a treaty with some German States embodying such measures as shall tend to protect Dutch salmon-breeding, which, according to the conviction of some naturalists, takes place only in the Rhine. The Germans, who are fond of this fish, wish that the full-grown salmon should not be caught in our rivers, but that opportunity should be given them to reach the Rhine, in order to breed there. The Ministers Roest and Van Bosse defended the treaty, but nevertheless it was outvoted by thirty-four against thirty-one votes. The Minister for Home Affairs has also received the warning of a malcontent Parliament. He asked for a credit of f.10,000, because his Budget Estimate has proved insufficient; but the Chamber only granted half this sum, in order, as was stated, to induce the Minister to adopt economical principles. These two votes have not tended to strengthen the prestige of the Ministry, and of course the Conservative party is upon the *qui vive* to take whatever advantage the situation may present. All their hopes were fixed upon the Sugar Bill. The Liberal papers have been so decidedly hostile towards it, that they expressed the opinion that it would either be outvoted or enormously amended. If this measure had miscarried, of course the Minister for the Colonial Department would have had no option but to resign, and the position of the other Ministers would have been so much the more weakened. This political consideration alone saved the Sugar Bill, which, to the very great astonishment of everyone, was carried by a majority of seven votes (42 against 35). The Conservative party was so certain of success that not a single member on their side said a word against the Bill, with the one exception of Mr. Heemskerk. The opposition came solely from the Liberal side. Messrs. Mirandolle, Fransen van de Putte, De Roo, and Van Houten severely attacked the measure, and a large number of amendments and sub-amendments were proposed and discussed, but were all outvoted, the Government Bill being carried in its original form. This vote will, of course, make a very bad impression in Java, which will be quite justified, because it was not the interest of Java which governed the vote, but the object of saving the Liberal Cabinet. The voting list exhibits the strange evidence that the leaders of the Liberal party voted with the Tories. Forced labour in behalf of the sugar industry will now be maintained till the year 1890!

The India Sugar Bill, as carried by the Second Chamber, is as follows :—

"No new sugar plantations will be laid out by Government order.

"Wherever the cultivation of sugar exists, the Government, as soon as the year 1890, will no longer dispose of any grounds which were cleared by the natives with a view to private use. After the year 1878 there will be a gradual and yearly restriction of the extent of land allotted to the several plantations. Existing claims, of course, are to be respected. The Governor-General will have to observe :—

"That no plantation must be suffered to continue wherever it burdens the natives to a higher extent than the financial interest of the State has a right justly to demand.

"That only one-fifth of the village grounds can be disposed of in behalf of the said plantation, unless some village itself be desirous to depart from this regulation.

"That a just indemnification is due to the natives for any grounds or labour they may have yielded.

"That there be an end, as soon as possible, to the intervention of the Government concerning the village in agreement with the planter of the aforesaid land, sub. 2.

"That the means to work the sugar-cane ought to be proportionate to the amount of the cultivation.

"That no brook or river which is necessary to the agricultural purposes of the population be abducted in order to move the mills or other engines.

"That the planters will have to procure their own labourers for all in and out-door purposes, without the intervention of the Government, unless that intervention prove utterly indispensable.

"That an equitable tax is to be levied from the amount of the free as well as from that of the obligatory cultivation."

Another important question has been decided by the Second Chamber in a more satisfactory manner. After several days' debate they carried, by forty-eight against thirty votes, the Bill to abolish capital punishment. The principal opponents of this measure belonged to the ecclesiastical party—that of Mr. Groen—and they derived their arguments from the Bible, especially from the passage which says, "for all they that take the sword shall perish with the sword." It is remarkable that only one member of the Conservative party opposed the measure. This was Mr. de Brauw, who proposed an amendment that capital punishment should be maintained for the murder of, or for an attempt to murder, the King or any member of the Royal Family, for high treason to the State, and for premeditated murders and parricide. The Chamber however negatived this proposal by a majority of eighteen votes. When the First Chamber—which took recess after having carried some Bills which had previously passed the Second Chamber—will have voted this measure, as undoubtedly it will do, notwithstanding the *fine fleur* of the fanatics, capital punishment will be definitively abolished here, the substituted punishment being imprisonment for from five to twenty years—except for the army, in which capital punishment is to be retained. The Minister of War has, at last, laid before the members his Bill about fortresses, which, however, *does not at all* agree with the wishes of the Liberal party. Enormous sums are asked for the defence of our country, and it seems, moreover, that the plans of the Minister leave much room for criticism. It is not at all improbable that the money will be granted, the fortresses built, and that before many years will have elapsed it will be necessary to replace these fortresses by others. Millions are thus to be thrown away—and they will have to be provided by the Javanese. It may well be wished that we could seek our defence in morality and equity, instead of building fortresses and arming our soldiers with breechloaders.

A law suit now pending before the Amsterdam Court creates the greatest sensation, and forms an eminent contribution to our *histoire scandaleuse*. The question is this. A certain Dr. Elders, brother-in-law to the Minister for the Colonial Department, living at Harlem, signed a document by which he certified that a certain Mr. van Wiersma, living in the neighbourhood of that town, was mad, and that it was therefore necessary to transfer him to the Asylum Meer en Berg. There was, however, a rumour circulating in Harlem that Dr Elders—who is himself married—was on very intimate relations with Mrs. Wiersma, and so the suspicion of the judge who had to sanction the certificate was awakened to the fact that the document might have been given in order that Mr. Elders might feel more at ease in his relations with Mrs. Wiersma. The result was that the authorities laid hold of Dr. Elders, who was accused of having granted a false certificate. The Amsterdam Court has decided that he should be condemned to eight years' imprisonment and two penalties of f.50.

On the 23rd of May the annual meeting of the shareholders of the Rotterdam Bank took place. Mr. F. I. Plate, the President, asked, after having opened the meeting, if any one desired to make any remark upon the printed report, of which you have already published the principal items. One of the shareholders thereupon asked for some information about transactions in Java, especially respecting the mode in which the bank was secured for the claims on the insolvent firm, Van Eck and Co. The president-director, Mr. Muller, gave as much information us he could without prejudicing the interests of the bank, and the meeting was quite satisfied with the communications made. Mr. St. Martin stated that he had asked for them because the bank has now the full confidence of the Bourse, which was not the case under the former managers. Messrs. M. M. de Monchy and H. W. de Critter were elected commissaries. The closing quotation of the shares is 86 per cent.

Mr. C. S. van Heekeren, formerly a partner of the Samarang firm, Van Maanen and Co., and now residing at Maestricht, has published a pamphlet which creates much sensation. Your readers will remember that this gentleman was appointed head agent for Java (of the International Company for Trade and Industry, Rotterdam), and that he was compelled to ask for his dismission, or rather that he was evicted by underhand means. This little book contains the whole history of what has passed between Mr. H. and the managers of the company. The quarrel ended in a verdict of arbitrators being given in favour of the company, and Mr. H., not being content with it, published the pamphlet to clear himself in the eyes of the public. Whether the author will be rehabilitated by it I don't know, but so much is certain, that the company and a great many persons of high standing are injured by the publication.

The Dutch Missionary Society heid its annual meeting some days ago. In the report it is stated that the receipts during the past year amounted to f.27,157.77, and the expenditure to f.27,334.62.

COMMERCIAL.

TEA.—The market is very dull. Yesterday 6,563 chests China were offered at public auction, but only one-fifth sold, viz. :—

Trade mark Kalmaas.	Valuation.	Sold at.
Fine Congou	65c. to 72c.	65c. to 75c.
Superfine Congou	70c. to 72c.	70c. —

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Extra fine Congou	...	72c. to 82c.	...	...	78c. to 87c.
Superfine Kaisow Congou	...	72c. to 85c.	...	...	82c. to 92c.
Extra fine Kaisow Congou	...	78c. to 82c.	...	...	80c. to 92c.
Finest Kaisow Congou	...	80c. to 82c.	...	...	85c. —
Choicest Kaisow Congou	...	100c. to 105c.	...	...	105c. —
Superior Kaisow Congou	...	85c. to 100c.	...	...	95c. to 100c.
Trade mark H. B. T.					
Finest Kaisow Congou	...	75c. to 100c.	...	...	80c. to 91c.

The stock in first hands is now 14,650/4 chests China, and 15,250/4 chests Java.

COFFEE.—The market remains unaltered. Good ordinary Java is still quoted 32½c. to 33c. Good qualities find ready buyers, so that several parcels of private import have changed hands. Greenish quality is worth 31c. to 32c. The total unsold stock is 731,600 b., against 719,600 b. in 1869.

RICE.—Very cold and unfavourable weather has improved prices. At the close of the market, however, there is not so much inclination for business. The stock is as follows:—25,000 b. Table, 9,400 b. Sourabaya Carga, 6,360 b. Necranaie, 11,000 b. Rangoon, and 7,800 mats Saigon.

RAW SUGAR.—The Trading Company sold in auction on the 2'th ultimo, 66,476 mats Java. The greater part realised the valuation and a trifle above, while brown quality was decidedly lower in price, being sold at f.1 under the valuation; the result was that brown sorts were sold at f.3 to f.4, yellow at f.1, and white sorts at f.¼ under March prices. Since the auction the market has been very firm, and only a few private lots have been offered. 1,325 mats Java No. 11, ex Ben Lomond, were sold at f.31½, and 933 mats No. 12, ex Cornelia, at f.32.

SPICES.—Dull. The unsold stock is as follows:—Nutmegs, 1,127 casks; Mace 347 casks; and the stock on warrants, Nutmegs, 2,978 casks; Mace, 136 casks; Cloves, 2,689 casks; Cinnamon, 41 mats.

JAVA TOBACCO.—A good business is doing. The following parcels changed hands by private tender:—1,088 b., trade mark PA/Malang, ex T. D. Marshall; 831 b., trade mark PK/Blitar, ex County of Nairn; 383 b., trade mark PK/Blitar, County of Nairn; 567 b., trade mark C/Blita, ex T. D. Marshall.

TIN.—The market has been very dull, but at the close is somewhat firmer, so that f.78½ is paid for Banca. The total stock is 152,415 slabs Banca, against 135,063 slabs in 1869; and 100 slabs Biliton, against 2,122 slabs in 1869.

RATTANS.—The following transactions are reported:—182 piculs per County of Nairn, 150 piculs ex Jedo, 110 piculs per Graafstroom, 102 piculs ex Hoek van Holland.

PRESERVED GINGER.—305 chests China offered in public auction were partly sold at f.73 to f.78, but the greater part was bought in.

HIDES.—The parcels imported per Copernicus, Nederland and Oranje, County of Sterling, D. T. Marshall, and Imperator II., were offered to-day by private tender and sold.

In the small town of Bodegranen (South Holland) a terrible fire took place to-day. About one hundred houses, churches, town-hall, &c., burnt.

SHIPPING.

ARRIVALS.—May 17, at Texel, from Banjoewangie, Mystic Belle; 22, at Texel, from Batavia, Kosmopoliet; 27, at Texel, from Tjilatjap, Vertrouwen; 31, at Brouwershaven from Batavia, Robertus Hendrikus; from Foochow, Bristow. May 31, at Texel, from Sourabaya, Cornelia; June 1, from Banjoewangie, Hilja,; at Zurikzee, from Batavia, Landbouw.

DEPARTURES.—May 23, from Texel, for Batavia, Bato, Insulinde; for Singapore, Apollonia; 26, from Brouwershaven, for Batavia, Kortenaer; for Sourabaya, Constantia; from Texel, for Batavia, Jacob Roggeveen; for Sourabaya, Henriette Geertruida; 28, from Texel, for Padang, Sirius.

FREIGHTS.—The Trading Company has chartered the following vessels to convey coals from England to Java:—Graafstroom, Maria, Leopold Graaf van Limburg Stirum, Johanna Christina, Ottolina.

PASSENGERS INWARD.—From Java: Per Kosmopoliet, Messrs. de Bruyn and family, Van Casteren and family, v. Schmidt, Janssen, Vermeer, Broese; per Vertrouwen, Mr. J. H. Flint, Mr. A. van der Lingen.

PASSENGERS OUTWARD.—To Java: Per Insulinde, Mr. M. P. Boogaard, Miss D. C. van Viegen, and A. Schauenberg; per Kortenaer, Mr. E. Simon van der Da, some officers, and ninety soldiers; per Henriette Geertruida, Mr. S. C. Gilhuys; per Jacob Roggeveen, Messrs. A. H. Bloem and family, F. Wiggers van Kerchem and family, N. Pol and and family, Mrs. Visser; per Kortenaer, Mr. Poelen, Mrs. Louwerier.

Monetary and Commercial.

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Rumours of telegrams announcing the opening of the tea markets at Hankow and Foochow have been current, but not believed, although *The Times* published it without comment. It is to be hoped that the prices paid will be in accord with our market here, and that the export will not exceed ten to twelve millions per month, or the result will assuredly be disastrous for operators.

The resolution adopted at the meeting held by the importers of tea, at the offices of Messrs. Ashton and Co., to consider the present system of tea weights, which included the representatives of the leading firms, with Mr. Gilman as chairman, to alter the present system of allowing 1 lb. draft on each chest, and to adopt the Customs' standard of weighing and taring, has met with a most determined opposition on the part of the dealers and retail trade. Letters and advertisements have appeared, calling on them to resist the measure. One retail dealer says that the merchants have no more right to introduce this new custom than a landholder has to stop up a thoroughfare. The writer of a letter in the *Grocer* (Messrs. Holborn) says:—

About this time last year a certain faction of the wholesale tea-dealers, availing themselves of the pressure then made by merchants to effect sales, sought to break down one of the time-honoured regulations of the trade by repudiating their share of the remuneration hitherto paid to the brokers by both buyer and seller. A corresponding clique is now formed among the importers for their benefit, and the first victims are to be the retail dealers, whose profits have already severely suffered by the increased competition of Civil Service combinations and co-operative societies. It has been decided to abolish the 1 lb. draft allowed on all packages of 29 lbs. and upwards, and also to substitute the Customs tares and weights, which are proverbially illiberal. This will diminish the profits on good and fine tea by at least 5 per cent.

The *Produce Markets Review*, the organ of Messrs. Travers, goes a little further in arrogance and effrontery, coupled with excessive bad taste. It says:—

This apparently trifling alteration appears to us to open up the whole question of the conditions of sale, of prompts, in short, of the whole organisation of the Tea trade. It is therefore to be regretted, if the merchants are to obtain a permanently satisfactory settlement, that they should not abandon their old practice of isolated and secret action. At the meeting in question the trade was not represented at all, nor, so far as we are aware, have the leading dealers been consulted on the subject. We had hoped that the old system of sellers attempting to dictate to buyers had been ended by the complete triumph of the buyers in the brokerage question. But the misfortunes of the last four years have apparently not yet taught the China merchants that the Tea trade is the only one in which sellers fancy they have a right to tell buyers what the latter should or should not do.

A tabular statement, just issued by the Suez Canal Company, shows the monthly receipts arising from the traffic through the Canal up to the end of April. The following figures show the totals, which, it will be seen, exhibit a steady and rapid increase up to March, but a heavy falling off in April. November, f.75,118; December, f.241,795; January, f.250,968; February, f.340,726; March, f.647,588; April, f.377,207.

Subjoined is an account of the quantities of the principal articles of imported merchandise, subject to Customs' duties, remaining in the bonded warehouses of the United Kingdom on the 30th of April, 1870, compared with the quantities in warehouses on the 30th of April, 1868 and 1869:—

	1868.	1869.	1870.
Coffee (lbs.)	30,480,143 ...	30,992,753 ...	49,727,937
Sugar, refined (cwts.) ...	71,261 ...	74,787 ...	242,663
Do., unrefined (cwts.) ...	1,856,209 ...	1,794,538 ...	2,150,900
Tea (lbs.)...	82,429,646 ...	101,879,755 ...	106,310,122
Tobacco (lbs.)	71,495,868 ...	55,829,781 ...	54,542,574

Advices by the last mail from Shanghai confirm the telegraphic accounts of the failure of Mr. William Hargreaves; and the prospects of the banks and other creditors were considered extremely bad. It appears that over-trading, amounting to recklessness, has been the cause of the failure. Joint-account operations had been carried on with Mr. H. H. Severs, who lately failed, and other persons without sufficient means. Allusions have been made to the abstraction of goods pledged to the banks, but the action to be taken on this was not decided on. The failure has caused considerable uneasiness in the China trade. A telegram has been received announcing that the estate was to be administered in bankruptcy.

The Falmouth, Gibraltar, and Malta cable is expected to be in working order next week, when the reduced tariff of the British-Indian Submarine Telegraph Company will come into operation.

The tenders for £400,000 in bills on India were received at the Bank of England, when the amounts allotted were—to Calcutta, £347,000; to Bombay, £50,000; and to Madras, £3,000. The *minimum* price was fixed as before, at 1s. 10½d. on all the presidencies, and tenders on Calcutta and Madras at 1s. 10¾d. will receive about 18 per cent., and on all the presidencies above that price in full. These results show a slight increase in the demand for means of remittance to the East.

We understand that the case of the Chartered Bank of India and Mr. Finke, of Bremen, in reference to the liability of the latter for bills drawn by the firm of Morgan, Melbourne, and Co., Batavia, is not likely to be brought to trial for several months, owing to the slow course of procedure in such suits in Germany.

The half-yearly meeting of the P. and O. Company will be held on Tuesday next, the 7th inst., to receive the directors' report and to declare a dividend. The report says:—It is gratifying to the directors that, notwithstanding the competition to which the company is now subjected in many quarters, the financial result of its business for the six months ending 31st March last has been sufficiently favourable to justify them in recommending the declaration of a dividend of 3 per cent., free of income-tax, for the half-year.

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ARTICLES OF IMPORT.

TEA.

During the interval there has been no sign of improvement in the market, business continuing on an unusually limited scale for the time of year. There is no material alteration to quote in prices, with the exception of low qualities of tea, which have sold at public auction at a further considerable reduction. The public sales of the 31st ult. comprised 8,156 packages, of which 6,734 packages were sold without reserve.

Red-Leaf Congous: Siftings have sold at public sale at rather lower prices. Broken-leaf kinds from 9d. to 10¾d. per lb., and fair to good common from 11d. to 11¾d. per lb. show a slight decline, but there have been some few purchases for speculation. Fair Kaisow kinds have been sold with some difficulty from 1s. 0¾d. to 1s. 2d. per lb.; good to fine have been little inquired for; finest remain unchanged. Some sales of Pak Lin kinds have been made from 1s. 6d. to 1s. 8d. per lb., in boxes. Amoy kinds continue difficult of sale. Black-leaf kinds: Some Maloo mixture has sold at public auction from 1¼d. to 1¾d. per lb. Good ordinary kinds from 10d. to 11d. per lb. have been neglected. Common to fair black-leaf kinds, from 1s. to 1s. 1d. per lb., have been in limited request at about previous prices. In good kinds transactions have been small at former rates. In fine to finest there has not been much doing. New-make Canton kinds: About 8,000 boxes, of fair quality, of old import, sold at 1s. 0¼d. to 1s. 0¾d. per lb. Oolongs, Souchongs, and Flowery Pekoes remain much as before, with but little business doing. Scented Teas: Common Canton Capers show no improvement; good qualities have sold ¼d. to 1d. per lb. higher. In Foochow kinds there is no change. Canton Orange Pekoes have met with but little inquiry. Foochow kinds have only been saleable to a moderate extent at the decline last quoted. There is nothing of interest to report in uncoloured Japans. Green Teas: There has been no change of importance in the market. Common to fair kinds have sold at low prices at public auction. The finer parcels of Moyune, at sale, went at full prices, other kinds irregularly. Canton kinds show no change.

The subjoined is an "official account" of the total deliveries and removals of Tea in Great Britain during the four months ended April 30:—Total consumption, 1870, 36,605,543 lbs.; 1869, 36,715,905 lbs. Exports, 1870, 10,929,973 lbs.; 1869, 13,772,976 lbs. Sent coastwise, 1870, 12,186,938 lbs.; 1869, 12,083,297 lbs.

The Circular of Messrs. Lloyd and Cheshire says:—"We have little change to report in our market; all low kinds of Tea are much depressed, and we see no immediate prospect of improvement in them; the quantity afloat is, however, now reduced to a small compass." Messrs. Layton and Co.:—"Importers appear willing to accept privately the reduced prices established at the public sales, but the demand has been very limited throughout the month, and the available supply of ordinary to good common Congou is still very excessive; the trade in these descriptions is, for the most part, confined to orders for immediate consumption; Teas with quality, including good to fine Paklins, being now taken by shippers in preference to the lower grades even at current rates."

SILK.

Since our last report the market has been exceedingly quiet, the disposition among the trade has been to cease buying, except where necessity compelled them, until the result of the European crops was known with some degree of certainty; this time has hardly yet arrived, and although the general accounts of the progress of the worms are so far satisfactory, yet from the fact of the quantity of seed "put down" having been so very considerably below that of last year, there is no probability of the out-turn being equal, the only question being how much less than last season's the present crop will be. Prices of Tsatlees remain firm, as desirable qualities are extremely scarce. The lower classes of Taysaams have given way, owing to further large arrivals but the better descriptions of Kahings maintain their last quotations; a few runs of Fatmow No. 2, Hainins, have been sold at full rates, but other sorts are neglected. Japans and Bengals are extremely quiet, nothing doing. Cantons have been selling in small parcels at 20s. to 20s. 6d. for fair Tsatlee reels, and 22s. 6d. to 23s. for extra Loong Congs. The deliveries in May were very satisfactory, viz., 3,405 bales China; 655 Canton; 624 Japan; and 448 Bengal. Total 5,132 bales.

Messrs. Jacomb, Hogg and Co.'s Circular says: As regards the European crop, opinions have alternated perhaps more than usual; at the moment of hatching the prospects were considered very unfavourable, but a change in the weather led to more sanguine expectations, and the progress of the worms being for a time really satisfactory, hopes became very general that the result of the crop would not be so bad after all; as however the critical stage is reached, these hopes seem but delusive, and it is now feared that although the crop of cocoons may be larger than was at first expected, the yield will be so indifferent that the actual quantity of Silk produced will be much less than last year, while the quality will be inferior.

Messrs. Durant and Co., on the European crop, say:—The uncertainty continues, for although at one moment the apprehension caused by supposed mishap in Spain was looked upon as groundless, and matters were said to be going on more or less well in Italy and France, the telegrams of the last two or three days indicate considerable doubt as to probable "yield."

COFFEE.

There has been no change in the market for Ceylon, which is without improvement. Large supplies of Plantation have been placed on offer at the public sales, the greater part consisting of grey and common kinds, for which the demand has been limited, and which were consequently saleable only at a decline of about 1s. per cwt.; for the small quantity of colory included in the offers, there has been a fair amount of competition, and this description has realized fully previous prices. The latest rates paid have been—Triage and ordinary 37s. to 55s., small grey and dull 56s. to 59s. 6d., low middling to middling ditto 60s. to 64s. 6d., bold ditto 64s. 6d. to 71s., small colory 60s. to 62s. 6d., middling ditto 65s. to 71s., good to fine middling 72s. to 77s. 6d., good to superior bold 81s. 6d. to 87s., peaberry 75s. to 82s. The offers of native have amounted to about 1,088 bags, of which 650 bags sold, garblings at 19s., low good ordinary at 48s. 6d., real good ordinary at 50s. 6d., fine ordinary at 51s. 6d., bold at 53s., peaberry 56s. Privately about 1,200 bags have been sold, good ordinary at 50s., fine ordinary at 52s. The business in other East India has been confined to Singapore; 1,346 bags have been brought to auction, of which about 520 bags sold, Pari Pari at 47s. 6d. to 49s., good pale Bonthyne at 58s. to 61s. 6d., a few lots at 54s. Of 971 bags Singapore offered since 570 bags sold, mixed sound at 42s, chiefly damaged pale and Bonthyne at 47s. 6d. to 52s.

The landings of Coffee, consisting chiefly of Ceylon and Brazil, although large, are 200 tons less than the same time last year, and the deliveries being 330 tons more, the surplus in the stock is again decreased, being now only 3,360 tons.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 303,452 cwt., against 290,650 cwt. at the corresponding date of 1869; Native, 32,519 cwt., against 36,370 cwt. The quantity afloat for the Continent is 15,177 cwt. Plantation against 10,179 cwt., and 6,992 cwt. Native, against 19,454 cwt. The quantity of Coffee landed in the twenty-one weeks ended May 28, 1870, was, of Ceylon, 11,249 tons, against 13,237 tons during the corresponding period of 1869; of all descriptions, 16,486 tons, against 21,204 tons. The quantity entered for home consumption was, of Ceylon, 4,331 tons, against 4,440 tons; of all descriptions, 7,365 tons, against 7,372 tons. The quantity exported was, of Ceylon, 9,014 tons, against 9,584 tons; of all descriptions, 14,591 tons, against 17,666 tons. The stock on May 28 was, of Ceylon, 10,768 tons, against 10,208 tons; of all descriptions, 18,749 tons, against 15,386 tons.

SUGAR.

Shortly after our last report the desire to buy became stronger, and with increased sales prices acquired an upward tendency, particularly low and common qualities, which suffered the greatest previous depression. On the spot the sales have been larger than in any period from the commencement of the year, and afloat considerable business has also been effected, but at easy terms. Prices generally may be quoted about 6d. higher than those of our last report. The following has been the business of the fortnight:—Penang: At the auctions 5,955 bags sold common to middling brown (duty 4s. 9d.) at 22s. 3d. to 25s. 6d., good to fine strong brown (duty 4s. 9d.) at 27s. to 28s. 6d., low grey and yellow at 29s. to 30s. 6d., good to fine yellow at 31s. to 32s., 275 baskets low dark soft sold at 17s. 6d. Manila: At the public sales 100 tons and 17,822 bags unclayed Zebu sold at 20s. to 23s., 14,000 bags unclayed Taal at 20s., and 2,760 bags good unclayed Iloilo at 20s. 6d. to 21s. 3,634 bags clayed being offered and bought in at 22s. 6d. Privately there have been considerable sales, amounting to about 82,000 bags (or 2,650 tons) as follows:—42,000 bags unclayed Taal commencing at 18s. 9d. and rising to 19s. 9d., 34,000 bags low dark description (duty 4s.) at 20s., and 6,000 bags low clayed (duty 4s.) at 22s. 6d. per cwt. Java, Siam, and China: No transactions.

The quantity of Sugar landed in the twenty-one weeks ended May 28, 1870, was, of Penang, 1,105 tons, against 1,126 tons in the corresponding period of 1869; of Manila, Java, and China, 8,142 tons, against 19,053 tons; the quantity entered for home consumption was, of Penang, 1,016 tons, against 1,291 tons; of Manila, Java, and China, 10,230 tons, against 6,350 tons. The quantity exported was, of Penang, 44 tons, against 42 tons; of Manila, Java, and China, 1,600 tons, against 811 tons. The stock on May 28 was, of Penang, 2,375 tons, against 122 tons; of Manila, Java, and China, 32,102 tons, against 41,636 tons.

CINNAMON.—The quantity offered at the quarterly public sales of Ceylon amounted to 3,309 bales, consisting chiefly of low and spurious kinds, which met with little demand, and only partly sold at a decline on former rates; medium qualities sold irregularly, but without material change, while good to fine qualities went off readily at about 2d. above last sales' rates; of the whole about 2,150 bales were disposed of as follows:—379 bales first sort—good to superior, sold at 3s. 4d. to 3s. 8d.; medium to fair, 2s. 6d. to 3s. 2d.; very low and ordinary, 1s. 4d. to 2s. 5d.; 1,035 bales second sort—good to superior, 3s. 1d. to 3s. 6d.; medium to fair, 2s. 4d. to 3s.; low to common, 1s. 2d. to 2s. 3d.; 831 bales third sort—good to superior, 2s. 11d. to 3s. 6d.; medium to good medium, 2s. to 2s. 9d.; low and ordinary, 1s. to 1s. 11d.; 1,060 bales fourth sort and unsorted—good, 1s. 8d. to 2s. 4d.; medium, 1s. to 1s. 6d.; very low and low coarse, 4d. to 10d.

CINNAMON CHIPS.—At the quarterly sales a very large quantity, amounting to 3,502 bags 36 cases Ceylon was brought forward, of which about 2,000 bags and the cases sold at a decline on the last sale's prices; low and common coarse bark realised 2d. to 2¼d., good common to medium thin bark 2¾d. to 3¼d., medium to fair 3¾d. to 5¼d., good thin 7d.; a few lots broken cinnamon and cuttings 11d. to 1s. 0¾d. per lb.

COCOA-NUT OIL.—The depression in Ceylon became more marked after the publication of our last, and prices gradually declined until business was done at £36 10s.; subsequently a reaction set in, and the closing rate is £38 10s. on the spot, and £38 to £39 for arrival, at which a fair amount of business is doing. The quantity of Ceylon afloat for the United Kingdom is estimated at 22,499 tons, against 16,093 tons last year, and 16,499 tons in 1868; to the Continent, 5,476 tons, against 750 tons last year.

COIR GOODS.—Large quantities have been brought to auction, and to sell the lower qualities of Yarn a further decline has had to be accepted, but good went at full prices; 168 tons 5,200 bales mostly sold—Ceylon and Cochin, ordinary coarse to very fine, £18 to £67 5s.; low coarse Bombay, £12 5s. to £12 10s.; 20 tons Madras Fibre realised £10 10s. to £27 5s.; and 31 cwt. Brush do., £26 5s.; 37 tons Rope partly sold, 5 to 1 inch, £20 to £31 5s. per ton; 191 bundles Kitool Fibre were bought in at 6¼d. to 9d. per lb.

CANES, &C.—At the sales 296 bundles Malacca were bought in at 3¼d., and 660 bundles Borneo at 2¼d., except a few lots which sold, the former at 3¾d., the latter at 1¾d. to 2¾d.; of 200 bundles ground Rattans offered one lot sold at 5¼d. each. Rattans: The sales have been 4,718

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bundles Penang at 2s. 3d. to 2s. 9d., and 399 bundles Borneo at 5s. 1d. per 100 canes.

CAMPHOR.—The market for China is steady; private business is still being effected at 82s. 6d., and 150 cases, good fair quality, in lead were offered at public sale, and bought in at the same rate. In Japan there has again been an absence of transactions on the spot, but the sale for arrival is reported of 400 tubs distant sailing at 82s. 6d.

CUBEBS.—There has been no business; at auction 60 bags good fair quality but rather stalky were offered and bought in at 28s.

CUTCH.—Prices have sustained a further slight decline; the sales have been limited to 500 boxes fine Pegu at 23s. to 23s. 6d. 56 boxes Penang salvage, ex Benvenue, sold at 10s.

CANTHARIDES.—The sale is reported of 3 cases China at 1s. to 1s. 3d.

CHINA GRASS.—An offer of 20 bales was bought in at £70.

CARDAMOMS.—A further advance in Ceylon has been established, 3 bags good fair quality having been sold at 3s. 7d.

DRAGON'S-BLOOD.—The market is quiet, but firm; 3 cases lump were offered, and bought in at £8 10s. to £9 10s.; and 3 cases reed at £12, 2 cases ordinary lump being sold at £4 5s.

ESSENTIAL OILS.—Of 108 cases Citronelle 40 cases sold at 2d. to 2½d.; 6 cases Grass bought in at 3d.; 32 cases Lemon Grass, 3½d. to 3¾d.; 5 cases Sandalwood, 1s. 2d., and 20 baskets Cajaputa, 2s. 11d.; 7 cases Cinnamon withdrawn.

FIBRE.—Shortly after our last report 60 bales Manila Aloe sold at £19; a subsequent offer of 18 bales was bought in at £18 to £26 10s. We note the sale of 25 bales Rhea from Siam at £58 to £60.

GALLS.—Prices show some decline, 105 cases China having been sold at 46s. 6d. per cwt.

GUMS.—Benjamin: 9 cases Siam block were bought in, good firsts at £24; dark and rather hard, at £20; siftings and tear, at £9 10s. to £10 10s. Of 235 cases Sumatra sort offered 102 cases sold, viz., 89 middling to good fair rather streaky seconds, at £7 7s. 6d. to £9; and 63 cases inferior to good brown thirds, at 45s. to 25s. Damar: 10 cases good Batavian, partly small, bought in at 85s.; 23 cases 14 barrels 16 bags Ceylon withdrawn. Gamboge: Of 23 cases offered 11 cases sold, fine pipe partly run at £17; good fair, £16 5s.; fair but mixed, £15 10s.

GAMBIER.—The inquiry continues dull, and former rates are maintained with some difficulty; at public sale 150 bales, import 1868, sold at 15s. 9d., 38 bales at 16s. 3d. to 16s. 6d., 1¼ tons broken at 15s. 6d.; 242 bales fine palo pressed cubes were bought in at 18s., and of 1,391 mats good free cubes offered 200 mats sold at 19s.; re-sales of 250 tons old import have been made at 16s. per cwt.

HIDES.—At the last sales there was a more general demand for East India Hides, and the bulk of those offered found buyers at previous rates to ¼d. per lb. advance for the best descriptions, whilst ordinary and inferior were frequently ¼d. per lb. lower. 4,493 Dry Singapore and Penang Ox and Cow Hides offered, 2,053 sold—Best Light 10d.; small and Calf 8½d. to 9d.; Thirds 6d.; Fourths 5d. per lb. 482 Ceylon Hides offered, 253 sold—Light and Small 7d.; Heavy and Extra Heavy 6d.; Buffalo 4d. per lb. 2,196 Singapore and Penang Buffalo Hides offered, 583 sold—Best Heavy 5½d. per lb.

HEMP.—The demand for Manila has been quiet, but prices are without material alteration; at the auction, of 1,076 bales offered about one-half sold, fair roping at £52 15s. to £53, good to superior at £54 5s. to £56 5s., middling to fine white (Quilot) at £58 to £65 15s.

INDIA-RUBBER.—The only sales have been 220 baskets Penang of indirect import at 1s. 8d. per lb., and 40 bags Assam at 1s. 1½d.

ISINGLASS.—Large quantities of East India offered by auction have a moderate demand, and have chiefly sold at about previous rates; 42 cases Penang sold, good tongue at 3s. 9d., fair at 3s. 6d. to 3s. 7d., middling at 3s. 3d., ordinary at 2s. 6d., leaf at 3s. 3d. to 4s. 3d. Of 3 bales (754 lb.) indirect East India offered, 1 bale good leaf sold at 3s. 10d.

JAPAN WAX.—We note the sale of 10 cases good saucers at 69s. 6d. per cwt.

MUSK.—At the sales 3 caddies inferior Tonquin were bought in at 13s. to 16s. Of 13 tins grain 9 tins sold, fine at 56s., good at 53s., good fair at 51s., dark and damp at 34s.

PLUMBAGO.—The market has continued to present a dull appearance; 517 barrels Ceylon sold at the auctions, lump at 15s. to 16s., chips at 9s. to 10s., common to good common dust at 5s. to 7s. 291 barrels Ceylon sold—common lump at 13s. 6d., low small earthy chips at 5s. 6d. to 8s. 3d., common to middling dust at 5s. 3d. to 6s. 6d.

PEPPER.—Black: There has been a fair inquiry at steady prices; at auction 860 bags Penang have realised 4¼d., and 400 bags Singapore were offered and bought in at 5¼d., except 80 bags, which sold at 5½d.; privately about 2,000 bags Penang have been sold at 4 13-16d. to 4¾d., and 300 bags Singapore at 5½d. to 5¾d. For arrival 4,000 bags Singapore have been sold at 5d. to 5 1-16d. White: There has been a better inquiry, with but limited supply, and rates show an advance; the sales amount to 400 bags Singapore at 6¼d. to 6⅝d. per lb.

RHUBARB.—There has been a fair demand for China at former rates; of 282 chests offered, 215 chests sold, viz.:—3 cases good bold flat, 8s.; round, 6s. 11d. to 7s.; the remainder smaller root—good fair, 4s. to 4s. 2d.; middling to fair, 2s. 1d. to 3s. 2d.; good ordinary to low middling, 1s. 4d. to 1s. 10d.

RICE.—The inquiry, both on the spot and afloat, has been limited, but previous prices have been paid. The sales on the spot have been limited to 1,200 bags Ballam and 2,000 bags Bassein, at 8s. 6d. The business afloat has included four cargoes of Rangoon, at 10s. Continental terms—the Ajax, 1,060 tons, April sailing; the City of Bangor, 750 tons, May sailing; the Micmac, 1,400 tons, May sailing; and the Ilma, 1,100 tons, May sailing. The cargo per Black Prince, 1,000 tons Bassein, has relised 9s. 10½d., Continental terms.

ROOTS.—Colombo: There have been no transactions. China: Of 320 bales offered 29 bales sold, sound at 25s., damaged at 14s. to 20s.

STAR ANISEEDS.—At auction 3 cases China were offered and bought in at £6.

SAPANWOOD.—There have been no sales; 30 tons Ceylon were offered and bought in at £9 10s.

SPICES.—Cassia Lignea: The market is very quiet, and to effect sales in quantity lower prices would have to be effected; 100 boxes unworked, G in diamond KB under, per John and Pauline, retired at 117s., and some middling pile 1 placed at 124s. Vera, without transactions; 890 packages are advertised for sale. Nutmegs have met an excellent demand, the very bold and small (or American shipping kinds) going dearer; afloat, 74 cwt. against 143 cwt. last year; 102 cases good Padang, per Eleanor, sold with brisk competition; 62 to the lb. at 4s. 3d., 71 to the lb. at 3s. 2d., 82 to the lb. at 2s. 6d. to 2s. 7d., 95 to the lb. at 2s. 1d. to 2s. 2d., 135 to the lb. at 1s. 6d., 164 to the lb. at 10d. to 11d.; 32 cases Penang, part new, but chiefly of old and very old import, sold, 78 to the lb. at 2s. 8d., 80 to the lb. at 2s. 6d., 85 to 87 to the lb. at 2s. 3d. to 2s. 4d., 110 to 113 to the lb. at 1s. 9d. to 1s. 10d., 123 to the lb. at 1s. 8d. to 1s. 9d. Mace has been in strong demand, and about 150 cases have changed hands, chiefly Batavian, at 2s. 9d. to 2s. 10d. per lb. for average quality, good fair quality Penang realising 3s. 4d. to 3s. 6d. per lb., 2 cases fair 3s. 3d., and 1 case low 2s. 4d.

SAGO.—Has continued dull, and difficult of sale; 200 boxes good small in boxes have been placed at 18s.; and, privately, 18s. to 18s. 3d. realised. Large and medium grain continues in strong demand, and the supply of these descriptions being extremely limited, as high as 25s. 6d. has been realised by private contract. It is reasonable to suppose that the high prices paid for these descriptions will stimulate the production largely in Singapore, and possibly cause small grain to become neglected. Flour: Has fully maintained its value; about 500 bags being quoted at 14s. to 14s 3d. cash for Singapore, and 14s 6d. for Borneo. Only 84 tons afloat, for London, against 707 tons last year.

STICKLAC.—The market continues very dull; 481 cases good free Siam have been bought in at 55s.

SOY.—The recent decline in China has been recovered, a small sale being reported at 2s. 6d. per gallon.

TAPIOCA.—There has been an over abundant supply, and of 899 bags Singapore offered, only 375 bags were placed; these at 2¼d. for very good Rio kind, and at 2d. to 2¼d. for fair Malacca or lump. Of 1,275 bags Penang about 800 bags sold, very fine, per John Paul, at 2¾d. per lb.; good 2⅝d., and sea damaged at 2d. to 2¼d. per lb. for 1st and 2nd class. Flour: 37 bags good white 1 C S D sold at 2d. per lb. Pearl, quiet, value unchanged.

TOBACCO.—Messrs. Grant, Hodgson, and Co. report as follows:—Manila Leaf of good quality is in request, but little business has been done; there are numerous inquiries, which doubtless will result in transactions of some magnitude. The Hindustan and Doriega have arrived with a further supply of the 1868 crop. Manila Cheroots and Cigars continue in request at current prices; of the latter there is but a small stock on the market. Java: The trade have purchased only sparingly; several parcels of good useful qualities are now offering. Japan: Further arrivals may be shortly expected. The current rates are—Java, 5½d. to 10d.; Japan, 4½d. to 9d.; Manila, 1s. 6d. to 3s. 6d.; Manila Cheroots, 6s. to7s.

TIN.—The anticipations of improved prices have been fulfilled; there is now a steady demand at the following rates:—Straits, on the spot, £134; afloat, £132; Banca, £134 10s. to £135; Billiton, £133 10s.

NEW YORK MARKET REPORT.

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TEA.

The following is from Messrs. Beebe's Circular, dated May 20:—

Since the 6th inst. considerable business has been done in the various descriptions of Tea, and sales reported from first hands during the interval foot up 15,000 half-chests Green, 14,700 half-chests Oolong, and 15,200 packages Japan, the latter including the cargo ex Westbury sold to arrive. The market closes without material change in current values for Greens and Oolongs. On Japans a decline of 2c. to 4c. has been submitted to.

The following are the current quotations:—Greens (Moyune, Twankl and Fychow): Gunpowder, common to good, 65c. to 105c.; fine to finest, 75c. 120c.; Imperial, common to good, 50c. to 90c.; fine to finest, 55c. to 110c.; Young Hyson, common to good, 43c. to 90c.; fine to finest, 45c. to 110c.; Hyson, common to good, 50c. to 85c.; fine to finest, 55c. to 95c.; Hyson Skin, 40c. to 50c.; Foochow Oolongs, common and good, 49c. to 56c.; superior and fine, 58c. to 70c.; finest, 75c. to 100c.; Amoy Oolongs, common and good, 47c. to 55c.; superior and fine, 56c. to 65c.; finest, 70c. to 75c.; Souchong and Congou, common and good, 41c. to 52c.; superior and fine, 54c. to 63c.; finest, 65c. to 85c.; Japans, common, 55c. to 58c.; medium, 62c. to 65c.; fine and finest, 75c. to 82c.; choice, 85c. to 90c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to May 18, 1870, were as follows:—Greens, 12,497,201 lbs.; Japans, 4,896,115 lbs.; Souchongs, 2,229,924 lbs.; Oolongs, 7,344,927 lbs.; other sorts, 98,256 lbs.; total, 27,066,423 lbs. The stock on Jan. 1 was 9,866,167 lbs.; which, added to the above total, gives a result of 36,932,590 lbs. Subtracting from this total the exports from Jan. 1 to May 18, 2,080,634 lbs., and the withdrawals for home consumption during that period, 16,451,399 lbs., there remains a total of 18,400,557 lbs., representing the stock on the last-named date. The receipts from May 3 to May 18 amounted to 2,803,229 lbs.; the withdrawals for home consumption to 3,826,002 lbs.; and the exports to 313,555 lbs.

COFFEE.—The market for Brazil continues quiet, but former prices are firmly maintained. For East India the quotations are likewise unchanged, but the business has somewhat fallen off, the only sales reported being of 4,000 mats Java per Zeebloem and 3,000 mats in Baltimore on New York account, both on private terms; the current rates are as last reported—Java 21½c. to 22c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. gold. The stock of Manila on the 1st May was estimated at 2,627 bags, against 6,769 bags on May 1, 1869; of Java (Government) at 900 bags, against 2,287 bags; of Java mats, 51,447, against 41,808 bags; of Ceylon, 1,000 bags, against 5,000 bags; of Singapore *nil* against 1,000 bags.

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CAMPHOR.—China is quoted 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.12½; Cassia, $1.25 gold.

GAMBIER.—The current quotation is 4c. to 4¼c. gold (duty paid); stock very small, not exceeding 2,000 bales.

FIRE CRACKERS.—The demand noticed in our last has continued and prices have further advanced; the sales have been very extensive, including 11,750 boxes extra No. 1 at $2.45 to $2.50 currency, and 17,000 boxes on private terms; at the close the market is firm at $2.50.

HEMP.—Manila is without change, being still held at 14½c. gold; there is little demand, and no business has transpired. The stock of Manila on the 1st May was estimated at 12,633 bales, against 5,100 bales at the corresponding date of 1869, and 18,319 bales in 1868. The imports into the United States from the 1st January to the 30th April, 1870, were 53,100 bales, against 47,471 bales during the corresponding period of last year, and the quantity afloat on the 30th April was 22,988 bales, against 16,829 bales at the same date last year.

INDIGO.—There is somewhat more inquiry for Manila, and a steady business has been effected at slightly improved prices, the sales amounting to 48 cases, at $1.15 to $1.35 currency.

PRESERVED GINGER.—China is quoted $8 currency (duty paid).

RHUBARB.—The quotation for China is $1 to $2 currency (duty paid), showing a decline of 50c.

RICE.—The demand for Rangoon has become more extensive, owing to its relative low price compared with other kinds; we note sales of 325 bags for home consumption at $7.12½ to $7.25 currency, and 2,600 bags in bond, for export, at $3 to $3.25 gold.

SPICES.—There has been a large speculative movement in Nutmegs, some 600 to 900 cases having been taken, but the particulars have not transpired; prices, however, tend upward. In Pepper there has been a further purchase of an invoice of 3,000 piculs, to arrive from Singapore, ship still there, at a private price. In the general market the business continues good, and prices are well maintained; the following have been the sales: 1,200 bags Pepper at 27c.; in small lots, 27¼c.; 500 to 600 bales Cassia, 47c.; 200 bags Pimento, 18½c. to 19c.; 300 bales Cloves, 25¾c. to 26c.

SUGAR.—In the general market there has been an improved inquiry, and the recent decline in prices has been recovered. No business has been done in East India kinds.

TIN.—For a day or two after our last report there was less activity in Straits and prices slightly declined, a sale of 100 slabs being effected at 34¼c. 30 days, prompt and 35c. cash; subsequently there was a recovery, 2,000 slabs realised 35c. to 35½c. cash, and at the close the market is reported firm at 35¼c. to 36c. gold. There is no supply of Banca in stock; the nominal quotation is still 45c.

SHIPPING.

ARRIVALS.—May 17, at New York, from Singapore, Rocket; 19, from Amoy, Margherita; from Colombo, Choice.

DEPARTURE.—May 14, from New York, for Hong Kong and Shanghai, Willy Rickmers.

LOADING.—At New York, for Batavia, Franklin; for Hong Kong, Formosa; for Shanghai, Haze; at San Francisco, for Hong Kong, Guiding Star; for Yokohama, Adelia Carlton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
May 24	Verhouwen	Feenstra	Tjilatjap, for Amstdm	Off Dungeness
— 26	James Paton	Allison	Penang	Off St. Alban's Hd.
— 27	Alice	Pounder	Colombo	Off Falmouth
— 30	Peru	Barcham	Galle, &c.	London
— 30	Fleetwing	Turnbull	Colombo	Do.
— 29	Scawfell	Hender	Bangkok	Falmouth
— 30	Emerald	Cathro	Do.	Do.
Apr 25	Camillo Cavour	A-terquia	Macao	Callao
May 7	Neva	Ornate	Macao and Mariel	Havana
— 31	Parana	Rous	Penang	Deal
Apr 21	Mahela	Despia	Macao	Callao
My 31	Mount Vernon	—	Singapore	Liverpool
Jne. 1	Baldovan	Watt	Colombo	London
— 1	Syringa	Hicks	Java	Deal
My. 29	Margot	Volguard	Singap., for Hambrg.	Off the Owers
— 30	Robertus Hendrikus	—	Batavia, for Rotrdm.	Off the Wight
Jne. 1	Venus	Christensen	Bangkok	Falmouth
—	Hilga	—	Java	Nieuwe Diep
My. 11	Vidette	Merritt	Shanghai	Utsalady
Jne. 1	Glenlyon	Reed	Singapore	London
— 1	Goldfinder	—	Rangoon	Liverpool
— 2	Clinton	—	Do.	London
— 2	Western Chief	Hill	Manila, &c.	London
— 2	Josephine	Stewart	Colombo	Do.
— 2	West Derby	—	Penang	Deal
— 2	Staffa	Jopp	Singapore	Do.
— 2	Edith	Churnside	Do.	Falmouth
— 1	Ben More	Proud	Bangkok	Off do.
— 3	Solent	Meldrum	Canton, &c.	London
—	Annie Fletcher	Alleyne	Rangoon	Queenstown
—	Jas. Lester	Hunter	Do.	Do.
— 3	Berar	Hilman	Do.	Deal

DEPARTURES.

Date.	Ship.	Captain.	For	From
May 30	Menam	Henry	Bangkok, via N'castle	London
— 30	Twilight	Angel	Singapore, via Cardiff	Do.
— 28	Senator Iken	Schumacher	Hong Kong	Cardiff
— 28	Somerset	Hicks	Galle	Do.
— 28	James Vinicombe	Reggal	Hong Kong	Do.
— 28	Francis Carl	Rosal	Singapore	Do.
— 27	G. F. Vorwerk	Stahmer	Shanghai	Hamburg
— 10	Maria	Kutscher	China	Utsalady
— 24	Ceylon	—	Galle	Sunderland
— 30	Peggy	—	Batavia	Liverpool

DEPARTURES—*Continued.*

Date.	Ship.	Captain.	For.	From.
June 1	Omba	Thomson	Shanghai	London
—	Kortenaar	Pot	Java	Brouwershaven
— 2	Valkyrien	Edom	Singapore	Sunderland
—	Constantia	—	Batavia	Amsterdam
— 3	John Nicholson	—	Shanghai	Liverpool

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—For Yokohama and Hiogo: Ada. For Yokohama: Coulnakyle. For Tientsin and Chefoo: Princess of Wales. For Shanghai: Great Northern (str.), Tordenskjold (str.), Harrington, Evelyn, Coldingham, Fontenaye, Thomas Bell, Portland, Salisbury. For Hong Kong: Penrith, Kate Carnie, Corea, James Shepherd, Holmsdale. For Manila: Angela. For Singapore: Atma, Petchelee. For Singapore and Sarawak: Otter. For Penang: Amelia Ross. For Colombo: Palestine, Lincelles, Seafield. For Colombo, &c.: Ocean Beauty, Macedon. For Colombo, &c. (*via* Suez Canal): Gambia (str.).

At LIVERPOOL.—For Yokohama, Nagasaki, and Hiogo: Carioca. For Yokohama, Hiogo, and Nagasaki (*via* Suez Canal): Waverley (str.). For Yokohama and Hiogo: British Empire. For Shanghai: John Nicholson. For Manila: Maria Teresa, Catalina. For Singapore: Huddersfield. For Penang, Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Hipparchus (str.), Albatross (str.). For Batavia and Sourabaya: Chateaubriand. For Colombo, &c. (*via* Suez Canal): Collingwood (str.).

At GLASGOW.—For Hong Kong: Loch Ken. For Manila: Alejandro. For Singapore: Janet Ferguson. For Batavia and Sourabaya: County of Forfar.

SPOKEN.

SILISTRIA, Shanghai to London, April 9, 34 S., 18 E.
HAAMSTETE, Rotterdam to Batavia, May 2, 3 N., 23 W.
GREAT VICTORIA (str.), London to Colombo, &c. (*via* Suez Canal), bound E., May 21, 36 N., 1 E.
ANITA (ship), Bangkok to Falmouth, March 28, 30 S., 46 E.
COUNTY OF ELGIN, Sourabaya to Rotterdam, April 4, 33 S., 32 E.
LOCH KEN, Singapore to Liverpool, April 23, 14 S., 7 W.
ALBUERA, Penang to London, April 27, 5 S, 17 W.
RACHEL (brq.), China to N. York, 119 days out, May 10, 37 N., 72 W.
JOSEPH SPROTT, London to Hong Kong, April 20, on the Line, 28 W.
MARY SPENCER, Singapore to Liverpool, May 7, 28 N., 41 W.
HUNTLEY CASTLE, London to Shanghai, Feb. 14, 35 S., 16 W.
ANTJE, Nieuw Diep to Batavia, April 20, 2 N., 23 W.
HINDOSTAN, London to Shanghai, April 6, 2 N., 21 W.
EUGENIE LEONIE (Fr.), Cardiff to Singapore, April 19, 17 S., 28 W.
TRAVE (Fr. brq.), Harfleur to China, April 23, 6 S., 30 W.
CARMARTHENSHIRE, Singapore to London, May 7, lat. 4, lon. 25.
TAFFARETTE (Fr. brq.), Havre to Hong Kong, May 7, lat. 4, lon. 25.
ZADOK, China to Bordeaux, 32 S., 30 E.
EASTERN CHIEF, Japan to London, May 19.
HERMAN, Singapore to Glasgow, April 14, 3 S., 8 W.
LUTA, for Yokohama, April 22, on the line, 21 W.
M. C. NELSON, Singapore to Liverpool, May 10, 4 N., 27 W.
AMITY, Bangkok to Falmouth, 34 S., 20 E.

FREIGHTS AND CHARTERS.

The berths for the Eastern ports still continue well supplied with tonnage, and rates are without alteration; coal freights from the Northern outports are firm at last quotations.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight. 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hiogo: £35. For Hong Kong: £28. For Singapore: £25. For Galle: £27. From Newport, Cardiff or Swansea per ton.—For Hong Kong: £1 8s. For Singapore: £1 4s. For Galle: £1 6s.

CASUALTIES.

Advices from St. Thomas, dated May 15, state that the Herald Gardner, from Java to Boston, which put in there March 27, leaky, had been recaulked and remetalled, and was in the stream rigging.

The Carolina (str.), Brown, from London to Colombo, &c. (*via* Suez Canal), which arrived at Malta, May 15, had put in owing to the loss of two blades of her propeller, and with some slight damage to machinery; she would have to go into dry dock.

The Sarah Nicholson, from Shanghai to New York, with tea and silk, struck heavily on the reefs off the east end of the Bermuda Islands, May 7, but with the assistance of a pilot, got off with little damage, after remaining about five minutes.

It is expected that the diving operations at the sunken wreck of the ship Sprindrift, off Dungeness, will have to be abandoned until the equinoctial gales set in and wash the sand out of the wreck. She is nearly buried. About 350 bales of goods remain to be recovered from the ship's hold, and an indefinite quantity of broken case goods.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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General Outfitters, and Agents for Passages,

126, LEADENHALL STREET, LONDON,

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MAYNARD, HARRIS, & GRICE, supply OUTFITS FOR THE EAST OF THE BEST QUALITY, and UPON THE MOST FAVOURABLE TERMS.

FLANNEL, OR SILK AND WOOL SHIRTS. INDIA COTTON SHIRTS.
INDIA GAUZE UNDER-CLOTHING, specially for Wear in Hot Climates.
FLANNEL OR TWEED SUITS. WEARING APPAREL of every Description.
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OAK CANTEENS, containing Breakfast and Dinner Services, from £3 10s. to £9.

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On the opening of this Company's Cable in connection with the Anglo-Mediterranean and British-Indian Lines, the following TARIFF will come into operation :—

For Telegrams of Ten Words.

To Aden	£1	16	0
To Bombay, Calcutta, Madras, and other Stations west of Chittagong ...	1	17	0
To Ceylon and Stations in India east of Chittagong	2	1	0

For Telegrams of Twenty Words.

To Aden	2	8	0
To Bombay, Calcutta, Madras, and other places west of Chittagong... ...	2	17	0
To Ceylon and Stations in India east of Chittagong	3	1	0
To Gibraltar	0	10	0
To Portugal (all Stations)	0	9	0
To Spain (ditto)	0	9	0

For the Provinces and Ireland 1s. extra.

By order, JOHN T. BURT, Secretary.

London, 66, Old Broad-street.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved and ... ... f.20,000,000 ... £800,000

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LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

UNION INSURANCE SOCIETY OF CANTON.

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AGENTS FOR LONDON.
Messrs. DENT, PALMER, and Co.

Marine Risks are accepted by the above Society on goods by first class vessels from the United Kingdom to India, China, Japan. Melbourne, and Sydney, at the current rates of premium.

Claims for losses and averages are payable in London, or at the Port of destination, as may be desired.

OFFICES:—
Nos. 9 AND 11, KING'S ARMS YARD, MOORGATE STREET, E.C.

NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.

Mr. F. LANCKEN and Mr. C. W. SIEGFRIED hav been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

CANTON INSURANCE OFFICE.

GENERAL AGENTS IN CHINA.
Messrs. Jardine, Matheson, and Co.

BRANCH AGENTS.

Messrs. Matheson and Co.	London.
Messrs. Jardine, Skinner, and Co. ...	Calcutta.
Messrs. Remington and Co.	Bombay.
Messrs. Arbuthnot and Co.	Madras.
Messrs. B. A. Barretto and Co. ...	Manila.
Messrs. Daniell King and Co. ...	Sydney.
Messrs. Jas. Henty and Co.	Melbourne.
J. F. Crockett, Esq.	Singapore.

Insurances are effected by this office on goods from the United Kingdom to India, China. Japan, and Australia, at the current rates of premium.

All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

MATHESON and Co., Agents in London.
No. 3, Lombard-street.

TRITON INSURANCE COMPANY.

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No. 3, Lombard-street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figure
OXFORD STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad Street Birmingham.
Established 1807.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES —Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

LIEBIG COMPANY'S EXTRACT OF MEAT

carried the FIRST PRIZES at PARIS, HAVRE, and AMSTERDAM.

MINISTRY OF WAR, BERLIN.—Notice is given hereby that arrangements have been made with Liebig's Extract of Meat Company (Limited) for the supply, as an article of food, of their Extract to all the troops of the North German Confederation.

CAUTION.—Only sort warranted genuine by the Inventor, Baron Liebig, whose signature is on every genuine Jar.

In every household where this Extract has been fairly tried its use is permanently adopted both for beef tea and "stock" for soups, sauces, &c.

C. KRAMER

begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
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PRICE'S BENZODYNE

AN INTERNAL STYPTIC of great value. In Cholera, Diarrhœa, and Dysentery this medicine far surpasses any other, having a peculiar mechanical power of putting a sudden stop to wasting diseases. Chronic Cough and blood-spitting are immediately relieved by it, as well as pain and debility of every kind. Prepared by Mr. PRICE, Analytical Chemist, 2, Lower Seymour-street, and 30, Duke-street, Portman-square, London; and sold by Chemists all over the world, in bottles at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., and 22s., or in dispensing bottles at 5s., 10s., and 20s. each

HOLLOWAY'S PILLS.—In general debility, mental depression, and nervous irritability, there is no medicine which operates so like a charm as these Pills. They purify the blood, soothe and strengthen the nerves and system, give tone to the stomach, elevate the spirits, and, in fact, make the patient sensible of a total and most delightful revolution in his whole system. They may be commended most unreservedly as the very best family medicine in existence. Though so powerfully efficacious, they are singularly mild in their operation, and might be given with perfect confidence to young children and delicate women. They contain not a grain of mercury or any other noxious substance, and cannot do harm. Delicate females and all persons of sedentary habits will find these Pills a blessing.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vesse's of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds, superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMON and Co., Singapore; or 21, St. Swithin's-lane, Cannon street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Marseilles
GIBRALTAR ...	Every Saturday, at 2 P.M.	—
MALTA.....	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
*BOMBAY	,, ,,	,, ,,
GALLE.....	Saturday, June 11, 2 P.M. And every alternate Saturday thereafter.	Sunday, June 19, 7 A.M. And every alternate Sunday thereafter.
MADRAS.....		
CALCUTTA ...		
PENANG.....		
SINGAPORE ...		
CHINA		
JAPAN		
AUSTRALIA ...	Saturday, June 11, 2 P.M. And every fourth Saturday thereafter.	Sunday, June 19, 7 A.M. And every fourth Sunday thereafter.
NW. ZEALAND		

And all ports touched at by the British India Steam Navigation Company's steamers.

* The following reduced rates will be charged to Bombay:—

From Southampton... £72 first class; £45 second class.
From Marseilles ... 70 ,, 43 ,,

exclusive of transit through Egypt. A corresponding reduction will be made in the rates from Bombay to Europe.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 5th and 21st, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,

Passengers for California and intermediate points of this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent steamers of the Pacific Mail Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

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FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

SUEZ CANAL.

June 12, July 10, July 24, August 7, August 21, September 4 } For { Port Said, Ismailia, Suez, Aden, Mauritius, Reunion, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Japan.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA,

for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

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NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris or at the Company's Offices, 117, Leadenhall-street London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

SINGAPORE, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Singapore	Petchelee ...	Brockleb.	SWID	With des.
Shanghai ...	Evelyn	A1 13 yr.	SWID	With des.
Hong Kong	Js. Shepherd	A1 13 yr.	SWID	With des.
Yokohama & Hiogo	Ada	A1 17 yr.	SWID	With des.
Yohohama ..	Coulnakyle..	A1 13 yr.	SWID	With des.
Tientsin and Chefoo ...	Prcs. of Wles.	A1 10 yr.	SWID	June 20.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, Kingstreet Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Salisbury ...	A1 13 yr.	E.I.D.	June 20
Hong Kong	Kate Carnie	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

Malabar Coast. Second Season Ship. Will meet with the usual quick dispatch.

FOR COLOMBO, COCHIN, and CALICUT, the magnificent clipper ship MACEDON, A1 13 years, 496 tons register, W. SUMMERFIELD, Commander, lying in the West India Docks. This splendid vessel is well known for her rapid passages and the good order in which she always delivers her cargo, and from her high class can be strongly recommended to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Regular Line of Packet Ship.

With Despatch.

FOR HONG KONG, the splendid clipper ship HOLMSDALE, A1 13 years, 1,257 tons register, H. QUIN, Commander; East India Docks. Has excellent accommodation for Passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

First Season Ship to the Malabar Coast.

Will meet with the usual quick despatch.

DIRECT FOR COLOMBO, proceeding to COCHIN, CALICUT, and MANGALORE, the magnificent clipper ship, OCEAN BEAUTY, A1, 16 years, 597 tons register; C. PEARCE, Commander; West India Docks. This splendid vessel, built in 1868, is well known for her rapid passages and the good order in which she always delivers her cargo, and from her high class can be strongly recommended to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

JAPAN from LIVERPOOL, for YOKOHAMA and HIOGO. Has a large part of her cargo engaged, and will have quick despatch. Loading east side Prince's Dock; the splendid clipper barque BRITISH EMPIRE, Captain G. ROWE, 496 tons, A1 at Lloyds, only two years old, and is favourably known for her good passages and delivery of cargo.

For Freight, &c., apply to E. C. FRIEND and Co., 2, Tower Chambers, Old Church-yard.

FOOCHOW DOCK COMPANY.

CAPITAL, $200,000.
In 2,000 Shares of $100 each.

$50 per Share to be paid on Allotment.
$25 per Share to be paid three *months* after Allotment.
$25 per Share to be paid six months after Allotment.

PRESENT DIRECTORS.

M. le Baron de Méritens, Commissioner of Customs.
John Forster, Esq., of Messrs. John Forster and Co.
(With power to add three to their number.)

GENERAL AGENTS, pro tem.
Messrs. John Forster and Co., Foochow.

SUPERINTENDENT.
Captain John C. Skey.

The scheme has been fully discussed by the Foochow community, to whom it was in the first instance submitted, and who generally appreciate its advantages, but require outside funds to assist in carrying it through. At a general meeting a special committee of five gentlemen was elected to investigate and consider the project. The report furnished was highly satisfactory, and was supported by a survey report by competent authorities upon the condition of the Dock and premises.

The object of the Company is to take over from Mr. John Forster the Dock at the Pagoda Anchorage known as the Foochow Dock, with the property and machinery attached, valued together at $130,000, and also the tug steamer *Woosung*, valued at $10,000. The remaining $60,000 will be used for the purchase of stock and materials (of which a considerable quantity is on hand and is offered at cost price), for the improvement of the establishment, and for the purchase of an additional tug steamer, in accordance with the recommendation of the special committee for working the whole to best advantage.

By arrangement with Mr. John Forster the Company will take over the property to be purchased from him, from the 1st Jan. of the present year, from which date all profits on the business are to accrue to them, while he shall receive interest at the rate of 9 per cent. per annum on the amount of purchase-money until paid up.

The Company will be managed by a Board of Five Directors, two of whom are now elected with the power to add three more to their number; three will retire annually, but are eligible for re-election.

The funds of the Company will be entirely under the control of the Board.

A statement of accounts will be submitted to a Meeting of the resident Shareholders to be held annually, when a dividend will be declared.

Applications for Shares, in annexed form, to be addressed to Messrs. John Forster and Co., Foochow, who will act as General Agents until all are allotted.

An application for Shares, followed by an allotment thereupon, will constitute the applicant a Shareholder in the Company.

The Deed of Settlement will be duly prepared, and copies will be furnished to the Shareholders when ready.

FORM OF APPLICATION FOR SHARES.

TO THE DIRECTORS OF THE FOOCHOW DOCK COMPANY.

GENTLEMEN—, request you to allot to shares of $100 each in the above company, and agree to accept such shares or any less number you may allot to , and to pay the calls thereon, and authorise you to place name on the Register of Shareholders for the Shares allotted.—Your obedient servant,

Full Name and Address of the Applicant .....
Date .....

Foochow, March 7, 1870.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, June 6, 1870.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c:

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS

VOL. XII.—No. 355.] LONDON, MONDAY, JUNE 13, 1870. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	Feb. 25	April 17	April 19
Yedo	—	—	April 18
Osaka and Hiogo			
Hakodadi			
Nagasaki	—	—	April 16
CHINA — Peking			
Tien-tsin			
Chefoo	—	—	April 15
New-chwang			
Hankow	Feb. 17	April 9	April 15
Kiu-kiang	—	—	April 16
Chin-kiang	—	—	April 17
Shanghai	Feb. 25	April 15	April 22
Ningpo	—	—	April 19
Foochow	Feb. 25	April 13	April 24
Formosa			
Amoy	—	—	April 25
Swatow			
Hong Kong	March 11	April 20	April 28
Canton	—	—	April 27
Macao	—	—	April 27
PHILIPPINES—			
Manila	Feb. 25	April 13	April 21
COCHIN-CHINA—			
Saigon	—	—	April 26
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak	—	—	April 30
JAVA — Batavia	—	—	April 30
Samarang	—	—	April 28
Sourabaya	—	—	April 27
MALACCA STRAITS—			
Singapore	March 25	April 28	May 6
Penang	March 25	April 26	May 8
CEYLON—Galle	April 22	May 17	May 18
Colombo	April 22	May 17	May 17

THE MAILS, &c.

The next inward mail, due on Monday, the 27th inst., brings a fortnight's later news. Telegrams, *via* Galle, in advance of the mail leaving Hong Kong May 26, arrived this day. *Via* Kiachta, Shanghai telegrams to May 26 came in yesterday. Telegrams from Japan to May 22, *via* San Francisco, are due to-morrow.

List of Passengers.

PASSENGERS OUTWARD.

Per French mail steamer *Imperatrice*, from Marseilles, June 11 (booked from London).—None.

Per P. and O. steamer *Syria*, from Southampton, June 11.—To Hong Kong: Mr. R. J. Lent. To Ceylon: Miss Gatley.

Per P. and O. steamer *Pera*, from Marseilles, June 19.—To Hong Kong: Mr. Harries, Capt. J. D. Gaby. To Ceylon: Mr. H. J. W. Dick, Mrs. Dick, Rev. E. T. Higgins.

Per P. and O. steamer *Delhi*, from Southampton, June 25.—To Ceylon: Mr. and Mrs. T. W. Nayler Beckett.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Pera*, arrived June 10.—From Hong Kong: Mr. Campbell, Mr. Coates, Mr. Fernandez, Master Marron, Lieutenant Lee, and one second-class passenger. From Penang: Captain Ord.

To Southampton, per P. and O. steamer *Bangalore*, expected to arrive June 17.—From Hong Kong: Mrs. Morsome and servant, Mr. and Mrs. Tomlin and four children, Mr. Crawford, R N., Mr. F. A. Ruxton, and four second-class passengers. From Singapore: Mr. J. B. Cruickshank. From Galle: Dr. R. M. Graham, Mr. R. W. Case, Mr. H. Greene.

By last mail to Southampton, per P. and O. steamer *Massilia*, arrived June 4.—From Shanghai: Mr. Blanche, Mr. and Mrs. Robinson and two children, Mr. and Mrs. Edwards. From Hong Kong: Lieutenant R. Wilson, and two second-class passengers. From Singapore Mrs. V. White. From Penang: Lieutenant and Mrs. Blenkin, child, and servant. From Galle: Mr. Eldridge, Captain Maule, and three second-class passengers.

By last Bombay mail to Suez, per P. and O. steamer *Baroda*, arrived May 28.—For Southampton, from Hong Kong: Mr. and Mrs. Mundo, four children, and servant.

Summary of News from the Far East.

JAPAN.

Advices from Yokohama by the present mail are only to the 19th April, while those by the Pacific mail, published in our last issue, extended to the 22nd. There is not a single item of news in the despatches received this morning that has not been anticipated.

CHINA.

HANKOW.

(FROM A CORRESPONDENT.)

HANKOW, April 15.

From the central position which this place occupies in the Empire we are able to take a bird's-eye view of what is transpiring in every quarter. Rebellions in Yunan and in Kweichau, irruptions in Hunan, outbreaks in Sz'chuen, insurrections in Kansuh and Shensi—are sure to be talked of in Hankow. At the present time the current of common rumour flows north-west, towards the two provinces of Kansuh and Shensi, which are to a great extent overrun by Mahometan rebels. Amongst these there are said to be not a few of those marauders known by the name of Nienfei, as well as a sprinkling of the old "long-haired" rebels.

The rebels are said to possess foreign guns, to have become well trained for war, and to be thoroughly roused for conquest—so roused that even their women take to the field, mount on horseback, keep sentry, and fight like men. One rumour states that Tso Ta Ren and his remnant are surrounded by them; another, that they are besieging Siganfu, the provincial capital of Shensi. However much of truth or falsehood these various rumours may contain, it is certain that Li Hung Tsang's orders to Yunnan and Kweichau have been remanded, and that he is now commanded to proceed to Kansuh and Shensi, to rescue Tso and to put down the insurgents. His brother, Li Han Tsang has already arrived it Wuchang, coming hither in a large steamer, accompanied by a smaller one, to take charge of our Viceroy's business during his absence in the wars.

It is certain also that great activity is being displayed in the enlistment of soldiers to compose Li's army. Red coats throng the thoroughfares, and strings of recruits are frequently seen marching off to the various camps outside the city. At first Li, being a Kiang-nan man, showed a decided preference for Kiang-nan soldiers, and few but Kiang-nan men were being enlisted. The Hanyang Shien, however, represented to his Excellency that Hunan and Hupeh men were also subjects of his Majesty, and that they too were eligible for employment; so now his army is being made up in a more general way. It is to contain from 30,000 to 50,000 men, and to be increased on his arrival at Liang-yang. It seems that there are plenty of vagabond fellows to be got for the purpose, notwithstanding it is considered somewhat in the light of a forlorn-hope expedition. The men are not pressed, but enlisted under the agreement that they shall receive four taels two mace (about 26s.) every fortieth day; Li having, on account of the poverty of the Imperial exchequer hit upon this "Liberal" plan of extending a month to that term of days. If this ingenious and economical plan has really bee adopted by the astute Viceroy, what a rare Chancellor of the Exchequer would he make for the present Liberal Government of England! He would out-do Mr. Lowe!

Great bribery is reported in the obtaining of commissions to serve in Li's army, many colonels of regiments purchasing their rank at prices varying from 500 to 1,000 taels. Li himself told the captain of a French gunboat, now at Hankow, that he should be off on the 25th inst. Considering, however, that he ought to have gone some time ago, that is very doubtful. But this morn-

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ing, probably for the first time, a small foreign steamer belonging to him proceeded up the River Han, to the great surprise of the natives, destined to nobody knows where.

It is thought that if Tso be in such straits as he is represented to be in, it would argue a little more brotherly love in Li if he would make a trifle more haste to relieve him. His not doing so is set down to the account of a slight indisposition towards the whole affair, or else to a vain desire of securing the more glory to himself, by suffering matters to reach their worst before he attempts to mend them.

The result, as the origin, of this wide-spread and flourishing rebellion, is not easy to divine. Possibly the triumphant insurgents are only now avenging ages of wrong and oppression; for though now, to all intents and purposes, Chinese, it is not forgotten that their ancestors were foreigners, and that their creed is foreign too. Should Li be defeated it is not unlikely that they will set up in these two provinces an independent kingdom of their own.

DR. SHEARER'S HOSPITAL AND OPIUM SMOKERS.

We have received the "Second Report of the London Mission Hospital," Hankow, by George Shearer, M.D., from November 1, 1868, to December 31, 1869. This report professes to give an account of the professional labours of Dr. Shearer, for a period of fourteen months, at the hospital itself, and at the dispensaries in Han-Yang and Wuchang. It has seventeen pages devoted to the various diseases treated, with very valuable remarks describing them, or noting some of their peculiarities.

The following general summary will give an outline of the variety of the disorders which came under the Doctor's care, and will indicate the extent of his labours:—

Skin diseases	1,067
Diseases of the digestive system	1,052
Do. do. respiratory system	950
Do. do. eyes	879
Abscess, ulcer, carbuncle, &c.	638
Rheumatic affections	616
Diseases of brain and blood (including ague) ...	602
Venereal and syphilitic affections	315
Fractures, dislocations, wounds, caries, necrosis, gangrene	223
Diseases of heart and kidney	167
Opium smokers	96
Diseases of the ears, &c.	80
Rupture, hydrocele, &c.	72
Diseases of women	63
Tumours, cancers, &c.	34
Miscellaneous	28
Vaccination cases	48
Anæsthesia and leprosy	107
Total	7,037

The remarks of Dr. Shearer relating to opium smokers and his method of treating them will be read with interest by a large class of our patrons.

"Ninety-six opium smokers applied for means to enable them to get rid of the pernicious habit, the majority of whom were below the standard of health—pale, haggard, emaciated, and spiritless, or suffering from dyspepsia, diarrhœa, hœmorrhoids, sciatica or asthma and bronchitis. In ten cases the health was unaffected, the average quantity of opium being used, and for a period of years. Fifty smoked one mace daily and under; forty-six smoked two mace and over; a large number begun the habit, like Coleridge, for the relief of pain. One man, a Tai-ping-kwan had been in the habit of smoking eight mace daily, for a period of fifty years, but by strength of will he conquered the habit, and is now in the best of health. One man had been using four mace daily for seventeen years, and though suffering from internal piles seemed in good health. Four persons, husband and wife, mother and son, using three mace daily for several years, applied for assistance to break off the habit because they were now too poor to get the drug.

"I do not adopt the practice of withdrawing opium smokers from their homes and detaining them in hospital under strict surveillance, as advocated by some, but make use of all the moral persuasives and medicinal adjuncts in my power, and then set them free to struggle with and conquer the vice if they may. Some have brought their opium-pipes in proof of their sincerity, and I have an assured conviction that many have got the better of the evil habit through the means employed. Of twelve at least I am certain, and in their case there is, I think, little fear of their resuming the practice. I use a pill (composed of hyoscyamus, camphor, capsicum, and quinine) which answers well in allaying the morbid craving, and at the same time giving tone to the stomach. In the majority of instances breaking off the use of the drug is followed by nervousness, sleeplessness, loss of appetite, and debility, seldom diarrhœa, but usually within a month the system accommodates itself to privation of the wonted stimulant, and health is recovered."

SHANGHAI.

Dates are down to April 22. The London mail of Feb. 25 arrived out on April 15, with telegrams to March 21; *via* Kiachta telegrams extend to the 29th. The following items are from the *North China Herald*:—

The matter of greatest local interest, has been the *cause célebre*, von Gumpach v. Hart, which ended on Thursday; the jury finding a verdict for the plaintiff, damages £1,800, and Tls. 176, which the community generally endorse.

A meeting of the shareholders in the North-China Insurance Company (1869-71), was held yesterday, when the directors' report and accounts for the half-year ended December 31 last, were presented. These show a highly prosperous state of affairs. After payment of all claims and expenses to date, the working account show a profit of Tls. 226,642, raising the balance in hand to Tls. 606,885, in addition to the paid up capital of Tls. 300,000. And this result has been attained in spite of exceptionally heavy losses, aggregating Tls. 295,268. It was resolved, after some discussion, to abandon the practice of charging policy fees which has been hithorto customary. The following directors were elected for the ensuing year—Messrs. Brand, Bell, Lavers, Michie, Porter, and E. C. Smith.

The French missionaries seem determined to avail themselves of the privileges wrenched from the Chinese during the last demonstration at Nanking, and numerous buildings are in course of erection throughout the country; the one most deserving of notice in this vicinity being a chapel near completion at Woosung, a very creditable structure, about eighty feet in length, and substantial withal. While these good men are steadily working their way up hill against innumerable obstacles, and compelling the natives to respect the cross when once upraised on any house of worship, one would naturally expect to find the same emblem on the portal of a burying-place, equally reverenced; but it is not so; near Woosung, the cemetery, now hardly worthy of that name, is in a deplorable condition. One side of the wall has been knocked down, and what is left of the gates bear signs of wilful demolition; though in the midst of the ruins, with other mounds, may be found (by the aid of a stick as a probe, and a sickle to cut down the rank grass) several monuments to the memory of Europeans, who have died and been buried at this lonely spot. Chinamen respect their own dead, and they ought to be made to respect ours.

A meeting of land renters in the *British Concession* at Kiukiang was held on the 9th April, when the municipal report and accounts were presented. The latter show a balance in hand of Tls. 544.28, after an expenditure Tls. 768 84. A call of Tls. 30 per lot is made for the current year. Messrs. Hollingworth, Hamilton, and Anderson were re-elected a committee.

The Peking Races came off on the 4th, and afforded two days' very good sport. A report will be printed in our next issue. A correspondent mentions a report that Mr. Hart contemplates founding a weekly paper in Shanghai, to be called the *Cycle*, and to advocate the views of the Burlingame school.

A Tientsin correspondent writes:—"The weather is still very cold, and we have lately had a good deal of rain for this dry region. Two days ago I saw ice ½ inch thick, the produce of a single night. Further news quite confirms the serious nature of the defeat lately experienced by the Imperialists in Shensi."

A great improvement has been effected in the French settlement, by pulling down all the buildings which surrounded and shut in the French Municipal Hall. This is now left standing in the middle of a large open compound, enclosed by a wall and palisade.

HONG KONG.

The dates by the present mail extend to the 28th April. The London mail of 11th March arrived out on the 20th, with telegrams to the 1st April.

The following summary is from the *China Mail* of April 28:—

A glance at our Share List must convince those curious in such matters that Hong Kong, in a commercial sense, need not yet be altogether abandoned, although business may not now be so profitable as it was ten years ago. In some senses, perhaps, Hong Kong is now more advanced than it then was; and it is our belief that it would require even a more sanguine temperament than ours faithfully to predict what changes may come about before the year 1880. The Suez Canal, numerous telegraphic schemes from all directions by land and sea, commercial expeditions throughout the Empire and to the borders of Burmah, and the rival strides of advancement taken by the neighbouring people of Japan—these and other influences must ripen into results which, if now predicted, would scarcely be credited. In opposition to all this, it may be said that the effect of these improvements is injurious to trade; and it may be admitted that the sudden glut of the import markets, caused by the opening of the Suez Canal, has resulted in a vexatious and disappointing feeling of stagnation. But these are temporary disorders which will very soon pass off, when the trade will find its healthy level by the judicious regulation of supply and demand. It is unquestionable, however, that the extension of the market for our goods imported into China is the mainspring of our tradal requirements; and it is well that this fact should be frequently placed before both the governmental classes and the merchants engaged in the China trade. While efforts are being made in this colony and Shanghai (as well as in India and England) by the mercantile communities, with this specific purpose in view, it is only reasonable and fair that the policy of the Government should go hand-in-hand with such endeavours.

The report upon the Police Department for the year 1869 appeared in the *Gazette* of April 16, and deserves some notice. It

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is known to a few that Sir R. MacDonnell was the virtual head of most of the departments of Government in Hong Kong, and that departmental records frequently appeared fresh from the remodelling pen of the head master. His Excellency's hand is too apparent in the document in question to allow of a moment's doubt, and the report for last year should be entitled "His Excellency's Special Plea for his Police Force." To those who fail to note the hand of the real superintendent we give one or two expressions:—"The working of the police, as tested, has greatly improved;" "the success of the police is so much enhanced. . . . . We have received valuable assistance from the gaming-house licensees;" "its steady decrease (*i.e.* crime) during the last four years may be reasonably accepted as proof that the exertions of the officers of the departments have not been wholly futile," "larceny by servants has decreased in a very remarkable manner since the opening of licensed gaming houses," "as yet the Sikhs have not had the same local experience as other members of the Indian force," and "I think it will always be found expedient to retain a large Indian element in the force." The footmarks (or rather quill-marks) of the officer administering the Government and defending its policy, are here very clearly seen. In one sense, therefore, we are simply dealing with a sort of *rechauffe* of arguments, formerly advanced and answered, in connection with his Excellency's colonial policy; so that the interest felt in the report upon the most expensive and least efficient of the departments is thus reduced to a minimum.

ST. SAVIOUR'S COLLEGE.

H.E. the Lieut.-Governor distributed the prizes to the successful candidates at the St. Saviour's School's examination on the 26th. At three o'clock precisely the strains of the National Hymn, from the school band, announced H.E.'s arrival, and, attended by his personal staff, he took his seat upon the platform; the other positions of honour were occupied by his Honour the Chief Justice, the Hon. Mr. Forth, Hon. C. Smith, Hon. R. Rowett, Mr. Lister, Rev. Mr. Kennedy (Naval Chaplain), and Don T. Ortuno, the Spanish Consul, with many of the more prominent of the members of the garrison. After the reading of the report of the year's proceedings by the head of the College, Father T Raimondi, H.E. made a few brief remarks, expressing his thanks to the principal for his complimentary allusions, and expressing his conviction that the parents and relatives of the children must view with great gratitude the labours and success of the past year. His Excellency then proceeded to distribute the prizes, accompanying each with a few appropriate remarks. Several pieces of instrumental music were performed during the exercises by the pupils in a very creditable manner. Several of our leading ladies and many of our prominent merchants were present, and appeared highly gratified. The exercises concluded with a humorous dialogue between seven of the pupils, who contended, each in his own language, for the honour of returning thanks to the visitors; commencing in English, the topic was handled in French, Spanish, Italian, Portuguese, Malay, and Chinese, and finally returning to English, the first speaker thanked the ladies and gentlemen for their attendance in well-chosen terms. After "God Save the Queen," the visitors retired.

PRESENTATION.

Mr. George B. Glover, Commissioner of Customs, Canton, being about to depart from that port, the members of the outdoor staff of the service, and the linguists and writers thereof, presented him with complimentary addresses, each being accompanied by valuable silver ornaments. Mr. Glover acknowledged the compliments in suitable terms, expressing the pleasure he felt at having won the esteem of estimable bodies of men.

A correspondent inquires whether Hong Kong is to be visited or not by the Flying Squadron, which was last heard of at Yokohama. Hong Kong, so far as we have seen, is not included among the "ports of call;" indeed China is altogether excluded from the programme. Perhaps purposely so, for a Ministry which has been so gracefully complimentary to China as to apologise and make restitution for the acts of British officers in defending the lives and property of British subjects, can hardily be expected to risk wounding the delicate sensitiveness of the Chinese Government by such a formidable display of strength in Chinese waters. Mr. Childers may have been apprehensive that the visit would be misconstrued, and Chinamen made very angry at what they might fancy was a covert menace—at any rate, that it was an insolent barbaric demonstration to be resented when opportunity offers. To be sure, the presence of the squadron might have had another effect on the Chinese mind. It might have impressed them with an idea of the real strength that lies behind the mistaken diplomacy which encourages the notion of our weakness, and fosters the not unreasonable belief on their part that the red-headed barbarians will do anything rather than fight.

We hear that the rector of the Macao Seminary has decided to reprint the Chinese-Portuguese Dictionary, composed by the Rev. Fr. Gonsalves, and printed in the same seminary in the year 1833. The work has been entrusted to the well-known printers, Messrs. De Souza and Co. We hear also that the stock of the Chinese and Latin Dictionary, printed here by Mr. De Souza, under the direction of the Rev. Frs. Jerome and Leon, perished in the conflagration of the 19th October, 1861, when the Roman Catholic Cathedral was burnt, the whole of the printing materials and type foundry having been also destroyed on the same occasion. A copy of this dictionary cannot now be obtained.

The following account, duly certified, of the average amount of bank-notes in circulation in Hong Kong during the month ending March 31, 1870, is published for general information:—

	Average Amount.	Specie in Reserve.
Oriental Corporation	$341,247	$113,749
Chartered Mercantile	644,819	250,000
Chartered Bank of India	281,575	100,000
H. K. and S. B. Corporation ...	1,272,628	500,000
Total ...	$2,540,269	$963,749

The clipper *Thermopylæ* reached Foochow on the 19th April, having made the passage from Melbourne in thirty-eight days. Her outward voyage from London to Melbourne was done in the remarkably short time of sixty-eight days— the quickest ever performed by a sailing vessel between the two ports.

An old familar name reappears in our advertising columns—that of the Agra Bank, which resumes operations in Hong Kong. The local branch is in charge of Mr. H. Hughes, formerly manager of the Melbourne branch. The branch at Shanghai is in charge of Mr. E. Maccall, formerly manager there of the Chartered Bank.

The sugar refining establishment at East Point has been converted into a limited company. The *Overland Trade Report* says:—

The prospectus has not yet been published, but the following particulars can be relied upon. The company starts with a capital of $1,500,000, to be increased to $2,500,000, with an arrangement to purchase a crushing manufactory near Saigon, in order to proceed at once to the working of the crop of 1870-71. The manufactory is capable of producing 5,400 tons from this crop. For this they are to pay $125,000, and there is an arrangement for three additional mills, with their appliances, to be paid for at 25 per cent. over the cost laid down, if they arrive in time for the same crop; but if not, only 10 per cent. commission will be paid for them. The company is, however, bound by stipulations of the sellers of this property, which provide, first, for the sale to the latter of all the raw sugar produced for eight years, to a maximum of 400,000 piculs per annum, at current rates, to be deduced from those ruling at home (a proviso being added to ensure a profit to the company of at least 50 per cent.); second, that the company shall do no refining work during the eight years.

The Returns of Trade which have been issued by the Imperial Maritime Customs for the year 1869 are not on the whole very satisfactory. The total import and export trade is slightly in excess of the preceding year, namely, after deducting re-exports, in round numbers, about Tls. 142,000,000, against Tls. 140,000,000 in 1868; but, when this is compared with the increase that took place between 1867 and 1868, namely, to the extent of 13,000,000 of Taels, it will be seen that the progress of foreign trade has been comparatively slow during the year 1869. In the imports of foreign goods there is an increase of Tls. 4,000,000 at Shanghai, and of Tls. 1,500,000 at Chinkiang; while at Canton there is a falling off of Tls. 1,200,000, or about twenty per cent. At the other ports the differences between 1869 and 1868 are not great. The amount of the duties collected by the Foreign Inspectorate of Customs was Tls. 9,840,573 for 1869, against Tls. 9,425,656, in 1868.

JAVA.

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BATAVIA.

Advices from this port are to the 30th April. The following items of news are from the *Java Bode*:—

From various Residencies of Java news has been received of injury to dams and the washing away of bridges by floods. In the Japara district and the Residency of that name epidemic fevers and an epidemic small-pox continue to prevail. A Government telegram from Banjirmassin, dated April 3, states that the state of health in that district was satisfactory. After a long and painful illness, the wife of the Governor-General of Netherlands India died at Buitenzorg on the morning of the 8th April. On the 6th April the head agency of the Netherlands India Trading Bank here sold on account of the Billiton Company, 5,051 piculs tin at an average rate of f.72.35½ per picul.

The railway communication with Solo continues faulty, and the opinion gains ground that the side branch to the Fort (William I.) will never be completed. The traffic during the month of February yielded f.28,082.31, amongst which f.6,586.78 were from sundries *(diversen)*. The railroad from Batavia to Buitenzorg is steadily advancing, and a small portion of the embankment near the city is already ready.

A volcanic eruption is reported at Probolingo. On the evening of the 2nd March, about six o'clock, the Mountain Lamongan began to work heavily. The outburst continued three days with more or less violence, and was accompanied by underground sounds. The principal column of flame, which, on the 4th attained a considerable height, proceeded from the old crater, as shown by observations made during the eruption. People have not, however, to lament loss of life or damage to property on the present occasion.

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Much comment has been caused by the conduct of an officer's widow, who, in order to be revenged on a boy of about twelve years of age who had ill-treated her little boy, enticed him into her house, and caused him to be beaten so severely by the servant that he died six days afterwards. A *post mortem* examination was held by two medical men, who ascertained that the child had most probably died from the violence committed.

At Batavia, on the 18th April, the announced Exhibition of paintings and works of art was duly opened at the Botanical and Zoological Garden. So far as we are aware, an exhibition of paintings, &c., was never before held in Java.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

From this port we have advices to May 6. The English mail of March 25 arrived out April 28; the latest London telegrams were to April 18. From the *Overland Straits Times* we take the following summary of news:—

On the day of the departure of the last mail a meeting of the seat-holders, communicants, and congregation of St. Andrew's Church was held, at which a Church Council was elected to "represent the views of the congregation in matters spiritual, and assist the bishop and chaplain in the promotion of the true interests of the Church here and in the diocese generally." A meeting of the trustees had been held just previously, and the resolutions passed by the trustees were put before the meeting for approval. The most important of these was the one converting St. Andrew's Church into St. Andrew's Cathedral. The proposition struck some of the members as novel, and inquiry was made what changes, if any, would result from the change of name; the Bishop replied that in a cathedral it was usual for the officiating minister to wear a white surplice instead of a black gown, and also for the choir to wear surplices. He could not say these changes would be made here, but as such was the custom, they might be. The resolution was carried, and St. Andrew's Church will soon be St. Andrew's Church no longer.

On the 2nd inst.,' by order of his Excellency the Governor, a special criminal session was held for the trial of Captain Warnkis, master of the North German barque *Marie Helene*, charged with having caused the death of a Chinese boy on board his vessel. The boy had been struck with a hammer thrown by the captain at the second officer; the skull was fractured, and death ensued several days after. Though the magistrate had committed the prisoner for trial on the capital charge, murder, the Grand Jury brought a bill for manslaughter, and the petty jury found him guilty, but strongly recommended him to mercy, owing to the great provocation he had received from the second officer, for whom the blow was intended—it having been proved that the two had been quarelling for some time, and that a number of missiles had been thrown by both parties before the one that had so fatal a result. The Chief Justice, in passing sentence, said that he was very willing to consider the recommendation to mercy, and therefore imposed merely a nominal punishment, viz., three months' imprisonment in Her Majesty's Jail. Singularly enough, the Chief Justice had forgotton the law passed at the last session of the Legislative Council, prohibiting the naming of any place of imprisonment in a sentence, and next morning he had the prisoner brought back to Court, and changedthe sentence to three months' simple imprisonment.

At the meeting of the trustees of the Raffles Institution, on the 8th ult., the report of the sub-committee appointed by the trustees was read. The sub-committee advocate some very important changes in the educational system—neither more nor less than the carrying out of the original scheme of Sir Stamford Raffles, in the establishment of a college. We are not so sanguine of the success of the scheme as the committee appear to be, and would rather see, for the present, some indication of improvement in the lower schools, and a more thorough inculcation of the rudimenrary studies than any extension of the list.

The Acting Lieut. Governor of Malacca, and also H. E. the Governor, owing to representations made by certain native rulers on the Malay Peninsula, have been to Kallang to endeavour to settle the differences between some of the contending rajahs there. The overtures of the Acting Lieut. Governor of Malacca were not very graciously received by one of the parties, who declined to have anything whatever to say to him. His Excellency the Governor has since been there in the *Peiho*, with quite as unsatisfactory a result,—as the rajah who was giving the trouble had gone into the interior when the Governor arrived. The real truth of the matter appears to be that the Sultan encourages these occasional quarrels among his rajahs, in order that he may reap the benefit in the payment of the tenths levied on the produce.

With reference to the Kullang affair alluded to in the above paragraph from the *Straits Times*, a correspondent writes as follows:—

"In 1867 the Kullang river was under the government of a certain Rajah Doolah. Rajah Muhdie, secretely backed by the Sultan of Salenjore, created a disturbance in the territory, and finally drove Rajah Doolah ont of his possessions. The Rajah has since died, and his sons have of late commenced active operations, with the view of regaining what they consider their hereditary rights. For this purpose they have raised a considerable force, and among other allies have secured Rajah Oodin, a near relation of the Rajah of Quedah, who has joined with some six hundred followers. At the Sultan's request, Rajah Oodin took command of the attacking forces, and called on Rajah Muhdie to surrender. The latter, having defied his assailants, was gradually hemmed in by a series of stockades, something like seventy or eighty in number, which were erected around his stronghold. He was, however, assisted in holding out by the Chinese from Malacca, who brought arms, ammunition, and provisions, and smuggled them into the fort. To stop this, Rajah Oodin wrote to the English authorities at Malacca, complaining of the breach of neutrality, and the Governor, having called his Executive Council together, issued a proclamation forbidding the exportation of munitions of war to Kullang. So far so good. But now the Governor seems to have conceived the idea of settling the matter in dispute by a grand stroke of policy, and the Acting Lieutenant-Governor of Malacca was despatched to Kullang in the *Rainbow*, and opened negotiations not with Rajah Oodin, but with Muhdie, who was invited to meet the Lieutenant-Governor on board his steamer. To do this, the Rajah would have had to pass through his enemy's forces, so very naturally preferred staying safely in his fortress to making an excursion which might have cost him his life; so he politely declined, and the Lieutenant-Governor returned to Malacca. Hereupon, the Governor decided that he would go in *propria personæ*—surely no native chief would act so disrespectfully to *him!*—and accordingly the *Rainbow* and H.M.S. *Icarus* were ordered to meet the *Peiho*, with H.E. on board, at the Kullang River, and another letter was sent to Muhdie, who this time refused to receive it; he distrusted the intentions of his new friends, and sent word that he was away from the country, a palpable falsehood, by the way, as he couldn't get out of his fort. This unexpected rebuff made the expedition look rather foolish, so, hearing that the Sultan of Salenjore was at Langat, a place only a few miles off, it was resolved to pay him a visit. This was done next day, but without any result except a fatiguing march on a hot day, and a short and most unsatisfactory interview with the Sultan, who is described as an opium-smoking, "used-up" old gentleman. The expedition then returned to Singapore, having proved as abortive as it was foolish, but having cost the colony a pretty penny. So much for Governor Ord's last freak."

Commercial Report.

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(*For dates see First Page.*)

STRAITS, JAVA, CHINA, AND JAPAN IMPORTS.

SHANGHAI.—There had been little or nothing done in any description of cotton manufactures between importers and dealers, the few transactions reported having been by native speculators, and taken for local wants only. With the exception of Chintzes, Fancy Cotton Goods had received no attention; they, in common with other cottons, had shared in the general depression. Woollens: The silkmen had almost exclusively monopolised the trade, and their forced sales of Spanish Stripes, Camlets, Figured Orleans, &c., had utterly disorganised the market. Metals.—Lead: Several sales of L. B. at 4.90 for common chops, 4.75 offered. Market dull, a downward tendency. Iron: A fair business had been transacted. Sales 11,000 bundles at Tls. 2.10 to 2.40 per picul, the latter price being paid for good assortments. Coals: Sales of Anthracite at Tls. 8.80 from ship.

HANKOW.—Grey Shirtings had fluctuated 2 to 3 candareens per piece, and a moderate quantity had been disposed of. Grey T-Cloths had been fairly saleable, but dealers were overstocked. Supply of Dyed Cottons limited, and an advance established. Woollens very difficult of sale. Demand for Camlets had fallen off, and prices were lower 2 mace per piece. Shipments of Long Ells much in excess of requirements, leading to a farther fall of 2 mace per piece. Teamen had bought but little Lead, that, to force sales, a further reduction had been submitted to. Quotations:—Grey Shirtings, 7.0 to 7.2 lbs., Tls. 2.05 to 2.08 per piece; 8.4 to 8.6 lbs., Tls. 2.26 to 2.30; 9 to 10 lbs., Tls. 2.60 to 3.05; T-Cloths, 6 to 6½ lbs., Tls. 1.55 to 1.73; 7 to 7½ lbs., Tls. 1.65 to 1.90; 8 to 8½ lbs., Tls. 2.08 to 2.40; White Shirtings, Tls. 2.20 to 2.73; Camlets, SS., Tls. 11.70 to 12.10; Lastings, Tls. 10.90 to 11.20; Long Ells, Tls. 5.60 to 5.90.

FOOCHOW.—The following sales were reported:—1,400 pieces 8¼ lbs. Grey Shirtings, $3.11 per piece; 2,000 pieces 7 lbs. T-Cloth, from $2.37 to 2.62 per piece; 1,000 picce 6 lbs. T-Cloth, at $2.10 per piece. Quotations are: 8¼ lbs. Grey Shirtings, $3.10 to 3.15; 7 lbs. do., $2.40 to 2.80; 6 lbs. do., $2.10 to 2.15. Lead: Nominal at 7¼ for large pigs, and $6¾ to 7 for small.

HONG KONG.—The interval had been one of marked inactivity in the market for manufactured imports. Dealers had not shown the slightest disposition to come forward, and stocks in hand were becoming very unwieldy. The trade which had generally been active at this season of the year was entirely wanting. Grey Shirtings: No change to report. Market very dull; sales small. Rates showed a weakening tendency. 6 lbs., $2.40; 7 lbs., $2.60; 8/4 lbs., $2.85 to 2.90; 9½ to 10 lbs., $3.65 to 3.90. About 1,190 pieces sea damaged 8/4 lbs. placed at $2.77 to 2.86. T-Cloths: Market continued in the most unsatisfactory position. Prices lower, and the tendency downward. Sales, 6 lbs., $1.90 to 1.95; 7 lbs., $2.10 to 2.15 for ordinary, $2.25 to 2.35 for Mexicans; 8lbs., $2.60 to 2.70. White Shirtings: There had been no business. Prices nominally lower. Stocks of all qualities heavy. Drills: Very little demand, prices again lower; English, 40 yards, $4.40 to 4.50, 30 yards, $3.10 to 3.15. Fancy Cottons: Assorted Chintzes in full supply, prices 5 cents lower; no business in Dyed Spots, Brocades, or Damasks. Woollens: Scarlet and Assorted Long Ells declined about 5 to 10 cents per piece; for all descriptions the market was dull and inactive, notwithstanding the very low prices ruling; Long Ells, $7.10 to 7.15; Figured Orleans, $4 to $5.50. Cotton Yarn: Fair demand, but market weak, with a decided downward tendency; Nos. 16/24, $138.50 to $142.50; Nos. 28/32, $144 to 150. Metals: A parcel of Nail Rod Iron,

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Nos. 1 to 6, sold at 2.35 per picul; some flat bars changed hands at $2.46 per picul; lead still very dull. The only sale had been of a lot of German quality at $6.10 per picul.

SINGAPORE.—The following is from Messrs. Boustead and Co.'s Circular:—There has been a rather better general inquiry for Cotton goods, but in the face of large supplies near at hand, holders are anxious to make sales, and values for almost all descriptions of Grey goods are lower. 39-inch Grey Shirtings: 8¼ lb. in very small supply, continue in inquiry, and worth $3 to 3.2½, stocks of this weight almost cleared; 7 lb. worth $2.50 to 2.52½, 6 lb. saleable to a small extent at $2.10; 45-inch in very small demand, values almost nominal, a sale of 8 lbs. reported at $2.77½. 36-inch White Shirtings: Common qualities still saleable; fine in limted inquiry; 45-inch worth $3.75 to 3.80. 45-inch White Cambrics: 24s, dull at $19½ to 20, 15/16s, placed at $31 to 31¾, other kinds quiet. 36-inch White Spots wanted at $3 to 3.05. 30-inch White Maddapollams very quiet at $21 to 21½. 33-inch Imitation Irish Linens saleable at $2.10 to 2.15, 32-inch Grey T-Cloths: 4½ lbs. sold to some extent at $1.45 to 1.47½; 5 lbs., in small supply and wanted at $1.57½ to 1.60; 6 lbs., inquired for at $1.87½ to 1.90; 7 lbs., dull at $2.05 to 2.10. 32-inch Grey Maddapollams: 3 lbs. sold at $21½ per corge. 30-inch Grey Drills: Both Dutch and English not inquired for. Grey Yarn: 18/24s. dull, and not worth more than $115 to 117½. 30s in less inquiry; 40s also in less request and worth about $142½ to 145. Turkey Red Yarn: Sales at $145 to 146 and 154, for 10 and 12 lbs. Glasgow Dye respectively. Other colours quiet at about last rates. 32-inch Turkey Red Cambrics very dull, rates nominally unaltered. Woollens: Small sales reported of Scarlet Long Ells at $6 for 8 lbs., and $8 for 12 lbs. of Scarlet Bombazettes at $3.20, and Assorted Camlets at $16¾.

PENANG.—Grey Shirtings, 6 lbs., not in stock—quotation nominal clearances of 7 lbs. at $51½ to 51¾, and of 8½ lbs. $61½ to 60½ per corge. 45-inch, no transactions. Long Cloths out of stock—quotations nominal. Madapollams, 2¾ to 3 lbs., sold to arrive at $22 per corge; 5½ lbs., no sales. T-Cloths in very light stock; business in 7 lbs. at $43 and 43½ per corge; quotations for other weights nominal. White Shirtings, Medium to Fine, $62½ to 82 per corge; Low qualities not in stock and in some demand. White Cambrics, Low to Middling, have had a few buyers at former prices; Low sold to arrive at $21½, Middling at $27 per corge. No demand for fine qualities; of Nos. 15/16 sales reported at $32½ and 32 per corge. Grey Sheetings in weak inquiry; small sales only at $88 and 92 per corge, according to weight and quality. The small stock of American Drill cleared at $80 per corge. Turkey Red Cambrics, lighter weights, in fair demand; sales reported of 2 lbs. 8 oz. at $47 and 46; 2 lbs. 4 oz., at $43½; 2 lbs., at $39; 1 lb. 15 oz., at $38 and 38½ per corge. Yarn a little more in inquiry; sales of Grey Mule No. 16 to 24, at $122; No. 24, at $129; No. 30, at $136; and No. 40, at $146 per bale of 400 lbs.

STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

TEA.

SHANGHAI.—Black: There had been an entire absence of business during the interval. Green: Settlements amounted to 2,285 half-chests, principally Shanghai-packed leaf, at Tls. 23 to 26 per picul. The unsold stock was 6,259 half-chests, common and inferior descriptions.

HANKOW, FOOCHOW AND KIUKIANG.—There had been no business at these ports.

SILK.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular:—Transactions during the fortnight amount to about 400 bales, consisting mostly of Taysaam sorts (exclusive of 239 bales previously estimated, which went forward by the French steamer). Prices all round have been rather easier as the dealers seem anxious to have the season finished, and n Taysaams a decline of Tls. 5 to 10 may be quoted.

STRAITS PRODUCE.

SINGAPORE.—Malacca Tin: Better demand, but almost wholly on American account, 1,000 piculs resmelted Junk Ceylon sold at $29.90 to 30.30, and about 1,200 piculs Malacca at $30 to 30.30. Gambier in more demand but very little business done, dealers declining to make further engagements at the late decline; about 6,000 piculs contracted for at $2.95, but that price refused at the close, Black Pepper: Very little procurable, about 2,000 piculs sold in small lots at $8.70 to 75. White, some small parcels brought $11.15 to 11½. Sago Flour: An arrival of 1,000 piculs Sarawak brought $2.40. Pearl Sago in more request, about 4,000 piculs sold at $2.95 for small grain. Tapioca not in much inquiry, worth $4. Buffalo Hides more plentiful, purchases at $10.30 to 50. Gum Damar rather dull, good quality worth $16. Rattans unusually scarce, small arrivals bring high prices. India Rubber without arrival, worth $43½ to 44. Gutta Percha: Arrivals of good quality brought $120.

PENANG.—The produce market had not been well supplied with many of the staple articles, and prices had been slightly advanced, there having been a fair demand. Tin was bought after departure of last mail in small quantities at $29½ to 29¾, but the great bulk of the purchases had been made at $30 per picul, which was the closing price. Black Pepper had arrived both from East and West Coast, but quotations of West Coast were nominal, as arrivals had been previously contracted for. Acheen in fair supply, and taken at $8 to 8.05 per picul; quotations of White nominal. Sugar: Penang had not moved; of Chinese manufacture there had been purchases on the spot of picked lots at prices ranging from $3.15 to 3 per picul. Fish Maws: Arrivals secured at $71 for whole, and $91 for split per picul. Gum Benjamin in considerable supplies; only one purchase of No. 2 T. T. and Co. at $20½ per picul. Gutta Percha in fair supply but meeting a brisk demand had advanced, arrivals taken at $116 to 122 per picul. Small arrivals of India Rubber taken at $41 and 41½ per picul.

NEW YORK MARKET REPORT.

TEA.

There is a steady and fairly active demand for all kinds, but more especially for Green Teas, of which description extensive sales have been effected. Prices show little or no change from those last given, having been steadily maintained throughout.

We note the following sales:—3,040 half-chests Greens per Sarah Nicholson, 2,878 per City of Perth, 584 per N. B. Palmer, 904 per E. Dougall, 529 per W. E. Gladstone, 1,476 half-chests Oolongs per Springfield, 555 per Alexander, 2,000, vessel not named, 3,200 half-chests Japans per Havelock, and 200 half-chests Souchong per Game Cock.

SILK.

Messrs. O'Donoghue and Howell report as follows:—The demand for all descriptions of fine Silks has been active, and parcels on offer have been taken by the manufacturers very freely. This is in some measure owing to the limited supply here and the continued strength of the London market, where good Silks seem equally scarce. Re-reeled Haineens and Tsatlees continue to be the favourites, and command full figures, the supply of both being very small. Re-reeled Canton, extra fine and good quality, is not in large stock, and sells rapidly. Common Canton is somewhat of a drug, and neglected at quotations. Usual Reel Tsatlees are very scarce; the best qualities still fetch full figures. Usual Reel Taysaams of good quality are in demand. Japans are not in stock and not wanted, with the exception of Atchezan, late arrivals of which have sold freely. In consequence of the increased demand for Raw Silk for the weaving business, we look forward with confidence to a large trade in the fall, and trust that the order now going forward will have the effect of bringing to our market a better assortment of all classes of Silk than heretofore we have received. There can be no reason, considering the prices our manufacturers are willing to pay, why they should not have the best Silk that the China market can afford. Such Silk is always sooner or later appreciated, and will, we think, tend in a great measure to strengthen and improve a branch of trade which may ultimately prove a very large and important one.

The following are the quotations:—Tsatlee, No, 1, none; 2, $10.75; 3, $10.50; 4 and 5, $8.50 to 9. Taysaam, No. 1, $9 to 9.25; 2, $8.75; 3, $68.25 to 8.50; 4 and 5, $6.75 to 7. Canton, re-reeled, good, $7.50; fair, $7 to 7.25; medium, $6.25 to 6.50. Tsatlee, re-reeled, good, $10.50 fair, $10; medium, $9 to 9 50. Taysaam, do., none. Haineen, do., good best, $10.75; fair, $9.50 to 10. Canton, do., extra fine, $8.50. Maibash, none. Koshio, $9 to 9.25. Atchezan, $8.50 to 9.25. Ida, Sodai, and Oshio, none.

COFFEE.—The market for Brazil is still quiet, without change in prices. In East India there has been increased business, and we note the following sales:—25,000 mats Java to arrive from Padang per Sacramento, 3,233 mats Singapore per Siam arrived at Boston, 927 bags Manila and 150 bags Ceylon; the prices paid are not reported, but are understood to be on the basis of the current quotations, which are without change, viz—Java 21½c. to 22c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. gold. The stock of Manila on the 1st June was estimated at 1,700 bags, against 6,769 bags on June 1, 1869; of Java (Government) at 850 bags, against 2,235 bags; of Java mats, 35,918, against 41,808 bags; of Ceylon, 9,157 bags, against 1,500 bags; of Singapore 1,000 bags against *nil*.

CAMPHOR.—China is quoted 20c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.; Cassia, $1.25 gold.

FIRE CRACKERS.—The activity continues and rates are again higher; the sales have been 18,000 boxes, Extra No. 1, at $2 50 to 2.60 cash mostly at the latter price, and 3,000 boxes on private terms. At the close holders are asking $2.65.

GAMBIER.—The current quotation is 4½c. gold (duty paid); stock small.

HEMP.—The sales are reported of 7,200 bales Manila, to arrive via England, per Belvidere, at 14c. gold, 60 days' prompt, and of 2,800 bales, per Adelina, on private terms. The stock of Manila on the 1st June was estimated at 11,613 bales, against 2,802 bales at the corresponding date of 1869, and 17,664 bales in 1868. The imports into the United States from the 1st January to the 30th April, 1870, were 53,100 bales, against 47,471 bales during the corresponding period of last year, and the quantity afloat on the 30th April was 22,988 bales, against 10,829 bales at the same date last year.

INDIGO.—The market for Manila has become quiet, and about 25 cases have been sold at $1.15 to 1.30 currency, showing a slight decline.

PRESERVED GINGER.—China is quoted $8 currency (duty paid).

RHUBARB.—The quotation for China is $1 to 2.25 currency (duty paid.

RICE.—There is still a good inquiry for Rangoon, both for export and home consumption, but the stock being nearly exhausted, the business has for the most part been in parcels afloat; the sales amount to about 11,750 bags at $2.93¾ to 3.37½ gold in bond, and $7 to 7.25 currency duty paid, showing an advance in prices.

SPICES.—The activity in Nutmegs, noticed in our last, continues, and the market has been excited, with a very large business. The movement is based on the short crop advices, light stocks in the English and Continental markets, and higher prices there as well as at the places of production. The transactions embrace about 3,000 cases and 100 casks, including all to be had here and to arrive, beside some invoices by vessels not yet begun to load; prices are higher, and are firm at $1.07½ to 1.10 gold. In other Spices there has been a steady business, and we note sales, in lots of 25 to 30 cases—Mace, $1.22½ to 1.25; 400 bales Cassia, 47c.; 250 do. Cloves, 25¾c. to 26c.; 800 to 900 bags Singapore Pepper, 27c.

SUGAR.—The active tone of the market is steadily maintained, but there is still an absence of business in East India.

TIN.—The business in Straits has been somewhat smaller than of late, but prices are firm at the recent advance. The sales comprise 1,800 slabs Straits at 35½c. to 36c., 2,000 slabs afloat at 35½c. to 35½ 50 slabs Banca at 44c., and 150 slabs afloat at 40c. gold.

SHIPPING.

ARRIVALS.—May 13, at San Francisco, from Hong Kong and Yoko

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ham, Japan (s.); 23, from Hong Kong, Niagara; at Philadelphia, from Padang and Batavia, Aberdeen; 24, at New York, from Shanghai, Harlow, Good Hope; from Yokohama, Crest of the Wave, Havelock; from Hong Kong, Music; from Manila, Adelina.

DEPARTURES.—May 17, from San Francisco, for Yokohama, Adelia Carlton; 24, from New York for Batavia, Rocket.

LOADING.—At New York, for Batavia, Franklin; for Shanghai, Homer; at San Francisco, for Hong Kong, Guiding Star; for Manila, Emerald.

EXPORT OF TEA AND SILK, SEASON 1869-70.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to March 31, 1870	74573	71626722	49565984	1349918	15492734	138109921	41928
Corresponding period last season	731407	68689159	53399568	...	15790745	138610879	49167

Shipments Since:

Apr. 20 per Sir William Wallace	From Foochow	719,900	
— 21 ... Cambodge (ml. str.)	... Shanghai, &c.	—	317
— 28 ... Travancore (ml. str.)	... do.	—	400

TO THE CONTINENT.

							Bales.
From June 1 to March 31, 1870	...	...	...	...	...	4114550	16620
Corresponding period last season	...	...	...	...	...	4096139	19229

Shipments Since:

Apr. 21 per Cambodge (ml. str.)	From Shanghai, &c.	—	388
— 28 ... Travancore (ml. str.)	... do.	—	236

TO UNITED STATES.

							Pcls.
From June 1 to March 31. 1870	...	...	...	...	...	38308240	932
Corresponding period last season	...	...	...	...	...	39167247	1601

TO AUSTRALIA.

From June 1 to March 31, 1870 ... ... 13,176,241 lbs.
Corresponding period last year 16,781,399

Shipments Since:

Apr. 5 per Chelsea	From Hong Kong	...	118,320
— 20 ... Aquarius	... Foochow	...	283,300
— 24 ... Merle Blanc	... Hong Kong	...	10,000

TO GREAT BRITAIN.

				Tea—lbs.	Silk bales China & Japan
From 1843 to 1844	...	...	...	51,022,600	... *
,, 1845 to 1846	...	...	...	67,334,200	18,604
,, 1850 to 1851	...	...	...	63,972,000	22,143
,, 1853 to 1854	...	...	...	77,327,800	61,280
,, 1855 to 1856	...	...	...	92,240,300	50,481
,, 1857 to 1858	...	...	...	76,990,255	68,315
,, 1858 to 1859	...	...	...	65,789,792	83,184
,, 1859 to 1860	...	...	...	85,560,452	64,169
,, 1860 to 1861	...	...	...	90,066,160	70,644
,, 1861 to 1862	...	...	...	109,854,040	79,199
,, 1862 to 1863	...	...	...	121,273,580	72,887
,, 1863 to 1864	...	...	...	117,463,586	46,603
,, 1864 to 1865	...	...	...	121,236,870	32,313
,, 1865 to 1866	...	...	...	118,333,042	62,890
,, 1866 to 1867	...	...	...	118,423,290	50,052
,, 1867 to 1868	...	...	...	116,890,430	57,449
,, 1868 to 1869	...	...	...	142,789,804	70,917

* Including the Continent.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6d.	4s. 6¼d.	4s. 6¼d.
Shanghai ,, ,, ...	6s. 0d.	6s. 0¼d.	6s. 0¼d.
Canton ,, ,,	4s. 6d.	4s. 6⅝d.	4s. 6⅝d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 7¼d.	4s. 7⅜d.	4s. 8d.
Manila ,, ,, ...	4s. 6d.	4s. 6¼d.	4s. 6¼d.
Colombo ,, ,, ...	par to 1⅛ dis.	2 to 2⅛ dis.	2 to 2⅛ dis.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	300½ to 301	226½
,, Hong Kong	24⅝ to 25⅛ dis.	—
Bar silver	111.5.0	7½ prem.
Mexican dollars	74.9.0	⅛ to ¼ prem.

Bons, at Yokohama, — to 350 per — dol

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 25; Old, 36 per cent. premium.
Hong Kong Gas Company, 46 dols. per share.
Hong Kong and Whampoa Dock, 5 per cent. discount.
Union Dock Company, 40 per cent. discount.
China Traders' Insurance, 1,650 dols. premium.
Hotel shares, 65 per cent. discount.
Hong Kong and Macao Steamboat Company, 32 per cent. premium.

Mr. E. Mellish's Hong Kong Circular remarks:—During the short interval that has elapsed since the departure of last mail, very little business has been done in Sterling Exchange, and rates have remained unaltered, except that the tendency of the market is towards higher rates. The amount of locally drawn Private Paper at this season is of course extremely small. Tenders were invited for H.M. Treasury Bills at 30 days' sight, and offers at 4s. 5⅞d. and 4s. 6d. were accepted. The demand for remittance has been for the most part supplied by Bank Bills. Estimated amount of business—Bank paper, £90,000; private bills, £90,000 to £100,000; rupees, three lakhs.

SHANGHAI SILK SHIPPERS.

1st June, 1869, to 17th April, 1870.

	Bales.		Bales.
Adamson, Bell, and Co.	70	Hogg Bros.	765
Barnet and Co.	2,348	Holliday, Wise, and Co.	10
Birley, Worthington, and Co.	2,027	Jardine, Matheson, and Co.	792
W. Birt	114	Jarvie, John, and Co.	1,744
Bland, J.	320	Meynard and Co.	20
Blum Bros.	235	Milsom and Tod	906
Borneo Company	100	Nachtrieb, A., and Co.	962
Borntraeger and Co.	545	Parsees	91
Bourjau, Hubener, and Co.	227	Pustau, Wm., and Co.	164
Bovet Bros. and Co.	731	Reid and Co.	54
Bower, Hanbury, and Co.	1,804	Reiss and Co.	178
Brand, Monro, and Co.	3,928	Russell and Co.	2,429
Bradwell, Bloor, and Co.	28	Remé, Wm. and Co.	773
Bull, Purdon and Co.	8	Sassoon, David, Sons, and Co.	282
Carter and Co.	1,714	Sassoon and Co., E.D.	46
Chapman, King and Co.	485	Sayn, H.	118
Chinese	122	Scheibler, Matthai, and Co.	1,062
Coutts and Co.	116	Seare, Essex, and Co.	896
Cumine and Co.	513	Shaw Bros. and Co	1,017
Dickinson and Co.	218	Siemssen and Co.	954
Fogg and Co.	25	SLeggs and Co.	1,779
Framjee, Hormusjee, and Co.	50	Smith, Archer, and Co.	244
Gamwell, F. R.	1,859	Textor and Co.	1,450
Gibb, Livingston, and Co.	1,652	Thorne Bros. and Co.	1,097
Gilman and Co.	1,079	Trautmann and Co.	269
Glover, Dow, and Co.	221	Westall, Brand, and Co.	216
Gutschow and Co.	241	Sundries	2,112
Heard, Augustine, and Co.	745		
Helbling and Co.	866	Total bales	41,756

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, April 12, Blackwatch.

At SHANGHAI.—From London, Whiteadder, Flying Spur, Wild Deer, Weymouth (reported by telegram).

At HONG KONG and CANTON.—From London, April 18, Ellenborough; 21, Manuclita (str.), from Liverpool; 19, Diomed (str.); Fiery Cross (by telegam).

At MANILA.—None.

At SINGAPORE.—From London, April 30, Sir Henry Havelock; from Cardiff, 26, Bedfordshire; from Sunderland, 30, Racehorse; from Glasgow, May 1, Edinburg Castle; from Hamburg, April 28, China; from Bordeaux, Bengali; from London, May 21, Sre Singapura; 28, Craigforth (reported by telegram).

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—None.

From FOOCHOW.—April 18, Sir William Wallace.

From HONG KONG and CANTON.—For Callao, April 23, America.

From MANILA.—For Liverpool, April 13, Juliana.

From SINGAPORE.—For Boston, April 27, Professor Suringar; for New York, Carl and Auguste.

From PENANG.—None.

VESSELS LOADING.

At YOKOHAMA.—For New York, C. C. Leary.

At HANKOW (intended to load with new teas).—For London, Agamemnon (str.), Achilles (str.), Erl King (str.); for London, Aberon (str.), Titania.

At SHANGHAI.—For New York, Benefactor.

At FOOCHOW.—For London (waiting for the new teas), Thermopylæ.

At HONG KONG and CANTON.—For Portsmouth, D. Ugarte.

At MANILA.—For London, Jubilee; for Liverpool, Jesus, Maria; for Cork, Trinidad; for Cadiz, Delia, Concepcion; for New York, Volunteer, Asa Eldridge, Daniel Marcy, Horatio Harris; for Boston, Mutlah.

At SINGAPORE.—For London, Blair Athol, John Temperley, Ystavat; for Liverpool, Athena, Banda, Edinburgh Castle; for New York, Frances; for Boston, Agnes, Professor.

At PENANG.—For London, Octavia, Ilione, Jeannie Souttit; for Boston, Humbolt.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—There is no vessel on the berth for Europe.

At SHANGHAI.—Rates home with the new teas £4 to £3 10s. (reported by telegram).

At HONG KONG and CANTON.—Nominal.

At MANILA.—The Maria has been chartered to load for Liverpool, wet Sugar at £3 5s., and Hemp at £4 per 20 cwt. The Daniel Marey has been taken up for New York, and gets Sugar at $11 gold per 20 cwt., Hemp at $11.25 gold per 4 bales, and Hides at $13 gold per 40 cubic feet.

At SINGAPORE.—To London or Liverpool, £2 12s. 6d. per ton dead weight, and £3 light cargo.

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At PENANG.—To London, Sugar, £2 5s.; light freight, £2 7s. 6d. to £2 10s.; measurement, £3 per ton.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
April 16	Mary	... Bangkok	... Falmouth
„ —	Elisa	... Manila	... Liverpool
„ 17	Tewkesbury	... Manila	... New York
„ —	Allendale	... Foochow	... New York
„ —	Gloria	... China	... Liverpool
„ 18	Italia	... Macao	... Havana
„ 21	Stad Leijden	... Batavia	... Amsterdam
„ 25	Clifton	... Singapore	... Boston

COMMERCIAL POSTSCRIPT.

The firm of Hunter, Houghton, and Co, which has existed for over fifty years, is in liquidation, owing to the death of Mr. Houghton. Mr. John Peet, who is the surviving partner, has established the new firm of J. Peet and Co., with Mr. Howlett as partner.

The amount of bullion by the P. and O. Company's steamer *Syria*, from Southampton on the 11th inst., was in gold, to Galle £123; to Bombay, £3,434; to Madras, £340; in silver, to Penang £34,115; to Singapore, £64,020; to Hong Kong, £48,664; to Foochow, £5,750; to Yokohama, £223,700; total in gold, £3,897; in silver, £376,249.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—June 11, at London, from Shanghai, Calisto; 10, at Falmouth, from Akyab, Alliance; 11, at Liverpool, from Singapore, Wemyss Castle; May 29, at San Francisco, from Hong Kong, Panther, Malay; June 11, at Deal, from Ceylon, Teviotdale; 9, at Havre, from Colombo, City of London; 11, at London, from Manila, Victoria; 13, at Falmouth, from Rangoon, Luctor Emergo, Stavers; 12, from Sourabaya, Dagmar; from Foochow, Diamond.

DEPARTURES.—From Amsterdam, for Batavia, Vice-Admiral May; May 28, from San Francisco, for Manila, Emerald; June 12, from Liverpool, for Singapore, Huddersfield; for Singapore and Japan (via Suez Canal), Waverley (steamer).

LAID ON.—At London: For Yokohama and Hiogo, Pride of the Thames; for Yokohama, Ben More, Eastern Chief; for Singapore, Hong Kong, and Shanghai (via Suez Canal), Abbotsford (str.); for Hong Kong, Neville. At Liverpool: For Nagasaki and Hiogo, Dolphin. At Glasgow: For Java, Professor Vander Buon Mesch.

SPOKEN.—Maria, Diederika, Rotterdam to Singapore, April 28 8 N., 25 W.; Northampton (ship), London to Shanghai, 23 days out, 3 N., 24 W.; Eugenie, Cardiff to Singapore, April 24, 23 S., 26 W.

MISCELLANEOUS.—Off Gibraltar, June 9, Hipparchus (str.), from Liverpool, and proceeded for Singapore, China, &c. (*via* Suez Canal). At Callao, April 29, Japan, Wretman, from Guanape, and sailed May 2, for Japan.

LATEST TELEGRAMS.

CHINA.

(REUTER'S TELEGRAMS, BY BRITISH-INDIAN CABLE.)

HONG KONG, MAY 26.—Grey Shirtings, 8¼lb., $2.90, quiet. Water twist, $140, quiet. Exchange on London, Bank bills, six months, 4s. 6d½. Tea, export to date, 139,000,000 lbs.

SHANGHAI, MAY 19.—Grey Shirtings, 6¼ catties, 8¼lb., 2.80 taels. Cotton, Shanghai, 18½ taels. Silk, limited business. Settlements since departure of last mail, 700 bales. Export to date (China and Japan) from commencement of season, 61,500 bales. Exchange on London, Bank bills, six months, 6s.

(GRANTS TELEGRAMS VIA KIACHTA.)

Telegrams have been received from Shanghai to May 26 announcing the opening of the tea market at 2s. 2d. to 2s. 7d. Exchange 6s. to 6s. 0½d. To load at Hankow, steamers Oberon, Erl King, Diomed, and Agamemnon.

SINGAPORE, JUNE 3.—No change in markets or exchange.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ALLAN—On the 23rd April, at Clifton Lodge, Penang, the wife of John Allan, Esq., of a daughter.

BURN—On the 6th April, at Moozuffur, the wife of Major Burn, B.S.C., of a daughter.

CANTERS—On the 14th April, at Buitenzorg, Java, the wife of J. Canters, Esq., of a son.

CRANE—On the 1st May, at Singapore, the wife of Mr. C. E. Crane, of a son.

HAZELAND—On the 21st April, at the Albany, Hong Kong, the wife of F. I. Hazeland, Esq., of a son.

MACKENZIE—On the 7th June, at 69, Chepstow-place, Bayswater, the wife of Samuel Mackenzie, Esq., of a daughter.

SMITH—On the 2nd May, at the Castle, Tanglin, Singapore, the wife of William Buchanan Smith, Esq., of a daughter.

MARRIAGE.

VELGE—TAYLOR—On the 26th April, at Malacca, by the Rev. G. H. Hose, M.A., Colonial Chaplain, Martin Harard Velge, Esq., to Annie Georgina, second daughter of Captain George Taylor, of Singapore.

DEATHS.

BAUMGARTEN—On the 28th April, at Singapore, William Baumgarten, Esq., late of Malacca, aged 54 years.

BROWNE—On the 26th April, on board the P. and O. Co.'s steamer *Ellora*, in the Straits of Malacca, Elizabeth, relict of Henry Browne, Esq., commander, P. and O. Co.'s service, and daughter of the late John Bowen, Esq., commander in the same service.

MILLS—On the 14th April, at Shanghai, Henry Mills, of London, aged 36 years.

PALMER—On the 30th April, at Singapore, Mr. J. E. Palmer, aged 26 years and 9 days.

RODRIGUES—On the 23rd April, at Bridges-street, Hong Kong, Maria Rosa, daughter of Mr. Henrique Rodrigues, aged 2 years and 6 months.

SIR R. ALCOCK ON THE CHINA CONVENTION.

A PARLIAMENTARY paper issued this day (China, No. 10, 1870) contains a lengthy "Memorandum" by Sir R. ALCOCK on the various memorials presented to Lord CLARENDON against the ratification of the new Convention with China. A detailed notice of this document must be reserved for our next issue; for the present we must be content to note that the writer classifies all the arguments of the merchants, and combats them more or less vigorously; and that he concludes by stating that the Convention, as it stands, is very disappointing to the Chinese, but that it has proved "easier to induce them to accept their disappointment, and to move forward in the path of progress, than to persuade British merchants to rest satisfied with anything short of their demands. It is still a question for Her MAJESTY'S Government to decide (says Sir RUTHERFORD) whether, in the presence of such an irreconcilable difference of opinion, they will force the proposed Convention on the merchants, even though it has been entered into solely for their benefit. Lord CLARENDON, in sending a copy of this memorandum to the Committee of London Merchants and the various Chambers of Commerce that have memorialised, says his object is not to invite further controversy, but simply to ascertain whether it alters the views they have already expressed.

THE JAPANESE MINT.

A PARAGRAPH in the City Article of *The Times* announces, as something new, that the Japanese have purchased the Hong Kong Mint, that they have set it up at Osaka, and that they are about to issue a Japanese dollar to replace their old coinage; all which intelligence appeared months ago in our paper. *The Times*, however, adds another piece of information which was not likely to appear in these columns, inasmuch as it is ludicrously incorrect. The Hong Kong Mint, it says, "was established five or six years ago at great expense *by the British Government*, but sold to the Japanese in "consequence of the want of success attending the coinage of "British dollars in China." Unfortunately for the colonists, the undeniably heavy loss entailed by the establishment and subsequent abandonment of the Mint fell, *not* on the British Government, but on the unlucky tax-payers of Hong Kong. The Mint is likely to be soon in a state of activity; by next mail bar silver to the value of £223,700 is being sent out for coinage.

BANKRUPTCY COURT.

RE GEORGE MELBOURN.

This was a sitting for examination and discharge in the case of George Melbourn, merchant, late of Leadenhall-street and of Batavia, Java, trading in partnership with W. Lichtenberg and R. P. Tolson. The case has been before the Court since March, 1869.

The liabilities are stated at £116,255; assets, £10,882; bad and doubtful debts, £12,831; liabilities not expected to rank against the estate, £5,8702. A proof tendered on behalf of the bankrupt's wife for a large amount under a settlement gave rise to a long discussion. Eventually it was rejected; and Mr. Bagley, on behalf of the assignees, called attention to the voluminous accounts filed by the bankrupt, and which had been prepared with the assistance of accountants specially appointed for the purpose. The bankrupt had engaged in transactions in cotton, sugar, and almost every kind of produce, and although his indebtedness was so large, the only asset actually available was a sum of £4,000 realised by sale of the bankrupt's furniture, which was of the most costly description. He also appeared to have had large transactions in stocks and shares, and it would be necessary to have a lengthened examination of the bankrupt, in order that all the facts of the case might be brought before the Court. Under these circumstances, it was suggested that the more convenient course would be to examine the bankrupt at a private sitting, as the examination would occupy at least a whole day. Mr. Brough, for the bankrupt, said that he had always been, and still was, ready to afford all possible information. He hoped the Court would not sanction needless delay, and asked that the case might proceed.

The Registrar said it was a case in which the assignees were entitled to further time to investigate the accounts, as transactions of very considerable magnitude were involved. He thought it would be more convenient to have a separate meeting for the examination of the bankrupt, and he appointed the 30th instant for that purpose, the present sitting being adjourned until the 11th July.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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The "LONDON AND CHINA TELEGRAPH" is published on the arrival of the fortnightly English mail, and the monthly French mail. Subscription, 30s. per annum; with Export Supplement, £2 2s.

The "LONDON AND CHINA EXPRESS" is published on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, 54s. per annum; with Export Supplement, 66s.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, JUNE 13, 1870.

THE MAHOMEDAN SUCCESSES IN CHINA.

FEW readers who possess the slightest acquaintance with the recent history of China felt any surprise at the news lately published in this country of a serious reverse to the Imperial arms. Rebellion however in China has so long been chronic, and the paragraphs in our Eastern contemporaries, purporting to describe the varying fortunes of the opposing parties, have so uniformly been found open to amendment or denial, that most home residents interested in Chinese matters have become indifferent to reports which seem rather to have emanated from the inner consciousness of the writers than from reliable information. "Wolf" has been cried so long and so often that the oft-deceived hearers refuse to credit the alarm when it is no longer a joke. Conscious of the existence of this feeling, we can scarcely wonder that the remarkable successes of the Mahomedan rebels in Shense, chronicled in recent issues of the China journals, have attracted but little attention in this country. The details just received, however, leave but little doubt that a serious danger is menacing the Dragon Throne. The news which has been already published in the *London and China Telegraph* of the total defeat of the Imperialist army, organised by the Governor-General TSOH-TSUNG-TANG, but under the immediate command of General LEW-SUNG-SHAN, has been confirmed, and some curious details are given of the means whereby this was brought about. It would appear that the Mahomedan leaders, impressed with a sense of the heavy odds in favour of General LEW, had entered into negotiations with his superior, TSOH, wherein they offered to capitulate upon condition of themselves and their followers being allowed to retire unharmed to their native districts. General LEW however seems to have been animated by a treacherous determination very similar to that which prevailed with the Greek Colonel when he attacked the brigands, and so led to the sad tragedy which but the other day excited the indignation of civilised Europe. He concluded that the rebels would, while negotiations were in progress, be off their guard, and accordingly attempted a surprise. The rebels, warned by friends in the Imperialist ranks, were however fully prepared, and LEW earned the reward of his intended bad faith in his own death and the total defeat and destruction of his army.

Nor is this all. We learn from authority which we believe is reliable that the Mahomedans, exulting in their success, have refused to reopen negotiations except upon terms which would involve the acknowledged dismemberment of the Empire, whose proudest boast is its long-preserved unity, which rebellions from within and troubles from without have hitherto failed to destroy. It is stated that a proposition has actually been addressed to the Imperial Government, urging it to acknowledge the independence of Honan, Kansuh, and Shanse, with a threat that in case of refusal war will be made upon the neighbouring and yet loyal provinces. The success which could embolden any rebel leader to make such a proposal must have been somewhat remarkable, and says much for the importance of the movement. We do not for a moment suppose that the Government will listen to any such demands, but the danger which threatens it is none the less imminent. Scattered throughout the length and breadth of the unwieldy Empire which owns the nominal sway of the Chinese Emperor are hundreds of thousands of vagabonds, remnants of the various bands of Taipings, Nienfei, and other insurrectionary bodies, who would rally round the standard of any leader who promised them plunder and free living. But even assuming that the rebels were prevented from spreading beyond the now disaffected provinces, their pacification will be a work of no ordinary difficulty. It is not merely to match Imperialists against Mahomedan troops; a hostile country has to be penetrated, of which every inhabitant will fight against the detested Manchoo with a zeal such as the fanatical creed of the Koran can alone inspire.

The early history of the Mahomedan settlements in the Western Provinces presents an instance of the curious reversal of ordinary conditions which seems to meet us at every turn in the Middle Kingdom. In other countries the Mahomedan won his entrance by the sword; in China he settled (about A.D. 755) at the free invitation of its then ruler. While the tendency in other countries inhabited by the followers of the Prophet has been to degenerate from the ancient warlike standard, the reverse has been the case in the Celestial Empire—the quiet settler became the troublesome subject, and at length the open rebel. And now, when the crescent is no longer formidable in the West, it is actually menacing the integrity of the most ancient and extensive empire of the Far East. Yet more singular even than this is the strange fact that, while in the West Jews and Christians alike have stood aloof from the Mahomedan, who regarded them with a hatred too deep to admit of bare association with the "Infidel," the descendants of the Jewish sect which flourished in China at the time of MARCO POLO'S travels thither have actually been absorbed into the Mahomedan population—so, at least, say many who are deemed authorities on the subject—until a Jewish physiognomy has become a distinguishing characteristic of the tribe. And with all this, the feud between the Mahomedan and the Chinaman proper has deepened from generation to generation until we find that a popular Chinese author lays down the following as the course which should be adopted towards the hated Mussulman:—"If you "treat him with kindness and courtesy he believes that he is "feared, and becomes arrogant; if you treat him with "hauteur and severity he becomes respectful through fear "and is easily managed." The recent Mahomedan insurrections have been suppressed with ruthless severity, and this may in part account for the deep-seated feeling of hatred with which the Moslem regards the Chinese Government. Still, there is a fanatical feeling at the bottom of the rebellion which owes its origin to religious bigotry, and the Chinese, if they be wise, will not undervalue the magnitude of the occasion. Should the Mahomedan arms be successful, a vast change will necessarily ensue in the status of the Empire, which must eventually affect all foreign relations with the people of China. When the inland trade is affected injuriously—when it is found that opium and grey shirtings, silk and tea, suffer in their import or export, foreign readers of the China papers will perhaps find their political news interesting. As it is, we have no hesitation in saying that there is much in the movement to attract the attention of thoughtful men, be they missionaries or merchants, officials or visitors.

OUR readers will be aware of the expedition of Major SLADEN to explore the Bhamo route from Burmah to Talifoo, China, and of his late return. During an absence of seven months the party could not advance more than 120 miles, *i.e.*, to Momien, which is 7,000 feet above the sea level. The report of his survey was promised by the India-office to be presented to the House of Commons, and although it reached that department (in print) nine months since it has not only not been presented to the House, but we understand that the whole of the copies have been suppressed.

RECENT news from Spain contains an item of considerable interest to our readers; it is no less than that the Spanish Government have decided to grant a subsidy to a line of steamers from Barcelona to Manila. From Portugal we hear that reinforcements or relief troops are to be despatched shortly by a transport, *via* the Suez Canal.

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THE OPIUM TRADE.

THE Calcutta correspondent of *The Times* writes as follows:—"Sir R. ALCOCK's Convention has sacrificed half a "million of the Indian revenue without India being even "consulted." This is a grave charge. It imputes to the British Minister a violation not only of the rules of official courtesy, but of the requirements of public policy. Can the same be said as to the clauses in the Convention which, by shutting the southern port, injured the trade of Hong Kong? Will some independent member rise in Parliament and ask for the correspondence (if any) between the Minister and the Foreign-office and the representatives of the Indian and Colonial interests? Or will Sir R. ALCOCK come forward and contradict the assertion?

MR. RYLANDS, the infatuated economist who has persuaded himself that the saving of the country depends on a wholesale cutting down of naval, diplomatic, and consular expenditure, especially in China, has been distinguishing himself again. Having sufficiently badgered Lord CLARENDON during the noble lord's examination before the committee of which he is unhappily a member, Mr. RYLANDS has returned to the charge in the House of Commons. Mr. OTWAY, the Under-Secretary for Foreign Affairs, instead of administering a well-deserved snubbing, seemed inclined to humour our rabid reformer, and graciously intimated the intention of Her MAJESTY'S Government to make a reduction of nearly £10,000 per annum in the China consular establishments. Nothing is said of reductions elsewhere, so it seems that the China establishments, being conveniently remote, are to bear the brunt of this sudden mania for retrenchment. But how is this to be reconciled with the fact that student interpreters are being engaged and sent out in larger numbers than ever? We are given to understand that part of the reduction is to be effected by a clean sweep of all the Formosa establishments —contingent, of course, on the Chinese giving some equivalent for them elsewhere. A further portion is to be saved by reducing the expenditure on Consular buildings, and there is a possibility of some of the Consular allowances being attacked, but we trust this will not be done, for if so the value of the service in China will be seriously impaired, at a time when its efficiency islikely to be of greater importance than ever.

WE are not surprised to hear that the registration nuisance has once more raised a strong opposition among the residents at Shanghai, and we heartily commend the spirit of those gentlemen who, by way of a practical protest against the iniquitous tax, have carried their resistance to the very threshold of the Consular gaol. It is monstrous that so vexatious an exaction should continue to be levied, and the best way to convince the Home Government of this would be to send a memorial, numerously signed, to the House of Commons, seeing that the Executive Government continues wilfully blind to the injustice of the regulation thus strictly enforced. How can we consistently look a Mandarin in the face and reproach him with the "squeezing" system universally practised by his class, when our own Consuls are annually inflicting a palpable squeeze of five dollars a head on British subjects in China? That it is convenient and desirable to keep a register of the British subjects residing at each port cannot be denied; but, once registered, an annual visit to the Consulate, or the presentation of a printed form without any fee or expense, ought to be sufficient. Just at present, when the only result of being enrolled as a British subject would appear to be the certainty of a less amount of protection than is enjoyed by almost any other nationality, the case seems doubly hard. The opposition, however, must be better organised, or it will do no good.

WE observe that the local papers in China are still restless on the question of the successor to Sir R. ALCOCK, and now take a wider range of surmise, including our present representative at Washington and Athens. We have already stated that it is customary for the retiring Minister to have a year's leave, and his successor is not named for some time after his return. We do not expect any decision to be arrived at for several months.

NOTICES appear in the *Gazette* that the QUEEN has approved of the appointment of Mr. LUDWIG BEYER as Consul for Holland at Hong Kong, and that Mr. W. H. YOUNG has been appointed a student interpreter in China.

THE *North German Correspondent* states that the Government of the United States and that of Great Britain have accepted the proposal of the North German Confederation to engage in a common action against the Chinese pirates. "The fleets of the three nations," it adds, "will consequently take "part in a general plan of operations, which will doubtless "be more effective than their separate action has been. As "the Chinese Government is chiefly interested in the matter, "it will be permitted if it pleases to join in these endeavours "to extirpate the pirates."

MR. C. A. WINCHESTER has resigned his appointment as Her Majesty's Consul at Shanghai, the reason being, we regret to say, the impaired state of his health, which would render a return to such a climate dangerous. Lord CLARENDON, in accepting Mr. WINCHESTER'S resignation, has acknowledged in handsome terms his long and efficient services, and has promised that he shall be placed on the most favourable footing as regards a retiring pension.

WE believe that the intention of raising a subscription in this country, in aid of the relatives of the unfortunate sufferers by the loss of the American corvette *Oneida* off Japan, has been abandoned.

SILK AND SILKWORM EGGS.

The silk breeders in France are now fully employed, and the reports are encouraging although not uniform. The great heats which we have had have brought out the great mass of worms which were behindhand. In most cases the worms have accomplished their third change. Generally, the breeders say that if the season should only finish as well as it has commenced they will be well pleased,

Great indignation is expressed against the dealers in what they themselves have the cool impudence to call "cards" or "seed of commerce eggs," which were sold at very low prices, and turned out utterly worthless, most of them not hatching at all, or producing miserable little worms, which died almost immediately. On the other hand, the cards supplied by a few respectable firms have succeeded admirably, and the worms from them are now in excellent condition. The drawback is that such eggs form but a small part of the whole; and many of these are of the trivoltin variety, which yield miserable cocoons.

The accounts from Italy are much the same as those of France, and the season is more advanced. More than a ton of bivolting cocoons were brought to the Naples market in the second week of May, and fetched f.4 to f.4.80 the kilogramme, double and stained cocoons included. Most of the purchases were for seed. The grand point is that mulberry leaves are abundant, and fetch from f.3 to f.5 the 2 cwt. In the provinces of Terre-de-labour and the Abruzzi, where the hatching is late, the leaves are to be had at 5d. to 6d. the cwt. These low prices have induced a greater number of persons than usual to try breeding upon a small scale, which generally succeeds best; but as they mostly depend on eggs of home or reproduced seed, the results are problematical. As regards the market, it is specially noted that the great mass of silk will not arrive at market this year till June and July, whereas last year it was a month earlier; consequently there will be less pressure in these markets, and probably higher prices will be obtained.

TEA WEIGHTS.

We noticed in our last a meeting, held at the offices of Messrs. Ashton and Co., to abolish the allowance now made by tea importers. The following is a list of the resolutions passed, and the various firms who have agreed to the same, which it will be seen includes nearly all the importers. We doubt if any alteration in trade customs has ever been so universally approved. A meeting of the brokers will be held shortly to arrange for the new regulations to be introduced into conditions of sale after 1st July. The opposition of the trade by way of associations and meetings continues. A meeting was held on the 10th (the resolutions will be found below), and a meeting of the retail trade is to be held this day. It is to be regretted that the prompt or time for clearance was not also abolished or reduced to fourteen days. We do not see why the importer should be three months out of his money and at the expense of warehousing:—

"Proposed by Mr. H. Matheson, and seconded by Mr. W. Walkinshaw:—

"'That the conditions under which tea is at present sold, by which, a greater weight is delivered to the purchaser than he pays for, are unfair to the importer, and that it is proper and desirable, therefore, that the terms of sale should be amended.'

"Proposed by Mr. A. Smith, and seconded by Mr. G. Gibb:—

"'That, to this end, tea be sold on Customs' weights and tares, the fairness of which is secured by their being taken in conjunction by the officers of Customs and those of the dock companies or warehouse-keepers, and that no allowance be made for draught.'

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"Proposed by Mr. Reiss, and seconded by Mr. E. Deacon:—

"'That the prompt be, as now, three months, to be computed from the date of contract, settlement being made, for the sake of convenience, on the Friday following the expiration of the prompt.'

"Proposed by Mr. Chapman, and seconded by Mr. A. Thorne:—

"'That these resolutions be printed for the information of the trade, the concurrence of importing houses not present at the meeting, including those of Indian tea, being invited, and that the conditions as set forth be acted on with respect to all tea which shall be sold on and after the 1st of July next."

Adamson and Co.; Agra Bank (Limited); Arbuthnot, Latham, and Co.; Ashton and Co.; Ashton, T. K.; Assam Company; Barber, James, Sons, and Co.; Baring Brothers and Co.; Beadle, Wheeley, and Co.; Bell, Peter, and Co.; Benecke, Souchay, and Co.; Berkefeld, William and Co.; Birley and Co.; Blyth and Co.; Borradaile, Schiller and Co.; Bower and Co.; Borneo Company (Limited); Brandt, William, Sons, and Co.; Brokai Tea Company (Limited); Broughall and Co.; Brown, Shipley, and Co.; Bullock, T. and G. and Co.; Caldwell and Watson; Cama and Co.; Carter and Co.; Cater, John W., Sons, and Co.; Chartered Bank of India, Australia, and China; Chartered Mercantile Bank of India, London, and China; Coenen, Leckie, and Co.; Coles, Brown, and Co; Comptoir d'Escompte de Paris (London Agency); Cotesworth and Powell; Crawford, Colvin, and Co.; Darjeeling Tea Company (Limited); Deacon, E. and A.; Denny, Bailey and Co.; Dennistoun, Cross, and Co.; Denoon, A.; Dent, Palmer, and Co.; Dickenson, C. A.; Dickenson, William and Co.; Dobree, Samuel and Sons; Drake, Kleinworth and Cohen; Eastern Assam Tea Company (Limited); Elias and Co.; Elles, Jamieson; Entwistle, John; Ernsthausen and Oesterley; Ewing, J. D. Crum; Fearon and Co.; Fletcher, Alexander, and Co.; Forbes, Forbes, and Co.; Frith, Sands, and Co.; Gibb, T. A. and Co.; Gilman and Co.; Gledstanes and Co.; Gouger, A. and Co.; Gregson and Co.; Hall, W. and J. and Co.; Harvey, Brand, and Co.; Heitz and Devese; Helbling and Co.; Henderson, R. and J.; Higginbotham and Beard; Horstman and Co.; How Brothers and Co.; Hong Kong and Shanghai Banking Corporation; Huth, Fred. and Co.; Hyde and Co.; Indian Tea Company of Cachar (Limited); Irving, Elsworth, and Holmes; Jennings, F.; Johnston, Alex. Rae; Jones, John; Jorehaut Tea Company (Limited); Land and Mortgage Bank of India (Limited); Leckie, C. S.; Liston, Young and Co.; Luckinpore Tea Company; Lyall, James and Co.; Mackenzie, Samuel; Matheson and Co.; May, George and Co.; Merchant Banking Company of London (Limited); Morrison, A. and C.; Morrison, James and Co.; Morris, Prevost and Co.; Nevin, James and Co.; Nestle, Andreae and Co.; Niemann, W. H. Ferdinand; Noakacharee Tea Company (Limited); Oriental Bank Corporation; Pickford, Charles H.; Potter and Co.; Ralli Brothers; Rathbone, Brothers, and Co.; Reiss Brothers and Co.; Rodoconachi, Sons, and Co.; Sassoon, David and Co.; Sanderson and Co.; Schultze and Mohr; Schroeder, J. Henry and Co.; Schilizzi and Co.; Scott, W. H. and A. and Co.; Smith, Fleming, and Co.; Smith, Robert and Co.; Springfield, Son, and Nephew; Storrs, W., Fry and Co.; Suse and Sibeth; Tesdorpf, A. and Co.; Tiphook Tea Company (Limited); Thomson, A. and Co.; Thorne Brothers and Co.; Thurm-im, J. C. and Co.; Trier, Theoder and Co.; Upper Assam Tea Company (Limited); Walford, Richard and Co.; Walkinshaw, W.; Watson, John and Co.; Whyte, A. and Co.; Will, G. A. and Co.; Widenmann, Broicher, and Co.; Williamson, G.; Wulff, G. H. and J. F. At Liverpool.—Brocklebank, T. and J.; Earle, T. and W. and Co.; Gunston, Sons, and Co.; Kenneth, Dowie, and Co.; Leech, Harrison, and Forwood; Livingston, J. G.; Melly, Forget, and Co.; Rennie, Antrobus and Co.; Swire, John and Sons; Thompson, Anderson, and Co. At Manchester.—Farbridge, Holliday, and Co.; Radcliffe, Samuel and Sons."

MEETING OF WHOLESALE DEALERS.

"1. Moved by Mr. Dummett (Peek Brothers and Co.), seconded by Mr. Salmon (Moffatt and Co.)—

"'That this meeting deeply regrets that the importers of tea, at a meeting held by them on the 23rd of May, but not reported in *The Times* till yesterday, should have resolved to alter the conditions of sale of tea without consulting the trade, who are as much entitled to determine the conditions on which they will buy as the importers are to fix the terms on which they will sell produce.'

"2. Moved by Mr. Smith Harrison (Harrisons and Crosfield), seconded by Mr. Arthur Steains (James Steains and Co.)—

"'That the practice of allowing draught on all packages of imported produce is almost universal. That such an allowance is requisite to cover the many irregularities and other losses that retailers inevitably incur in subdividing the imported package into the small quantities required by the consumer.'

"3. Moved by Mr. Francis Peek (F. Peek, Winch, and Co.), seconded by Mr. Rogers (Travers and Co.)—

"'That we more strongly object to the proposed alteration, inasmuch as the allowance for draught forming an element in the merchant's calculation when purchasing teas in China, its abolition will be solely to the advantsge of Chinamen, and by no means to the benefit of the importers; while it will inflict a serious injury upon the retailers and small wholesale dealers in this country.'

"4. Moved by Mr. Holborn (R. M. Holborn and Sons), seconded by Mr. Wilson (Wilson and Bellenger)—

"'That the allowance of draught has been made from the first existence of the trade. The retail of the article has been based upon it, and the members engaged in it are not prepared to relinquish their claim upon the established usage.'

"5. Moved by Mr. Worthington, of Rowley and Davies, seconded by Mr. Meares, of Meares, Absolom, and Co.—

"'That a copy of the resolutions be sent to *The Times* and other journals.'

"6. Moved by Mr. Crocker, of Absolom, Crocker, and Co., seconded by Mr. Roberts, of Roberts and Ferrier—

"'That a subscription be entered into to meet expenses, and that each firm subscribe five guineas; Mr. Charles Hilhouse, of Hilhouse and Son, to be treasurer.'

"7. Moved by Mr. Hilhouse, of Hilhouse and Son, seconded by Mr. W. H. Wathen, of Wathen and Son—

"'That the thanks of the meeting be given to the chairman."'

Annexed are the signatures:—

"Absolom, Crocker, and Co., Allen, Murray, and Co., Bennett, Brown, and Co., Clarke and Rowe, Cock, Gabriel, and Co., Cox, Paine, and Co., Davenport Brothers, Davidson and Burbidge, John Dodshon, jun., Fincham, Matson, Potts, and Co., Finlay and Hill, F. Peek, Winch, and Co., Ginner and Hammond, Hampshire and Brown, Harrisons and Crosfield, Haslam and Co., Hester and Co., Hilhouse and Sons, Holborn and Sons, Irving and Fisher, Lampard and Foster, D. Lloyd and Co., Lowcock and Co., Mackreth and Foster, Martyr and Alexander, Meares, Absolom, and Co., Mennell and Dodds, Moffatt and Co., F. J. Nash, Newsom Brothers and Co., Newton, Wright, and Co., E. P. Sells and Co., Peek Brothers and Co., Philpott, Cooper, and Co., Roberts and Ferrier, Rowley and Davis, Sentance and Hawxwell, Shuttleworth and Co., Stanger, Jerram, and Green, Steains and Co., Stericker and Co., Teede and Bishop, E. Tetley and Son, J. Tetley and Co., J. Travers and Sons, Twining and Co., Wathen and Son, Wilson and Bellenger, Woollatt and Co., Wedekind and Co., Tomlin, Rendell, and Co., E. H. Ellen, J. H. Ellen, Lewenz and Sachs, M. Von Swyndreght, Petty, Wood, and Co., Colquhoun and Balloch, Hintz and Gulich, Hickson and Co., Whitworth and Co."

P. AND O. COMPANY'S MEETING.

The HALF-YEARLY MEETING of this company was held at the company's offices on the 7th inst.; Mr. Hadow in the chair. The report issued was as follows:—

The *Australia* was launched on the 5th April, and so much progress has been made in the fitting of her machinery and internal accommodation that the ship is expected to be ready for active service in about a month. The builders of the *Australia*, Messrs. Caird and Co., of Greenock, were also the successful competitors for the construction of the two new ships, of about 3,000 tons each, referred to in the last annual report. Satisfactory progress has been made with these vessels, and they have been named respectively the *Khédive* and the *Mirzapore*.

Owing to the fracture of one of her cylinders, while on a voyage between Suez and Bombay, the *Nubia* became temporarily unfitted for the mail service, and as this vessel is in some respects more suited for the Mediterranean than the Eastern stations, it was decided to bring her to England for the necessary repairs, by way of the Suez Canal, the expense of this operation being met by the freight on a cargo of cotton, and by the conveyance of some passengers.

The *Delhi* is being fitted with new boilers at Southampton, and a poop, which is being added to this ship, will, by altering the disposition of her passenger accommodation, materially increase her capacity for cargo. The *Delhi* is intended for the Bombay station, and will be despatched *via* the Suez Canal as soon as practicable, relieving the *Salsette*, which will come to England by the same route, for service in the Mediterranean. The *Madras* is also being fitted with a poop, and is receiving new boilers and a general overhaul at Bombay. The *Bengal* having, by reason of age, become no longer adapted for the present requirements of the mail service, has been ordered home. She left Bombay on 23rd ultimo, with a cargo of cotton for Liverpool, *via* the Suez Canal. The *Percursor*, used of late years as a store-ship at Suez, has been sold for breaking up.

In reference to the collision between the *Bombay* and the United States corvette *Oneida*, the directors are well assured that the whole body of the proprietors will share the profound regret they feel in adverting to a calamity in which one of the company's ships accidentally bore a part. They would wish to give to these words of their report the power to bring home to the mind of every American citizen, and especially to every household now mourning the loss of relatives or friends in consequence of the foundering of the *Oneida*, the conviction that the members of this corporation are imbued with feelings of the deepest sympathy towards them, and that the misfortune is deplored with the most heartfelt sorrow. The sincerity of this expression of condolence can be in no degree diminished by the fact that the circumstances which led to and attended the collision are at present regarded from a somewhat different point of view by those most interested; but while the directors refrain from entering upon details on this occasion, they venture to express a belief that closer investigation can only result in greater unanimity of opinion, and the establishment of undoubted truth as regards the history of this sad event.

The foregoing particulars of the movements of the fleet record the use of the Suez Canal by some of the steamers, under circumstances much to the company's advantage. The process of placing new ships on the Indian stations by way of the Cape of Good Hope, or of bringing a vessel home from those stations, was not only a tedious, but a costly operation, as the accounts of past years would testify. The *Australia* will in all probability be despatched to the East *via* the canal, and will thus be brought into active service in less than a month after leaving England. On the more important question of the time when it may be for the advantage of the company to adopt the canal as the route for the company's weekly steamers, the directors can only say that they continue to watch its navigation with the utmost care, but that as contractors for the mail service they have to bear in mind that at present the canal could only be substituted for the Egyptian railway at a sacrifice of time. This part of the question has recently been made the subject of an interesting report from the surveyor of the post-offices in the Mediterranean to the Postmaster-General, and Lord Hartington has very courteously furnished the directors with a copy of the document.

The directors would take this opportunity of saying a few words on

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the Brindisi route, in favour of which a memorial has recently been in circulation. Under the provisions of the mail contract Brindisi may be substituted for Marseilles on proper notice, and on such terms of payment as may be mutually agreed upon between the Postmaster-General and the company; but the Marquis of Hartington is reported to have stated, in reply to a question in the House of Commons, on the 20th ult., that "since last October mails had been despatched weekly to India, China, and other countries, *via* Brindisi, and had also been received weekly by the same route." It would therefore appear that Her Majesty's Government do not contemplate the immediate adoption of further measures in regard to this line.

It is gratifying to the directors to report that, notwithstanding the competition to which the company is now subjected in many quarters, the financial result of its business for the six months ending March 31 last has been sufficiently favourable to justify them in recommending the declaration of a dividend of 3 per cent., free of income-tax, for the half-year.

The CHAIRMAN in proposing the adoption of the report, said that following the order of subjects laid down in the report, he would first congratulate the meeting upon the fact that the company's fleet had been well maintained, and was in a state of great efficiency. The half year under consideration, although it had been a laborious one for the directors and the whole staff of the company, left very little for comment now that the struggle was over. The *Australia*, which had just been launched, would be a welcome addition. They hoped she would be at Southampton in a month. She would be the best ship in the fleet, and, whilst carrying a larger tonnage and a greater amount of passengers, had been built with all modern improvements and economies, would draw no more water, and consume no more coal—but rather less—than the ships comprising the present fleet. The two other ships building were being constructed much upon the same plan, and there was no doubt that with these additions to its fleet the company would be able to contend successfully against all the competition which was springing up in various quarters. He desired to imitate the report, and be as reticent as consistent with the gravity of the facts in connection with the collision between the company's steamer *Bombay* and the United States ship of war the *Oneida*, and he would simply say that the directors only asked for calm and dispassionate inquiry, which they believed would show that the company was not in fault, and must be held blameless in the matter. It was to be regretted that so much had been said and so much had been written upon the question, the more especially as what had been so said and written was of a character tending rather to inflame men's minds than assist them in arriving at a just and fair conclusion.

In reference to the Suez Canal, whilst desirous of paying all honour and giving all credit to the genius of the man who had constructed it in the face of difficulties, both financial and political, which would have deterred other men, yet it was proper to inform the shareholders that its management was not as yet of that perfect nature to be desired, nor was the Canal itself so perfect as to admit of the large ships of this company passing through it without fear of impediment. The French company had used it, and the result was not what had been anticipated, and it would to all appearances be some little time before this company could avail itself of the Canal, as the advantages it offered were, to say the least, doubtful. One of the great difficulties this company had to contend against was that it was not like an independent trader who could send his ships by any route he pleased as an experiment, and to whom a day more or less was not so great an object. This company, having to carry the mails, did not calculate by day, but by hours, and often minutes, and had to time the arrival of the vessels at points where different routes or systems converged; and from the peculiarities of the Canal they could not calculate with certainty upon the passage of the vessels and the time at which they would arrive at Suez. In reference to the matter the company had been favoured with a copy of the report of Her Majesty's inspector of the mails in the Mediterranean, the general result being that, on a comparison of the time occupied by one of the French mail packets which went through the Suez Canal and that taken by one of the packets of the Peninsular and Oriental Company which went by the old route, both leaving at the same time, there was a gain in point of time of twenty hours in favour of the old Alexandria route. The only way to utilise the Canal at present would be to have special steamers stationed at each end, and that would involve a capital outlay of at least £150,000. The board had a great deal of information in reference to the Canal from various sources, which the shareholders might rest assured would be turned to the best account in their interest. (Loud cheers.)

As to the Brindisi route, nothing definite had been settled. The Post-office sent out a small mail every week, and the only observation he need make in reference to it was that whenever the Postmaster-General called upon this company to carry the mails *via* Brindisi it would be quite prepared to do so. (Cheers.) Upon the whole, if the prospects of the company were not brilliant, they were good. Whilst he wished to guard against taking a too sanguine view, on the one hand, he wished it to be understood that it was far from his desire or purpose to say one word of a depreciatory character, or which would cause the shareholders to take a desponding view of the company's affairs. The new vessels would enable the company to stand against all opposition, and they would be built and equipped without making any call upon the shareholders. (Cheers.) He concluded by moving the adoption of the report.

Mr. J. Harris seconded the motion.

Dr. Beattie proceeded to offer some remarks in reference to the collision between the *Bombay* and the *Oneida*, during which he was frequently called to order; and, from the disfavour with which his observations were received, he was constrained to drop the subject; he thought the Board of Trade most unjust.

Mr. Campbell (an American) thought the shareholders had every reason to be satisfied with the results of the half year's working, and was pleased to hear that the company was in a position to combat successfully with all the the competition, which he knew to be very great, especially at the present juncture. In regard to the *Oneida*, he thought that as the United States representatives in Japan had submitted to the tribunal for investigating the case, the matter should drop, notwithstanding the feeling which existed in the United States; but he would like to know if the company intended any further action in the matter, to which the Chairman replied in the negative. Mr. Campbell would also suggest that Aden should be omitted in the passage between Suez and Bombay as a useless detention, to which the Chairman made no reply.

Mr. Jones gave one of his usual lengthy addresses, in which he was very frequently interrupted, but he recommended that shareholders who had not half-an-hour to spare for their interests should go away. He defended Captain Eyre, and considered the decision of the Board of Trade a monstrous injustice to this company. He called attention to the fact that owing to the high rates charged by the railways the company were actually paying freight from Liverpool to Alexandria, while their own ships went from Southampton half empty. This state of things was intolerable. He urged the directors to adopt Brindisi or any other suitable port which cut down time and opposition; in fact, to move with the times, and not stop at Marseilles, to see the trade go to other hands. He also wished to know if it were true that actions had been instituted against the company by relatives of those lost in the *Carnatic*, to which the chairman stated that an action was pending on behalf of a second-class passenger.

A Shareholder asked the chairman to explain how it was that, with an avowed desire to utilise the Suez Canal, this company was building larger ships, and with a greater tonnage.

The Chairman said the new ships were larger, would carry more tonnage or cargo, and more passengers; but being built with all the improvements of modern science they would consume no more coal—if as much—and certainly draw no more water than the ships composing the fleet at present—namely, about nineteen or twenty feet. (Cheers.)

The report was adopted, the dividend declared, and a vote of thanks to the chairman concluded the business of the meeting.

The directors at present comprise:—Patrick Douglas Hadow, Esq., chairman; James Allan, Esq., Henry Bayley, Esq., Thomas Stock Cowie, Esq., William Fane de Salis, Esq., John Ralph Engledue, Esq., Vice-Admiral Sir W. H. Hall, K.C.B., George Carleton L'Estrange, Esq., Hon. R. Leslie Melville, and Edward Thornton, Esq., C.B. The fleet consists of forty-nine steam ships of 93,305 tons, and steam tugs, besides coal and store hulks.

THE MESSAGERIES IMPERIALES.

THE ANNUAL MEETING of the shareholders of the Messageries Imperiales has been held, under the presidency of M. Behic, chairman of the company. The report stated that the receipts of 1869 were 45,376,822f., and the expenses of working, of management, and the charges for assurances, interest of loans, &c., 40,092,048f., leaving a clear profit of 5,284,774f. This sum, after deduction for the reserve, enabled 45f. to be given per share, and left 70,535f. to be carried forward. The report stated that the value of the steamships (*material naval*) possessed by the company on 31st December last was 100,755,597f.; of stores, 12,991,154f.; of buildings, machinery, &c., 14,550,867f. Although the dividend declared was rather less than in 1868, the meeting expressed perfect satisfaction with the report. A shareholder inquired if it would not be easy to publish every month or every three months an account of the situation of the company, so as to enable interested parties to watch its operations; but M. Behic explained that it was not possible to present such an *exposé* at short intervals, owing to months being required to get precise information about the transactions and stores at a vast distance. The explanation of the chairman was considered perfectly satisfactory.

The directors have made a call of the 250f. due on the shares of the issue of August, 1868, and requires it to be paid from 1st to 10th July.

THE BRITISH-INDIAN COMPANY.

The report of this company states:—

The directors have the pleasure to report that the general business of the company has been conducted satisfactorily, and the mail services with efficiency and regularity, except in the case of the loss of the *Cheduba*, in May last. The year has been one of dulness in trade everywhere. This company, in common with other similar undertakings, has suffered from that cause, and the earnings from general traffic have not equalled those of some previous years. The result (as will be seen from the accompanying accounts) is that, although the directors recommend the customary dividend of 8 per cent. per annum, with a rateable bonus of £2 per share, a moiety of the bonus has been taken from the profit on the "insurance fund," but without reducing the amount at credit of that account at last balance.

The new arrangement with the managing agents came into operation on the 1st of January, 1869, and has been found to work favourably. The loss of the *Cheduba* is a casualty the directors deeply deplore; and they deemed it right to appropriate a moderate sum from revenue for the relief of the relatives of the company's servants lost in the vessel. The opening of the Suez Canal, by which a new and expeditious route is to be provided for general traffic between Europe and India, is likely to have an important bearing on the company's interests; but the interval is yet too short to permit of any decided opinion as to the effect it may have on the coasting trade of India. The subject is meantime receiving careful consideration, with a view to such arrangements as may appear best fitted to promote the interests of the company. Sir Frederick Arthur retires from the board at this time, and offers himself for re-election.

DIRECTORS.—Sir Frederick L. Arthur, Bart., W. P. Andrew, Esq., George P. Gunnis, Esq., James M. Hall, Esq., Robert Salmond, Esq., William Mackinnon, Esq.

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LIGHTHOUSES FOR CHINA.

In a recent number we noticed the despatch of a light-ship ordered by the Chinese Government. We understand that a second one is now building, also that the lights for ten lighthouses have been ordered, and will shortly be shipped out for lighting the ports on the coast of China, including Chapel Island, Turnabout White Dogs, Lammocks, Shan-wei-shan, Woosung, Shantung, and Newchwang. The lights are to be of the best construction, and to be approved by the Trinity-house Inspector, Mr. James Douglas.

Monetary and Commercial.

Rumours are current of the intention of the Chinese to follow the example of the Japanese, and borrow a million from this market on the security of the Customs.

The Danish frigate *Tordenskjold* will sail to-day with the first portion of the Hong Kong and Shanghai submarine cable, on behalf of the "Great Northern Company." The *Great Northern* and *Cella* will sail in about a fortnight after. The company's chief agent in China, Lieutenant Suenson, is already at Hong Kong.

The vessels engaged in laying the Gibraltar, Lisbon, and Malta Cable have returned, and the line is now completed, giving entire communication by submarine cables to Bombay. A reduced scale of charges will be found in our advertising columns.

The directors of Hooper's Telegraph Works (Limited) have issued their report. It states that the first section, consisting of 1,098 miles of the China Cable, manufactured for the Great Northern Telegraph (China and Japan Extension) Company, has been completed, and paid for according to agreement, and is now being delivered to the company, by which it will be laid between Hong Kong and Shanghai during the autumn. The manufacture of the remaining 1,198 miles, being the second section for submersion between Possiet Bay and Shanghai, will be completed before the end of the year. Out of the profits already earned, after writing off the whole of the preliminary expenses, the directors recommend payment of an *ad interim* dividend, free of income-tax, of 5s. per share, being at the rate of 15 per cent. per annum on the average capital paid up to the 30th June. It is proposed that the call of £3 per share, which by the articles of association is payable on the 1st August, shall be deferred. The report also states that additional premises at West Ham, with extensive plant and machinery for insulating purposes, have been secured on advantageous terms.

Messrs. C. P. Henderson and Co.'s table of exports from the 1st January to the 31st May contains the following figures:—Plain Cottons, to China, 15,157 bales 2,569 cases; Printed Cottons, 496 bales; Cotton Yarn, 2,576 bales; Plain Cottons, to Japan, 1,741 bales 162 cases; Printed Cottons, 120 bales; Cotton Yarn, 3,450 bales.

In Holland, it seems, certain enterprises earn large dividends. The "Dutch Bank" of Amsterdam, established 1814, has given 19 9-10ths per cent. for 1869, and the Dutch Sugar Refining Company 29.

A petition for reducing the capital of Reuter's Telegram Company from £250,000 to £80,000 is pending before the Court of Chancery.

The following vessels have passed the Suez Canal:—Bolivar, Alonzo, Brightman, Volga, Souakin, Alexandre, Lavalley, Vixen, Apis, Cordova, Odessa, Delaware, Surbiton, India, Olinda, Neera, and H.M.S. Nassau.

An official communication from the Suez Canal Company states that the curve near Lake Timsah, which was found so inconvenient for the passage of ships, is being removed, and that other curves are being properly buoyed. Twelve vessels passed through the Canal from the 1st to the 6th instant. A ship called the *Hermes* has been chartered to load a cargo of cotton and grain at Ismailia for this country.

The annual meeting of the Ceylon Company will be held on the 21st inst. It is intended to propose altering the existing regulations of the company, by expunging from the articles of association the sixteenth and seventeenth clauses thereof, and substituting clauses authorising differences to be made between the members, both as regards amount and time in payment of any contribution to capital to be made by them on their shares, and authorising any payments made by any member by way of contribution to capital to be appropriated to any one or more of his shares in such a manner as may be agreed upon between him and the directors. A dividend of 7 per cent. for the year.

ARTICLES OF IMPORT.

The Produce Markets were closed for the Whitsuntide holidays, from the 4th to the 8th inst. There has consequently been but little business done since our last report.

TEA.

The following is from Messrs. Thompson's report:—

The holidays and discussions on the importers' alterations in the conditions of sale, have chiefly occupied the attention of the trade. Business has been very much restricted, and prices remain nominal.

Foochow Congous: At last public sale fair siftings were sold at 5½d. to 6¼d., and broken leaf at 7½d. to 8½d. per lb. Inferior common is still quoted at 9¾d. to 10d., and common to good common at 10½d. to 11¾d., at which rates a few sales have been made. Fair remains at 1s. per lb. In medium to fine grades we have nothing to report. Black Leaf Congous: A few small parcels of very low quality sold in public sale at 4d. to 6¾d. per lb., quotations for common at 10d. to 11d., and good common to fair, at 11½d. to 1s. 0½d., remain unaltered. The medium and fine grades are for the present neglected, and the few transactions reported are at rather easier rates. Tayshan Congous remain at last quotations. Souchongs: A parcel of fair at auction realised 1s. 0½d. to 1s. 0¾d. per lb. Oolongs continue neglected. Scented Teas: Common Canton Scented Caper has been sold at 7d. to 8d. per lb., and some very common and spurious at 4¾d. to 5d. per lb. In Green Teas we have no alteration to report. The China auctions on the 7th and 8th inst. comprised 12,649 packages, 8,607 packages being "without reserve." Prices realised were about equal to those ruling by private contract.

Messrs. Percival and Co.'s Circular remarks:—The market has been without any change of moment, prices have remained much as before, while the amount of business passing has been below the average, Epsom week and Whitsuntide having their usual influence; deliveries continue satisfactory.

Home consumption for London	1870.	1869.
from 1st Jan. to 31st May ...	33,368,000	32,172,000
Export do. do.	14,403,000	16,225,000
Sent coastwise do.	15,300,000	15,434,000
Total,	63,071,000	63,831,000

SILK.

Since last mail very little business has been done in the Silk market. In the beginning of the week a small inquiry for Tsatlees was apparent, but this has died away, and, as is usual at this period, general inactivity prevails. The reports on the European crop seem to point to a decrease of about 30 per cent. on last season's yield. This, however, has produced no effect, it having been very generally anticipated that such would be the out-turn. Quotations for both Chinas and Japans are unaltered; but offers are rather lower than those of last week, consequent, of course, on the inactivity.

COFFEE.

Large quantities of Plantation Ceylon were placed on offer at the opening of the market, for which there was but a limited demand, and for the portion sold lower rates were accepted than were ruling previously, the prices paid being—Triage and ordinary 48s. to 56s., small gray 55s. to 59s. 6d., low middling gray and dull 60s. to 64s., bold ditto 65s. to 70s. 6d., small coloury 60s. to 63s., middling ditto 64s. 6d. to 71s., good to fine middling bold 74s. to 79s., peaberry 75s. 6d. to 81s. A parcel of 468 bags Singapore was offered, and meeting no bids withdrawn, and 305 bags Manila were offered and sold, bold brown Java kind at 54s. to 55s. 6d., one lot at 61s. Of Native Ceylon 820 bags sold—small, 46s. 6d.; small good ordinary, 47s. 6d.; good ordinary, 48s. 6d.; bold, 51s.; peaberry, 55s. 6d. to 56s.—showing a decline on previous rates.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 303,452 cwt., against 290,650 cwt. at the corresponding date of 1869; Native, 32,519 cwt., against 36,370 cwt. The quantity afloat for the Continent is 15,177 cwt. Plantation against 10,179 cwt., and 6,992 cwt. Native, against 19,454 cwt. The quantity of Coffee landed in the twenty-two weeks ended June 4, 1870, was, of Ceylon, 12,756 tons, against 14,341 tons during the corresponding period of 1869; of all descriptions, 18,704 tons, against 22,877 tons. The quantity entered for home consumption was, of Ceylon, 4,566 tons, against 4,668 tons; of all descriptions, 7,749 tons, against 7,701 tons. The quantity exported was, of Ceylon, 9,730 tons, against 10,013 tons; of all descriptions, 15,799 tons, against 18,144 tons. The stock on June 4 was, of Ceylon, 12,324 tons, against 10,555 tons; of all descriptions, 19,375 tons, against 16,252 tons.

SUGAR.

The market has opened with a very quiet tone, and only moderate sales have been effected, prices being occasionally easier, except for good refining and crystallised. Privately 3,634 bags low unclayed Manila, ex recent auctions, have been sold at 21s. 6d.; and 2,000 bags unclayed Taal, at 20s.

The quantity of Sugar landed in the twenty-two weeks ended June 4, 1870, was, of Penang, 1,252 tons, against 1,126 tons in the corresponding period of 1869; of Manila, Java, and China, 8,150 tons, against 18,953 tons; the quantity entered for home consumption was, of Penang, 1,076 tons, against 1,300 tons; of Manila, Java, and China, 10,747 tons, against 6,747 tons. The quantity exported was, of Penang, 49 tons, against 44 tons; of Manila, Java, and China, 1,600 tons, against 790 tons. The stock on June 4 was, of Penang, 2,457 tons, against 111 tons; of Manila, Java, and China, 31,593 tons, against 40,989 tons.

COCOA-NUT OIL.—The market for Ceylon is steady at £38 10s. on the spot with full prompt; and for arrival 100 tons August, September, and October sailing have been sold at £39 10s. The quantity of Ceylon afloat for the United Kingdom is estimated at 22,499 tons,

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against 16,093 tons last year, and 16,499 tons in 1868; to the Continent, 5,476 tons, against 750 tons last year.

CHINA MATTING.—629 rolls were offered and bought in. 4/4 white at 34s. and 40s., 4/4 check at 44s., 5/4 ditto at 55s., 6/4 ditto at 62s. per roll.

CHINA GRASS.—An offer of 160 bundles was withdrawn.

CAMPHOR.—No business is reported in China; some further transactions have been effected in Japan afloat at 82s. 6d., but that price is now refused by sellers.

ESSENTIAL OILS.—10 cases Citronelle were sold at 2d. to 2⅛d., and 25 cases Lemon-grass were bought in at 3¼d.

GAMBIER.—The sales have been 50 tons for arrival, with all faults, at 16s., and 100 ton, now landing, on the same condition, on private terms.

GUMS.—COPAL: 169 cases Manila sold at steady rates, good hard, chiefly bold scraped, at 49s., a few lots at 49s. 6d., rather inferior at 47s. 6d., part soft at 45s., dark at 35s. Damar: 87 cases Singapore, part rather dark sold at 61s. to 63s. Gamboge: 3 chests sold at £16 17s. 6d. for good pipe.

HEMP.—There have been no public sales, but privately about 400 bales fair roping Manila have been sold at £53 10s.

JAPAN WAX.—10 cases good fair saucers realised 68s.

ORCHELLA.—An offer of 46 bales 160 bags Ceylon was bought in at 65s.

PEPPER.—Black: The parcels offered by auction met a limited demand, and were only partly sold on easier terms; 1,359 bags Singapore were bought in at 5⅛d. to 5¼d., but 350 bags afterwards sold, common at 5d., one lot good at 5¼d.; 727 bags Penang sold at 4¾d., a few lots at 4⅞d.; 100 bags from Amsterdam were bought in at 4⅞d. White: A large quantity was offered but only a part sold at a slight decline; of 872 bags Singapore, 320 bags sold at 6⅜d. to 6½d., of 102 bags Penang 75 bags salvaged, ex Benvenue, sold at 5⅞d. For arrival 100 bags Singapore have been sold at 6⅜d.

RICE.—Immediately following our last report the following sales were effected on the spot:—500 bags Ballam at 8s. 6d., 680 bags fine new ditto at 9s. 3d., 1,365 bags ditto at 9s. ex quay, 3,400 bags Rangoon at 8s. 6d. to 8s. 9d., and 6,000 bags Bassein at 8s. 6d. Afloat the following cargoes were sold:—The Johanna, 1,400 tons Rangoon, April sailing, at 10s. Continental terms; the Jorgen Bruhin, 950 tons Necransie, April sailing, at 9s. 10½d. for the Continent. Since the reopening of the market the following cargoes are reported sold:—The Marietta, 1,100 tons Bassein, May-June shipment, at 10s., Continental terms; a cargo of 500 tons Bassein, distant shipment, on the same terms; and one of 1,700 tons Rangoon, at 10s., Continental terms. On the spot we note the following sales:—300 tons field Siam in bags, per Scawfell, sold at 7s. 6d.; and 100 tons ditto, per Max, at 7s. 9d. both ex ship; 26,000 bags old Rangoon, at 8s. 6d. to 9s.; 3,000 bags Necranzie, at 8s. 9d.; 800 tons new Rangoon, per James Lister, at 9s. 6d. ex ship; part of the cargo per Agnes Muir, 300 tons Rangoon, at 8s. 7½d. ex ship for London; and 600 tons in the same ship, at 10s. 1½d. landed.

RHUBARB.—Of China 81 cases sold—low middling, 1s. 5d.; middling, 2s. to 2s. 11d.; fair to good fair, 3s. 3d. to 4s. 1d., one lot, 4s. 4d.; good, 4s. 7d.; good bold, 5s. 6d.

SPICES.—Cassia Lignea: 685 cases China were offered and bought in, good first pile at 130s.; unworked at 118s. to 119s. Cinnamon: 101 bales Ceylon sold, first sort at 3s. 1d., second at 2s. 11d., third at 2s. 8d., low spurious at 2¾d. to 3¾d.; 20 cases broken bought in at 10d. Chips: Of 358 bags offered Ceylon 200 bags sold, coarse bark at 2d., middling, at 3¾d., fair at 5d. Cloves: 6 casks Amboyna were bought in at 6½d. Nutmegs: A good supply of Penang was offered and chiefly bought in; of 75 cases and 75 boxes only 20 cases sold, chiefly 84 nuts to the lb., import 1834, at 2s. 5d., fresh 86's at 2s. 4d., the remainder being bought in, 68's at 3s. 7d., 73's at 3s., 81's at 2s. 8d., 83's at 2s. 7d., 116's at 1s. 11d., 4 casks Java 95's sold at 2s. 1d. Mace: Of 5 cases Penang offered 2 cases sold at 3s. 2d.

SAGO.—In auction 569 boxes good small pearl were bought in at 18s. 6d., of 740 bags about 400 bags sold at about previous rates, brownish small pearl at 17s., good large at 22s. 6d. to 23s. Flour: 1,500 bags Borneo have been sold at 14s. 6d.

TAPIOCA.—Large quantities of East India sorts brought to auction met little demand, and nearly the whole was bought in; of 1,624 bags Singapore only 270 bags sold—fine white, 2½d.; fine white Rio kind, 2¼d.; the remainder being bought in, good, 2d. to 2¼d.; Rio kind, 2⅛d. to 2¾d.; also 200 bags Penang at 2¼d. Pearl: 497 bags 125 boxes sold with readiness at steady rates—large and very large at 22s. to 23s., medium at 24s.

TIN.—Both before and since the holidays a fair amount of business has been done in Straits, the quotation for which is £135 per ton, showing an advance of 20s. We note the sale of 600 slabs Billiton, March sailing, at £132 to £132 10s., ex ship in the Thames.

VERMILION—Small sales of China, at 3s. 3d.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

During the week the market has not at any time shown much activity, but a fair average business has been done from day to day, and prices have been for the most part steadily maintained. Yarns have been in less active request, and rates are in some cases a shade easier. The usual Whitsuntide holidays commenced on the 8th inst., and business for the remainder of the week was suspended.

WOOLLEN AND WORSTED GOODS.

The following are the Leeds quotations:—62-inch, 19 yards, Spanish Stripes, Elephant Chop, Scarlet, 2s. 11d. per yard (Black 3d. per yard less, other colours in proportion); 30 to 31-inch, 24 yards, Long Ells, Lion, Chop, Scarlet, 30s. per piece (Black 3s. per piece less); 30 to 31-inch, 58 yards, Camlets, best SS, Elephant Chop, Scarlet, 58s. (Black 4s. 9d. per piece less); 31-inch, 30 to 31-yards, Lastings, Lion Chop, Gentian, 56s. per piece; ditto, Lion Chop, Dark Blue, 55s. per piece; ditto, Lion Chop, Black, 53s. per piece; 31-inch, 29 yards, Brocades, Cotton Warp, Half-moon Chop, Scarlet, 22s. per piece (Black 2s. 3d. per piece less).

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
June 1	Noach III.	Wierikx	Java, for Rotterdam	Off Dungeness
— 4	Krimpen a. d. Lek	List	Bangkok	Falmouth
— 3	Mary Spencer	—	Singapore	Liverpool
—	Imatra	Telicke	Pasaroeang, for Amst.	Deal
— 3	County of Elgin	Mackenzie	Sourabaya, for Rotdm	Off St. Mawes
— 6	Loch Ken	—	Singapore	Liverpool
—	Carmarthenshire	Davies	Do.	Off Falmouth
— 5	St. Jan	Lommerse	Java, for Schiedam	Off Dungeness
— 8	Dudbrook	Bruce	Hong Kong	Deal
— 8	Albuera	Gissing	Penang	Do.
— 8	Birmah	Pearse	Rangoon	Falmouth
— 3	Sindbad	Kooy	Banjoewangie	Off the Channel Telegraph Ship
— 9	Eastern Chief	—	Nagasaki	Deal
— 8	Helvoetsluys	Rems	Macassar, for Amstm.	Off the Lizard
— 7	Imatra	Thelike	Banjoewangie	Texel
— 9	Louis de Geer	Dunberg	Rangoon	Falmouth
— 9	Pres. Ryckevorsel	Bemott	Java, for Rotterdam	Off S. Foreland
— 10	Anita	Tompkins	Bangkok	Falmouth
— 8	Victoria	Larrinaga	Manila	Off Scilly
— 10	Annie Fletcher	—	Rangoon	Liverpool
— 8	St. Jan	Lommerse	Padang	Brouwershaven
— 10	Dagmar	Hansen	Sourabaya	Falmouth
—	Caldew	Clarkson	Saigon	Gironde

DEPARTURES.

Date.	Ship.	Captain.	For	From
June 2	Janet Ferguson	Ritchie	Singapore	Glasgow
—	Henrietta Geertruida	de Boer	Sourabaya	Amsterdam
— 4	St. Antonie	Corfreuter	Batavia	Sunderland
—	Sourabaya Packet	Ollevar	Do.	Amsterdam
— 4	Spirit of the South	Burrows	Galle	Cardiff
— 4	Hipparchus (str.)	—	Singapore, China, &c., via Suez Canal	Liverpool
—	Oceanus	Plonten	Batavia	Rotterdam
—	Gen. de Stuers	Wiersma	Do.	Do.
— 7	Palestine	Park	Colombo	London
— 7	Atma	Watson	Singapore	Do.
—	Henrietto Adriana	Schuchard	Java	Rotterdam
—	Buaras (?)	—	Batavia	Amsterdam
— 7	Agincourt	—	Singapore	Shields
— 6	St. Helens	—	Batavia	Sunderland
— 8	Gambia (str.)	Burrows	Colombo, &c., via Suez Canal	London
— 8	Corea	Carr	Hong Kong	Do.
— 8	Petchelee	Owen	Singapore	Do.
— 2	Mary and Hillegonda	Walters	Batavia	Newcastle
My. 28	Francis Cail	Rosse	Singapore	Cardiff*
June 8	Albatross (str.)	—	Singapore, China, &c, via Suez Canal	Liverpool
— 9	Harrington	McKenzie	Shanghai	London
—	Hollands Trouw	Devos	Java	Amsterdam
—	Antoine	Corfmat	Batavia	Sunderland
— 7	Caroline	Mallgraff	Singapore	Cardiff
— 10	Alice	Pounder	N. Shields and Galle	London
—	Dordrecht II.	Rotgans	Batavia	Amsterdam
—	Vrachtzoeker	Vellenga	Macassar	Rotterdam
— 9	Helen	Brown	Singapore	Cardiff
—	Maria Elizabeth	Bonjer	Batavia	Rotterdam
—	Nehalennia	—	Do.	Shields

* Not Francis Carl, as before reported.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama and Hiogo: Ada. For Yokohama: Coulnakyle, Solent. For Tientsin and Chefoo: Princess of Wales. For Shanghai: Great Northern (str.), Tordenskjold (str.), Harrington, Evelyn, Coldingham, Fontenaye, Thomas Bell, Portland, Salisbury. For Hong Kong: John O'Gaunt, Mirella, Penrith, Kate Carnie, James Shepherd, Holmsdale. For Manila: Angela. For Singapore: Belle of Southesk. For Singapore and Sarawak: Otter. For Penang: Amelia Ross. For Batavia: Malabar. For Colombo: Lincelles, Seafield. For Colombo, &c.: Ocean Beauty, Macedon.

At LIVERPOOL.—For Yokohama, Nagasaki, and Hiogo: Carioca. For Singapore, Yokohama, Hiogo, and Nagasaki (*via* Suez Canal): Waverley (str.). For Yokohama and Hiogo: British Empire. For Manila: Maria Teresa, Catalina. For Singapore: Huddersfield, Mount Vernon. For Batavia and Sourabaya: Chateaubriand, Noord Brabant.

At GLASGOW.—For Hong Kong: Loch Ken. For Manila: Alejandro. For Singapore and Penang: Nola. For Batavia and Sourabaya: County of Forfar, Glaslyn.

SPOKEN.

MATHILDE VICTORIA, Manila to Falmouth, April 29, 4 N., 24 W.
BERTIE, Cardiff to Singapore, March 10, 35 S., 17 W.
EUGENE LOUISE, Cardiff to Singapore, April 23, 2 N., 24 W.
NAWORTH CASTLE, Sunderland to Shanghai, April 15, 4 N., 23 W.
NESTOR (Dut. ship), Cardiff to Batavia, 45 days out, Apl. 25, 25 S., 28 W.
NEW BRUNSWICK (?) (French brq.), Cardiff to Galle, 38 days out, May 6, 3 N., 28 W.
OCEANIA, Cardiff to Galle, March 15, 38 S., 8 W.
A FULL-RIGGED SHIP, Singapore to London, May 25, 44 N., 26 W.
LIZZIE IREDALE (barque), London to Shanghai, May 5, 1 N., 24 W.
HELVOETSLUIS, Macassar to Amsterdam, April 1, 33 S., 28 E.
CATHARINA ELIZABETH, Amsterdam to Macassar, 32 d. out, 3 N., 24 W.
GAME COCK, New York to Shanghai, April 21, 26 S., 30 W.
THOMAS WOOD, Sunderland to Japan April 29, 15 S., 29 W.

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ANITA, Bangkok to Falmouth, April 11, 35 S., 19 E.
HAMMONIA, Macao to London, April 21, 33 N., 37 W.
SOLENT, Macao to London, May 7, 3 N., 26 W.
HELSATE (Dutch), Macassar to Amsterdam, April 1, 34 S., 28 E.
ANNA DIGNA, Banjoewangie to Amsterdam, April, off Cape of Good Hope.
P.L.B.M. (com. code), Rotterdam to Singapore, April 28, 3 N., 25 W.

FREIGHTS AND CHARTERS.

We have no change to note in berth freights to the Eastern ports; coal freights are also unaltered.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight. 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hiogo: £35. For Hong Kong: £28. For Singapore: £25. For Galle: £27. From Newport, Cardiff or Swansea per ton.—For Hong Kong: £1 8s. For Singapore: £1 4s. For Galle: £1 6s.

CASUALTIES.

The Kimpren a. d. Lek, List, from Bangkok, arrived at Falmouth June 4, reports that on May 28, 44 N., 28W., she experienced a gale from S.S.W. to N.N.W., during which she lost several sails and had decks swept and deck seams started.

The Sarah Nicholson, Hefferman, which arrived at New York May 12, from Shanghai, after striking on the rocks at the east end of Bermuda, had also struck on a rock in Formosa channel, and torn away some of the metal on the bow, but replaced it at sea; she had made no water, and the whole of her cargo had been discharged in good order.

Advices from Mauritius, dated May 5, state that the Jacques Seurin, Martin, from Saigon, to Bordeaux, called at the Bell Buoy, April 26, to effect some necessary repairs, and, after completing them, proceeded April 30.

MISCELLANEOUS.

At PORT SAID.—June 4, Chieftain (str.), from London, and left 5 for Japan, after coaling.

At SUEZ.—June 4, Great Victoria (str.), from London, and left 5 for Colombo and Madras.

At St. HELENA.—April 29, George Crosbaw, Alexander, from Bangkok, for Falmouth; Neuvelle Pallas, from Singapore, for Bordeaux; Dageraad v. Striemen, from Batavia, for Rotterdam; Energy, Caulkins, from Batavia, for Rotterdam; 30, Ymuiden, de Jong, from Java. for Amsterdam; May 1, Susanna and Elizabeth, v. d. Heyde, from Java, and proceeded for Rotterdam.

The following is a further additional list of goods recovered from the wreck of the Benvenue, Penang to London:—229 pigs tin, 340 hides, 71 bags pepper, 30 bags tapioca, 11 cases gum benjamin, 1 case fishmaws, 259 bundles rattans, 9 sails, and sundries belonging to ship.

THE "CHIEFTAIN."—It will be remembered that we lately recorded the departure of the corvette Mutine, formerly a Government vessel, for Japan. This ship, the name of which has been changed to the Chieftain, arrived at Malta on the 29th ult. According to the correspondent of *The Times*, a most extraordinary outrage has been committed by Captain Henry M'Minnies, a passenger by the Chieftain, while in this port. Having become annoyed by the importunity of the boats which surrounded his vessel, seeking employment, he went below, fetched a loaded revolver, and fired two shots at one of the boats, one bullet striking it on the outside, and the other passing through the back board. He may think himself fortunate in the magistrate letting him off with a simple fine of £5, and no detention being caused to the ship in consequence of his escapade.

The new screw-steamer Abbotsford, built by Messrs. Blackwood and Gordon, of Glasgow, has left that port for London, to complete her loading for Singapore and China. The Abbotsford is a large handsome screw-steamer of 1,060 tons new measure, and when loaded she will carry 1,300 to 1,4000 tons dead weight. Her engines are on the compound high and low principle of 110-horse power. On her trial trip on the Clyde she attained the very high rate of fully eleven knots, on a consumption of fuel rather under 7¼ cwts. per hour. She is commanded by Captain C. Mann, of Leith.

The Norwegian ship Lydia, Captain Larsen, from Manila and Zebu, for Liverpool, with a cargo of sugar, and upon which eighty guineas has been asked and paid for insurances, has been reported in safety at Banjoewangie, in Java. She had been 209 days in the China Sea without having been heard of.

Messrs. A. M'Millan and Son have launched from their building yard at Dumbarton a handsome iron barque, of about *400 tons register*, for Henry Browse, Esq., jun., London, which was named the Glaslyn. She is built to the highest class at Lloyd's and is intended for the China trade.

Messrs. Shaw, Maxton, and Co.'s new steamer Lord of the Isles, building on the Clyde, will be launched this day.

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CUCUMBER SOAP for the skin.
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UNIVERSAL EXHIBITION, 1867.

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Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
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THE STRAITS TIMES.—Daily, weekly and fortnightly editions; published in Singapore for circulation throughout the STRAITS SETTLEMENTS JAVA, BORNEO, SIAM, FRENCH COCHIN CHINA, CHINA and JAPAN.

This paper, which is the oldest in Singapore, and the most widely circulated throughout the FAR EAST, offers an excellent medium for the advertisements of shipbuilders, machinists, manufacturers, patentees, &c., in the United Kingdom.

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Japan ..... in 38 „ „
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WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

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GIBRALTAR ...	Every Saturday, at 2 P.M.	—
MALTA.....	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
*BOMBAY	,, ,,	,, ,,
GALLE.....		
MADRAS	Saturday, June 11, 2 P.M.	Sunday, June 19, 7 A.M.
CALCUTTA ...		
PENANG	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
SINGAPORE ...		
CHINA		
JAPAN		
AUSTRALIA ...	Saturday, June 11, 2 P.M.	Sunday, June 19, 7 A.M.
NW. ZEALAND	And every fourth Saturday thereafter.	And every fourth Sunday thereafter.

And all ports touched at by the British India Steam Navigation Company's steamers.

* The following reduced rates will be charged to Bombay:—

From Southampton... £72 first class; £45 second class.
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For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

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Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved and ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

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MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.

Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

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No. 3, Lombard-street.

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Capital, $5,000,000. Paid up, $3,000,000.

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CAUTION.—Only sort warranted genuine by the Inventor, Baron Liebig, whose signature is on every genuine Jar.

In every household where this Extract has been fairly tried its use is permanently adopted both for beef tea and "stock" for soups, sauces, &c.

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INTERNAL STYPTIC of great value. In Cholera, Diarrhœa, and Dysentery this medicine far surpasses any other, having a peculiar mechanical power of putting a sudden stop to wasting diseases. Chronic Cough and blood-spitting are immediately relieved by it, as well as pain and debility of every kind. Prepared by Mr. PRICE, Analytical Chemist, 2, Lower Seymour-street, and 30, Duke-street, Portman-square, London; and sold by Chemists all over the world, in bottles at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., and 22s., or in dispensing bottles at 5s., 10s., and 20s. each

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WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
MODERATOR LAMPS and LAMPS for INDIA,
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JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

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THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

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June 12, July 10, July 24, August 7, August 21, September 4 } For { Port Said, Ismailia, Suez, Aden, Mauritius, Reunion, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Japan.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers by steward of Suez securing their berths in London entitled to the conveyance of their luggage free to Marseilles.

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For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

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Singapore, Hong Kg., Shanghai, and Japan	Ercilla, s.s., via Suez Canal	AA1	SWID	July 18
Shanghai ...	Evelyn	A1 13 yr.	SWID	With des.
Hong Kong	Js. Shepherd	A1 13 yr.	SWID	With des.
Do.	Mirella	A in A1	SWID	With des.
Do.	Neville	A1 10 yr.	SWID	With des.
Yokohama...	Coulnakyle..	A1 13 yr.	SWID	With des.
Do.	Benmore ...	A in A1	SWID	With des.
Nagasaki & Hiogo.....	New ship ...	A1 13 yr.	SWID	With des.
Tientsin and Chefoo ...	Prcs. of Wles.	A1 10 yr.	SWID	June 20.

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Shanghai ...	Salisbury ...	A1 13 yr.	E.I.D.	June 20
Do.	LoudounCal.	A1 16 yr.	E.I.D.	To follow
Hong Kong	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Do.	Fusiyama ...	A1 16 yr	E.I.D.	To follow
Yokohama (Kanagawa)	Solent.....	A1 13 yr.	W.I.D.	With des.
Hiogo and Nagasaki..	Jas. Paton...	A1 11 yr.	E.I.D.	With des.

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Ship.	Tns.	Class.	Dock.	Sailing about.
Coldinghame	1058	AA1	E.I.D.	June 20
Albuera	774	A1 17 yr.	E.I.D.	To follow

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With Despatch.

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First Season Ship to the Malabar Coast.

Will meet with the usual quick despatch.

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Malabar Coast. Second Season Ship. Will meet with the usual quick dispatch.

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The Merchants' line of Packets for Japan.

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Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, June 13, 1870.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS

VOL. XII.—No. 356.] LONDON, MONDAY, JUNE 27, 1870. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	March 11	April 30	May 3
Yedo	—	—	May 2
Osaka and Hiogo			
Hakodadi			
Nagasaki	—	—	May 2
CHINA — Peking			
Tien-tsin	—	—	April 23
Chefoo	—	—	April 27
New-chwang	—	—	April 24
Hankow	Feb. 25	April 23	April 29
Kiu-kiang	—	—	April 30
Chin-kiang			
Shanghai	March 17	May 4	May 6
Ningpo	—	—	May 3
Foochow	—	—	May 8
Formosa			
Amoy	—	—	May 9
Swatow	—		May 10
Hong Kong	March 25	May 4	May 12
Canton	—	—	May 11
Macao	—	—	May 11
PHILIPPINES— Manila	March 11	April 25	May 5
COCHIN-CHINA— Saigon	—	—	May 10
SIAM — Bangkok	—	—	May 7
BORNEO—Labuan			
Sarawak	—	—	
JAVA — Batavia	March 25	May 4	May 14
Samarang	—	—	May 12
Sourabaya	—	—	May 11
MALACCA STRAITS— Singapore	April 15	May 16	May 19
Penang	April 15	May 21	May 21
CEYLON — Galle	May 6	May 30	May 31
Colombo	May 6	May 31	May 31

THE MAILS, &c.

The next inward mail is the French, with a week's later news; it is due on Monday next, the 4th July.

Telegrams in advance of the mail leaving Hong Kong May 26 were received (*via* Galle) on the 15th inst.; those of the succeeding mail (Hong Kong, June 9) came in this morning. Shanghai telegrams (*via* Kiachta) to the 7th inst. were also received to-day. The homeward Pacific mail of Yokohama, May 22, arrived at San Francisco June 15, and telegrams reached us on the 16th.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Delta*, arrived June 25.—From Hong Kong: Mdlle. Vidal. From Singapore: Mr. Jellingham, Dr. Little and child. and one second-class passenger. From Batavia: Mr. and Mrs. Peet and child. From Galle: Captain Colomb, R.N., Commander Campbell, R.N., Mr. Hudson, Mr. Green

To Southampton, per P. and O. steamer *Poonah*, expected to arrive July 1.—From Shanghai: Dr. J. Lethbridge. From Hong Hong: Mr. W. D. Jordan, Mr. W. Hatherly, Mr. R. Turner, Mr. W. H. Henderson, Lieutenant Neville, R.N., Lieutenan Donkin, R.N., Dr. W. G. Riding, R.N., Lieutenant J. H. Tully, R.N., Lieutenant Y. O. Keefe, R.N., Lieutenant Lloyd, R.N, Mr. and Mrs. Armstrong two children and servant. From Galle: Mr. W. S. Wood, Mr. Hurley, and one second-class passenger.

To Suez.—From Galle: Dr. Anthomsez.

By last Bombay mail to Suez, per P. and O. steamer *Salsette*, arrived June 11.—rom Galle: Mr. J. D. Palmer, Mr. Featherstonhaugh.

PASSENGERS OUTWARD.

Per P. and O. steamer *Delhi*, from Southampton, June 25.—To Shanghai: Mr. R. W. Mansfield, Mr. W. H. Young. To Hong Kong: Mr. and Mrs. Dukes and two sons. To Ceylon: Mr. and Mrs. T. W. Nayler Beckett, Mr. W. W. Church.

Per P. and O steamer *Bangalore*, from Southampton, July 9.—To Yokohama: Mr. S Fisher. To Ceylon: Miss Rollings.

Per P. and O. steamer *Syria*, from Marseilles, July 17.—To Singapore: Mr. T. Worthington.

Per P. and O. steamer *Pera*, from Southampton, July 23.—To Hong Kong: Mr. A. M. Case.

Per P. and O. steamer *Ripon*, from Marseilles, July 31.—To Hong Kong: Hon. Justice and Mrs. Bell. To Shanghai: Mrs. Birt and child.

Per Pacific mail steamer, from San Francisco, August 1.—To Hong Kong: Mr. N. B. Dennys. To Yokohama: Lieut. Palmer, Ensign Wedge.

Per Pacific mail steamer *Japan*, from San Francisco, June 1.—To Yokohama and Hong Kong: Mr. J. L. Anderson, Miss North, Mrs. Starr, Miss V. Center, Miss L. Center, Mr. C. L. Stanley, Mr. O. O. Hays, jun., Mr. F. Terry, Mr. McKenzie, Mr. A. Dubent, Mr. and Mrs. S. Meyer, Dr. H. O. Mayor (fleet surgeon of the Asiatic squadron) and Mrs. Mayor, Mr. J. Middleton, J. L. Mayers, Mr. C. Ravel, Mr. C. Rivington, Mr. T. Dunne, Mr. H. Gelpcke.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

(FROM A CORRESPONDENT.)

It seems that a mail steamer is leaving daily. The Americans, I think, are certain of running their semi-monthly in July; they are waiting for a further subsidy, but should they not get it they will probably start without it, as the business hitherto will justify them in so doing. The opposition, we hear, is coming, for the P. and O. Company and the Pacific Company run on to Hong Kong.

All the swamp at the back of the settlement—*i.e.*, the other side of the canal—is to be filled in in six months, and be disposed of to natives. Yokohama is increasing very fast. The railway engineers have commenced their survey, but that is all; no spade as yet has been used, and I have an idea will not be until the Japanese authorities hear from Mr. Lay that the loan is all right. The country is very quiet, and the present Government are working hard to conciliate all parties, and make the most they can of the country. Great efforts will be made to improve the silk cultivation, and also much will be done in the improving of the breed of cattle and cultivation of foreign crops. I cannot say this year or next, but certainly within five years, Japan will be a great beet sugar country. Our public gardens, started a fortnight since, are looking in shape, and, through the exertions of Mr. Kramer, may be expected to be opened on the 1st June. The German Club gave a very nice ball on the 29th. No end of people visiting Hakoni this year; that promises to be in time a great resort. Yedo hotel is looking up.

The cousin of the Mikado is to take rooms in it, and to have opportunities of mixing with foreigners, for I believe he will shortly go to Europe as ambassador. Our weather is charming; trade is tolerably brisk; rice is down. Races to come off this month.

Chosiu has been in difficulty, of late, with his troops. The differences probably arose from various causes, but the discharge of 20,000 men was, it is said, the proximate one. The Prince said that, having surrendered his principality into the hands of the Mikado, and being now a simple governor of a province, he could no longer afford to maintain such an army. The troops mutinied, and Chosiu applied to the Prince of Satsuma for assistance against them. This was given, and the disturbance has now been quieted, Chosiu promising food to many of the disbanded men until they can obtain other employment.

A local paper says, "We have again to record that death has visited our little community, having taken from us Mr. John O'Driscoll, of the British Legation, student interpreter. He was so rarely in Yokohama comparatively, that he was less known than usual to the residents; but on all sides he is spoken of in terms of very high regard by those acquainted with him. A

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gentleman and a scholar are terms easily written; but they are particularly applicable to him, and he showed every capacity for proving himself a valuable servant of the British Crown."

TWENTY DAYS LATER NEWS BY PACIFIC MAIL.

The Pacific mail steamer *Great Republic*, with Yokohama news to May 22, reached San Francisco on the 14th June. The following is a telegraphic summary of her news:—

A violent earthquake had occurred in Japan, the severest since the great earthquake in 1855. The accounts of the disaster are meagre but it is reported that several villages were destroyed. The great volcano of Asamayama, in the interior of the Island of Niphon, which had been quiet for centuries, is in violent eruption, accompanied by frequent earthquakes, destroying villages in that vicinity and causing terror among the inhabitants of the province.

The captain of the barque *Benefactress* reports having observed an active volcano at sea, 200 miles from Yokohama. Some portions of the crater are above the sea. Clouds of steam were issuing therefrom. From the deck of the vessel the water around the volcano appeared to be in a boiling condition.

The officers of the United States squadron on the Asiatic station have decided to erect a monument to the memory of the victims of the *Oneida* disaster.

The Japanese Government have granted permission for the establishment of a school for the instruction of native youths in foreign languages and naval and military tactics.

The Japan market is depressed. A further decline in shirtings and yarns is noted.

In teas there have been but few settlements for the season at hand, and there is a further decline in rates for the old crop.

The operations in silk are limited, in consequence of scant arrivals. The weather was favourable to the harvest.

Exchange on London, 4s. 6¼d.; on Paris, 5f. 46c.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, April 23.

My last was dated 9th inst., and sent *via* Marseilles. Since then the following proclamation has been issued in the town, by order of the Governor of Nagasaki:—"It having been ascertained that some persons of bad character and of no standing have been putting into circulation packages of ichibus and nibus, stamped with their own seals, which contained spurious coins, thereby defrauding the public, it is determined to put a stop to such practices in future; so it is hereby notified that, from and after the 10th April, 1870, no packages of ichibus or nibus will be recognised as a legal tender unless they have the stamp of the Government or that of the seven bankers and merchants whose names are as follows:—Oshimaya Chiulu, Gusokuya Meydaro, Yebiya Jenjiro, Kina Kuniya Riske, Tawaraya Tasaboro, Arakiya Chosobooro, Mashia Kansiro. All other packages will have to be opened and examined at the time of payment. Eighth day of the 3rd month of the year Uma."

The above document has caused considerable annoyance to the respectable native merchants, who look upon it as a Government plan for squeezing them, as the list of names consists of "money-changers" only, whose establishments are supposed to be under the control of the local officials. The system adopted by the above-mentioned money changers is to take only good and bright coins, and deduct a very heavy percentage from those slightly worn.

The *Bertha*, steamer, Captain Mooney, arrived in this harbour, from Shanghai, on the morning of the 21st inst., bringing the mails, which have been lying in Shanghai, and which in all probability would have laid there for some time had Adrian and Co.'s steamer not been coming over.

The Russian steamer *Nahotka*, from Newchwang to Yokohama, with beans, struck upon a sunken rock south of this port, and sank some hours afterwards. The crew, consisting of twenty-six men, took to the long-boat and life-boat, but did not save any clothes or provisions; the latter they received from the Japanese, who, as customary, treated them well. After being in their boats three days, they were picked up by the *Rona* (steamer), which vessel arrived here on the evening of the 20th inst. from Hiogo.

May 2.

My last was on the 23rd April via Marseilles, which letter was sent to Hong Kong to catch the English mail leaving there on the 28th idem. During the interval there has been but little general news.

A new bridge is to be constructed across the mouth of Sagromaty creek to connect the Bund of Oura with that of Sagromaty, and will when finished be a great improvement upon the old structure, the elevation of which is far too great, besides which the present bridge from its position renders the journey to the branch Custom House a circuitous one. The work is to be commenced immediately, and will be completed (according to Japanese promises) in about two months' time, but the general impression is that it will take the Japs at least double that to finish it.

The arrivals from the home side have been:—April 29, *Admiraal de Ruyter*, Dutch barque, from Amsterdam (via Yokohama), and *Kuisiu*, Dutch schooner, from Rotterdam (direct).

The regatta this year is a picnic with a little boating by way of amusement; in fact, lovers of shooting have a chance of enjoying themselves. It was arranged for the 30th ult., but had to be postponed, in consequence of the arrivals and departures of the P. M. steamers, which appear to be the only chance we have of catching the English mail leaving Shanghai on the 6th inst. The strictest economy has been the aim of the committee, who have not solicited subscriptions from the community this year.

A sitting will take place at H.B.M.'s Consulate on the 28th inst., at which proofs of debts against the estate of Rainbow, Lewis, and Co., bankrupts, will be received, and the bankrupts will finish their examination and make application for their discharge.

Freights to London, nominal; no vessel loading. Exchange, unchanged. Nebus, unchanged, owing to the scarcity of Mexican dollars.

The Dutch schooner *Singapore*, Captain Geldrop, while on her voyage from Newchwang to Hiogo with beans, &c., encountered very bad weather, and had her decks swept, during which time her cargo shifted. Her cabin on deck has been carried away, together with the captain's nautical instruments and charts, and after knocking about several days she managed to reach this port on the 30th ult.

CHINA.

SHANGHAI.

The London mail (French) of March 17 was received on the 4th May, and telegraphic advices, *via* Kiachta, reached to 12th April. The following items are from the *North China Herald* of May 5:—

The recent defeat of the Imperial troops in Shense is known among the Chinese here, and forms the chief topic of conversation. There is also a rumour abroad that there are disturbances in the neighbourhood of Newchwang, and in the Kwantung and Honan provinces, but there is no definite information of the nature and extent of these outbreaks.

The hope entertained by foreigners, generally, that the Taoutai of Shanghai would employ some of the steam vessels lately built at the Kiangnan Arsenal for the suppression of piracy, has not, unfortunately, been realised. It is true that No. 3 gunboat convoyed three or four fleets of rice-laden junks, bound for Tientsin, so far as the Yang-tze Cape; but, owing to the detestable behaviour of the mandarins on board the said steamer the foreign captain in a very short time threw up the command in disgust; and now the safety of the native craft lies entirely with Chinese gunboats on the Woosung Station, which occasionally go out in fine weather. This fleet did, however, under the command of the Dea-day himself, a few days ago proceed to the islands, and there captured or destroyed six junks of various sizes. The whole of the men taken with them, except those killed in the *mêlée*, have been sent to Soochow for decapitation, and their heads will probably be distributed round and hung up, as a warning to other rascals of the same stamp who infest these waters.

There have been some expectations that the tea duties would be reduced in the new budget; but a late telegram announces that the budget has been declared, and that tea duties are unaltered.

The Chih-hsien has issued a proclamation, pointing out the value of frogs to the agriculturist, in ridding the fields of insects and thus preserving the crops. He threatens to punish severely any persons guilty of destroying them, and orders the immediate apprehension of any one hawking them through the streets.

The British barque *Princess of Wales*, 966 tons register, has been sold at auction, by Messrs. John Thorne and Co., for Tls. 4,500.

A Race Ball came off at the Club; about thirty ladies and a large number of gentlemen were present. The guests were indebted to the band of the *Hertha* for music, and dancing was kept up, under its influence, to 3 A.M.

From Foochow we learn the total loss of the French barque *Ruffine*, 217 tons register. The *Ruffine* left Newchang for Hiogo on the 26th October, 1869, and was disabled by a typhoon on the night of the 12th November, and driven on a reef off Tai-ping-chau Island, of the Loochoo group; ship and cargo a total loss. All hands reached the island, and were detained, but not maltreated by the natives, for five months, when they succeeded in procuring a junk, and arrived in Foochow on the 20th April. The French ship *Antoinette*, from Amoy to Tai-wan foo, has also been lost on Junk Island on the 2nd March. All hands were saved, but the ship and cargo were entirely lost or destroyed by natives.

A Tientsin correspondent writes that Mr. W. H. Lay has been appointed to H.B.M. Consulate at that port, in the stead of Mr. Mongan, who goes home on leave. "I also hear that Mr. Mayers is appointed to Chefoo. There are those who think that Mr. Wade would have shown more appreciation of the relative qualifications of these officers had he reversed the appointments, placing Mr. Mayers at a port where his experience of political intercourse with the Chinese could have found a better field. Mr. Lepissier, Professor of French at the Peking College, goes down by the present steamer, to institute an action against Mr. Hart, similar to that in the von Gumpach case; and rumour says that other similar cases are pending. Little or no business doing. Rain wanted to make the rivers available; this accomplished, a better demand

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and improved prices may be looked for. 8¼ Greys, Tls. 2.21; 15 lbs. English Drills, Tls. 3.42; 7 lb. Grey Shirtings have been placed at Tls. 1.92; S. S. Scarlet Camlets, Tls. 10.50 to 10.85 per piece."

A meeting of the creditors, &c., on the estate of the late Edward Warden will be held on May 14th, to receive a final report and decide on the apportionment of a dividend.

The municipal accounts for the past and present year have been issued and will be analysed in our next.

A successful launch of a steam dredger has been effected from the Kiang-nan Arsenal. We understand she is intended to do duty on the Grand Canal. The arsenal is really "going ahead," for at the present moment it is engaged in building a steam transport of 1,400 tons, and which it is expected will be finished in September. Further, it is in contemplation to construct a corvette of 2,500 tons, to be armed with 250-pounders, in the waist of the ship, and either 32's or 40 smooth bores to complete the armament.

A letter from Newchwang says, six days ago the English vessel *Anne* run into the North-German schooner *Catharina* on the starboard side, and inflicted such damage that the latter vessel in a few minutes made two feet of water. A considerable quantity of cargo had to be thrown overboard. Both vessels returned to port; the *Catharina* to have most of her cargo taken out and undergo temporary repairs; the *Anne* to render assistance to the crew of the *Catharina* in case that vessel should sink, as was at first feared. The captain of the *Catharina* estimates the damage done to his vessel at $10,000, and has made a claim against the *Anne* for that amount. It seems the matter cannot be settled here, as the *Anne* has proceeded on her journey.

The trade with Japan has been considerable since this port opened, three-fourths of the vessels being for one or other of the Japanese ports. It is very questionable if all the cargoes sent there will find a profitable market. The import trade has been very dull, and but for this somewhat unexpected Japanese export business merchants here would have had very little to do. The steamer *Shantung* leaves for Yokohama, with some 20,000 piculs of peas and oil, in a few days.

A correspondent writing from Kiu Kiang states:—Since the 16th there has been much rain here, and the river has risen 7½ feet. This is calculated to retard the picking of the leaf in the Tea districts, which should have been commenced ere this had the weather been favourable.

The French gunboat *Flamme* arrived here from Hankow on the 22nd inst., and left on the 26th for the Poyang Lake. Her commander proposed to visit, if practicable, Yaouchow, Shwuyhing, and Woochow, and, if the depth of water permitted, to ascend as far as the capital, Nanchang. To this last point it is very unlikely, notwithstanding the rise in the water of the Lake, that the *Flamme* can reach. It is reported that in spite of the agreement with M. Rochechouart, that certain ground should be restored to the French Mission in the capital, this ground, which was to be handed over to the missionaries after the next examination, is already being built upon, whether for official or for monastic purposes is not clear, but it is thought for the latter.

The three gentlemen who left this place on the 19th March for Foochow, *via* the Poyang Lake, Ho-kow, Woo-E-Shan (the Bohea Hills), and the *Min*, arrived at Foochow on the 17th instant—leaving Woo-E-Shan, where they spent a week, on the 11th inst. It is believed that this is the first occasion of this journey having been undertaken by foreigners.

The three days' races went off very successfully and with the absence of any heavy betting. The spirit has somewhat resumed the old style of Shanghai races.

The Chief Lighthouse Engineer has gone down to the North Saddle with the first instalment of materiel and other appliances necessary for laying the foundation of a lighthouse on that island. A mandarin has also gone down for the purpose, it is said, of effecting the purchase of the land required for the lighthouse, as well as to come to an understanding with the natives as to the beneficent object of the building, and with the workmen, as to their pay.

AMOY.

(FROM A CORRESPONDENT.)

May 9th, 1870.

There is at present a positive and absolute dearth of news in Amoy. The great question, of course, that is still absorbing the thoughts of the foreigners is the position that the English Government intends taking in reference to the ratification of the new Convention. Lord Clarendon has been so thoroughly answered by Mr. Hugh Matheson that one would hope that some modification must be made in the policy sketched out by him to the deputation that waited on him. The English Government, however, seems so thoroughly imbued with the idea that foreigners in China have acted as tyrants and oppressors of the Chinese that a fair and impartial policy can hardly be expected at the present time. Mr. Burlingame was thoroughly impressed with the same idea, and he has managed to make his countrymen at home believe very much as he did himself, though, as a rule, he has not the slightest sympathy with those of them who reside on the scene of action. Time, however, the great disabuser of all fallacies, will reveal the actual condition of things; but it is unpleasant to consider that in the meantime the true interests of China are being sacrificed for an idea which is a purely sentimental one, and which has no existence in fact.

Considerable alarm has been felt at Sir R. Alcock's proposal to give up Formosa. In these days of retrenchment policy one would not be surprised though his suggestion were actually carried out. Though to do so would, I believe, be attended by anything but beneficial consequences. The island, in a commercial point of view, is one of vast importance. It is rich in valuable productions. If allowed to be properly developed it would be found to contain almost unlimited resources. Such is the testimony of those who have any practical experience in the matter. To retire from it now would be to abandon it to the old condition under which it existed before foreigners began to develop it. Its mineral wealth would be again sealed. Its vast powers of production would be checked and limited by Mandarin exactions; and last, though not least, the Chinese in his region would be fully convinced that nothing but sheer weakness had induced the foreigners to give up what they had been contending for for so many years.

Great preparations have been making for some weeks for the reception of the Governor-General of the Province. He had actually started on his visitation tour, but before he had got half way to this place he was obliged to return very hastily to Foochow. What the cause of this sudden change may be none can tell. Rumours are at present rife amongst the Chinese that a rebellion has taken place in Wanchow, one of the new ports to be opened, and that he was compelled to return to despatch soldiers to the place. As no authentic news has been received of any rebellion having taken place, the mere rumour must of course be taken for what it is worth.

HONG KONG.

We have advices from this port to May 12. The outward mail of March 17 was received on the 29th April, and that of March 25 on the 4th May. We extract the following items from the *China Mail*.

The *Hong Kong Government Gazette* of May 7 contains some new regulations regarding the pensions of colonial officials. The same number contains a letter from Lord Granville, acknowledging receipt of the work with photographic illustrations in commemoration of the Duke of Edinburgh's visit, prepared by Mr. Beach; and stating that two copies had been ordered to be elaborately bound for presentation to the Queen.

Universal satisfaction has been expressed at the result, so far, of the home agitation against the one-sided Convention framed by Sir R. Alcock.

By the present mail the genial Consul de France, M. du Chesne, leaves for home, after a stay of a number of years in this colony. The Consul's qualities of sustained courtesy and thoroughly genial manner have made him very popular with all classes of society; and the absence of one of so happy a disposition, who occupied a position so distinguished, will be felt as both a public and a social misfortune. We wish the courteous Consul all success and prosperity.

A Chinese female was found murdered in the house of a foreigner on the night of the 7th, and an inquiry is going on before the Coroner as to the facts.

With respect to the clauses in the new Convention antagonistic to the interests of Hong Kong, the *Daily Press* notices that there are indications that the Chinese authorities at Peking, backed up by Sir Rutherford Alcock, are determined to do all in their power to divert trade from the port, and to foster it in the North, and there is every probability that the establishment of a Chinese Consulate will force matters still further in this direction. So far as the Home Government are concerned, they seem perfectly willing to acquiesce in the change, and to use their utmost endeavours to bring Hong Kong down to the level of a mere military and naval station, so that, though as a calling place for steamers it will necessarily continue to maintain considerable importance, there is no question that, excepting the establishment of a railway or some other similar event arise to alter the nature of affairs very materially, Hong Kong is destined to sink more and more into insignificance as an emporium of foreign trade as compared with other ports. Under such circumstances there is room for the most serious apprehension with respect to the operation of those clauses in the new Convention, which the Home Government seem perfectly prepared to accept, notwithstanding that they are evidently designed as a blow at the trading interests of the colony.

Public attention has continued to be directed to the state of police administration in the colony, and there is some prospect of an improvement being effected in an important direction, it being proposed to institute a system by which the various inspectors will have a better opportunity than has hitherto been the case of obtaining some knowledge of the Chinese language, their ignorance of which has been a great drawback to their efficiency. Mr. J. C. Whyte, who has for various periods acted as Judge of the Summary Court, leaves by this mail in consequence of ill health. Much regret is expressed at his approaching departure, as he has won general esteem, no less by his astuteness as a lawyer than by his courtesy and kindliness in every relation of life. The subject of

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the appointment of a Chinese Consul to the Colony has been again under discussion, and one or two able letters in favour of the measure have appeared in the columns of the local press, but the feeling with regard to the question remains unchanged, it being considered as certain that, if such an official were appointed, he would make use of his position to usurp authority which does not belong to him.

Our dull and common-place town is rarely enlivened by an atom of the romantic, but yesterday proved the exception which usually endorses the general rule. A young and loving couple forbidden matrimony by the "stern parient" of the lady, and finding that as she was under age no marriage ceremony could be performed in Hong Kong without the "governor's" consent, found themselves obliged to use extraordingary means to prevent a threatened separation. The bridegroom and bride being both natives of the United States, the former purchased a yacht, registered her at the Consulate, appointed a captain, and after shipping a crew cleared her regularly for sea. She sailed on Sunday, and after reaching the high seas hove-to for orders. Yesterday morning the steamer *Fame*, having on board a party of the *elite* of our residents, among whom were the bride and bridegroom, United States Consul, and others, going out for an excursion, spoke the American schooner. The captain of an American ship being by law authorised to perform marriages on the high seas, after an adjournment to her deck the knot was quickly tied, and the fair bride, after receiving the congratulations of her friends, returned to Hong Kong in the steamer.

The British ship *Sir William Wallace*, bound from Fooochow to London, with an incomplete cargo of tea, put into this port on the 28th April, and is now being docked and repaired.

The British ship *Dunmail*, while entering the harbour during a severe rain squall, on the 8th May, struck upon a sunken rock, through running too near to the Kowloon shore of the bay, filled rapidly, and sank a short distance from where she struck. She lies in about six to eight fathoms of water, and attempts at raising her will doubtless be very shortly commenced.

A correspondent writes:—

At last the judicial case which has so long occupied public attention, V. Gumpach *v.* Hart, has been decided, and the Inspector-General of Chinese Customs has encountered a damaging defeat. Although public opinion has been somewhat divided with reference to the justice of Mr V. Gumpach's claim for damages, on the score of misrepresentation as to his position in the Peking College, there has been a very general expression of satisfaction at Mr. Hart's discomfiture, and his appearance in the witness-box has been very strongly contrasted with the frank and manly way in which his adversary submitted to cross examination. Having the whole Customs' revenue to fall back upon the Inspector-General does not intend to give in, however, and is resolved to put the plaintiff to the expense of an appeal to the Privy Council, for the purpose of prosecuting which Mr. Campbell, "chief secretary to the Inspector-General of Customs," goes home by this mail. It is expected, nevertheless, that the Chinese Government will be very much displeased on learning the manner in which its conduct with regard to the Peking "University" has been exposed. Prince Kung has not shown a very complaisant disposition of late to Mr. Hart.

The Marine Department, which has been organised, though very quietly, at an immense expense, has been brought to a standstill by the withdrawal of the whole of the tonnage dues from Mr. Hart's control, for the purpose, as is asserted, of defraying the expenditure entailed by the prolongation of the Burlingame Mission in Europe. In consequence of this stoppage of supplies, the three steam gunboats brought out from England recently to form the marine squadron under the orders of Captain Forbes the "Marine Commissioner," are to be temporarily laid up. These vessels, two of which are small composite-built craft of 200 tons, and the third, a somewhat larger vessel, cost the enormous sum of £73,000 in England. They are denominated "Revenue cruisers," although they have been ostensibly brought out for the service of the future coast lighting operations. All three are at present in Hong Kong waters.

Nothing has transpired as yet with reference to the intentions of the Peking Government in connection with the Mission in Europe since the news of Mr. Burlingame's death was received.

COCHIN CHINA.

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SAIGON.

(FROM A CORRESPONDENT.)

I avail of the departure of one of the China Sea, Saigon, and Straits Steam Company's" steamers* for Singapore (where she will correspond with the P. and O. steamer), to let you know how we are getting on in this rising colony.

In the staple article a large business has lately been done with Japan, and the official returns show that over 1,500,000 piculs were exported during the first three months of this year. However, the animation is all over now, as last advices report falling prices in Japan, whereas here the natives are holding out for high rates, the best part of the last crop having been exported.

A company has recently been established at Hong Kong, which will tend greatly to increase the importance of this colony. It bears the title of the "Indo-Chinese Sugar Company," and, as you will have seen in the China papers, is under the direction of some of the first merchants in China. The chief purpose of the said company is the manufacture of sugar in Cochin China, for which the country is splendidly adapted. The agents here are Messrs. Wm. G. Hale and Co. The North German corvette *Medusa* is here, undergoing some repairs, and has availed of the magnificent floating dock belonging to the French Government. The new Government palace (for such it really deserves to be called) is nearly ready, and is one of the finest buildings in the East.

Our rainy season has now thoroughly set in, and our next rice crop will doubtless be a very large one.

* Heard's line.

SIAM.

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BANGKOK.

The only important item of news from this place is the death, by drowning of Senhor Vianna, the Portuguese Consul-General at Bangkok. It occurred while bathing in the Chow Phya River, at Banpeng, a short distance below Ayuthia, the old capital of Siam, during a pleasure trip, in company with Mr. Reichman, of Bangkok. Mr. Reichman warned him not to swim out too far, as there might be alligators in the river; he disregarded the caution, swam out some distance, dived under twice, and the second time did not reappear. The bystanders at once concluded that he had been seized by an alligator, but when the body was recovered next day it was unmutilated, though some parts of it were blackened in a strange manner. The deceased was much esteemed by the foreign community.

JAVA.

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BATAVIA.

Regarding the progress of the Railway extension in Java, the N. B. *Handelsblad*, in its overland summary of the 29th April, has the following:—

"It is a melancholy fact that the Railway from Samarang into the interior cannot be completed, from the want of sufficient capital. If the State affords no help, the works in Djocjokarta must very speedily be stopped. The day before yesterday, another meeting of Raad (Council) of India was held on this important affair. Most accurate estimates place the deficit at f.1,800,000. If this help is refused, the concession must fall to the ground, and endless delay for the line from Batavia to Buitenzorg will also arise; and, on the other hand, the financial results will be very injurious to the State. But we think the heedlessness very blamable whereby former estimates and calculations were made, for however many may be the reasons brought forward for excuse, the deficit cannot be ascribed to unlooked-for circumstances. A wrong direction of affairs has also taken place. The decision on the help asked for is uncertain, for a report that 500,000f. have been placed at the disposal of the Railroad Company is groundless. The N. I. Government thinks, apparently, that ripe deliberation is necessary.

STRAITS SETTLEMENTS.

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SINGAPORE.

Advices from this port are to the 19th May. The English Mails of the 8th and 15th of April arrived out on the 10th and 16th May respectively. London telegrams had been received up to 5th May. The following is the *Straits Times* summary of news:—

By the mail which arrived on the 10th inst. we received a copy of the letter of the Straits Association in London of Earl Granville, on the subjects of the cost of Government House and the Singapore Waterworks. The letter is, as usual, very ably and forcibly written, and makes a very practical recommendation to Earl Granville to order the appropriation of the money voted for the new steamer to the completion of the Waterworks. In the correspondence between the Governor and the Municipal Commissioners on Waterworks, his Excellency said the question would be brought before the Legislative Council at an early day. At last there is a prospect of it being finally disposed of, for, after a recess of nearly five months, the formal opening of the session is announced to take place at the Town Hall on Monday next, the 23rd inst. At the time of closing the session last year there were a number of matters under consideration which the Government deemed of urgent importance to the well being of the Colony, and which were allowed to stand over, on condition that no objection was to be raised against their being passed in their present form early in the ensuing session,—a sort of tacit understanding which, it is to be hoped, for the sake of efficient legislation, will not often be come to before a measure has been thoroughly discussed and brought to perfection. It is probable these questions will be revived shortly, and that ere long our little community will find itself again in the heat of discussion of local politics,—which, however little they may

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interest the general public, have frequently an important bearing upon the social and commercial welfare of the Colony.

We are glad to be able to announce that the Hon. W. H. Read has been reinstated in the offices of Honorary Magistrate and Justice of the Peace—which it may be remembered he resigned nearly a year ago, in consequence of a censure passed upon him by H. E. the Governor, on account of his action in a case which had already been dismissed by the sitting magistrate, Mr. Gottlieb. Mr. Read's reinstalment was due to the intervention of Earl Granville, Secretary of State for the Colonies, to whom the case was referred. Earl Granville, while concurring in the opinion that Mr. Read's omission to consult the stipendiary magistrate before taking the case in hand evinced a want of respect towards that officer, yet administers a quiet reproof to his Excellency for having taken upon himself to interfere in the way he did, and censure Mr. Read.

The Chief Justice left this for Penang on May 6, in the Colonial steamer *Peiho*, to hold the criminal session there, which opened on May 9. The session was a very short one, for on May 16 we find the Chief Justice of Malacca holding a special session, there being an unusual number of criminal cases to dispose of there,—four of which we are told are for murder, and several others being for gang robbery. Within the past few months a number of outrages have been committed in that settlement, the cause being generally attributed to the disturbances in Klang, but being, we believe, more properly due to the organisation of a regular gang of thieves, whose operations have in one or two instances met with a summary check,—one of the gang having received a stab as they were endeavouring to effect an entrance into a house, which killed him on the spot, upon which the others took flight. A few more cases of this sort would check this species of crime more effectually than could be done by any other means.

The effect of the Suez Canal upon the Eastern mail service is foreshadowed by the fact that a steamer of the Messageries Imperiales has been already able to deliver the French mail here on its thirty-first day from London; and that notwithstanding that she grounded in the Canal, and remained fast for twenty-four hours. The English mail of April 8, by the P. and O. steamer, reached here on its thirty-second day from London, or on the 10th inst, having been brought on by two fast steamers on this side, both making rapid passages, and forming a good connection at Galle, so that the mail was delivered here two days sooner than might have been expected.

The following is an extract from the despatch of Earl Granville to Governor Ord, above alluded to:—

I have fully considered as well your despatch No. 183, of Sept. 2, relating to Mr. Read's letter of August 8, 1869, as your subsequent despatch No. 22, of Jan. 31, written in answer to mine of Nov. 26 on the same subject.

Mr. Read's reference of this case to me renders it unavoidable that I should express an opinion respecting his conduct on the Bench, which otherwise I should have refrained from doing.

Considering that the case brought before him had just received full and careful consideration at the hands of Mr. Gottlieb, I think Mr. Read was, to say the least, wanting in courtesy to his brother magistrate in not consulting him upon it before arriving at an opposite conclusion; and I am bound to say that the reasons assigned by Mr. Read for his not doing so do not appear to me entirely satisfactory.

But bearing in mind that the error which Mr. Read has committed was an error of judgment in the performance of his magisterial duties, and attaching, as I do, the highest importance to the necessity of avoiding any appearance of interference on the part of the Executive with officers in the performance of such duties, I regret that you should have thought it necessary to interpose and pass any censure on Mr. Read.

The result of such interference has been that for the time the admittedly valuable services of Mr. Read as a magistrate have been lost to the colony, but I entertain a strong hope that, after this frank expression of my opinion, both parties to this controversy will be ready to forget what has passed, and that Mr. Read will be induced to withdraw his resignation of the office of Justice of the Peace and Police Magistrate.

Commercial Report.

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(*For dates see First Page.*)

STRAITS, JAVA, AND CHINA IMPORTS.

SHANGHAI.—Grey Shirtings: A healthy demand for these had prevailed, but the chief portion of the business was transacted whilst last mail was under despatch. Holders had established an advance in the value of 8¼ lbs. For lighter and heavier makes there had not been so marked an inquiry, but small sales were reported at about previous rates. White Shirtings comparrtively neglected, without however much affecting their value. T-Cloths: It was almost impossible to give a true quotation for 7lb., the market continued so very irregular; 8 lb. 36 inch, from comparative scarcity, were in a better position, and the value had a hardening tendency. Drills: In strong demand, best chop English attracting most attention. American quoted Tls. 3.60 to 3.75; English, Tls. 3.35 to 3.42; Dutch, Tls. 3.20 to 3.25 per piece. Jeans, finest quality, inquired for, and had changed hands, to the extent of 11,000 pieces, at Tls. 2.32 to 2.35 per piece for English. Woollens: For Long Ells a faint speculative inquiry had sprung up, and silkmen had sold out several of their holdings at rather better prices. C. P. H. Scarlets on offer at Tls. 5.70 per piece. H H. Scarlets scarce, and commanded extreme rates, Tls. 6.0.5 per piece having been offered and refused; Assortments very difficult to move. In other Woollen imports few transactions had taken place. Figured Orleans saleable in small quantities at Tls. 3.20 to 3.95. Quotations:—Grey Shirtings, 7 lbs., Tls. 2.01 to 2.05 per piece; 8.4 to 8.6 lbs., Tls. 2.2.7 to 2.3.2; 9 to 9.12 lbs., Tls. 2.4.0 to 3.0.3; White Shirtings, Tls. 2.2.8 to 2.7.5; T-Cloths, 6 lbs., Tls. 1.4.0 to 1.6.5; 7 lbs., Tls. 1.6.0 to 1.8.5; 8 to 8½ lbs., Tls. 2.0.0 to 2.1.0; X X., Tls. 2.4.0. Iron: Nail Rod, per picul, Tls. 2.3.5 to 2.5.0; Lead, Tls. 4.9.0 to 5.0.0.

HANKOW.—Grey Shirtings: Business small, at a decline of 1 to 2 candareens per piece. Market closed dull, at Tls. 2.04 to 2.05 per piece for 7 lbs, Tls. 2.24 to 2.29 for 8¼ lbs., and Tls. 2.60 to 3.00 for heavy goods. White Shirtings: No change. T-Cloths: There was hardly any inquiry; few sales made at a fall of 2 to 3 candareens per piece; best 7 lbs., Tls. 1.75 to 1.76; 8 lbs., Tls. 2.10 per piece. Drills: Quotations unchanged, no business reported. Woollens and Worsteds.—Camlets: Demand subsided. Lastings also neglected. Long Ells: CPH Scarlet sold at Tls. 5 75 per piece, showing a decline of 3 mace per piece. Spanish Stripes not asked for. Figured Orleans: Sales difficult to effect. Metals.—Lead: Sales estimated at 1,500 piculs; large pigs, 1 mace lower. Quotation: Tls. 5 to 5.15 per picul.

FOOCHOW.—No business reported.

HONG KONG.—Cotton Yarn: Extensive business in Nos. 16 to 24 "for arrival," at a decline of $3 to 4. Grey Shirtings: 7 lbs. in smal supply and still wanted. Fair demand at 8¼ lbs. at quotations. Heavy weights quiet. White Shirtings: Common to medium neglected and weaker. Fine dull at a decline of 30c. to 50c. per piece. T-Cloths: 6 lbs. fairly saleable at quotations. 7 lbs., both common and Mexicans, continued much depressed at a decline of 5c. to 7½c. per piece. 8 lbs. still difficult of sale, and further declined. All other cotton goods quiet at former quotations. The market for Woollens continued quite stagnant, and quotations were more or less nominal. For Metals the market was also dull, with hardly any demand. Coals: About 1,750 tons Anthracite advertised for sale by public auction. The following cargoes had been sold ex-ship: Sydney, 960 tons at $6.25; 320 tons at $6.25; 500 tons at $6.50; 500 tons at $6.25 per ton; 356 tons, rate unknown. English, 150 tons at $6 75 per ton. Quotations:—Cotton Yarn, Nos. 16 to 24, per bale, $185 to 140; 28 to 32, $144 to 147.50; 38 to 42, $165 to 170; Grey Shirtings, 7 lbs., per piece, $2.57½ to 2.62½; 8¼ lbs., $2.87½ to 2.90; 9¾ to 10 lbs., $3.70 to 3.90. White Shirtings, $2.35 to 3; fine, $3.25 to 5.50. T-Cloths: 6lbs., $1.87½ to 2.02½; 7 lbs., $2.05 to 2.35; 8 to 8¼ lbs., $2.55 to 3.70.

BATAVIA.—The following is from Messrs. Hunter, Houghton, and Co.'s Circular:—Cambrics, 45-inch by 12 yards: There is but little doing, best quality 15/16s, f.4.90 to f.5; medium, f.4.75 to f.4.80, ordinary, f.4.60 to f.4.70. No. 24's also quiet, although in more demand than other numbers, at f.3⅜ to f.3¼ per piece. White Shirtings, 40 yards: Demand for 45-inch still very quiet, at f.10.50 to f.10.75 per piece; 40/41-inch dull, and valued at f.9.25 to f.9.50 per piece; 36-inch, 64 reeds, f.8.50 to f.8.75 per piece. Grey Shirtings, 38½ yards: No change to note; 39-inch, 7 lb., f.7.50; 8¼ lb., f.8⅜ to f 8.50; 45-inch, 8 lb., f.8.25 to f.8⅜ per piece. Madapollams, 24 yards: Dutch 33/34-inch remain at about last quotations, f.5,25 to f.5.50 per piece; 40/41-inch in limited inquiry at f.6 to f.6¼; 44/45-inch neglected. Grey also dull; 34/35 inch, f.5.25 to f.5.50; 43/44 inch, f.6.25 to f.6.50. English, 32/33 inch, 3 lb., f.3¼ to f.3.20 cash per piece. Prints: Little doing, but we shortly look for a fair business. Green Grounds, f.7.25 to f.7⅜; Pink Pads, f.7.75 to f.8; White Grounds, f.6.25 to f.6.50; Steams, f.4¼ to f.5 per piece. Printed Jacconets: Little or nothing doing. Dyed Madapollams, 9/8 by 24 yards: Orange in more request; sales at f.4⅜ to f.4.20, 1 month's credit. Other colours not asked for. Turkey Red Cloth, 24 yards: In large supply, and only to be placed at low rates Dutch, 31/33 inch, f.7.50 to f.8.50; English, f.7 to f.7.25 per piece. Twist, Grey: Small transactions in 40's at f.435 cash par bale. Low numbers scarce, and wanted. 30's at f.385 to f.395, 24's at f.360 to f.370, and 20's at f.335 to f.340 per bale credit.

SINGAPORE.—Messrs. Boustead's report is as follows:—39-inch Grey Shirtings: 8¼ lb. in limited supply, sales at $3.02½ to 2.97½; 7 lb. in fair request at $2.50; 6 lb. placed at $2.12½ to 2.10; 45-inch in good supply, quiet; 8 lb. placed to a small extent at $2.77½. 32-inch Grey T-Cloths: 5 lbs. scarce, and in some request at $1.57½ to 1.60, lighter weights neglected; 6 lbs. dull at $1.85; and 7 lbs. only fine quality saleable at a reduction upon last rates, inferior placed at $2. 32-inch Grey Maddapollams: Very quiet; small sales of 2¾ lbs., at $20½ to 21. Long Cloths nominally unaltered. 36-inch White Shirtings: Common descriptions saleable at fair rates; some sales of fine reported, but at low prices. White Spots sold at $3 on the spot, and $2.99 "to arrive" White Cambrics of all descriptions lower, with a slack demand; 15/16s. sold at $31 to 32½, and 24s at $19½ to 20. Jacconets not inquired for. Maddapollams quiet at late rates. Dyed Shirtings in hardly any request. Nothing doing in Velvets. Turkey Red Cambrics dull; sales of 2½ lbs. at $2.10, and of 3½ lbs. at $2.67½. Turkey Red Mulls still neglected. Woollens: Camlets and Scarlet Long Ells unsaleable; Spanish Stripes, very dull; Lastings, Assorted, placed at 40 cents per yard. Black inquired for at last rates. Yarn of all kinds dull of sale and lower; sales of 16s and 24s at $115 to 116, and of 40s at $140 to 142½. Turkey Red Yarn, 10 lbs., Glasgow dye, sold at $148 to 145. Green placed at $84 to 85, Imperial Red at $71 to 72½, and Orange at $77 to 78.

PENANG.—Grey Shirtings, 6 lbs., not in stock—quotation nominal, 7 lbs. sold readily at $51 and 52 per corge—stocks moderate. 8¼ lbs. goods had met purchasers between $60.50 and 61.50. 45-inch: A sale of 8 lbs. at $58 per corge. Long Cloths not in stock—quotations nominal. No sales of Madapollams. T-Cloths of light weights not in stock, and in moderate demand—of 7 lbs. sales at $43 to 45 per corge. White Shirtings remain as before. Of 45-inch, sales reported at $84 and 85½ per corge. White Cambrics: Low qualities only in request, sales of Medium at $27; of Nos. 15.16, at $32½ and 32 per corge. Grey Sheetings, no sales; American Drills, all cleared out; Dutch Drills, no demand. Dyed and Figured Shirtings and Mulls, also without inquiries. Brocades wanted

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but not in supply. Turkey Red Cambrics, only a small business done. Sales of 2 lbs. 6 oz., at $44; of 2 lbs., at $40; of 1 lb. 15 oz., at $38½ per corge. Grey Twist very quiet. Sales of No. 30, at $136 and 135; of No. 40, at $145. Lighter weights not in stock. Turkey Red Yarn, but few inquirers; only sales of No. 40, at $144. There had been an arrival of Iron, of which none had been sold—of old stock Bar sold at $2.35; Hoops, at $2.30 per picul. Pig Lead disposed of in small quantities, at $6 per picul.

STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

TEA.

SHANGHAI.—Black: There had been no business. Green: Business had been small, settlements amounted to 2,165 half-chests. There was no change in prices. The stock on offer was reduced to 4,594 half-chests.

HANKOW AND KIUKIANG.—Nothing to report.

FOOCHOW.—Reports from the tea districts had been received to the effect that prices had opened there at from 3 to 4 Taels under those of last year, but this rumour was not generally believed. Nothing had transpired regarding the quality of the crop, but it was said to be much superior to that of last season. The first Teas were expected to arrive in about ten days.

SILK.

SHANGHAI.—We take the following from Messrs. C. J. Skeggs and Co.'s Circular:—The unfavourable nature of the telegrams and the lateness of the season, combined with the undesirable descriptions of silk on offer have tended to check operations; so that, although the dealers have latterly been willing to accept a decline of Tls. 10 on medium, and Tls. 10 to 20 on common parcels of Taysaam sorts, transactions for the fortnight only reach about 250 bales, stock is reduced to about 250 bales, and our next issue on the 19th May will close season 1869-70. With regard to prospects for the coming season, it is too soon even to speculate on the probable outturn; so far the worms have progressed favourably, but the critical period will not arrive for nearly three weeks yet.

JAVA AND STRAITS PRODUCE.

BATAVIA.—Arrack, 4 per cent. overproof: Sales of this article at f.72½ to f.75 per leaguer. Coffee, Java: None in the market; the Government sale of 25,000 piculs, on the 25th April, averaged f.33.86 per picul. Padang, none offering. Gum Damar: In less inquiry, but still to be placed at f.38 to f.39 for well picked. Indigo: Sales at Samarang of No. 1 quality at f.5.15 to f.5.25 per N. lb. India-rubber: Scarce, at f.90 to f.100 per picul for good quality. Tin, Billiton: The next public auction will be held on the 3rd June, when 6,000 piculs will be offered. Nutmegs continue scarce, at f.100 to f.115 per picul for good sorts. Mace in good demand, at f.160 to f.175 per picul. Black Pepper maintains its value, at f.23 to f.23.50 per picul; White, very small supplies. Rattans: Borneo asked for at f.11 to f.12 per picul. Padang changed hands at f.7 to f.8 per picul. Sugar: Small sales from the growing crop at f.14.25 to f.14.50 for No. 14. In higher numbers nothing doing.

SINGAPORE.—There is not much change to report in the position of the produce market since the last mail; business had been limited, and quotations show little alteration. Gambier quiet; about 600 tons were bought at $3, but dealers had been firm for an advance in rates, and afterwards 200 tons were taken at $3.2½ per picul. Black Pepper bought early in the fortnight at $8 70, and a parcel from Siam sold at $8.50 to 8.30 per picul; latterly rates had fallen and Singapore sold at $8.20 per picul; prices had a downward tendency. White Pepper lower in value. Tin in good demand for America, fair business at $31 to 31½ per picul. Pearl Sago firm, and active demand. Sago Flour risen in value, supplies readily taken up. Tapioca: Good quality in demand at previous rates. Coffee unchanged, no supplies of Bontyne or Bally offering. Gum Dammar: Good quality wanted, and high rates paid. Hides in good demand, prices unchanged. Horns scarce, and inquired for.

PENANG: During the fortnight the market had not been well supplied. Pepper: All offers taken at $8.15 for West Coast, $8 to 8.05 for Acheen, and $8.02½ for a small arrival of Trang. White had been rather scarce, small arrivals secured at $11.50 per picul. Tin in small quantities, taken in the earlier days of the fortnight at $29½ and 29.60 per picul; later purchases had been at $29.75 per picul, which was the closing rate. Market nearly bare. Tapioca held for $4. Cutch, in boxes, taken at $4.75; market bare. Fish Maws scarce; arrivals secured at $71 for whole, and $90 and 91 for split. Gutta-percha also scarce; arrivals taken at $105 to 122 per picul. India-rubber, in small quantities, found buyers at $41 and 42 per picul.

SETTLEMENTS OF TEA AT SHANGHAI.

From 1st June to 30th April, Season 1869 to 1870.

BUYER.	BLACK. Chests.	Re-shipments. Chests.	GREEN. ½-Chests.	Re-shipments. ½-Chests.
Adamson, Bell, and Co.	15,184	6,890	30,811	1,263
Ashton and Co.	—	1,519	—	—
Birley, Worthington, and Co.	36,667	2,309	31,406	4,744
Blain and Co.	23,147	5,630	7,235	1,725
Blum Bros. and Co.	1,320	—	9,068	—
Bourjau, Hubener, and Co.	644	2,458	524	—
Brand, Monro, and Co.	7,777	—	—	—
Bull, Purdon, and Co.	6,484	529	673	—
Butterfield and Swire	15,442	4,468	496	—
Chapman, King, and Co.	6,653	596	901	—
Dent, Alfred	2,722	14,172	—	—
Dickinson and Co.	1,247	992	—	—
Frazar and Co.	—	—	5,300	—
Gibb, Livingston, and Co.	1,135	7,122	10,285	686
Gilman and Co.	17,181	3,396	34,023	—
Glover, Dow, and Co.	12,796	1,932	3,277	1,419
Hargreaves and Co.	375	—	728	—
Heard, Augustine, and Co.	16,260	2,776	48,576	834
Hogg Brothers	12,423	6,015	3,224	—
Holliday, Wise and Co.	202	2,024	2,477	—
Jardine, Matheson, and Co.	9,640	3,686	12,923	4,306
Jarvie, J., and Co.	—	—	—	—
Lent and Co.	14,585	798	12,210	—
Little and Co.	6,499	684	58,002	1,053
Olyphant and Co.	2,976	607	65,669	3,149
Osborne and Co.	8,638	458	7,584	7,839
Overbeck and Co.	50,090	3,769	1,298	966
Overweg and Co.	18,259	6,833	—	—
Petrocochino and Co.	14,701	—	11,534	—
Pustau and Co.	320	—	—	—
Reid and Co.	13,104	3,800	15,479	1,016
Reiss and Co.	1,482	4,297	—	—
Rothwell and Co.	11,989	1,000	2,911	981
Russell and Co.	494	3,076	25,781	311
Sassoon, David, Sons, and Co.	496	3,073	—	—
Shaw Brothers and Co.	4,235	—	5,035	—
Siemssen and Co.	970	—	—	—
Smith, Archer, and Co.	—	—	13,069	—
Tate, J. P., Esq.	18,020	—	6,401	—
Thorne Brothers and Co.	12,935	10,838	15,484	1,329
Turner and Co.	—	8,675	—	—
Weston and Co.	6,529	5,687	1,417	766
By Sundries	85,407	7,278	6,287	—
	408,878	131,235	445,088	32,387

LIST OF SILK SHIPPERS FROM SHANGHAI TO SOUTHAMPTON AND MARSEILLES.

From June 1st, 1869, to April 30th, 1870.

	Bales.		Bales.
Adamson, Bell, and Co.	70	Hogg Brothers	765
Barnet and Co.	2,413	Holliday, Wise, and Co.	10
Birley, Worthington, & Co.	2,027	Jardine, Matheson, and Co.	792
Birt, W.	114	Jarvie, John, and Co.	1,756
Bland, J.	320	Meynard and Co.	20
Blum Bros.	235	Milsom and Tod	892
Borneo Company	100	Nachtrieb, A., and Co.	1,019
Borntraeger and Co.	545	Parsees	91
Bourjau, Hubener, and Co.	227	Pustau, Wm., and Co.	164
Bovet, Brothers and Co.	739	Reid and Co.	54
Bower, Hanbury and Co.	1,808	Reiss and Co.	178
Brand, Monro, and Co.	3,928	Russell and Co.	2,445
Bradwell, Bloor, and Co.	23	Remé, Wm., and Co.	773
Bull, Purdon, and Co.	8	Sassoon, D., Sons, and Co.	232
Carter and Co.	1,714	Sassoon and Co., E.D.	46
Chapman, King, and Co.	485	Sayn, H.	113
Chinese	122	Scheibler, Matthai, and Co.	1,002
Coutts and Co.	116	Seare, Essex, and Co.	396
Cumine and Co.	519	Shaw Brothers and Co.	1,017
Dickinson and Co.	213	Siemssen and Co.	954
Fogg and Co.	25	Skeggs and Co.	1,779
Framjee, Hormusjee and Co.	50	Smith, Archer, and Co.	244
Gamwell, F. R.	1,359	Textor and Co.	1,474
Gibb, Livingston, and Co.	1,738	Thorne Brothers and Co.	1,139
Gilman and Co.	1,079	Trautmann and Co.	269
Glover, Dow, and Co.	221	Westall, Brand, and Co.	239
Gutschow and Co.	241	Sundries	2,382
Heard, Augustine, and Co.	745		
Helbling and Co.	866	Total bales...	42,369

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	—	—	—
Shanghai " "	5s. 11½d.	6s. 0d.	6s. 0½d.
Canton " "	4s. 6d.	4s. 6½d.	4s. 6⅝d.
Hong Kong " "			
Macao " "			
Singapore " "	4s. 7d.	4s. 7½d.	4s. 7⅝d.
Manila " "	4s. 6d.	4s. 6½d.	4s. 6⅝d.
Colombo " "	par to 1¼ dis.	2¼ dis.	2½ dis.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	300½ to 301	230 to 230½
" Hong Kong	24⅝ to 25¼ dis.	—
Bar silver	111.5.0	6½ prem.
Mexican dollars	74.9.0	⅝ prem.

Bous, at Yokohama, — to — per — dol

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 24½ to 25; Old, 37 per cent. premium.
Hong Kong Gas Company, 46 dols. per share.
Hong Kong and Whampoa Dock, 5 per cent. discount.
China Traders' Insurance, 1,650 dols. to 1,700 dols. premium.
Hotel shares, 64 to 65 per cent. discount.
Hong Kong and Macao Steamboat Company, 34 per cent. premium.

Mr. E. Mellish's Hong Kong Circular remarks:—Since the last fortnightly mail left for Europe, Sterling Exchange has remained without fluctuation. On May 6 the Pacific Mail steamer, from San Francisco and Japan, arrived with treasure to the value of nearly $700,000, but no decline in rates resulted. Tenders were again invited for H.M. Treasury Bills at thirty days' sight, and offers at 4s. 5⅞d. and 4s. 5¾d. were accepted. Estimated amount of business—Bank paper, £90,000; private bills, £100,000.

Advices by telegram report Exchange 4s. 0½d. at Shanghai, and 4s. 6½d. at Hong Kong for Bank.

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Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Hong Kong, &c., April 27 (via Canal), Erl King (str.).

At NAGASAKI.—From Amsterdam, April 29, Admiral de Ruyter; from Rotterdam, Kiusiu.

At SHANGHAI.—From London, &c., Huntley Castle, Worcester, Thyatira, Doune Castle (by telegram of June 3), Flying Spur, Argonaut, Wild Deer.

At HONG KONG.—From London (via Canal), May 4, Rocket (str.); from London, 8, Dunmail; from Sunderland, 10, Maitland. By telegram: Scawfell, Hopewell, Craigforth.

At MANILA.—From London, April 22, Tazre.

At BATAVIA.—From Glasgow, May 5, Dunmore; 9, from Boston, Fearless; 10, from Rotterdam, Nicot, Medea.

At SINGAPORE.—From London, May 11, Volunteer, Ocean Belle; 13, Nile (str.); from Liverpool, 15, Ogir, Catherine; from Cardiff, 10, Joseph Heydn, Neuhof; 14, Andreas, Nyverheid, Egmont Hoorn; (By Telegram): Danube, Priam, Magdala, Kingdom of Belgium.

At PENANG.—From London, May 9, Benvoirlich.

DEPARTURES.

From YOKOHAMA.—For London, none; for New York, Charles C. Leary.

From SHANGHAI and FOOCHOW.—None.

From HONG KONG and CANTON.—None.

From MANILA.—For Cadiz, April 23, Delia; for New York, Volunteer; for London, 24, Eleanor Wood; May 4, for New York, Asa Eldridge.

From BATAVIA.—For Holland, May 8, Aeroliet, Maria Adriana, Hendrik; 10, Gebroeders v.d. Beck; 11, Electra.

From SINGAPORE.—For London, May 9, Blair Athol; for Liverpool, Banda; 18, for London, Ystavort; 14, for Philadelphia, Malabar; for Boston, Agnes, Professor.

From PENANG.—For Boston, May 13, Humboldt.

VESSELS LOADING.

At YOKOHAMA.—For London, Ambassador, Undine.

At SHANGHAI.—For London, none; for New York, Benefactor.

At FOOCHOW, AMOY, and HONG KONG.—None.

At MANILA.—For London, Jubilee; for Liverpool, Maria; for Boston, Mutlah; for New York, Horatio Harris; for Bilbao, Lola.

At SINGAPORE.—For London, John Temperley, Joseph Haydn, Volunteer; for Liverpool, Athena Estrella de Chili; for New York, Frances.

At PENANG.—For London, Octavia, Ilione, Jeannie Souttit, Queen's Own for Cork, for orders.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, £3 10s. to £4 (nominal).

At HONG KONG.—To London, £3 nominal. The St. Peter has been chartered to load at Manila or Cebu, for London or Liverpool, at £2 10s for Sugar. and £2 12s. 6d. for Hemp and measurement goods.

At MANILA.—The Rosalie has been chartered for London at £3 5s., for Sugar and £3 15s. for Hemp.

At SINGAPORE.—Heavy arrivals have occasioned a further decline and the rates are £2 5s. for dead weight, and £2 10s. to 15s. for light freight, with a scarcity of cargo. For London: the Joseph Haydn and Volunteer had taken the berth at these prices. For Liverpool and Glasgow: the Estrella de Chili had taken the berth at £2 5s. and £2 15s. for the former and 5s. extra for the latter port.

At BATAVIA.—The Hans has been chartered to load here and at Padang for New York at £4 2s. 6d.

At PENANG.—There is no change, no charters having been made for Europe.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
April 26	Jacoba Helena	Batavia	Rotterdam
„ —	Stad Leyden	„	Amsterdam
„ —	Candiela	Singapore	Cadiz
„ 27	Francina Wihelmina	Batavia	Amsterdam
„ 28	Clymene	Macao	London
„ —	Khorasan	Manila	Cork
„ —	Estafette	Batavia	Tjilatjap
May 1	Pepite	Bilbao	Manila
„ 3	Endeavour	New York	Hong Kong
„ —	Berne	Cardiff	Singapore
„ —	Fiery Cross	London	Hong Kong
„ —	Chieftain	Hong Kong	New York
„ —	Merrie England	Cardiff	Yokohama
„ —	Veritas	Kroonstaadt	Amur
„ 4	Aline	Batavia	Falmouth
„ —	J. R. Worcester	London	Shanghai
„ 5	Bravo	Kroonstaadt	Amur
„ —	Lochnagar	London	Yokohama
„ —	Wylo	„	Foochow
„ —	Petronella	Amsterdam	Samarang
„ —	Doune Castle	Liverpool	Shanghai
„ —	Helen Morris	„	Hong Kong
„ —	Algernon	London	Shanghai
„ 6	Charles Auguste	Hong Kong	New Orleans
„ 7	Hopewell	London	Hong Kong
„ —	Clara	Tjilatjap	Batavia
„ 8	Zephyr	New York	Manila
„ —	Eleanor	London	Japan
„ 9	Macao	Havana	Hong Kong
„ —	Henriette	Batavia	Tjilatjap
„ 10	Isaure	Marseilles	Saigon

LATEST TELEGRAMS.

CHINA AND JAPAN.

(REUTER'S TELEGRAMS, RECEIVED VIA GALLE, JUNE 17.)

BOMBAY, JUNE 15.—Advices from Hong Kong state that several ships have arrived there from the southward, dismasted by a typhoon. The *Donegal* and *Ellenborough* have sailed with troops for Portsmouth. Intelligence from Japan reports the occurrence of an earthquake at Yokohama.

JAPAN.

(REUTER'S TELEGRAMS, RECEIVED VIA SAN FRANCISCO, JUNE 16.)

YOKOHAMA, MAY 22.—Several earthquakes have taken place in different parts of the country, destroying a number of villages. The great volcano Asamyama, in the island of Niphon, is in active operation, and many of the neighbouring villages have been destroyed. The Government of the Mikado has permitted the establishment of schools for instruction in foreign languages and in foreign naval and military tactics.

(RECEIVED VIA KIACHTA, JUNE 27.)

SHANGHAI, JUNE 7. — Silk, No. 3 Tsatlee, 32s. 6d. Tea market at Shanghai unopened; at Hankow, active, at a decline of 3 taels on opening rates; four steamers loading. Shirtings: At Shanghai Tls. 2.2.8; Exchange Bank; Bills, 6 m. s. 6s. 0d¼.

JAVA.

(RECEIVED VIA GALLE, JUNE 15.)

BATAVIA, MAY 27.—Coffee and Sugar unaltered; Rice, f.145 to f.155; second quality, f.130 to f.140; Gum Damar, f.36 to f.38; Cotton Goods unchanged. Freight to Holland, f.80 to f.90. Exchange, f.100½ to f.101. Arrivals: Jonge Jan. Departures: Australie, Gerard Pieter Servatius, Nicolette.

STRAITS.

SINGAPORE, JUNE 17.—8¼ Grey Shirtings, $2.85; Mule Twist, 40's, $132. Exchange, 4s. 6⅝d.

CEYLON.

(REUTER'S TELEGRAMS, RECEIVED VIA GALLE, JUNE 17.)

BOMBAY, JUNE 15.—It is confidently asserted at Colombo that Sir Hercules G. R. Robinson, Governor of Ceylon, will succeed Lord Napier as Governor of Madras.

COMMERCIAL POSTSCRIPT.

A telegram from Suez, dated June 25, announces the passage through the Canal of the following vessels (in addition to those we have already mentioned under "Commercial"):—French transport *Taru*, M.I. steamer *Dounai*, with the China mails, Austrian mail packet *Apis*, Egyptian steamer *Scherazaad*, Turkish steamer *Phetino*, Italian steamer *Egitto*, Spanish steamer *Santa-Lucia*, and English *Hotspur*, *Atalanta*, *Stowell*, *Russia*, and *Wiggle* (?).

SHIPPING.

ARRIVALS NOT IN THE TABLES.—June 22, off Scilly, from Batavia, for Rotterdam, s'Gravenhage; 12, at New York, from Singapore, Ferndale; 13, George Green; 25, at London, from Yloilo, Cleughs.

DEPARTURES.—June 25, from London, for Cardiff and Shanghai, Maria Rickmers; 11, from San Francisco, for Hong Kong, Guiding Star; 23. from Glasgow, for Penang, Nola.

LAID ON.—At London, for Hong Kong, Western Chief.

MISCELLANEOUS.—At Aden, June 27, Hipparchus (str.), from Liverpool, for China.

CASUALTIES.—A telegram received from Galle, dated 25th June, states as follows:—"County of Lancaster, Taylor, from Glasgow to Batavia, got on reef near Batavia, steamer lighters sent for assistance, ship brought into port, sustained some injury, may have to be docked."

The following is a further list of goods recovered from the wreck of the Benvenue, Penang to London:—362 slabs 146 pigs tin, 101 bags pepper, 18 cases gum benjamin, 777 bundles rattans, 1,444 hides, 2 cases mace, 9 puncheons rum, 1 case fishmaws, 81 bags copra, 24 packages of India rubber, 10 bags cocoa nuts, 2 horns, 1 speaking trumpet and flag, 1 iron boat's davit.

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As an example of the manner in which the private steamers running through the Suez Canal will compete with the mail companies for passenger traffic, we read in a letter just received from Galle that the *Emma Ash*, from Colombo to England, takes a number of first-class passengers at £47 10s., the P. and O. Company's rate being £90. The list includes the Archdeacon and his wife. Mr. and Mrs Duncan and family, Lieutenant Edgecombe (73rd Regiment), Miss Duncan, Miss Wall, and many others.

The P. and O. Company's steamer *Delhi*, which sailed from Southampton on the 25th with the heavy portion of the outgoing mail, will, after landing her passengers and mails at Alexandria, proceed through the Suez Canal to Bombay for service on the other side of the Isthmus.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

BECKER—On the 19th May, at Singapore, the wife of Albert Becker, Esq., of a daughter.

BYNG—On the 9th June, at 15, Clarence-parade, Southsea, the wife of Lieutenant Arthur Byng, R.N., of a daughter.

CARTER—On the 1st May, at Shanghai, the wife of C. E. Carter, Esq., of a daughter.

FULLERTON—On the 24th April, at Shanghai, the wife of Captain George Fullerton, of a son.

HANNEN—On the 19th April, at Shanghai, the wife of Nicholas J. Hannen, barrister-at-law, of a daughter.

HARPER—On the 18th June, at Fairfield House, East Suffolk, Mrs. George Harper, of a daughter.

HULBATT—On Trinity Sunday, at Chaplain's House, Woolwich-common, the wife of the Rev. Hugh Hulcatt, of a daughter.

MURRAY—On the 13th June, at Edinburgh, the wife of John Ivor Murray, Esq., M.D., F.R.S.E., Colonial Surgeon, Hong Kong, of a son.

STEAINS—On the 23rd June, at The Briars, Lee, Mrs. James Steains, jun., of twin daughters.

ULLETT—On the 13th June, at Wascotes-hill, Basseldon, the wife of R. B. Ullett, of a daughter.

MARRIAGES.

CROSS—BIRLEY—On the 22nd June, at the parish church, Lytham, Lancashire, by the Rev. Arthur Packer, M.A., vicar of St. Paul's, Halliwell, in the same county, assisted by the Rev. George Eaton, M.A., The Pole, Cheshire, Herbert Cross, second son of Thomas Cross, Esq., of Ruddington Hall, Notts, to Lucy Mary Shepherd-Birley, only daughter of the Rev. J. Shepherd-Birley, M.A., of Moss Lee, near Bolton, Lancashire.

HALLAM—ADAM—On the 2nd inst., at Oakham, by the Rev. J. Mould, vicar, assisted by the Rev. J. Wood, of the Grammar School, John Brough Hallam, Esq., to Alice Aldersey, eldest daughter of Benjamin Adam, Esq., of Oakham.

DEATHS.

BROOKE—On the 12th June, at Talbot-road, Bayswater, Margaret, wife of Sir William O'Shaughnessy Brooke, late Superintendent-General of Telegraphs in India, aged 63 years.

LYON—On the 4th May, at the Borneo Company's Rice Mills, Siam, Laurence, youngest son of J. M. Lyon, engineer, aged 17 months.

MITFORD—On the 18th June, at Hunmanby Hall, Admiral Robert Mitford, of Mitford, Northumberland, and Hunmanby, Yorkshire, in his 90th year.

RASMUSSEN—On the 23rd April, at Bangkok, Captain Rasmussen, of dysentery.

RODGER—On the 23rd June, at 17, Newton-place, Glasgow, Margaret, wife of Alexander Rodger, Esq., aged 67 years.

TASKER—On the 11th June, at Hastings, from consumption, Alfred Tasker, of the P. and O. Co.'s Service, aged 31 years.

VIANNA—Drowned, on the 25th April, at Bangkok, G. F. Vianna, Consul-General for Portugal.

LIST OF HER MAJESTY'S VESSELS ON THE CHINA AND JAPAN STATIONS.

UNDER THE COMMAND OF VICE-ADMIRAL SIR HENRY KELLETT, K.C.B.

Vessel's Name	Horse power.	Commanding Officer.	Tonnage	No. of Guns.	Complement of Officers & Men.
Adventure screw	400	Capt. H. J. Raby, V.C. ...	1794	2	162
Avon ... ,,	120	Commander R. E. Tracey...	467	4	71
Algerine ... ,,	80	Lieut. H. R. E. Grey ...	293	3	50
Bouncer ... ,,	60	Lieut. R. M. Lloyd ...	236	2	40
Banterer ... ,,	60	Lieut. J. E Pringle ...	238	2	40
Comorant... ,,	200	Commder. Hon. A. Denison	695	4	90
Cockchafer ,,	60	Lieut. S S. Smith	236	1	40
Dove ... ,,	60	Lieut. M. J. Dunlop ...	233	2	40
Dwarf dble. screw	120	Commander C. F. Walker .	465	4	71
Elk ... ,,	120	Commander A. G. Wootton	465	4	71
Firm ... screw	60	Lieut. J. Hext	235	1	40
Grasshopper ,,	60	Lieut. L. C. Keppel... ..	232	3	40
Havock ... ,,	60	Lieut Y. O'Keefe	233	2	40
Hornet dble. screw	120	Commander D. G. Davidson	464	4	71
Icarus ... screw	150	Commander Lord C. Scott .	580	3	130
Leven ... ,,	80	Lieut. H. H. Edwards ...	300	3	50
Midge dble. screw	120	Commander C. C. Rising...	464	4	71
Melville* ,,	—	—	1748	—	—
Newport screw	80	Commander G. S. Nares ...	425	5	65
Ocean† ,,	1000	Capt. C. S. Stanhope ...	4047	24	615
Opossum... ,,	60	Lieut. A. C. May ...	235	1	40
Porcupine‡ paddle	132	Staff Commander Calver ..	382	3	45
Pearl ... screw	400	Capt. J. F. Rose	1489	17	275
Princess Charlotte	—	Commodore Jno. A. P. Price	2443	12	195
Rinaldo ... screw	200	Commdr. F. C. B. Robinson	951	7	175
Sylvia ... ,,	200	Commdr. H. C. St. John ...	695	5	107
Slaney ,,	80	Lieut. W. F. L. Elwyn ...	301	3	50
Salamis ... paddle	250	Commdr. H. M. Miller ...	835	2	75
Starling ... screw	60	Lieut. C. Crowdy	236	2	40
Zebra ... ,,	200	Commdr. H. A. Trollope ...	951	7	175

* Hospital ship. † Flag ship. ‡ Tender for surveying service.

MISCELLANEOUS.

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COURT OF COMMON PLEAS.

GILLILAND V. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

The plaintiff in this case was the widow of Mr. Gilliland, and she sued on behalf of herself, his mother, and his two children, to recover damages for the loss that they had sustained by his death. The plaintiff's case was, that Mr. Gilliland was thirty-seven years of age, and he was employed by the Indian Government in the accountant's office in the Punjaub. His salary was £660 a-year, and had he lived until he was fifty-five it would probably have risen to £1,200. He would also have been entitled to a pension. He came to England on sick leave, and on his return journey he embarked at Suez on board the *Carnatic* steamship, which belonged to the defendants, on Sunday, 12th September, 1869. In the course of the voyage the vessel ran upon a coral reef, turned over and went down, and Mr. Gilliland and thirty other persons lost their lives. The action was founded upon the allegation that the loss was occasioned through the negligence of the defendants' servants.

The defence was that the ship was properly and skilfully navigated, but that she, without fault, got out of her course, and so on to the reef. It was, however, submitted that, even had the ship been unskilfully navigated this would not have been material in this action, because the getting upon the reef was not the proximate cause of Mr. Gilliland's death. The captain had an interview with three of the passengers, and explained to them the state of the circumstances, and they thought with him that it would be better that the passengers should not be landed. Shadwan Island was merely a barren rock without water, and the passengers would there have been exposed to the full force of the sun. Further, the *Sumatra* steamer was expected to pass, and she did in fact come up and took the passengers on board. Beyond this, there was until very shortly before the end nothing to show that there was immediate danger, and under the circumstances it was contended that there was no fault whatever in not sooner getting the passengers out of the ship. Evidence was given for the defence, and it was stated that the vessel must have run upon the reef either in consequence of the compasses being out of order, which they were liable to be in an iron ship, or in consequence of currents, which were uncertain and varying in that part of the sea, having affected the course of the ship. The captain and the chief officer positively denied that the *Carnatic* was racing with the *Tigre*, either before or at the time of the accident. In cross-examination, the Captain stated that the result of the inquiry which had taken place was that his certificate had been suspended. Mr. Butt, the plaintiff's counsel, in a vigorous reply, urged that, being four miles out of his course, the captain ought not to have run upon a known coral reef at a speed of twelve or thirteen miles an hour, and that, at any rate, he should have put his passengers into the boats which were alongside, and either landed them before the *Carnatic* went down, or kept them at a short distance to abide the event.

Mr. Justice Byles left it to the jury to say whether there was such a want of skill or care on the part of the defendants' servants in getting on the reef as caused Mr. Gilliland to lose his life. He expressed his opinion that the suspension of the certificate ought not to influence the jury, and that they should set against that fact the long previous successful career of the captain on various vessels and in different parts of the world. Further, he asked the jury to consider whether there was additional negligence in not endeavouring sooner to land the passengers on the Shadwan Island. He ruled that even if there were no subsequent negligence, then the getting upon the reef was sufficiently proximate to the death of Mr. Gilliland to render the defendants liable. The jury, after considering the matter for half an hour, found that there was negligence both in running the vessel on to the reef and in not getting the passengers off sooner, and they assessed the damages at £3,000, of which they gave to the widow £2,000, the children £400 each, and the mother £200. A bill of exceptions was tendered to the ruling of the learned judge.

THE SUEZ CANAL.

At a meeting of the Royal Geological Society Professor Haughton read a paper on the "Probable Geological Effects of the Permanent Opening of the Suez and Darien Canals." He described the Suez Canal as an interference with nature. He gave a graphic description of the Atlantic and Indian Oceans, with their two great offshoots—the Mediterranean and the Red Sea—seas with not a very limited rainfall area, and subject to immense evaporation; in fact having all the circumstances in their favour to make them the seat of strong currents, the natural tendency of the meeting of which is to build up that vast sand or mud bar, the Isthmus of Suez. The new Canal he regarded as a

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scratch of a spade, by the hand of a child, across the bar of the two oceans; and the re-formation of that bar he regarded as certain—it would probably be re-formed beyond Port Said. He thought the Darien Canal would have a totally different success. Nature, in scooping out the great gulf in which the West Indian Islands lie, showed her determination to break through the isthmus somewhere, and the great South Atlantic current would keep any canal open that was cut.

MR. COOPER'S TRAVELS.

At the last meeting of the season of the Royal Geographical Society held in the theatre of the Royal Institution, Albemarle-street—Sir Roderick Murchison in the chair,

Mr. T. T. Cooper read an interesting description of his recent travels in Western China and Eastern Thibet. With only a party of two interpreters and a muleteer, Mr. Cooper started from Chung-Too, in the province of Se Chuen, with the view of ascertaining whether any practicable route exists between China and our Indian possessions, so as to facilitate trade between India and China. His object was to reach Lassa, but this intention was frustrated owing to impending political struggles, and after passing Kofau and Ye-tang, he was obliged to make a halt at Batang, and instead of going forward to Assam, only 150 miles distant, to make a circuitous route across the Kiu-Chu-Kiang River to Yun-nan, along the precipitous banks of the La-San River, and afterwards to Weesi-fu, where he was imprisoned for five weeks, but afterwards got safely back to Shanghai. The valleys of Thibet he passed through are remarkably fertile, and studded in some cases with very fine walnut trees; but the great characteristic is the apparent abundance of gold, which, however, like everything else of a yellow colour, belongs of right to the Llama priests. The passage over the mountains of Tassan was exceedingly laborious and painful, the great altitude reached causing bleeding at the nose and ears, and for many days great privations were sustained apart, from the dangers of exploration, owing to the jealousy of the priests and their fear of annexation of their country by the Palims. Mr. Cooper considers the Chinese maps are substantially correct as to the rivers and mountains, and that if the Himalayas do reach the Thibetian mountains their convolutions do not interfere with road communication between Assam and China.

Sir Rutherford Alcock spoke in warm terms of Mr. Cooper's energy and ability in accomplishing so difficult an exploration where the jealousy of the Llama priests was so great an obstacle. He hoped a practical route would be found between Assam and Se Chuen, if not over the mountains, perhaps by tracing one of those great rivers into connection with the Ganges, and such a discovery would be of greater value, if of less fame, than that of the source of the Nile.

The Chairman warmly applauded Mr. Cooper's paper, and assured him the society would do everything in their power to aid in the exploration of Thibet; and after a few words from Mr. Saunders, to which Mr. Cooper replied, the meeting was formally adjourned till next session. A large and fashionable audience attended, among whom were Admirals Belcher, Collinson, and Hall, Sir R. Alcock, Colonel Grant, &c

POSTAGE RATES TO INDIA AND CHINA.

(June 13th.) Mr. CRAWFORD asked the Postmaster General whether, when the intended reduction of postage on letters passing between this country and France had been carried into effect, it would not be fair and equitable to make a corresponding reduction on the postage of letters passing through France by the overland mails to and from the East.

The Marquis of HARTINGTON replied that the additional postal convention with France, which was agreed upon last September, would come into operation on the first of next month. It, however, provided only for a reduction of the rates on international letters. It did not affect the payment by the British to the French Government for mails conveyed through France. It would not be possible to make any reduction in the postage rates to the East.

LAUNCHES.

On the 13th inst. there was launched from the shipbuilding yard of Mr. W. F. Moore, at Plymouth, a fine barque, 650 tons burthen, and 440 tons register. She is to be known by the name of the Florence, and is intended for the China trade. The vessel will be fitted out as soon as possible, and she is to be commanded by Captain Luxton.

A fine clipper brig, named the Lunan, has been launched from Messrs. Humphrey's shipbuilding-yard at Aberdeen. The vessel is 122 feet long, 24 feet 6 inches broad, and 14 feet deep. She is of 270 tons register, and is to be commanded by Captain Cargill. The Lunan, which has been built for Mr. J. W. Morice, London, is intended for the China coast trade.

There has been launched from the shipbuilding-yard of Messrs. Henderson, Coulborn and Co., Renfrew, a screw steamer of 240 tons builders' measurement. Her engines, of 40 horse-power nominal, are on the builders' patent compound principle. She is built to the order of William Ferrier-Kerr, Esq., Glasgow, for the Borneo Company, and was christened the "Sri Sarawak" by the wife of Captain Hewit, who will command the vessel.

IMPORT DUTIES AT MANILA.—BOARD OF TRADE, JUNE 13.—The Right Hon. the Lords of the Committee of Privy Council for Trade have received a despatch from Her Majesty's Consul at Manila, reporting that by a decree dated March 29th, 1870, the Customs duties payable upon the importation into the Philippine Islands of the following articles, which were abolished by a decree of the 16th of December, 1867, have been reimposed:—Sweet oil, codfish (bacalao), salted or smoked beef, mutton, or pork, hams and venison, chickpeas, grain, and seeds, such as hay, rye, beans, maize, lentils, &c.—green herbs, garlic, onions, potatoes, and the like; butter and lard, dried, salted, and smoked fish, sardines, hung-beef, bacon, wheat, cattle, asses, horses, mules, sheep, &c., swine, and buffaloes, trees, plants, and seeds, charcoal, and live fish. The provisions of this decree will come into operation at the expiration of eight months from the date of its publication.

THE MID CHANNEL TELEGRAPH CABLE.—The *Western Morning News* reports that the mid-Channel telegraph cable is being taken up, and the ship Brisk, which was placed fifty miles south-west of the Land's End, is removed from her moorings. Three reasons are assigned for giving up the cable. The Brisk rolled very much in consequence of the heavy swell of the sea and the strong currents which prevail in the chops of the Channel; moreover, she is not suitable, being too large, and presenting too much surface to the sea. Next, homeward bound vessels have not used the cable extensively. And thirdly, the cable has parted frequently, and thus the communication has been interrupted and uncertain, which has occasioned disappointment.

THE launch of the new clipper steamer to be called the *Lord of the Isles*, which has been delayed owing to the late low tides on the Clyde, is expected to come off to-morrow. She has been built for Messrs. Shaw, Maxton and Co.'s China line, and is of about 2,400 tons burthen.

EXPERIENCED manufacturers, who have examined some specimens of silk from California, pronounce it to be equal to the best silk of India and Japan, the fibre being very strong and fine, free from impurities, and remarkably smooth and glossy. Up to the present time much difficulty has been experienced in obtaining proper machinery for reeling the cocoons, but this is in a fair way to be settled.

AT the last meeting of the Zoological Society of London the secretary called attention to a deer sent home from Singapore by order of H.R.H. the Duke of Edinburgh. This animal appeared to belong to a new species, and was proposed to be called *Cervus Alfredi*. Mr. R. Swinhoe read zoological notes made during a journey from Canton to Peking and Kalgan.

THE "Albert" gold medal, instituted for "destinguished merit in promoting arts, manufactures, and commerce," has this year been awarded to M. Ferdinand de Lesseps, "for services rendered to arts, manufactures, and commerce by the realisation of the Suez Canal."

INTELLIGENCE has been received of the loss of Her Majesty's gun-vessel Slaney on the 16th May, off the Paracels group, in a gale. Commander Elwyn, Lieutenant Evatt, Mr. Ryall (the surgeon), and forty-three men were drowned.

HER MAJESTY'S screw sloop *Columbine*, 4 guns, 672 tons, 150-horse power, lately fitted at Sheerness, is ordered to be commissioned for service in China and the East Indies. The *Columbine* is to be commanded by Commander John C. Tucker, who was promoted in 1866 from the command of the *Algerine*, gun-vessel at China, and will have a complement of 130 officers and men. She was last in commission in the Pacific, and was paid off in January, 1868.

DR. HASSKARL, formerly superintendent of the Botanic Gardens, and introducer of the cinchona plant into Java, publishes a monograph of the Indian *Commelinaceæ*, especially those of the Indian Archipelago, with a few other species.

MR. MARKHAM, Consul at Chefoo, now in London, is preparing a narrative of his journeys and experiences.

MESSRS. HURST AND BLACKETT announce *Travels of a Naturalist in Japan and Manchuria*, by Arthur Adams, F.L.S., Staff Surgeon, R.N.

THE *Silk Supply Journal* for June 15 is a more than usually interesting number. It contains notices of the Conference on the French Treaty at Macclesfield, Japan Silkworms' Eggs, Silk Production in Europe; also some notes on the China Treaty.

A VERY interesting paper has been contributed by Mr. G. W. Yapp, of Paris, on the food of China, drawn chiefly from information furnished by M. Simon, late French Consul at Ningpo, exhibiting the efforts made by the Chinese to secure food for such an immense and needy population, rice and fish being the great staples.

MR. A. B. MITFORD, Secretary to the British Legation in Japan, now in England, is engaged on carrying through the press a volume of original Japanese tales, illustrated by native Japanese artists. From Mr. Mitford's profound scholarship and intimate knowledge of Japan and the Japanese a genuine book may be expected.

A CONFERENCE was held in the council-room of the Society of Arts on the 24th inst., the subject being "Overland Routes between India, Eastern Thibet, Assam, and China." The discussion was of an interesting character, but we are compelled to defer our report until next issue.

WE notice with regret the death of the Earl of Clarendon, which occurred at an early hour this morning.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks.—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & CO., Homœopathic Chemists, London.

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COLONIAL GOVERNORS AND COLONIAL JUDGES

(PALL MALL GAZETTE.)

A Parliamentary paper relating to the removal and suspension of colonial judges throws a curious light on the sort of subject in which Englishmen in the various outlying fragments of the British Empire take interest and consequently quarrel over; and it also illustrates the habit of Englishmen, including Secretaries of State, to prefer false issues to true ones, provided only that the first be conventional and familiar. The little but rather important British dependency, consisting of three morsels of territory at the end of the Malay Peninsula, and called the Straits Settlement, appears to have been recently disjoined at its own request from the Indian Empire. As a matter of fact its connection was not with India, but with the East India Company, for it was a most convenient halting-place on the way to China, and of no small value to the Company while it had the monopoly of the Chinese trade. It does not contain, moreover, like India, an indigenous population, but is mainly occupied by a mixture of races attracted by the shelter afforded to them by British power. The free admission of all British traders into China took away all meaning from its subjection to the Government at Calcutta, and the British residents seem for a long series of years to have clamoured for a separation, alleging that the Indian Government, accustomed to a wholly different order of things, misunderstood, and consequently neglected or injured, the interests of the far-removed little settlement. This agitation was successful, and a few years ago the *Di facciles* of Downing-street granted the establishment of the Straits Settlements as a separate Crown Colony. The Indian and Anglo-Chinese newspapers have resounded ever since with far louder complaints than ever from the newly made colonists. They seem to find their new Government more cumbrous than the old one, far more difficult to move, and much more expensive: what seems to gall them most of all, they find it infinitely more ceremonious and pretentious. Their real grievances, however, are scarcely of a nature to afford a ground for a solemn political movement, and accordingly they prefer to represent that they experience the greatest concern and alarm at a provision in the ordinance prescribing their Government which appears to them to threaten the "independence" of their judges. It seems that when the settlement belonged to India, the judges held office during the Queen's pleasure, and were removable, therefore, only by Her Majesty on the advice of a Cabinet Minister. But under the ordinance, the governor of the settlement may "suspend" a judge, pending the receipt of a despatch from the Colonial-office reinstating him or confirming his deposition from the bench.

The Colonial Secretary makes one point in his reply which deserves attention, and this we will notice presently. Besides this, he sends out some memoranda and minutes by members of the Privy Council which seem to us quite irrelevant to the true question, but which certainly disclose a curious state of the law. It appears that under an old Act of Parliament, of which Burke was the author, a colonial Governor can "amove" a judge appointed under a Crown patent, but the judge can appeal to the Privy Council. The Privy Councillors, whose opinions have been submitted to Parliament, enter on a discussion whether the exercise of this power of "amotion," subject to appeal, is or is not a more convenient course than a reference by Her Majesty to the Judicial Committee of the whole question whether a particular judge has so misconducted himself as to deserve removal. For reasons which are not without force, they conclude that the former course is practically more convenient. But this is not really the point raised in the memorial from the Straits Settlement. The power of "amotion" exists independently of any colonial ordinance, and the ordinance constituting the Straits Settlement a colony appears to confer on the Governor a wholly new power intended to be used in quite a new way. The Governor is not to "amove," but to suspend; and in this last case the appeal is not to a judicial tribunal, but to the Secretary of State, who is technically answerable for all the acts of his official subordinate, the Governor. We must own that this expedient seems to us to have the double effect of unduly weakening the sense of responsibility both in the Secretary of State and in the governor. The Governor no longer feels that he is taking a step which can be appealed against, as a matter of strict right, to a perfectly impartial tribunal. The Secretary of State is not forced to give to a mere confirmation all the grave reflection which he would probably bestow on an original act of his own; it becomes a mere question of whether he shall back a subordinate or throw him over, and on this his leaning will always be towards supporting the executive functionary. The truth is that these powers of "amotion" or suspension are only defensible and are only defended in these papers by reasons which have ceased to have any applicability to the majority of the colonies. The one great reason for conferring them on governors was the distance of the colonies from England. But this element of distance has been annulled in the case of most of them by the post and the telegraph. The Straits Settlement, at all events, lies in the very route of the China mail, and communicates easily both with India and with Australia. It does not appear in any way why a charge of misconduct on the part of a judge could not be investigated on the spot by the governor, and all the materials, together with the judge's defence, if he chooses to make one, referred to the Secretary of State for an original decision. It is quite right that colonial judges should hold office during the Queen's pleasure, and not, as do English judges, during good behaviour; nor is there any urgent reason for getting rid of the statutory power of "amotion." But in the case of a colony not farther off than India, cause has not been shown for this new power of suspension which the Indian Government does not enjoy or apparently require for judges who might make themselves much more dangerous than the judges of the Straits Settlement.

The Duke of Buckingham, who was the Secretary of State answering the memorial, certainly referred to a point which ought not to be left out of sight when he delicately hinted that colonial judges are not quite made of the same stuff as English judges, and are often not controlled to the same extent, through the absence of an efficient bar. The barristers placed on the bench in India and the Colonies have certainly not attained in general the same professional success which qualifies for the English bench; but it is fair to remember that in the peculiar state of the English bar there may be great ability without corresponding success, and that in the case of judges sent to tropical climates the practice now obtains of appointing them for obvious reasons at what among barristers is considered an early age. But we must recollect that the question raised is a question between colonial judges and colonial governors. If colonial judges are sometimes tempted to join in and even to head small local agitations, colonial governors are not seldom vain, fussy, and intolerably pompous. Of the two the chances are on the whole that the governor is the more unreasonable; for his Excellency, who represents the Queen, is a little apt to resent the very existence of his Honour, who has the Queen's patent, as a standing indignity offered to himself. There should be very strong reasons for allowing one of these petty dignitaries to have the power of degrading the other.

THE CIVIL SERVICE ESTIMATES.

The Civil Service Estimates for the present financial year, which ends on the 31st March, 1871, have been issued. The amount required to defray the Government Embassies and Consulates abroad presents a total of £620,593; the vote for the past year—1869-70—was £693,248, so that the reduction which the present Government has announced its intention of carrying out will, according to these figures, result in a saving of £72,655. Of this reduction it appears that £12,448 will be effected on the Diplomatic Service, and £60,207 upon the Consular establishments. Upon the effects of this course of action in impairing the efficiency of the services it is not our present intention to comment; the present article is merely a summary of the figures as detailed in the estimates, and we may leave those of our readers who are interested in the matter to form their own opinions with regard to the results to be produced by the changes now going forward.

Turning to those figures which refer especially to China and the Far East, and commencing with the Diplomatic Service, we find votes of £6,000 for the Minister Plenipotentiary in China, and of £1,200 for the Secretary of Legation and the Chinese Secretary. As regards Japan the figures represent totals of £4,000 for the Minister, £800 for the Secretary of Legation, and £700 for the Japanese Secretary. In the case of these two establishments, the estimates differ in no respect from those of the preceding year.

We come next to the Consular Services, which, as regards China, exhibit the following figures:—Assistant-Chinese Secretary £600, Assistant and Accountant, £400 (a reduction of £100), and Surgeon £600, making a total of £1,600. The allowance of £900 for the Colonial Auditor and his assistant disappears from the estimates, which are thereby reduced by that sum. The Consuls' salaries and allowances amount to £12,900, divided thus—Amoy £900, Canton £1,600, Chefoo £900, Foochow £1,300, Hankow £1,300, Kiukiang £900, Newchwang £900, Ningpo £900, Shanghai £1,500, Swatow £800, Taiwan £800, and Tientsin £900, with an additional allowance of £200. In last year's estimates there appeared a sum of £2,400 as "temporary allowances to the Consuls at Shanghai, Hankow, Kiukiang, and Foochow," which are struck out. For the Vice-Consuls the sum required is the same as last year, £3,350, viz., Shanghai, Foochow (Pagoda Island), and Whampoa, each £750, Tamsui £600, and Taku £500. Interpreters figure for £6,200, assistants for £6,900, student interpreters for £3,300, and writers or linguists for £2,812. There is a charge set down of £400 for a shipping clerk at Shanghai, and one of £460 as the allowance to teachers for student interpreters, neither of which appear in last year's estimates. Passing on we find the following charges: Supreme Court £7,932, against £7,637 last year; wages and allowances to gaolers, constables, coolies, and others employed in the public service £4,828, a sum for which there was no corresponding estimate last year; and incidental expenses, £4,985.

The estimated cost of the Consular Establishment in Japan is shown by the following figures:—First there is a sum of £500 for a Japanese interpreter and translator, and the same amount for the medical officer, there being a reduction under this head of £500 by the omission of the allowance for the "Assistant, Accountant, and Interpreter." The Consuls' salaries are, Hiogo £1,000, Nagasaki £900, Ne-egata £800, and Hakodadi £800, together £3,500, or £1,000 less than last year, when a sum of £1,000 appeared as the cost of the Kanagawa consulate. This is explained in the next estimate, that for Vice-Consuls, which gives a total of £1,800, namely, £600 for each of the three ports Yedo, Osaka, and Kanagawa, the last named settlement appearing for the first time under this head. The charge for Dutch Interpreters, which last year amounted to £1,300, is not in the present estimates, its place being occupied by an amount of £300 as "interpreter allowances to three assistants." Assistants and Student Interpreters figure for the same as last year, viz., £4,500, Writers for £647, and gaolers, constables, &c., for £2,274, and Incidental Expenses for £1,785

The reductions which according to these estimates are to be effected will be best shown by the recapitulation of the following figures, showing the entire sum required for the Consular Service in China, Japan, and Siam:—Salaries, allowances, and wages are charged £68,112, against £72,337, a decrease of £4,225; legation guards £4,500, against £6,066, decrease £1,566; outfits and travelling £5,000; printing and stationery £500; postage £600, against £800, decrease £200; rent £9,413, against £10,900, decrease £1,487; chapels and chaplains £1,200, against £3,000, decrease £1,800; medical attendance, prison charges, and incidental expenses £9,875, against £10,500, decrease £625; relief of distressed

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British subjects £250. It will be seen from the foregoing that in all except three divisions there are exhibited reductions on the previous estimate, and, we may add, that this amounts in the whole to £9,903, the sum required for the Service of 1869-70 being £109,353, and that of 1870-71, £99,450.

TEA WEIGHTS.

A meeting of tea dealers and grocers was held at the Terminus Hotel, Cannon-street, Mr. James Abbiss in the chair, for the purpose of considering the threatened withdrawal by the importing tea merchants of the one pound draft upon all packages of tea over 28lbs.

Mr. Cooper, of the firm of Ridgway and Co., moved the following resolution:—"That this meeting views with astonishment and regret the proposal of the tea importers to alter the terms of the sale of teas, especially as regards the contemplated withdrawal of the one pound draft, and protests against this change as unjust, and calculated to inflict severe injury upon the retail traders in tea." Mr. Roberts seconded the resolution, which was adopted.

Mr. Bartlett, of Philips and Co., moved:—"That the one pound draft at present allowed has been accepted by the trade as an equitable set-off against the losses constantly and inevitably arising out of causes incidental to redistribution." Mr. Law seconded the resolution, which was carried.

The meeting was addressed by Messrs. Wright, Hawkins, Betts, Debac, Newsom, Tulloch, Moore, Robinson, and others, and a resolution was adopted pledging the meeting to resist the proposed withdrawal of the one pound draft by every legitimate means.

Foreign Intelligence.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, June 22.

In the present dulness of the news market under which the German press is suffering it is not to be wondered at that the old sea-serpent of a "German colony in the Far East" should again have put his nose above water. The *venue* has, however, this time been changed to the vicinity of Singapore. The well-informed Berlin correspondent of the *Elberfelder Zeitung* writes to that highly respectable semi-official journal, which is freely made use of by the Government of Prussia to put forth feelers and foreshadow coming events, as follows:—"This time it appears to be the earnest intention of the Government to acquire a colony in Asia for the North German Confederation, for the negotiations with the Malayan Rajah of Johore, in the peninsula of Malacca, for the sale and purchase of the island of Kalamne, are nearly completed. The acquisition of this island stands in connection with the long-proposed plan of establishing a permanent naval station for Germany on the east coast of Asia, where, ever since the expedition to Japan (1859 to 1862), there has never been more than one single corvette. Since the opening of the Suez Canal the *Hertha* has been sent out to reinforce the *Medusa* in the East, and it is intended next year to strengthen the naval force there by another and additional corvette. To ensure a proper and abundant supply of commissariat stores for these vessels, it is considered very important to have a depôt of our own, which is to be formed, with magazines for ammunition and ships' stores, on the above-named island. The Rajah in question has declined to become a member of the North German Confederation—probably on account of the large Federal contributions he would be called on to pay every year—and prefers to sell his sovereign rights over the territory to Prussia for hard cash. The island would then stand in the same relation to Prussia as the new Federal port and naval arsenal at Wilhelmshaven, in the Jahde Busen. The treaty will thus require the sanction of the Prussian Chambers and also of the North German Parliament."

In consequence of representations from Bremen, the Federal Council have drawn up a code of regulations for rewarding native or foreign captains and crews for saving the lives of German seamen in cases of shipwreck, fire, and other accidents at sea. The execution is to be placed in the hands of the Foreign-office at Berlin, and the rewards will no longer be honorary orders of merit or medals, which are not much appreciated by the mercantile marine of any nation, but useful nautical instruments, such as chronometers, telescopes, and sextants, with a suitable inscription engraved on them.

Herr W. von Pustau has purchased the extensive and beautifully-wooded grounds at Nienstedten, on the banks of the Elbe, known as "Parish's Villa," from the family of the late Mr. Parish, formerly the head of the firm of Parish and Co., China merchants in this city, for the sum of 200,000 marks currency, with the intention of pulling down the old building and substituting on a better locality in the centre of the park a handsome modern country villa.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, June 22.

The topic of the day is the fact that the *Oost Indische Maatschappy van Administratie en lyfrenten* has been obliged temporarily to stop payment, in order to come to an arrangement for its future conduct. I need not add that this has created the greatest astonishment and alarm, the general opinion being until now that this company was perfectly solvent. It is stated that some India firms will lose enormously by this misfortune, and many rumours are circulating thereabout.

The meeting of the Credit International of Rotterdam has also caused much excitement, owing to the unfavourable state of the report and balance-sheet.

The Second Chamber has been occupied for some days with the New Postal Bill, which at last was carried by 61 against 8 votes. The debate has, of course, no interest for your readers, and so I only state that the proposal of the Minister to increase the postage upon newspapers has failed. Not only will the one cent postage for the larger papers be maintained, but smaller ones will have only to pay a rate of one half cent.

The Minister of the Colonial Department has asked for a supplementary credit of f.100,000 to cover the expenses of the Governor-General of Java during his last *tournée*. When this bill was examined in the sections very severe remarks were made about this prodigality. Mr. Myer, it was stated, was so anxious to avoid falling short, and ordered such a mass of things, that when he returned the portion of his equipment that had not been required was sold in public auction for the enormous sum of f.45,339.

The Dutch vessel *Augusta*, with a cargo of samples for the Far East, which are designed to promote the trade of Germany and Austria, sailed this morning from our harbour. Mr. F. Peil, of Cologne, is conducting this enterprise.

The law suit against Doctor Elders, of which I recently gave you particulars, has been decided. The verdict of the Court was *Not Guilty*, and the doctor has been set at liberty.

COMMERCIAL.

COFFEE.—The market is very dull. Only one lot of 500 bales has changed hands.

RAW SUGAR.—Remains unaltered. About 2,000 mats sold at f.¾ under May prices.

SPICES.—There is some demand for speculation. For Nutmegs, No. 1, 121c. to 122c. was paid, and for No. 2, 115c. to 116c.; but holders now decline to operate without an advance.

TEA.—3,536/4, and 77/12 chests Java offered in auction were sold at firm prices, only 300/12 chests being bought in.

TOBACCO.—About 500 bales Java sold by private tender at prices that did not transpire.

HIDES.—Several parcels, imported per Susanne, Jedo, and Courser sold by private tender.

TIN.—Shares in the general dulness which prevails. The price is nominally f.79½.

SHIPPING.

ARRIVALS.—June 8, at Brouwershaven, from Padang, St. Jan; at Texel, from Passaroeang, Utinia; June 10, at Brouwershaven, from Sourabaya, County of Elgin; from Banjoewangie, President van Ryckevorsel; at Hellevoet, from Banjowangie, Isabella Johanna; June 11, at Brouwershaven, from Singapore, Edith; at Texel, from Padang, Padang Packet; from Banjoewangie, Sindbad; at Texel, from Macassar, Hellevoetsluis; at Flushing, from Batavia, Stad Middelburg; June 13, at Brouwershaven, from Samarang, Evanell; June 14, at Texel, from Batavia, India Packet; from Banjoewangie, Vier Gebroeders.

DEPARTURES.—June 8, from Brouwershaven, for Batavia, Baron van Pallandt van Roozendaal; from Texel, for Batavia, Vice Admiraal May; 15, from Texel for Macassar, Elizabeth and Jacoba, Hollandia; from Hellevoetsluis for Java (via Birkenhead), Graafstroom.

FREIGHTS.—The Trading Company has chartered the following vessels to convey produce from Java to Rotterdam: Erasmus, Hulshoff, 655 lasts, f.74; India, Pons, 685 lasts, f.74. To Dordrecht: Bali, Van Rossen, 572 lasts, f.74; Dordrecht II., Rotgans, 408 lasts, f.75. To Amsterdam: Bestevaer, Rosier, 393 lasts, f.74.98; Jan Pietersz, Koen, Ouwehand, 409 lasts, f.74.98; Noordbrabant, Roovers, 1,060 lasts, f.75.47.

PASSENGERS OUTWARD.—For Java: per Vice Admiraal May, Messrs. H. C. Bordewyk and family, J. Fokker, Miss H. Donleben.

PASSENGERS INWARD.—From Java: Per Padang Packet, Mrs. M. C. Arriens and family, Messrs. F. B. Intfeld and family, J. Boon. Per Hellevoetsluis, Mrs. Goudswaard, Wynmalen and family. Per India Packet, Messrs. C. Pabst, C. F. Hermann, M. Hazenberg.

THE BRINDISI ROUTE.

THE question of the Brindisi route for our postal service to India and China continues to be agitated. *The Times*, *Economist*, and other papers advocate its adoption, but our Postmaster-General is mute as to his intentions on the subject. Now, whatever may be his views on the subject, the public have certainly a right to know them. The memorial, signed by a large number of the influential bankers and merchants in the trade, forwarded a month ago, remains unanswered to this time. The Chairman of the P. and O Company, at the meeting of shareholders lately held, stated that no communication had been received from the Government as to adopting the port of Brindisi, but that they would be perfectly ready to do so according to the terms of the present contract when required. So it is quite clear that the Marquis of HARTINGTON stops the way. We understand that the Dutch Government have decided on using the Brindisi route. In addition to the Mont Cenis tunnel, which will be completed by the middle of next year, a project is on foot for piercing the St. Gothard Pass. The Brenner Pass is already used by passengers desirous of reaching Germany, and this route is also a pleasant change for English travellers *via* Ostend. The time, however, is some twenty hours longer than by the Mont Cenis. On all sides there seems a determination to substitute Italy for France as the high road to the Far East.

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Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The London & China Telegraph.

LONDON: MONDAY, JUNE 27, 1870.

THE TEA WEIGHT QUESTION.

IN our last number we gave the resolutions of the tea importers to abolish the 1 lb. draft on the 1st July next. We also gave the resolutions passed at a meeting of the wholesale dealers and of the retail trade. We now proceed to notice them, premising, however, that it is purely a matter in which the importers have a fair right to act on their own responsibility. The manner in which the proposed alteration have been noticed in the papers devoted to the interests of the dealers is however so objectionable that we cannot refrain from pointing out how erroneous are the doctrines of the dealers. The resolution of Mr. PEEK (F. PEEK, WINCH, and Co.), seconded by Mr. ROGERS (TRAVERS and Co.), is as follows :—

"That we more strongly object to the proposed alteration, inasmuch as the allowance for draft forming an element in the merchant's calculation, when purchasing teas in China, its abolition will be solely to the advantage of Chinamen, and by no means to the benefit of importers, while it will inflict a serious injury upon the retailers and small wholesale dealers in this country."

Passing over the grammatical blunders and obscure construction of this resolution, we glean from it that a total ignorance of the matter is involved in its meaning. It is more than probable that the gentlemen who moved and seconded this resolution, and many perhaps who voted affirmatively thereon, have frequently perused the tables which are used by the tea inspector in China—more especially the calculations where the loss of weight is included as an element of the cost laid down ; but they evidently do not know that the rapidity with which the gigantic tea trade is necessarily conducted in China, prevents the weighing of every chest of tea, as is the case in the consuming countries, while it is impossible for buyers in China to tell on which particular parcel the difference will fall. The merchants have taken action—tardily enough it seems to us—to benefit themselves, as, at the smallest computation, they must have lost on the head of draft only since the opening of the trade at least twelve million pounds weight of tea—a loss with which the old East India Company never saddled themselves.

To say that the wholesale and retail trade is based upon this allowance of draft, as enunciated in the fourth resolution of this meeting, is simply untrue. We know how eagerly the dealers look after good taring parcels, and how frequently they have paid a profit for chops of tea because they "tared well." We consider that no time could have been more opportune for the settlement of this matter than the present. The prices at which the trade are now purchasing, and for many years past have purchased, their tea, and the rate at which they vend it to the consumer, has left them large margins of profit. An analysis of one purchase which a few days since came under our notice, and which was bought at one of the largest retailers in central London, showed no less than 1s. 3d. per lb. gross profit ! We leave our readers to form their own opinion of how much or how little grievance the wholesale and retail dealers have to complain at the merchants at last throwing off a burden which for so many years they have rather apathetically borne. We notice that a sum of five guineas per firm is about being subscribed to carry out the views of the "trade" in this matter. We trust at no distant date to learn that the amount so collected has been handed over to the "Treasurer of the Tea-dealers and Grocers' Benevolent Institution."

Several meetings have been held during the past week between the tea importing houses and the dealers, which ended in a resolution by the importers to postpone the time from the 1st to the 18th July, to which the chairman of the wholesale dealers replies by stating that the only mode of settling the question is to abandon the proposed change.

AFFAIRS IN JAPAN.

THE affairs of China have supplied a good many "Blue-books" of late, which it has been our not always cheerful duty to dissect. It is quite a relief to turn to one on Japan, which, though not entirely free from the depressing influence generally characteristic of Parliamentary papers, yet contains much that is novel and interesting in reference to the vast social and political changes that have been so quietly, yet so effectually wrought out in that country during the past two years. The MIKADO's abandonment of his mystic seclusion and entry into Yedo, the voluntary rendition by the Daimios of their sovereign rights, the formation of a deliberative Assembly, and the free exchange of international courtesies incidental to the Duke of EDINBURGH's visit—all these have been chronicled, in a fragmentary sort of manner, in the local newspapers and in the *London and China Telegraph ;* but in the volume now before us (Japan, No. 3, 1870) we have a connected and official record of all these remarkable events, illustrated by numerous and very able translations from native documents, which have procured for their authors (Messrs. MITFORD and HALL, of the Legation at Yedo) warm and well-deserved praise from Sir HARRY PARKES and the Foreign-office. There are close on one hundred pages of correspondence and documents, all of them full of interest ; but our notice must necessarily be brief.

Passing over a series of despatches in which Sir HARRY PARKES informs the Foreign-office of the MIKADO's arrival in Yedo, and of the surrender by the Daimios of their fiefs and revenues to him, we come to those describing the formation of the National Council, or Parliament. It is a singular fact that the great nobles themselves quite recognised the fact that their lack of experience in the earnest business of life rendered them unfit to assume Parliamentary duties ; and that they deputed their leading retainers—who are really administrators of the affairs of the clans—to act as their representatives. These deputies formed the consulting body, though the Daimios also attended ; but the latter, instead of forming themselves into a sort of Upper House, as might have been expected, sat in the same chamber, and apparently contented themselves with listening to the debates. Such, at least, was the constitution of the Assembly when described by our Minister in April, 1869 ; whether any nearer approach to the form of our own Parliament has since been made, we are unable to say. The functions of this body would seem to be purely deliberative, and in no sense legislative, for Sir HARRY PARKES, having applied for information on this point, was assured that its powers only extended to the recommending of measures to the Executive Government, which might be adopted or rejected, according to the MIKADO's decision ; the "Royal assent" being in Japan by no means a mere matter of form. One of the earliest discussions in the new Parliament was on the foreign relations of the country. At first the preponderance of opinion seemed unfavourable to foreign intercourse, but a document laid before the House by the Japanese Foreign-office, plainly showing the dangers of hostility to foreigners, quite dismayed the opposition, who found the arguments adduced unanswerable. It was this debate on foreign affairs which induced our Representative to inquire whether the Parliament claimed the power of altering existing laws or treaties ; and the result (recorded above) was entirely satisfactory. In a speech made by the MIKADO to the nobles, he said, "I purpose to maintain foreign relations, and while "seeking faithfully and sincerely to carry out engagements, "it will be my first object to uphold in its integrity the "constitutional independence of the country and the "throne." Surely nothing could be more conciliating, yet dignified, than this ; and in all matters touching international relations, Sir HARRY PARKES finds the conduct of the MIKADO and his Government deserving of the warmest commendation.

We may briefly touch on a few other discussions in the Japanese Parliament, on which some light is thrown by this correspondence. One arose on the time-honoured custom of extorting levies of money in times of urgent necessity from farmers and merchants. A motion was brought forward that in future this system should be exchanged for the European one of raising money on Government bonds bearing interest ; this was carried by 123 Ayes to 30 Noes. Since then the Government has taken further lessons in Western finance, as evidenced by Mr. LAY's recent successful operation on their behalf. On another occasion the question whether partner-

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ships between native and foreign merchants should be legalised was ably argued on both sides. Eventually the House came to what Sir HARRY PARKES considers the right decision —they rejected the proposal by 142 votes to 39. A far more important debate than this was one on the reform of the Constitution, wherein six different schemes of Government, or Reform Bills, were considered. The arguments for and against each plan having been laid before the MIKADO, his Majesty promptly decided in favour of the simplest—that whereby each Daimio retained the government of his own territory in the capacity of prefect. Other debates had reference to the national custom of *haru-kiri*, and the practice of wearing two swords, each of which a few enthusiastic reformers sought to abolish. Both proposals were negatived by large majorities. These debates in what may be considered a sort of experimental Parliament are full of interest, and, notwithstanding the restricted powers it boasts, are of no small value. Recent advices show that the state of the national exchequer—showing an alarming deficit—has been laid before the Assembly, and we shall await with no little curiosity the advice that will be tendered as to the best mode of replenishing the empty coffers of the State. Of the difficulties that yet stand in the way of the remodelled Government, those of finance will probably prove the most difficult to overcome.

A small but very important part of this correspondence has reference to the introduction of railways and telegraphs into Japan. Sir HARRY PARKES has undoubtedly made good use of his opportunities of urging these measures on the Japanese authorities, and they soon recognised the expediency of acting on his advice, but found a difficulty in procuring the requisite funds. A beneficent fairy however opportunely appeared in the person of Mr. H. N. LAY, and the manner in which he met their wishes is described by the Minister in these curious terms:—"Their difficulty in making a commencement lay in the want of funds, and this was met by "an offer on the part of Mr. LAY to lend the Government "£1,000,000 sterling on the security of the projected line of "railway and the Customs' revenues. They accepted this "offer, and Mr. LAY returned to England to raise the above "sum." According to this Mr. LAY undertook to lend the money before he had taken any steps to raise it! Whatever peculiarities there may be about the manner in which the money has been procured, we cannot but feel that there is great reason for congratulation in the fact that railways have actually been undertaken in the country. A line of telegraph is already in operation, and others are in progress. In the hands of so energetic and practical a people there can be no doubt of the entire success of both these undertakings, more especially as a commencement was not made with either until the question had been fully discussed in Parliament, and the opposing party—at first rather strong—had been brought round to a favourable view of the innovations. Translations are given of minutes handed in by two members of the Government in support of railways, one of which contains a remarkable paragraph anticipating and refuting the very objection which is made so much of by the Chinese Government—namely, that the employment of steam locomotion for inland traffic would throw native boatmen and others out of employ, and thus produce discontent, starvation, and ruin. "If railways were constructed," says the writer of this minute, "aged men, "women, and children would travel with ease, and trade "would become more and more flourishing. Chair-"bearers, horse-boys, boatmen, and innkeepers will reap "the benefit of the increasing prosperity, and will be "able to find means of gaining a livelihood." Here we must bring our commentary to a close. It necessarily gives but a meagre outline of a most interesting series of papers, and we strongly recommend those who have the time and inclination to learn more to get the Blue-book and read it conscientiously through. We have entirely passed over many interesting details regarding the hospitable reception accorded to the Duke of EDINBURGH, which reflected the highest credit on the Japanese Monarch and his officials, and was most gratifying to the Prince and his countrymen. Their conduct on this occasion is consistent with many other evidences of a sincere desire to cement friendly relations with Great Britain, which deserve our respect and admiration.

SIR R. ALCOCK ON THE CHINA CONVENTION.

IT was pretty generally understood that the delay on the part of the Foreign-office in giving any definitive reply to the numerous representations made by mercantile bodies against the new China Convention, was due to Lord CLARENDON'S wish that Sir RUTHERFORD ALCOCK, on his return to this country, should himself study these criticisms on his action, and draw up an answer to them. Judging from the time he has taken to do this, it would seem that a good deal of thought and ingenuity was required to meet the objections raised against the Convention, but at last the results of his task are before us, in the shape of the Parliamentary paper noticed in our last issue. Sir RUTHERFORD'S "Memorandum," which is somewhat diffuse, has been forwarded by the Foreign-office to the Committee of London Merchants and to the various Chambers of Commerce who memorialised, with a curt note from the Under-Secretary, stating that Lord CLARENDON'S object in communicating it to them is "not to invite any further controversy on the subject, but "simply to inquire whether it alters or modifies the views "already expressed concerning the Convention."

Turning to the Memorandum itself, we find that the writer classifies the arguments of the merchants, and combats them all more or less vigorously, occasionally, however, making admissions that very much damage his case. Sir RUTHERFORD starts by repudiating the charge of having first sought the advice of the mercantile communities as to the bases of his Convention and then deliberately disregarded it. He was bound, he says, to ask the opinions of these communities for his own guidance, but could only take action in accordance with his instructions from Government, and that Government "held a very different opinion from the memorialists. This," Sir RUTHERFORD observes with delightful self-complacency, "disposes of the whole of the complaints under *that* head." We humbly beg leave to differ with his Excellency. If he had specific instructions from his Government, from which he was unable to depart, and therefore could only adopt the opinions of the merchants if by chance they exactly coincided with his instructions, what, in the name of common sense, was the use of soliciting those opinions at all? The Minister modestly goes on to claim credit for having, by a year's continuous effort and discussion, obtained for the benefit of English merchants certain "concessions in favour of trade," which he enumerates as follows:—(1) A rearrangement and simplification of the whole system of transit dues; (2) the removal of minor obstacles, and concession of additional facilities for the increase of trade; (3) concessions to the Chinese in a spirit of equity and reciprocity. The first of these consists, as we all know, in making the two-and-a-half per cent. transit duty on all imports compulsory, without any security for corresponding advantages; how far this may justly be called a "concession in favour of trade" is not very clear. Number two is disappointingly vague also; what "minor obstacles" are removed, and how, are points left in uncertainty, and the "additional facilities for trade"—unless we are prepared to acknowledge the two additional ports as of great value, and the one solitary tug on the Poyang Lake as the necessary forerunner of an inland steam fleet—are shadowy in the extreme. Number three, to quote his Excellency's own words, involves a readjustment of duties on silk and opium favourable to the Chinese Government; and here again we are puzzled to find out how this can be regarded as a concession to British trade. Probably to help us in this difficulty, Sir RUTHERFORD goes on to point out that "Treaties are not of private interpretation." When a Government makes a Treaty, it puts its own interpretation upon it, and that interpretation is authoritative. Now this is awkward, as Sir RUTHERFORD seems to hold the opinion—shared by some other diplomatists—that language was given to man to enable him to conceal his thoughts. Here is a clause in a Treaty whereby the duty on silk exported from China is doubled. To the ordinary commercial mind, high duties are indicative of restrictions on trade. But Sir R. ALCOCK steps in and corrects us; in this particular case a doubled duty is absolutely the reverse—it is "a concession in favour of trade." This is the "authoritative reading," and we are bound to accept it. "None of your private interpretations," says Sir RUTHERFORD; "they are all wrong. If Her MA-"JESTY'S Government says ten per cent. is less than five per "cent., it must be less; so don't argue the point." Certainly, discussion is not of much use if those who see reason

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to disapprove of the Convention are debarred from the right of forming any opinion of their own as to its true meaning and probable results, and arbitrarily compelled to adopt an "authoritative reading" which is at variance with common sense.

Reverting to what is, after all, the point most open to discussion—the "rearrangement" of the transit-dues system—the writer observes that the merchants own this would be valuable could they be assured that the Chinese would faithfully perform their part of the agreement; and he states that there are "four grounds of confidence and security," which he considers form as complete a guarantee as need be wished for. The first is, that the Chinese have entered into this agreement freely, "after mature consideration and long discussion." We fail to see that this is any security at all that they will prove faithful in fulfilling it. The second lies in the fact that their own interests would be advanced by a loyal adherence to their undertakings. Doubtless; but has this motive been appreciated by them in any other case? We don't remember one. The third is, that if they do not fulfill their engagements, it is in the power of Her MAJESTY'S Government to demand a further revision of the Treaty. Yes; but where on earth is the use of "demanding" what you can't get? Sir RUTHERFORD having acknowledged in the early part of this very document that he could obtain from the Chinese no concession whatever, except such as they spontaneously offered to make, what "security" is there in the fact that we are at liberty to make more fruitless demands? The fourth guarantee Sir RUTHERFORD seems to have forgotten—at any rate, we find no mention of it. The exaggerated description our Minister gives of the concessions he has obtained is amusing. Article XII., he says, gives us "an unlimited right of access and trade, not only along the "whole one thousand five hundred miles of coast, but of "navigation throughout the inland waters of China." As regards the coast, we get one new port, but then Hainan and Formosa are to be abandoned; and "navigation throughout "the inland waters" is rather a magniloquent phrase for describing the privilege of being towed on one lake by a single Chinese tug, and of sculling about rivers and creeks in native sampans. Sir RUTHERFORD speaks of the restriction which prohibits the use of any but native boats, and the hoisting of the English flag, as of small moment; and almost immediately afterwards, he asks, "In how many "Western States are foreign ships allowed the right of navi-"gating inland waters?" As if China *did* allow us this right. In this respect, and indeed in all others, Sir RUTHERFORD insists that China is giving us largely increased facilities for trade, and benefits of all kinds—which he does not think are half appreciated.

The appointment of a Chinese Consul at Hong Kong Sir RUTHERFORD defends, on the ground that it will afford the most effective and least objectionable means of suppressing contraband trade between the island and the mainland. So it would, if we could be sure that the Chinese Consul would strictly confine himself to the duties of his office, and be above all suspicion of corruptness. How these necessary conditions are to be secured Sir R. ALCOCK fails to show. This is the last point touched on in the Memorandum; and it winds up with a lucid exposition of how very much worse for us the Convention would have been if all that the Chinese asked had been granted. If you fall down and break your leg, it is small consolation to be told—as some kind friend is pretty sure to tell you—that it *might* have been your neck. In like manner Sir R. ALCOCK congratulates his countrymen on having escaped certain conditions which the Chinese tried hard to gain—namely, the suppression of missionaries, the prohibition of opium, the renunciation of ex-territorial privileges, the doubling of all duties, and the abolition of merchant consuls. (By the way, we don't see what the last item has to do with the British Treaty, but we heartily wish they may obtain it from other Western States.) In view of these awful possibilities, he considers he has got us off very cheaply, and that we are by no means sufficiently grateful for what he has done for us. "The result has proved," he says, "that it was easier to in-"duce the Chinese to accept their disappointment, *and move* "*forward in the path of progress* (!) than to persuade British "merchants to rest satisfied with anything short of their de-"mands." And he concludes with the remark that it is still a question for Her MAJESTY'S Government whether, in the presence of such an irreconcilable difference of opinion, they will force the proposed Convention on the merchants, even though it has been entered upon solely for their benefit. The question, we believe, is virtually settled, and we are probably quite safe in predicting that, Sir RUTHERFORD'S ingenious defence notwithstanding, the Convention, in its present form, will *not* be ratified.

With reference to the Memorandum a meeting was held on the 15th inst. of the Committee of London Merchants, who, after considering the document, passed the following resolution:—"That, having considered the communication from "the Foreign-office, and the Memorandum from Sir R. AL-"COCK which it conveyed, the views already expressed by "the Committee in regard to the inexpediency of ratifying the "proposed Convention remain unaltered." It was arranged that Mr. MAGNIAC (who presided) should convey this resolution to Lord CLARENDON and the Chambers of Commerce, and the following letter was accordingly addressed to the Foreign Secretary:—

MY LORD,—On the 10th inst. I had the honour to receive, on behalf of the Committee of China Merchants in London, Mr. Hammond's letter of the previous day, communicating, by desire of your lordship, for their information a memorandum drawn up by Sir Rutherford Alcock, commenting upon the objections that have been advanced in different quarters to the Convention lately negotiated with the Chinese Government. This letter and its enclosure have received the most careful consideration of this Committee; and, while desirous of keeping their reply strictly within the terms of your lordship's invitation to avoid all further controversy, they nevertheless feel called upon, as well in justice to themselves as for a right understanding of the subject, to disclaim certain opinions and expectations erroneously attributed to those who condemn the Convention, and to demur to the inferences which have been drawn from them.

In answer to the inquiry on behalf of your Lordship contained in the concluding paragraph of Mr. Hammond's letter, I am desired respectfully to state that the Committee find no grounds in the Memorandum of Sir Rutherford Alcock for changing or modifying the views they have already expressed concerning the Convention; and it is satisfactory to them to know that, so far as time has admitted of information being received, the mercantile bodies throughout the country have arrived at a similar conclusion. I have only further to express their unanimous hope that Her Majesty's Government will not hesitate to recommend the rejection of a Treaty, the provisions of which seem so little calculated to improve our commercial relations with China, although they trust it may not be found impossible to reopen the negotiations upon the basis of mutual advantage, without any undue sacrifice of the just rights and privileges of either country. —I have the honour to be, &c., &c.,

CHARLES MAGNIAC, Chairman.

THE JAPAN LOAN.

We understand that bills in Chancery have been filed by Mr. NOVELLI, Mr. SMITH, Mr. FAIRBARN, and Captain SHERARD OSBORN against Mr. H. N. LAY. The dispute arises out of some misunderstanding between the parties, concerning an arrangement entered into when Mr. LAY left this country for the purpose of entering into financial transactions with the Government of China. As our readers are aware, it was in Japan only that any result was arrived at.

COLONIAL JUDGES.

THE Parliamentary paper lately issued on the question of the power of Governors of Crown Colonies to remove or suspend judges contains, besides some correspondence that has already been made public, documents throwing further light on the circumstances wherein originated the present anomalous state of the law. With the petition of the European and native inhabitants of the colony, Sir HARRY ORD'S despatch, and the views of the Straits Settlements Association our readers are already familiar; and practically the discussion may be said to have been brought to a close, at least for the present, by the recent debate in the House of Lords, wherein it was made clearly manifest that although the Governor of the colony is nominally invested with what common sense must pronounce a wrongful power, any attempt to exercise it arbitrarily would but recoil on himself. This power enables him to do no more than "suspend" a judge pending the decision of the Secretary of State, and it is quite clear that except in the case of some almost inconceivably gross misconduct on the part of the judge, the Governor would shrink even from this responsibility, and report any grievance he might have against a judge to the Colonial-office at once, waiting a reply before putting his power of suspension into force. But though the colonists may now dismiss all fear of any practical evil results from the power of the Governor being confirmed, is not the moral evil as

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great as ever? Does not the fact remain that the judge is, in a sense, subordinate to the Governor? And will not the untaught native population still believe that his decisions are liable to be biassed by this relation? It seems to us that this must be the case, and that proper means should be taken with as little delay as possible, to bring home to the minds of the native population of the Straits the fact that this subordination of the judges is really only nominal, and can in no degree empower the Governor of the Colony to influence the impartiality of the Judicial Bench. This should be seen to by the Straits Settlements Association.

THE WATERWORKS FOR SINGAPORE.

THE question of a water supply for the town of Singapore is still undecided, but will, we understand, come on for discussion at the meeting of the Legislative Council in the present month. Mr. E. J. WELLS, the manager of the Singapore Gas Works, now in London, has, we believe, sent out to the Municipal Council fresh estimates for works capable of supplying 1,500,000 gallons daily at a total cost of $166,000, under the high pressure and gravitation system. All attempts on the part of the Government to obtain a supply of water having failed, it is to be hoped that the matter will be left in the hands of the Municipal Council. With the settlement of this question we hope also some plan will be decided on for connecting the new harbour with the town by means of a tram or railway, which would not only remove the present slow, dirty, and intolerable means of conveyance for both passengers and goods, but improve the condition and value of the land *en route*. At present the road is most offensive, sadly mars the natural beauties of the neighbourhood, and, we may add, is a disgrace to Singapore.

THE CHINESE EMBASSY.

WE lately called attention to the anomaly of Mr. MCLEAVY BROWN holding office under the Chinese Government while he still remained in the Consular Service, to the detriment of other officers. We are glad to see that Colonel SYKES has called attention to the subject in the House of Commons as follows:—

Colonel SYKES asked the Under Secretary for Foreign Affairs whether Mr. McLeavy Brown, ex Chinese Secretary to the Legation at Peking and Private Secretary to the British Minister, and now in charge of the Chinese Embassy to Europe, has resigned his office, or is still in the service of the British Government; and, if so, whether, on the return of the Chinese Embassy to Peking, he will be permitted to resume his place in the British service to the prejudice of the claims of his juniors for promotion in the Diplomatic line.

Mr. OTWAY, in reply, observed that the hon. and gallant member was premature in describing the gentleman to whom he referred as the ex-Chinese Secretary to the Legation at Peking. He had been permitted to attend the Chinese Embassy to Europe on leave, but without pay for a certain period, which leave had been further extended by the Secretary of State at the request of the Chinese Ambassador.

MR. MERCER AND THE HONG KONG MINT.

"THE TIMES," in a notice of the Hong Kong Mint, made the mistake of assuming that the Mint had cost the British Government a large sum. Mr. MERCER, the ex-Colonial Secretary of Hong Kong, writes as follows on the subject:—

Will you excuse my presumption in endeavouring to correct what seems an error in your City Article of last evening? You say the Mint at Hong Kong was established at great expense by the British Government. It had been better to say that the expense fell on the colony, and that had the Mint received that support from the British—*i.e.* the Home—Government which it had a right to expect, the experiment might have succeeded.

A NOTICE has appeared from the Post-office that letters reaching New York on the 26th of the month will be in time for the steamers leaving San Francisco for Japan and China. To save our readers from losing the post we would warn them that these steamers now leave on the 1st and not on the 4th, and consequently that correspondence must be in New York by the 22nd or 23rd of the month.

MR. GEORGE PRESTON WHITE, C.E., who has for some time past held the post of consulting engineer to the India-office, has, we understand, received permission to accept the same office for the Japanese Government in the construction of the railway for which the loan was recently raised.

THE EAST WINDOW FOR HONG KONG CATHEDRAL.

Having had an opportunity of inspecting the stained-glass window just completed for the cathedral at Hong Kong by Messrs. Lavers and Barraud, of Endell-street, we have no hesitation in pronouncing it to be a very fine work of art, worthy alike of the place it is to occupy and of the object of the donor, Mr. John S. Lapraik, who erects it as a memorial to his late uncle, Douglas Lapraik, Esq. As our readers are already aware, it is intended to be substituted for the existing east window of the cathedral and from this fact some idea may be formed of its large size. New stonework for the window is supplied with it; this is so designed as to form five tall "lancet" lights, surmounted by a beautiful "rose," an arrangement well suited to the treatment of the design, which, in general terms, may be said to comprise the Ascension and Crucifixion of Our Lord, with some "types" and busts.

The upper parts of the lancets are occupied by the twelve Apostles and the Virgin, and in the rose above them is the Ascension, in which the figure of the Saviour is surrounded by angels, filling in the "foils" of the rose. Below, and extending across the whole of the centre part of the fine lights are a series of representations of the Crucifixion. Under these again are four "types" of a true sacrifice, being the Sacrifices of Abel, of Abraham, of Melchisedek and Noah; the central opening being occupied with one of the Ascension, viz., Elijah being taken up to heaven in the fiery chariot. The subjects are all executed from admirable designs, in the style prevalent in the large churches of Flanders and Germany during the sixteenth century, the breadth and boldness of which especially adapt it for large buildings. The colours are very fine, and notable for a softness generally wanting in modern stained glass, which has not been acted on by the mellowing influence of time. The cost of this window we understand is about £1,000 sterling.

We may mention that the same firm have recently supplied several windows for the new Trinity Church at Shanghai. These include one to the memory of the late Mr. Fitzroy, another in memory of Mr. Lawrence, and a third of Mr. Pritchard, R.N. A larger one is now being constructed for the same church as a memorial to the late Rev. John Hobson, many years Consular Chaplain at Shanghai.

NOTES OF A VOYAGE ON THE RIVER HAN.

In the *London and China Telegraph* of April 11 we gave the first portion of Mr A. Wyllie's interesting narrative of his voyage on the River Han. The second and concluding portion has been published in the *Revue Orientale*, and would have been sooner transferred to our columns had space permitted:—

November 1st opened with a thick mist on the river, and soon after passing the first rapid, we stopped at Seaou-ho-kow, a large village on the right, standing forty feet above the water. A range of hills now appeared all round at a few miles distance, closing in ahead as we approached the prefectural city. Early the next day we were stopped by a head wind at the village of Luh-kea-tseih, on the right.

At noon on the 3rd we were at Tung-tsin-wan, a long straggling town, consisting principally of small shopkeepers, but with a tolerably large accumulation of junks. The same day we stopped at Chang-kea-wan, a large village at the mouth of the Pih-ho river, the main branch of which, extending upwards of a hundred miles north into Ho-nan, passes the prefectural city of Nan-yang (from which it was at that time navigable for boats of a medium size), and after receiving several important affluents discharges into the Han. The junks and boats here are very numerous, and at the time we arrived the number was increased by a large accession carrying students to the literary examination, just about to take place in the prefectura city.

Having spent Sunday, the 4th, in this neighbourhood, our approach had become rumoured abroad, and on arriving opposite the city the following morning hundreds had collected on the shore to see us.

Opposite the city lies the great commercial town of Fanching, about half the size of Hankow, and standing in the same relation to Seang-yang that Hankow does to Woochang. The shipping here is very dense. Scarcely had we cast anchor in the middle of the river when a few boats put off on a tentative adventure. On returning ashore and reporting their reception, the excitement became prodigious. Every small boat was taken up for the service; the daring, the curious, and the incredulous crowded the deck, roof and sides of our boat, from morning till dusk, with little abatement of the interest for two days, while the ferrymen reaped a golden harvest playing to and fro. Withal we found the people in general very friendly, and little occurred to interrupt the harmony of our intercourse.

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About four hundred miles distant from Hankow, the city of Seang-yang is an important fortress, lying at the foot of a tolerably lofty mountain range. The walls are in good repair, and a garrison is stationed there. A peculiar interest attaches to the city from the notice given of it in Marco Polo, where we learn that it was one of the last cities to succumb to the Yuen Mongols. The passage reads thus in Wright's edition:—

"Sa-yan-fu is a considerable city of the province of Manji, having under its jurisdiction twelve wealthy and large towns. It is a place of great commerce and extensive manufactures. The inhabitants burn the bodies of their dead, and are idolaters.

"They are subjects of the Grand Khan, and use his paper currency. Raw silk is there produced in great quantity, and the finest silks, intermixed with gold, are woven. Game of all kinds abounds. The place is amply furnished with everything that belongs to a great city, and by its uncommon strength it was enabled to stand a siege of three years; refusing to surrender to the Great Khan, even after he had obtained possession of the province of Manji. The difficulties experienced in the reduction of it were chiefly occasioned by the army's not being able to approach it, except on the northern side; the others being surrounded with water, by means of which the place continually received supplies, which it was not in the power of the besiegers to prevent. When the operations were reported to his Majesty, he felt extremely hurt that this place alone should obstinately hold out after all the rest of the country had been reduced to obedience. The circumstance having come to the knowledge of the brothers Nicolo and Maffeo, who were then residents at the Imperial Court, they immediately presented themselves to the Grand Khan, and proposed to him that they should be allowed to construct machines, such as were made use of in the West, capable of throwing stones of three hundred pounds weight, by which the buildings of the city might be destroyed and the inhabitants killed. Their memorial was attended to by the Grand Khan, who, warmly approving the scheme, gave orders that the ablest smiths and carpenters should be placed under their direction; amongst whom were some Nestorian Christians, who proved to be most able mechanics. In a few days they completed their mangonels, according to the instructions furnished by the two brothers; and a trial being made of them in the presence of the Grand Khan and of his whole Court, an opportunity was afforded of seeing them cast stones, each of which weighed three hundred pounds. They were then put on board of vessels, and conveyed to the army. When set up in front of the city of Sa-yan-fu, the first stone thrown by one of them fell with such weight and violence upon a building that a great part of it was crushed, and fell to the ground. So terrified were the inhabitants by this mischief, which to them seemed to be the effect of a thunderbolt from heaven, that they immediately deliberated upon the expediency of surrendering. Persons authorised to treat were accordingly sent from the place, and their submission was thrown on the same terms and conditions that had been granted to the rest of the province. This prompt result of their ingenuity increased the reputation and credit of these two Venetian brothers in the opinion of the Grand Khan and of all his courtiers."

The use of these catupults is noticed in Chinese authors, and it is curious to find that they refer the origin of firearms also to the siege of Seang-yang. Some interesting investigations on this subject are given in Pauthier's beautiful edition of Marco Polo, pp. 473—475. A recent excavation in the city has discovered a hoard of treasure, buried in the ground at the time of the siege.*

Leaving Seang-yang, we were at Chuh-teaou-poo, a town fourteen miles distant, on the morning of the 9th. In the wet season this is on the river's edge, but was now about a quarter of a mile distant, in consequence of the fall of the water.

A little higher up, on the opposite shore, a temple is seen picturesquely built in a recess of the rock. This is the entrance to a curious cave, which, as tradition will have it, extends thirty miles, or as some assert, even as far as the province of Sze-chuen. I could not learn, however, that there was any record of the transit having ever been made. Unwilling to spare the time for an extensive exploration, I merely penetrated a few hundred yards, the way being led by a priest with a torch. For that distance I found a very complex series of passages, sometimes through apertures little more than two feet high, opening out into chambers, eight or ten feet from the floor to the roof. The rock consists of kaoulin, the material of which the fine porcelain is made, and the water having percolated through the roof, was collected at places in small pools, while a ray of light from above in one part gave an agreeable relief to the gloom of the vaulted galleries.

* I was so fortunate as to obtain from one of the authorities one of the exhumed cash, a *Ching ho tung paou* (A.D. 1111-1171).

THE "GREAT NORTHERN" TELEGRAPH CABLE.

Now that the undertaking which is to supply, or, at any rate, to assist in, the establishment of the long needed telegraphic communication between the Chinese ports and the continent of Europe, has so far advanced towards completion that the vessel with the first section of the cable has actually sailed, a few facts detailing the measures that have been taken for achieving the objects for which the "Great Northern Telegraph Company" has been established may not prove uninteresting. It is exactly six months since the Danish frigate *Tordenskjold* was despatched from Copenhagen, and cast anchor in the Thames as the pioneer vessel in the expedition. The *Tordenskjold* is said to be the finest frigate in the service of his Danish Majesty; but it may be remarked that in both appearance and size there are many among the old wooden vessels in the British navy. not pretending to the title of "frigate," that would completely surpass her. This will be readily understood when we mention that she is but 160 feet in length and 42 feet in beam amidships, with a capacity of 1,435 tons. In general appearance she is strikingly unlike what a closer inspection proves her to be, a screw-steamer, chiefly from the large size of her masts and the comparative diminutiveness of her funnel. In fact, under present conditions, that is with the greater part of her armament removed, this vessel might well be taken or mistaken for one of those Australian or East Indian clippers with which "Greens" and "Wigrams" have familiarised us of late years. However, frigate or otherwise, the *Tordenskjold* is evidently well adapted for the work she is now engaged upon, and if ever called upon to fulfil the duties for which she was originally designed, we have no doubt that she would not be found wanting. The other ships engaged in the work of laying the cable are the English screw steamers *Great Northern* and *Cella*. These vessels both surpass the *Tordenskjold* in dimensions, the first named being in length 243 feet, in beam 32; and the second 300 feet long and 34 feet in beam. The *Great Northern*, which is lying in the Thames at Charlton, off the wharf of Messrs. Siemens Bros.—the firm who have been entrusted with the construction of the cable—is now being fitted with the tanks, drums, windlasses, and other apparatus necessary for the work she is to undertake. The scene on board at the present time is one of the most picturesque confusion; on one part of the deck may be observed the instrument-room, from whence it will be possible to detect the slightest fault in any portion of the cable during the process of submersion, and these instruments are being fitted up by an entirely different class of workmen to those who are to be seen close by placing in position, with the aid of screw-jacks and levers, accompanied by the expenditure of much "undefiled Saxon," the engine which is to aid in the process of transferring the cable from the factory to the vessel. After having glanced at the various objects on deck, and we trust escaped being suddenly and unceremoniously reduced from the perpendicular to the horizontal position by one of the huge timbers that are constantly being swung up from lighters over the side of the ship—such was the fate of the present writer—the visitor's attention will be drawn to seven enormous chasms. These extend downwards from the main deck past the lower deck into the hold, and are the tanks in which the cable will be coiled during the outward voyage The preparations we have briefly described are being pushed forward with the utmost diligence, and in a very few days the *Great Northern* will be in perfect readiness to receive her freight.

From the vessels that are to lay the cable the natural transition is to the cable itself. This, with the exception of the completed portion despatched on board the *Tordenskjold*, is in course of manufacture by the firm to whom we have already referred, Messrs. Siemens Bros., of Westminster, and the Charlton Telegraph Works. It consists of three distinct divisions, known respectively as the main cable, the intermediate cable, the ordinary shore end and the heavy shore end. Of these the "core"—through which the actual transmission of the electric current is effected—is the same throughout, the distinction arising from the different methods adopted of "sheathing," or protecting this core according to the varying liability to exposure and injury. The core consists of a strand of seven copper wires, cased with tin, weighing 300lbs. the nautical mile, covered with the composition known as "Hooper's Dielectric," which of itself weighs 200 lbs. the mile; this process being completed, the core is again covered with a layer of felt, coiled in tanks under water, and subjected to tests as to its electrical condition before being, what is termed, "sheathed." As we have before remarked, it is the sheathing that gives the distinctive names to the cables, and it will be best, with the view of ensuring a clear idea of the processes, to describe the four sheathings separately. There is first the outer covering for the "heavy shore-end cable," consisting of a serving of jute next to the core, a sheathing of "best best" drawn and galvanised iron wires, 0·160 in. diameter, weighing per nautical mile about 5,023 lbs., a serving of jute round the sheathing, a second sheathing of "best best" rolled and galvanised iron wires, 0·380 in. diameter, and finally an outer protection of two layers of bitumen compound, with two layers of jute between, laid on as follows:—The first coating of the compound next the wires, then a serving of yarn, then a second coating of compound, and lastly a close serving of tarred yarn, laid in an opposite direction to the one previously laid on. The outer covering for the "ordinary shore end cable" consists of a serving of jute next to the core, a sheathing of "best best" rolled and galvanised iron wires, 0·300 in. diameter, weighing per nautical mile about 13,311 lbs., and finally an outer protection of two layers of bitumen compound, with two layers of jute between, laid on as before specified. The outer covering for the "intermediate cable" is composed of a serving of jute next to the core, a sheathing of "best best" drawn and galvanised iron wires, 0·160 in. diameter, weighing per nautical mile about 5,023 lbs., and the

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outer protection of two layers of bitumen compound and jute. The outer diameter of this cable is about 1·06 inches, and its weight per nautical mile about 3 tons 2 cwt. The outer covering for the "main cable" is a serving of jute next the core, a sheathing of "best best" drawn and galvanised iron wires, 0·095 in. diameter, and the outer protection of bitumen compound and jute. The outer diameter of this cable is about 0·86 in., the weight per nautical mile being about 1 ton 16½ cwt. Messrs. Siemens Bros. are able to sheathe the cables at the rate of 180 to 200 nautical miles per week.

The manufacture of the first section of the cable—that to be laid between Hong Kong and Shanghai—is now complete; it consists of 685 nautical miles of main cable, 272 miles of intermediate, 111 miles of ordinary shore end, and 30 miles of heavy shore end, in all 1,098 nautical miles. Of this the following has been shipped on board the *Tordenskjold*:—50 miles of main cable, 4 miles of intermediate, 32 miles of ordinary shore end, and 10 miles of heavy shore end · a total of 96 nautical miles. The *Great Northern* will receive on board, into seven iron tanks, the following lengths of cable:—140 miles of main cable, 58 miles of intermediate, 70 miles of ordinary shore end, and 20 miles of heavy shore end, or 288 nautical miles in all. The *Cella* will take in after the *Great Northern*, and will receive 495 miles of main cable, 210 miles of intermediate, and 9 miles of ordinary shore end—a total of 714 nautical miles.

We may mention, in conclusion, that the second section of this company's line—namely, that from Shanghai to Posiet Bay—is also in course of manufacture at Messrs. Siemens' works. This consists of 990 miles of main cable, 92 miles of intermediate, 96 miles of ordinary shore end, and 20 miles of heavy shore end, thus comprising an entire length of 1,198 nautical miles. The sheathing of 150 miles of this cable is complete.

Monetary and Commercial.

The Globe Marine Insurance Company has now fairly started in business, with good support. The directors have decided on giving the assurers an interest in the success of the undertaking as well as the shareholders. After paying the latter 10 per cent. the surplus profits are, to the extent of 25 per cent., to be divided amongst the insurers who shall contribute £500 during the year. The list of directors includes Mr. Ludwig Wiese, from China, and the secretary is Mr. Cobb, also an old resident in China, who have a large connection and an intimate knowledge of the China trade.

The China Submarine Telegraph Company gives notice that a call of £2 per share falls due on the 1st of July next.

The directors of the London and Provincial Marine Insurance Company have resolved to make a payment to the shareholders on account of interest for the half-year ending the 30th of June at the rate of 10 per cent. per annum.

The Governor of Aden has officially notified to the superintendent of the Telegraph Company that ships calling at Aden to deliver telegrams will not be charged any harbour dues.

Another call has been made on the unfortunate shareholders of the Constantinople and Alexandria Hotels Company of £2, making £10 per share. The list of directors, on the formation of the company, included Sir Edmund Hornby, the present Judge at Shanghai, and late Judge at Constantinople, but Sir Edmund fortunately retired from the concern before any calls were made.

Bar silver is firm at 60½d. per oz. standard, the demand being for Holland and Japan. The next mail will take over £100,000 for the Mint at Osaka. There are no orders whatever for India, and no arrivals to report. We continue to receive shipments of Mexican Dollars from New York, the *Weser* having brought £24,000. The *Cuban* has also brought £11,900 from the West Indies. The demand continues good for China and the Straits, and the price remains firm at 59⅝d. per oz.

The solicitors of the National Bank have, by order of the directors, filed bills in Chancery against Sir Joseph N. M'Kenna, Mr. Harvey Lewis, M.P., and some others of the expelled directors, in order to compel restitution by the defendants of the profits alleged to have been made by them out of certain dealings and loans in connection with the issue of the new share capital; and also for restitution to the bank of the losses of £50,000 and upwards incurred by the bank from certain alleged breaches of trust on the part of the defendants in the matter of Charles Laffite and Co. (Limited). With reference to this proceeding, Sir J. N. M'Kenna writes to say that every act of his in connection with the bank has been done for its benefit and protection, and will bear the test of investigation before any Court in any proceedings to which he is made a party.

The liquidator of the Oriental Hotels Company (Limited) announces the sale, by private tender, of the Oriental Hotel at Galle. Tenders must be sent in before the 15th proximo.

The following steamers have passed through the Suez Canal from Suez:—*Nyanza*, *Volante*, *Adalia*, *Lady Clive*, P. and O. steamer *Bengal*; and from Port Said *Godafinch*, *Hipparchus*, *Meinam*, and *Imperatrice*, the two last with the French mails for India and China.

The diving expedition sent out from England to China to recover, if possible, the treasure of £50,000 from the British ship *Hamilla Mitchell*, from London to Shanghai, wrecked on the Lencouna Rock, off the latter port, in the China Seas, on the 12th of last August, have been partly successful, the divers having sent up two boxes of specie, containing $7,600. From the position of the wreck—lying between two rocks, with 18 fathoms of water over it, and the specie being stowed away in the treasure-room in the stern of the ship under two decks—Lloyd's surveyors at Shanghai considered the chances of saving any of the specie as most remote, especially as a rapid current which was constantly sweeping through the rocks would, it was said, preclude the descent of divers. It is apparent that these obstacles have been overcome, and the present success leads to a belief that most of the specie may be saved. The expedition is under the direction of Mr. Lodge, on the part of London insurance companies interested, upwards of £200,000 being effected on the *Hamilla Mitchell* and her cargo.

The directors of the Chartered Mercantile Bank of India, London, and China have announced a dividend of 4 per cent. for the half-year ending the 30th current.

The new firm of [illegible] Houghton, and Co., Batavia, now consists of Mr. G. A. Houghton, W. W. [illegible] D MacNair, and the London agents, Messrs. Clarence, Houghton, and Co.

The report of the Assam Company, to be presented on the 27th inst., describes a further great improvement in the affairs of the company, and recommends a dividend of 3½ per cent., making, with the interim payment of 2½ per cent. a total of 6 per cent. for the year.

The amount of bullion by the P. and O. Company's steamer *Delhi*, from Southampton on the 25th inst., was in gold, to Galle, £56; in silver, to Penang, £13,450; to Singapore, £64,250; to Hong Kong, £24,896; to Shanghai, £1,300; to Yokohama, £108,400; total in gold, £56; in silver, £212,296.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices June 25.
£10	Agra Bank, A shares	All	10⅝ to 11⅛
10	Do. Prov. Certificates	All	10⅛ to 11
25	Bank of Egypt	All	43 to 45
20	Chartered Bank Ind., Aust., and China	All	17 to 18
25	Chartered Merc. of India and China ...	All	30 to 31
20	City Bank	10	11½ to 12½
100	Colonial Bank	25	44 to 46
500fr.	Comptoir D'Escompte of Paris	—	700fr.
£28½	Hong Kong and Shanghai Bank ...	All	87 to 89
28½	Do. Do. new	11½	4⅝ to 5½ pm.
100	Imperial Bank	20	19 to 19½
50	London and County	20	50 to 51
50	London Joint Stock	15	34½ to 35½
100	London and Westminster	20	61 to 62
25	Oriental Bank Corporation	All	42 to 43
	Union of London	15	39½ to 40½
	Telegraph Companies.		
10	Anglo-Mediterranean	All	15½ to 15⅝
10	British Indian Submarine	All	8 to 8½
10	British Indian Extension	All	6½ to 7
10	British Australian...	3	2⅝ to 2⅝ dis.
10	China Submarine	2	2⅝ to 2⅝ dis.
10	Falmouth, Malta, and Gibraltar ...	All	9 to 9½
10	Great Northern	All	11½ to 12
10	Do. China and Japan Extension	6	3 to 2½ dis
25	Indo-European	All	14 to 18
10	Mediterranean Extension	All	5⅝ to 6½
20	Telegraph Construction Company ..	All	26½ to 26⅝
50	Indiarubr., Gutta Percha, & Tel. Works Co.	45	45 to 46
	Miscellaneous.		
20	British India Tea Company	All	3 to 4
—	Ceylon Deb., 6 per cent., May & Nov. 1878	100	108 to 109
—	Do. Do. 1872... ...	100	101 to 103
—	Do. Do. 1882-3 ...	100	112 to 113
20	Ceylon Company	10	3⅛ to 2½ dis.
20	Do. A shares	5	3 to 2 dis.
50	Colonial Company	20	¼ dis. to ¼ pm.
10	Credit Foncier and Mobilier of England	All	2⅝ to 2⅝
10	General Credit and Discount Company	7½	⅛ to ¼ pm.
10	International Finance Society	5	1⅛ to 1 dis.
—	Japan Loan	50	4⅛ to 3⅛ dis.
20	London and Prov. Marine Insurance Co.	2	⅛ to 1 pm.
50	Merchant Shipping Company	All	30 to 35
25	National Discount Company	5	11½ to 12
25	Ocean Marine Insurance Company ...	5	14 to 15 pm.
20fr.	Messageries Imperiales of France ...	All	— to — pm.
£50	P. and O. Steam Company	All	40 to 42 xd.
50	Do. Do. 1867	10	5 to 3 dis. xd.
100	Royal Mail Steam Company	60	50 to 52
20	Thames and Mersey Marine Insur Co.	2	3⅝ to 3⅝ pm.
20	Universal Marine Insurance Company	5	5 to 5½ pm.
10	Upper Assam Tea Company	All	⅛ to 1
25	West India and Pacific Steam Company	20	—

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EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th June, 1870, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th June, 1870, 4,776,411 yards; for the twelve months, 51,207,560 yards; for the twelve months, 1869, 49,818,808 yards; for the twelve months 1868, 63,174,387 yards. Increase for 1870 against 1869, 1,388,752 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1870, 1,011,789 yards; for the twelve months, 3,547,409 yards; for the twelve months, 1869, 1,491,129 yards; for the twelve months, 1868, 2,848,132 yards. Increase for 1870 against 1869, 2,056,280 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1870, 425,902 yards; for the twelve months, 1,866,090 yards; for the twelve months 1869, 1,459,995 yards; for the twelve months, 1868, 1,607,764 yards. Increase for 1870 against 1869, 406,095 yards.

COTTON YARN.—Export for the month ended 16th June, 1870, 1,511,882 lbs.; for the twelve months, 7,429,994 lbs.; for the twelve months 1869, 5,755,320 lbs.; for the twelve months 1868, 7,285,778 lbs. Increase for 1870 against 1869, 1,674,674 lbs.

VALUE.—For the month ended 16th June, 1870, £241,796; for the twelve months, £1,567,674; for the twelve months 1869, £1,340,770; for the twelve months 1868, £1,771,186. Increase for 1870 against 1869, £226,914.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th June, 1870, 30,649,935 yards; for the twelve months, 233,749,940 yards; for the twelve months 1869, 259,848,323 yards; for the twelve months 1868, 193,308,874 yards. Decrease for 1870 against 1869, 26,098,383 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1870, 1,543,439 yards; for the twelve months, 15,173,233 yards; for the twelve months 1869, 8,539,253 yards; for the twelve months 1868, 8,739,172 yards. Increase for 1870 against 1869, 6,633,980 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1870, 648,648 yards; for the twelve months, 7,050,127 yards; for the twelve months 1869, 2,536,598 yards; for the twelve months 1868, 5,455,027 yards. Increase for 1870 against 1869, 4,513,529 yards.

COTTON YARN.—Export for the month ended 16th June, 1870, 67,000 lbs.; for the twelve months, 683,890 lbs.; for the twelve months 1869, 354,573 lbs.; for the twelve months 1868, 364,300 lbs. Increase for 1870 against 1869, 329,317 lbs.

VALUE.—For the month ended 16th June, 1870, £465,894; for the twelve months, £4,328,565; for the twelve months 1869, £4,646,271; for the twelve months 1868, £3,503,866. Decrease for 1870 against 1869, £317,706.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th June, 1870, 2,808,904 yards; for the twelve months, 18,966,954 yards; for the twelve months 1869, 21,394,718 yards; for the twelve months 1868, 25,231,045 yards. Decrease for 1870 against 1869, 2,427,764 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1870, 397,175 yards; for the twelve months, 2,857,968 yards; for the twelve months 1869, 1,335,359 yards; for the twelve months 1868, 2,267,937 yards. Increase for 1870 against 1869, 1,522,609 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1870, 50,820 yards; for the twelve months, 810,698 yards; for the twelve months 1869, 860,889 yards; for the twelve months 1868, 568,844 yards. Decrease for 1870 against 1869, 50,191 yards.

COTTON YARN.—Export for the month ended 16th June, 1870, 1,394,008 lbs.; for the twelve months, 8,479,171 lbs.; for the twelve months 1869, 5,428,074 lbs.; for the twelve months 1868, 4,765,340 lbs. Increase for 1870 against 1869, 3,051,097 lbs.

VALUE.—For the month ended 16th June, 1870, £151,766; for the twelve months, £966,684; for the twelve months 1869, £762,102; for the twelve months 1868, £814,215. Increase for 1870 against 1869, £204,582.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th June, 1870, 6,249,911 yards; for the twelve months, 64,182,315 yards; for the twelve months 1869, 45,526,208 yards; for the twelve months 1868, 60,424,142 yards. Increase for 1870 against 1869, 18,656,107 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1870, 878,682 yards; for the twelve months, 7,231,642 yards; for the twelve months 1869, 4,872,282 yards; for the twelve months 1868, 5,747,913 yards. Increase for 1870 against 1869, 2,359,410 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1870, 505,189 yards; for the twelve months, 6,616,847 yards; for the twelve months 1869, 2,429,092 yards; for the twelve months 1868, 3,365,183 yards. Increase for 1870 against 1869, 4,187,755 yards.

COTTON YARN.—Export for the month ended 16th June, 1870, 282,400 lbs.; for the twelve months, 2,837,156 lbs.; for the twelve months 1869, 1,362,863 lbs.; for the twelve months 1868, 2,612,727 lbs. Increase for 1870 against 1869, 1,474,293 lbs.

VALUE.—For the month ended 16th June, 1870, £121,891; for the twelve months, £1,459,072; for the twelve months 1869, £985,023; for the twelve months 1868, £1,372,738. Increase for 1870 against 1869, £474,049.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th June, 1870, 781,498 yards; for the twelve months, 12,250,461 yards; for the twelve months 1869, 15,735,883 yards; for the twelve months 1868, 17,171,240 yards. Decrease for 1870 against 1869, 3,485,422 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1870, 88,425 yards; for the twelve months, 9,351,317 yards for the twelve months 1869, 6,509,060 yards; for the twelve months 1868, 8,896,094 yards. Increase for 1870 against 1869, 2,842,257 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1870, 849,824 yards; for the twelve months, 5,751,043 yards; for the twelve months 1869, 4,949,682 yards; for the twelve months 1868, 8,627,557 yards. Increase for 1870 against 1869, 801,361 yards.

COTTON YARN.—Export for the month ended 16th June, 1870, 4,000 lbs.; for the twelve months, 279,582 lbs.; for the twelve months 1869, 459,960 lbs.; for the twelve months 1868, 599,610 lbs. Decrease for 1870 against 1869, 180,378 lbs.

VALUE.—For the month ended 16th June, 1870, £19,970; for the twelve months, £543,043; for the twelve months, 1869, £574,976; for the twelve months 1868, £774,871. Decrease for 1870 against 1869, £31,933.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th June, 1870, 1,727,205 yards; for the twelve months, 20,040,593 yards; for the twelve months 1869, 16,295,134 yards; for the twelve months 1868, 15,614,867 yards. Increase for 1870 against 1869, 3,745,459 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1870, 862,187 yards; for the twelve months, 10,150,176 yards; for the twelve months 1869, 13,706,803 yards; for the twelve months 1868, 13,644,088 yards. Decrease for 1870 against 1869, 3,556,127 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1870, 163,373 yards; for the twelve months, 1,216,097 yards; for the twelve months 1869, 1,281,827 yards; for the twelve months 1868, 876,248 yards. Increase for 1870 against 1869, 34,270 yards.

COTTON YARN.—Export for the month ended 16th June, 1870, 20,995 lbs.; for the twelve months, 282,426 lbs.; for the twelve months 1869, 259,957 lbs.; for the twelve months 1868, 340,413 lbs. Increase for 1870 against 1869, 22,469 lbs.

VALUE.—For the month ended 16th June, 1870, £47,595; for the twelve months, £617,111; for the twelve months 1869, £625,501; for the twelve months 1868, £663,389. Decrease for 1870 against 1869, £8,390.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th June, 1870, 656,895 yards; for the twelve months, 24,492,924 yards; for the twelve months 1869, 22,370,873 yards; for the twelve months 1868, 18,66[illegible],694 yards. Increase for 1870 against 1869, 2,122,051 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1870, 113,046 yards; for the twelve months, 1,909,462 yards; for the twelve months 1869, 848,432 yards; for the twelve months 1868, 839,454 yards. Increase for 1870 against 1869, 1,061,634 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1870, 53,467 yards; for the twelve months, 3,452,855 yards; for the twelve months 1869, 2,512,367 yards; for the twelve months 1868, 1,575,484 yards. Increase for 1870 against 1869, 940,488 yards.

COTTON YARN.—Export for the month ended 16th June, 1870, 3,600 lbs., for the twelve months, 487,417 lbs.; for the twelve months 1869, 319,737 lbs.; for the twelve months 1868, 502,095 lbs. Increase for 1870 against 1869, 167,680 lbs.

VALUE.—For the month ended 16th June, 1870, £11,188; for the twelve months, £590,929; for the twelve months 1869, £458,999; for the twelve months 1868, £398,011. Increase for 1870 against 1869, £131,980.

ARTICLES OF IMPORT.

TEA.

During the past week a fair amount of business has been transacted, but only at the very low rates now ruling. The attention of the trade has been chiefly directed to the large public sales which commenced on Tuesday last, comprising 40,000 packages, 32,600 being printed "without reserve." Inferior common black leaf congou has realised only 5¾d. to 6d. per lb.; common 8¾d. to 9d.; common to good common 10½d. to 11½d.; fair to good 1s. 1d. to 1s. 1½d. per lb. Common to fair red leaf congou 9½d. to 11½d. per lb.; siftings and broken leaf 5¾d. to 6¾d. per lb.; low Canton congou 3½d. to 6d. per lb.; common to good common 10d. to 10½d. per lb. Souchongs: Several sales have been made in the good common and medium sorts at very low rates. Oolongs show no improvement. Scented Teas: fine Canton capers are scarce; the common grades have sold for 6½d. to 7½d. per lb., showing a further decline of 1d. per lb. Green Teas: with the exception of the finest sorts are easier.

The Circular of Messrs. Percival and Co. has the following:—The market is in a most depressed and unsettled condition, the attention of the trade having been chiefly occupied in opposing the contemplated changes in the conditions of sale, as proposed and agreed to by the general body of importers. The threatened withdrawal of the one pound draft has created the strongest feelings of discontent and opposition from the retail branches of the trade, and if persisted in by importers must tend to lead to further complications, and thus prevent any life or activity in the market for months to come. Cargoes afloat, March 14, Dartmouth, 837,472 lbs.; April 1, Sir W. Wallace, 86,000 lbs.; April 9, Shakespeare, 573,000 lbs.; total 1870, 1,496,472 lbs.; same period 1869, 3,074,541 lbs.

The following is from Messrs. Shepard, Harrison, and Rehden's Circular:—There has been a strong desire on the part of several influential importers to quit stocks, prior to the arrival of new season's Teas, which are expected earlier than hitherto, via Suez, and though extreme low prices have been taken, it has failed to induce extended transactions, for there is a large quantity of Tea offering, nearly all of it below the value of 1s. 2d. per lb. There has also been some agitation the past few days, owing to a decision of importers, come to at a meeting held 23rd May, that, on and after 1st July next, the customary allowance of 1 lb. draft on packages weighing over 28 lbs. gross, be discontinued, and the Customs' weights and tare be accepted in future;

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unless the question is amicably settled, it is likely to interfere with business, as the majority of retailers throughout the kingdom have passed resolutions not to purchase on the proposed conditions, and should shipments from China prove excessive, as at the commencement of last season, considerably lower prices may rule. Telegrams are advised from Shanghai, via Kiachta, the latest to 28th May, reporting the market opened at Hankow, equal to Tls. 40 per picul, or 2s. 6d. per lb., we presume for the Russian market, as there is no chance of profit, if for consumption here. For the Continent, business has quieted down. Deliveries are satisfactory, though barely up the figures of last year's, and they stand thus:—

	1870.	1869.
Home consumption for London from 1st Jan. to 31st May ...	33,365,000	31,678.000
Export do. do.	13,300,000	17,243,000
Sent coastwise do.	16,400,000	14,900,000
Total,	63,065,000	63,821,000

SILK.

Messrs. Kilburn, Kershaw, and Co. report as follows:—

The market has been extremely quiet, and at the moment there is an almost general absence of business, holders being firm under the belief in an European crop deficient by 20 to 25 per cent. from that of last year, and by strengthening telegrams from China, where the new crop is estimated at 45,000 bales, and the expectation of very high opening prices for Silk in Shanghai; buyers pause under these circumstances, and will probably do as little as possible during the next six weeks, pending the arrival of the new season's Silk, although it is difficult to see how prices can decline, at any rate at present. Tsatlees remain exceedingly firm, and are becoming scarcer every week. Fine Taysaams are inquired for, but the medium and common sorts, which form the bulk of the late arrivals, do not go off, nor is there yet any improved demand for Hainins. Japan and Bengal Silk are both neglected for the time; in the latter there is really nothing doing. In Canton Silk there is a little inquiry for Tsatlee reel at and under 20s. 6d., but in other classes nothing doing. Deliveries continue good of all but Bengal Silk, being, from 1st to 15th inst., 1,626 China, 388 Canton, 186 Bengal, and 457 Japan; total, 2,657 bales.

Messrs. Durant and Co.'s Circular, dated June 23rd, is as follows:—The perlodical public sales commenced yesterday, and are concluded. The quantity offered was 1,150 bales Bengal, 2,500 bales China, 700 bales Japan, 1,600 bales Canton Silk, with about 200 bales Bokhara and 200 ballots Persian Silk. The whole was allowed to pass rapidly without bidding, except some few hundred bales of various sorts which were printed "to be sold without reserve," and these were taken at very irregular prices, generally at considerable reduction upon supposed value.

COFFEE.

Within the past few days considerable supplies of Plantation Ceylon have been brought to the public sales, and for these a fair amount of competition has been di played, resulting in fairly extensive sales for the most part at last rates, but in some instances at a slight advance. For the parcels of Native Ceylon that have been placed upon offer the biddings have been on a very low scale, and all have consequently been bought in, with the exception of 300 bags, sea damaged, which sold at 43s. to 49s., and seven tierces peaberry that realised 49s. 6d. There has been no business in other East India; 557 bags Singapore were offered, and bought in, mixed at 48s., pale at 56s. to 57s.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 349,701 cwt., against 319,821 cwt. at the corresponding date of 1869; Native, 36,242 cwt., against 39,610 cwt. The quantity afloat for the Continent is 15,177 cwt. Plantation against 10,179 cwt., and 6,992 cwt. Native, against 19,454 cwt. The quantity of Coffee landed in the twenty-three weeks ended June 11, 1870, was, of Ceylon, 14,212 tons, against 15,402 tons during the corresponding period of 1869; of all descriptions, 20,384 tons, against 25,300 tons. The quantity entered for home consumption was, of Ceylon, 4,761 tons, against 4,927 tons; of all descriptions, 8,080 tons, against 8,079 tons. The quantity exported was, of Ceylon, 10,418 tons, against 10,429 tons; of all descriptions, 16,826 tons, against 18,735 tons. The stock on June 11 was, of Ceylon, 12,897 tons, against 11,041 tons; of all descriptions, 19,697 tons, against 17,706 tons.

SUGAR.

The market has been extremely dull throughout the interval, and there being little disposition to purchase any description on previous terms, only small sales have been effected chiefly at easier rates. The deliveries are nearly equal to last year's, the landings, including 700 tons Penang and Manila, are 2.000 tons heavier than in 1869, and the stock is now 6,000 tons more than at this time last year. The transactions in East India kinds have consisted exclusively of Penang, an offer of which 2,563 bags sold, common to good common soft brown at 21s. 6d. to 23s.; middling to good brown (duty 4s. 9d.) at 24s. to 26s.; yellow at 28s. to 30s.; 130 baskets low washed realised 17s. A subsequent offer of 4,360 baskets, consisting wholly of date kinds, met no biddings and was all withdrawn. Of Manila 1,900 bags fine clayed were offered and bought in (duty 4s.) at 25s.; duty 4s. 9d. at 25s. 6d., and 7,697 bags common at 23s. Privately 100 tons unclayed Zebu have been sold at 20s.

The quantity of Sugar landed in the twenty-three weeks ended June 11, 1870, was, of Penang, 1,604 tons, against 1,128 tons in the corresponding period of 1869; of Manila, Java, and China, 8,536 tons, against 19,076 tons; the quantity entered for home consumption was, of Penang, 1,093 tons, against 1,310 tons; of Manila, Java, and China, 11,260 tons, against 7,077 tons. The quantity exported was, of Penang, 84 tons, against 44 tons; of Manila, Java, and China, 1,600 tons, against 794 tons. The stock on June 11 was, of Penang, 2,757 tons, against 103 tons; of Manila, Java, and China, 31,466 tons, against 40,779 tons.

COCOA-NUT OIL.—The market for Ceylon is active; for pipes the price is steadily maintained at £38 10s. full prompt, but for hogsheads sellers decline transactions at that quotation. The quantity of Ceylon afloat for the United Kingdom is estimated at 30,084 tons, against 16,835 tons last year, and 18,167 tons in 1868; to the Continent, 5,476 tons, against 750 tons last year.

CAMPHOR.—There has again been an absence of transactions on the spot, but afloat 300 tubs Japan distant shipment have been sold at 82s. 6d.

CHINA MATTING.—We note the sale of 144 rolls without reserve—5/4 white at 27s. 6d. to 28s., 6/4 white at 31s. to 31s. 6d. Of 600 rolls 4/4 Fancy offered, about 150 rolls sold at 32s. to 33s. 6d. per roll.

CUTCH.—There is some difficulty in effecting sales, even at the low rates now current; the only transactions since our last report have been 420 boxes good from Penang at 22s., and 567 boxes from Singapore at 22s. 6d., an offer of 782 boxes fine Pegu being bought in at 23s. 6d., and 500 boxes Rangoon at 23s. per cwt. In auction 600 boxes Pegue from Penang sold, fine at 22s., one lot 22s. 6d.; good, 21s. to 21s. 6d.

CARDAMOMS.—Ceylon are slightly lower, a sale of 12 cases having been effected at 3s. 3d. to 3s. 4d., chiefly the latter price; 33 bags mouldy were bought in at 3s. 2d.

EBONY.—The sale is reported of 32 logs (10 tons) Ceylon at £10 7s. 6d. to £11 2s. 6d.

FIBRE.—An offer of Manila Aloe, consisting of 68 bales dressed, was bought in at £40, tow £20, except 4 bales extra long, which were sold at £42.

GAMBIER.—The tone of the market is still very dull; the only sale has been of 300 bales old import, on the spot, at 15s. 6d. per cwt., showing a decline of 3d. on former quotations.

HEMP.—The market for Manila is quiet, but previous rates are maintained with fair steadiness. At the auctions, of 859 bales offered about one-half sold—fine roping, at £55 to £56; one lot superior at £58: a good portion sea-damaged first-class fair roping, at £53 to £53 5s., the remainder being bought in at £52 to £55; white Quilot at £65. Privately 2,500 bales Manila of the mark BB & Co. have been sold—price not reported, but supposed at about £53 10s.

HIDES.—The last sales went off heavily, and the demand for East India Hides [illegible] limited than has been the case for a long time past, rather less than two [illegible] quantity offered could be sold. The best descriptions of slaughtered [illegible] bought previous rates, but were in many instances ¼d. to ½d. per lb. lower, whilst ordinary and inferior qualities were difficult to sell at an average decline of ½d. per lb. 19,002 Dry Singapore and Penang, &c., Ox and Cow Hides offered, 9,087 sold—Singapore and Penang Best Light, 10d.; Seconds, 8d. to 9¼d.; Heavy 8d. to 8¼d.; Extra Heavy, 7d.; Thirds, 5¼d. to 6¼d.; Fourths, 4¼d. to 4¾d.; Small and Calf, 8½d to 10d.; Siam, Light and Small, 7¾d.; Heavy and Thirds, 6¼d.; Extra Heavy, 7¼d.; Manila, Light and Small, 6¼d.; Heavy and Extra Heavy, 6¼d. per lb. 1,818 Ceylon Hides offered—none sold. 3,653 Singapore and Penang Buffalo Hides offered, 1,429 sold—Best Heavy, 5½d.; Light, 6d. to 6½d.; Seconds, 4¼d. to 5d.; Thirds, 3d. per lb. 594 Siam Buffalo Hides offered, 135 sold—Light, 6d.; Seconds, 4½d. per lb. 107 Manila Buffalo Hides offered and sold—Best and Seconds, 5d.; Light, 6¼d. per lb. 197 Ceylon Buffalo Hides offered and sold—Best, 6⅜d.; Seconds, 5¼d. per lb.

ISINGLASS.—At auction 6 cases Penang sold, fine pale thin leaf at 4s. 1d., medium at 3s. 4d. to 3s. 5d., tongue at 3s. 6d.

JAPAN WAX.—There have been no transactions.

PEPPER.—Black: The demand is very limited, but prices are steady at the recent decline; at auction of 886 bags fresh Singapore offered, 386 bags greyish sold at 5d., and 228 bags Penang bought in at 4¾. Privately about 1,000 bags good Singapore have been sold at 5¼d., and 300 bags Penang at 4 13-16. White: The market continues dull, without alteration in rates; at public sale 50 bags Singapore realised 6¼d. cash, and privately 100 bags Singapore of fresh import ex recent auction have been sold at 6¼d.

PRESERVES.—200 cases Chyloong China Ginger were offered and bought in at 1s. per lb.

PLUMBAGO.—There is but little inquiry; of 554 barrels Ceylon offered, about one-half sold—good lump at 18s. to 20s., middling at 16s., small at 11s., good chips at 10s., good dust at 9s., common at 5s. 6d. to 5s. 9d. per cwt.

RICE.—The market is active, and higher rates are paid; the arrived cargo of garden Siam, 800 tons per Benmore, sold at 8s. 6d. prompt three months; the Gustav Adolph, 1,000 tons Necransie, April sailing, resold at 10s. continental terms; the Thomas Fletcher, 850 tons, ditto, resold at 10s. ditto. The Frederick, 1,300 tons, ditto, May sailing, sold at 9s. 10½d. Continent, or 10s. ex ship for London.

RATTANS.—Immediately following our last report 6,670 bundles Penang sold at 3s. to 3s. 9d. per 100 canes, and 2,139 bundles wrecked per Benvenue sold, commencing at £5 5s. and closing at £6 12s. 6d. per ton. Subsequently 2,147 bundles have been sold at 3s. 6d. to 3s. 10d. per 100 canes, showing an upward tendency.

RHUBARB.—The only offer of China, 28 chests common quality, has been sold at 1s. 1d. to 1s. 3d.

SPICES.—The business done since our last report has been limited in extent, but for the most part at steady prices. Cassia: No transactions. Cinnamon: Of 150 bales Ceylon about 80 bales sold at about previous rates, middling first sort at 2s. 9d. ordinary seconds at 1s. 10d. to 2s., very low coarse at 3d. per lb. Chips: 54 bags Ceylon were bought in at 4½d. to 5½d. Cloves: 11 cases good Penang sold at 1s. 0½d. to 1s. 0¾d. Nutmegs: 18 cases Penang sold, 77 nuts to the lb. at 2s. 9d. to 2s. 10d., 79's at 2s. 8d., 92's at 2s. 3d. Mace: 26 cases Penang offered were chiefly withdrawn and bought in at 3s. 2d. to 3s. 6d., only five cases indirect selling, low middling red at 2s. 11d. ordinary broken at 2s 7d.

SHELLS.—Cowries: 39 bags Ceylon oil damaged sold, good small at 35s. to 35s. 6d. Green Snail: 251 baskets and 8,300 loose were partly sold, large at 5d. to 5½d., medium at 4d. to 4¼d. each. Mother-o'-Pearl: The periodical public sales were not heavy, and went off with a moderate demand, Macassar at lower rates, Manila at former prices; 191 cases 6 casks Macassar chiefly sold, fine bold thick at £12 to £12 2s. 6d.; of 70 cases Manila only a few good quality sold at £8 17s. 6d. Tor-

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doise: Of 2 cases (314 lb.) Singapore offered 190 lb. sold at 8s. 6d., of 6 cases (681 lb.) Manila offered about one-half sold at 12s. to 16s. 6d.

SAPANWOOD.—40 tons damaged Siam sold partly at £8, chiefly without reserve at £4 10s. to £5 5s.

SAGO.—In auction 200 bags large Pearl sold steadily—good at 23s., rather dull at 22s. 6d. Flour: 1,700 bags Borneo have been sold at 14s. 6d.

STICKLAC.—At public sale 254 boxes and 21 bags Siam were offered and bought in at 52s. 6d. per cwt.

TAPIOCA.—At auction there have been no sales of East India, an offer of 435 bags Penang being withdrawn; privately there has been some demand, and about 300 bags Singapore are reported sold at previous rates.

TIN.—There is not quite so active a demand for Straits, and prices are lower, the current quotations being £132 10s. on the spot, and £132 afloat; Banca rules at £134 to £135; Billiton, £133.

NEW YORK MARKET REPORT.

COFFEE.—There has been somewhat more activity in Brazil and a steady business has been done at about the prices previously ruling. For East India the market has been quiet, but former rates are maintained without change, viz.—Java 21½c. to 22c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. gold. A parcel of Native Ceylon, consisting of 8.657 bags ex Choice, was offered by auction; there was a fair amount of competition, and 6,321 bags were sold at 15¾c. to 20½c., (average $17.05 gold) 60 days; the remaining portion was subsequently sold on private terms, as was also 57 casks and 57 barrels Plantation per same vessel; the only other sale has been 2,000 mats Java at the current rates. The stock of Manila on the 1st June was estimated at 1,700 bags, against 6,769 bags on June 1, 1869; of Java (Government) at 850 bags, against 2,235 bags; of Java mats, 35,918, against 41.808 bags; of Ceylon, 9,157 bags, against 1,500 bags; of Singapore 1,000 bags against nil.

CAMPHOR.—China is quoted 20c. gold (in bond).

ESSENTIAL OILS.—Aniseed is [illegible], Cassia, $1.25 gold.

FIRE CRACKERS.—[illegible] active tone of the market has continued for the fortnight, and a further advance has to be reported with extensive sales, amounting in the aggregate to 24,500 boxes, Extra No. 1 commencing at $2.65 and closing at $3.20; and 4,000 boxes of the same quality on private terms. At the close holders are demanding $3.25.

GAMBIER.—The current quotation is 4⅛c. gold (duty paid); stock small.

HEMP.—The market for Manila has become quiet, the recent activity having entirely disappeared; the nominal quotation is 14c. to 14½c. gold. The Samuel Larrabee and Great Admiral have arrived, bringing 12,472 bales, of which about 10,000 bales has been sold previously to arrival on private terms. The stock of Manila on the 1st June was estimated at 11,613 bales, against 2,802 bales at the corresponding date of 1869, and 17,664 bales in 1868. The imports into the United States from the 1st January to the 31st May, 1870, were 51,472 bales, against 52,397 bales during the corresponding period of last year, and the quantity afloat on the 31st May was 45,074 bales, against 34,285 bales at the same date last year.

INDIGO.—There is no change to report in the market for Manila, which continues quiet at last quoted rates; the sales amount to about 30 cases, at $1.17½ to $1.30 currency.

MOTHER O'PEARL SHELLS.—There have been some large arrivals of Manila, and the demand being very limited, some parcels have been forced off at the extremely low price of 38c. to 45c. currency.

PRESERVED GINGER.—China is quoted $8 currency (duty paid).

RHUBARB.—The quotation for China is $1 to 2.25 currency (duty paid).

RICE.—The advance in Rangoon was lost shortly after our last report, but owing to the short supply of all kinds there has been a fair demand throughout the fortnight. The sales have been 7,750 bags for home consumption, at $6.87½ to 7.12½ currency; 5,100 bags for export, at $3.06½ to 3.25 gold (in bond); and 1,500 bags prime quality to arrive, at $3.06 to 3.09 gold.

SPICES.—There are no large parcels offering, and the market remains steady and firm. The business has been confined to jobbing lots, the demand from the trade having fallen off, probably owing to the renewed agitation of the new Tariff Bill, which largely reduces the duties. Sales have been made in lots of 240 cases Nutmegs, at $1.10; 30 ditto Mace, $2.25 to 2.30; 2,500 mats Cassia, 47c.; 50 to 60 bales prime wild Cinnamon, 45c. to 46c.; 600 to 700 bags Singapore Pepper, 26½c. to 27c.; and 300 bales Cloves, 25¾c. to 26c., all gold.

TEA.—The market since our last report has been quiet, the sales being limited in extent at unchanged rates.

TIN.—Straits has been actively inquired for during the fortnight, and the supply being small and in few hands prices have advanced. Banca, on the contrary, has been offered freely and in considerable quantities, which has lowered prices about half a cent. The sales reported are:—Of Straits, on the spot, 2,000 slabs at 36c., to 38c. cash, and 38½c. 60 days to arrive; 300 slabs at 38c., and 2,000 slabs on private terms. Of Banca, 150 slabs, on the spot, at 43½c., and 650 slabs.

SAN FRANCISCO MARKET REPORT.

COFFEE.—Importers evince increased firmness in their demands for all kinds. Ceylon is quoted at 21c., and O. G. Java 23c. per lb.

CHINA MATTING.—Imports from Jan. 1st to June 1st: bales 77, rolls 3,406. In the absence of reported sales, we continue former quotations. At auction: 150 yards imitation coir matting sold at 40c. per square yard; 775 yards 4-4 do sold at 32½c.

RICE.—Imports from Jan. 1st to June 1st: China, 5,863,492 lbs., 61,747 mats. Imports from China during the month of May were 3,000,000 lbs., as follows:—William Wilson, 509,000 lbs.; Japan, 68,000 lbs.; Niagara, 1,190,000 lbs.; Panther, 469,000 lbs.; Malay, 734,000 lbs. The market is quiet, though prices are steady at 6c. to 6½c., with sales of 2,500 mats. Extra No. 1, at 6¾c. to 7c.

TEAS.—Imports from Jan. 1st to June 1st:—China, 169,803 lbs., 1,824 packages, Japan, 448,000 lbs., 2,428 packages; China and Japan, 3,643 packages. The market lacks animation. Since January 1st there has been forwarded East by rail about 800,000 lbs., the bulk of which was in transit, and sent forward in bond. We quote Japans, in lacquered boxes, 75c. to 85c.; the same in bulk, 60c. to 70c.; common Greens, 5c. to 50c.; Oolongs, 55c. to $1—the latter for "Comet;" extra choice do, $1.25 in jobbing lots.

SHIPPING.

ARRIVALS.—May 29, at San Francisco, from Hong Kong, Malay, Panther; June 1, at New Orleans, from Hong Kong, Ville de St. Lo; at Boston, from Singapore, Rosina; 4, at New York, from Manila, Samuel Larrabee; 6, from Singapore, Abbie Clifford; 8, from Manila, Great Admiral; 10, at Boston, from Padang, Sacramento; 12, at New York, from Singapore, Ferndale; 13, George Green.

DEPARTURES.—May 28, from San Francisco, for Manila, Emerald; 31, from Boston, for Batavia (via New York), Franklin; June 1, from San Francisco, for Yokohama and Hong Kong, Japan (s.).

LOADING.—At San Francisco, for Hong Kong, Guiding Star; for Manila, Emerald; at New York, for Batavia, Franklin; for Shanghai, Homer.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Jun.14	Antipodes	Dobson	Do.	London
—	Hypatia	Fischer	Bassein	Off Queenstown
—	[illegible]	[illegible]	Macassar	Texel
— 9	Alevesa	Yzaurieta	Manila	Cadiz
— 12	India Packet	Diepering	Batavia for Amstdm.	Off Dungeness
— 14	Susanna Elisabeth	—	Sourab, for Rottrdm	*Off Scilly*
— 14	Windsor Castle	Douglas	Colombo	Do.
— 15	Antiope	—	Rangoon	*Liverpool*
— 15	Nordhavet	Offenberg	Batavia	Falmouth
— 15	Geo. Croshaw	Alexander	Bangkok	Do.
— 15	Abergeldie	Munro	Rangoon, for Koogerpolder	Off do.
— 15	Bremen	Bullerdick	Pasaroeang	Falmouth
— 15	Adolph	Meyer	Rangoon	Do.
— 16	Indian Empire	Baird	Do.	Do.
— 15	Triton	v. Schey	Batavia, for Rotrdm	Off Falmouth
— 16	Birmah	Pearse	Rangoon	Liverpool
— 16	Shackamaxon	Gray	Do.	Do.
— 13	4 Gebroeders	v. d. Zee	Banjoewangie	Texel
— 14	India Packet	Diepering	Batavia	Do.
— 16	Maria de C.	De Aquirre	Manila	Liverpool
— 15	Nederland	v. Ingen	Java, for Amsterdam	Off Dungeness
— 17	Zelica	Stephen	Rangoon	Liverpool
— 17	Loudoun Castle	Thyrne	Shanghai	Deal
— 17	Henri Joseph	Bernard	Samarang, for Rotdm.	Do.
— 17	Spirit of the North	Matthew	Ceylon	Do.
— 17	Cleughs	M'Bay	Ilo Ilo	Plymouth
— 18	Cambridge	Cockerill	Colombo, &c.	London
— 18	Stavers	—	Rangoon	Liverpool
— 18	Tartar	Bush	Singapore	Deal
— 18	Dagmar	Hansen	Sourabaya	Do.
— 18	Eliza Laing	Jones	Colombo, &c.	Do.
— 18	Lydia	Larsen	Manila	Liverpool
— 17	M C. Nelson	Nelson	Singapore	Off Queenstown
— 20	Shield	Thompson	Rangoon	London
— 20	Palmerston	Seagrove	Colombo	Do.
— 2[illegible]	City of Amoy	Murdoch	Ceylon	Deal
— 19	Joaquim Victoria	Urutia	Manila, for Liverpool	Falmouth
— 17	Alcyone	—	Batavia for Amstdm.	Off the Lizard
— 15	Malta	Corrigall	Rangoon	Scilly
— 18	Uranus	Schoof	Singapore	Cuxhaven
— 18	Golden City	Jones	Banjoewangie	Texel
— 18	Dageraad	van Striemen	Batavia	Brouwershaven
— 18	Susanna Elisabeth	v. d. Heyden	Banjoewangie	Zierikzee
— 18	Energy	Caulkens	Batavia	Do.
My. 31	Hertha (N.G. brq.)	—	Hong Kong	Portland, Oregon
Jun 22	Bertha	Haersloop	Rangoon	London
— 19	Ymuiden	de Jong	Banjoewangie	Texel
— 20	Anna Digna	Zwaneveld	Do.	Do.
— 19	Maria	Luck	Bangkok	Rochefort
— 19	Yvonne	Jean	Singapore	Gironde
— 19	Nouvelle Pallas	Kerhor	Do.	Do.
My. 20	Montana	Griffin	Shanghai	Burrard Inlet
— 6	Fidelitas	—	Japan	Mazatlan*
Jun.21	Anita	Thompson	Bangkok	Bordeaux
—	Wemyss Castle	—	Singapore	Clyde
— 23	Blackwall	Simms	Maulmain	Off Queenstown
— 21	Batavia	Laackroy	Macassar	Texel
— 22	Lanercost	Eaton	Batavia	Off Plymouth
— 24	Australia	—	Do.	Bristol

* Wanting crew.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jun.12	Huddersfield	—	Singapore	Liverpool
— 13	Tordenskiold, str	Lund	Shanghai, via Suez C.	London
— 12	Waverley, str	...	Japan, via Sues Canal	Liverpool
— 14	Ada	Jones	Yokohama and Hiogo	London
—	Aurora	Visser	Batavia	Amsterdam
— 10	Ridderkerk	Blokziel	Do.	Newcastle
— 14	Appollonia	de Boer	Singapore	Portsmouth*
— 16	Malabar	Galloway	Batavia	
— 16	Bellona (str.)	Gleadell	Colombo, &c., via L'pool & Sues Canl.	Do.
— 12	St. Helens	—	Batavia	Sunderland
— 16	Maria Teresa	—	Manila	Liverpool
— 17	James Shepherd	Gran	Hong Kong	London
— 14	Preciosa	Trauche	Singapore	Cardiff
— 16	County of Forfar	Lamont	Batavia	Clyde
— 18	Kate Carnie	Lowe	Hong Kong	London

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DEPARTURES - *Continued.*

Date.	Ship.	Captain.	For.	From.
— 18	Abbotsford (str.)	Mann	Sing., H.K., Shanghai, &c., via Suez Canal	Do.
— 18	Jylland	Dalbey	Cardiff and Shanghai	Do.
—	Baron v. Pallandt v. Rosendaal	Dietz	Batavia	Rotterdam
— 20	Ocean Beauty	Pearce	Colombo &c.	London
— 19	Hollandia	Nieuwenhuis	Macassar	Off Dover
— 19	Percy Douglas	La Ruhe	Galle	Cardiff
— 21	Evelyn	Duff	Shanghai	London
— 20	Nyassa	Lawson	Singapore	Cardiff
— 22	Lincelles	Sleightholm	Colombo	London
— 21	Twilight	Angel	Singapore	Cardiff
— 22	Noord Brabant	—	Batavia	Liverpool
—	Auguste	Heyden	Hong Kong	Rotterdam
— 18	Ridderkirk	Blokziel	Batavia	Newcastle

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama and Hiogo: Pride of the Thames. For Yokohama: Benmore, Coulnakyle, Solent, Eastern Chief. For Hiogo and Nagasaki: James Paton. For Tientsin and Chefoo: Princess of Wales. For Shanghai: Great Northern (str.), Coldingham, Fontenaye, Thomas Bell, Portland, Salisbury, Albuera, Carmarthenshire, Loudoun Castle. For Hong Kong: Fusi Yama, John O'Gaunt, Mirella, Penrith, Holmsdale, Neville. For Manila: Angela. For Singapore: Callisto, Belle of Southesk. For Singapore and Sarawak: Otter. For Penang: Amelia Ross. For Batavia and Sourabaya: Lord Raglan, Hedwig. For Colombo: Seafield, Palmerston. For Colombo, &c.: Macedon, Langstone. For Colombo, &c., *via* Suez Canal: Evora (str.).

At LIVERPOOL.—For Yokohama, Nagasaki, and Hiogo: Carioca. For Yokohama and Hiogo: British Empire. For Nagasaki and Hiogo: Dolphin. For Shanghai: Malacca. For Manila: Catalina. For Singapore, *via* Cardiff: Ercilla. For Singapore: Mount Vernon. For Batavia: St. Louis. For Batavia and Sourabaya: Chateaubriand. For Singapore, Hong Kong, and Shanghai *via* Suez Canal: Eldon (str.). For Colombo, &c., *via* Suez Canal: Bellona (str.).

At GLASGOW.—For Hong Kong: Loch Ken. For Manila: Alejandro. For Singapore and Penang: Nola. For Batavia and Sourabaya: Glaslyn, County of Stirling. For Java: Professor Vander Buon Mesch.

SPOKEN.

SOMERSET, Cardiff to Galle, June 2, 47 N., 16 W.
ZOHRAB (brq.) (of London), London to Nagasaki, May 2, 8 N., 25 W.
KNIGHT TEMPLAR, Liverpool to Singapore, May 14, 3 N., 24 W.
JACOB ROGGEVEEN, Amsterdam to Batavia, June 4. 49 N., 6 W.
JOHANNE ELISABETH (Dut. bq.), Srbya. to Rtrdm., March 19, 31 S., 33 E.
EUROPA, Antwerp to Galle, June 3, 38 N., 16 W.
LION (of Dunkirk), Cardiff to Galle, April 4, 28 S., 22 W.
A HAMBURG BRIG, Hamburg to the Amoor, April 21, 6 S., 30 W.
MEMORY (brq.), Antwerp to Galle, June 3, 38 N., 16 W.
CLIFTON (brq.), Singapore to Boston, in Banca Straits.
CHARLESTOWN (ship), Singapore to Falmouth, May 2, 26 S., 6 E.
'sGRAVENHAGE (Dut. ship), Bat. to Rttdm., April 27, off the C. of G. H.
BEAUNHAMÆ (ship), Colombo to London, April 6, 30 S., 78 E.
MARIA DIEDERIKA, Rotterdam to Singapore, April 28, 3 N., 25 W.
EUGENIE, Cardiff to Singapore, April 24, 23 S., 26 W.
GLENHAVEN (Brit. ship), Singapore to London, April 4, 26 S., 43 E.
PAK WAN, London to Yokohama, May 11, 2 S., 30 W.
LAUNCESTON, Sourabaya to Amsterdam, March 15, 13 S., 107 E.
A SPANISH BARQUE, showing 4th d.p., No. 2,104, Manila to Liverpool, April 19, 34 S., 17 E.
MARIE CLAIRE, for Shanghai, May 8, 7 S., 30 W.
ANN ADAMSON, Saigon to Havre, Mar. 24, 1 N., 107 E.
FALCON (ship), London to Shanghai, March 29, in the Java Sea.
THOMAS WOOD, Sunderland to Japan, May 4, 21 S., 29 W.
NORTHAMPTON, London to Shanghai, May 8, 9 S., 31 W.
TUISCO, bound to Hong Kong, March 8, 11 N. 19 W.
AUGUSTA (Bremen ship), for Galle.
ALFRED, Hamburg to Java, May 11, 1 N., 30 W.
ENERGY, Batavia to Rotterdam, June 8, 46 N., 25 W.
CITY OF AMOY, Colombo to London, June 5, 38 N., 35 W.
FORMOSA (Amer. ship), Boston to Hong Kong, May 14, 7 N., 28 W.
EUDORA, for Nagasaki, June 10, 48 N., 16 W.
VERWACHTING (Dut. ship), Batavia to Amsterdam, June 8, 43 N., 28 W.
SWEET HOME, Singapore to London, 107 days out, June 1, 33 N., 39 W.
CONCHITA, Cadiz to Manila, May 31, 3 N., 29 W.
L'IMPERATRICE, London to Hong Kong, June 10, 26 N., 21 W.
BATAVIA (Dut. bq.), Macassar to Amsterdam, April 11, 35 S., 19 E.
WINDERMERE, London to Singapore, May 10, 7 S., 28 W.
NEHALENNIA, Amsterdam to Batavia, June 15.
ELSHOUT, Amsterdam to Batavia, May 15, 3 N., 24 W.
AVON, Foochow to New York, 90 days out, 29 N., 33 W.
EENSGEZINDHEID, Batavia to Amsterdam, May 11, 1 S., 22 W.
GAUNTLET, London to Colombo, May 14, 3 N., 24 W.
ZAANSTROOM, Banjoewangie to Amsterdam, May 16, 5 N., 28 W.
BARON V. P. V. ROSENDAAL, Rotterdam to Batavia, June 16, 49 N., 16 W.
REIGATE, Colombo to London, May 4, 24 S., 1 E.
LONDONDERRY (barq.), for Nagasaki, 2 S., 28 W.

FREIGHTS AND CHARTERS.

Freights to the Eastern ports are still ruling dull, steamers (*via* the Suez Canal), however, meet with average support, and the various berths are well supplied with tonnage; in coal freights from the Northern outports we have no change to note.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hiogo: £35. For Hong Kong: £28. For Singapore: £25. For Galle: £27. From Newport, Cardiff or Swansea per ton.—For Hong Kong: £1 8s. For Singapore: £1 4s. For Galle: £1 6s.

MISCELLANEOUS.

Off GIBRALTAR.—June 9. Hipparchus (str.), from Liverpool, and proceeded for Singapore, China, &c. (*via* Suez Canal).

At SUEZ.—June 1, Caroline (str.), Brown, from London and proceeded for Colombo, &c.; 19, Hipparchus (str.), Markwell, from Liverpool, for Singapore, China, &c.

At MALTA.—June 18, Collingwood (str.), from Liverpool, for Colombo, &c. (via Suez Canal).

At ST. HELENA.—May 2, Eliza Laing, Jones, from Colombo, for London; 4, Lanercost, Eaton, from Batavia, for Amsterdam; 6, Triton, van Schey, from Batavia; 7, Cornelis Wernard Edward, Swart, from Batavia, both for Rotterdam; 9, Java Packet, Trappen, from Batavia, for Amsterdam; 12, Lochleven Castle, McDiarmid, from Singapore, for Liverpool; 16, Mary Tatham, Tallack, from Singapore, and sailed for Boston; 8, Candati, Krynen, from Padang, for New York.

Off ST. HELENA.—May 4, Loudoun Castle, Thyne, from Shanghai, for London; 13, Dahlkarsla, from Batavia; 14, Aleppo, from Colombo; 18, Empire, from Bangkok, for London.

At CALLAO.—April 29, Japan, Wretman, from Guanape, and sailed May 2, for Japan.

The following is an additional list of goods recovered from the wreck of the Benvenue, Penang to London:—180 slabs tin, 5 cases gum benjamin, 2 cases mace, 131 bundles rattans, 13 bags pepper, 4 bags tapioca, 42 hides, 1 case ginger, and 1 puncheon rum.

CASUALTIES.

A telegram received from Aden, dated June 15, states that the Marie Louise Antoinette (Dutch bq.), from Samarang for Holland, had put into Mauritius leaky, and was discharging.

The Candati (brig), of Schiedam, Krynen, from Padang to New York, arrived at St. Helena, May 8, with her fore and her main masts sprung, having experienced heavy weather on the passage; two surveys had been held, and both masts were condemned.

The Malay, Clough, which arrived at San Francisco, May 29, from Hong Kong, reported having experienced heavy weather, during which she lost sails.

The Samuel Larrabee, which arrived at New York June 4, from Manila, carried away jibboom during a heavy squall, April 10, in lat. 35 S., lon. 20 E.

A telegram is stated to have been received from Penang, dated June 6, announcing the loss of the Andes, from the West Coast of Sumatra to Penang, with 600 tons of pepper.

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Mr. F. LANCKEN and Mr. C. W. SIEGFRIED hav been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. JOHN PEET in our Firm CEASED on 30th April, 1870, except for the purpose of liquidation. The BUSINESS will be conducted as heretofore under the same style by G. A. HOUGHTON, W. W. COOK, and D. MACNAIR; the London Agents being CLARENCE, HOUGHTON, and Co., 2, Jeffreys-square, London.

HUNTER, HOUGHTON, and Co.

Batavia, 30th April, 1870.

NOTICE.

THE undersigned, the Sole Surviving Partner of the firm of HUNTER, HOUGHTON, and Co., of Batavia (now in liquidation), has ESTABLISHED, under the firm of J. PEET and Co., and has admitted Mr. H. S. HOWLETT a PARTNER.

JOHN PEET.

Batavia, 30th April, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. NINIAN CRAWFORD in our Hong Kong Firm CEASED on the 31st March last, and Mr. JOHN FAIRBAIRN and Mr. JOHN SAMUEL COX have been admitted Partners therein from the said day

Our said Firm now consists of DAVID ROBERT FENTON CRAWFORD, JOHN SAMUEL COX, and JOHN FAIRBAIRN.

LANE, CRAWFORD and CO.

Hong Kong, May 4, 1870.

CARD.

JAMES LOCKHART,
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AND
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	From Southampton.	From Marseilles
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MALTA	,, ,,	—
ALEXANDRIA.	,, ,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
*BOMBAY	,, ,	,, ,,
GALLE		
MADRAS	Saturday, June 11, 2 P.M.	Sunday, June 19, 7 A.M.
CALCUTTA ...		
PENANG	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
SINGAPORE ...		
CHINA		
JAPAN		
AUSTRALIA ...	Saturday, June 11, 2 P.M.	Sunday, June 19, 7 A.M.
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And all ports touched at by the British India Steam Navigation Company's steamers.

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THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 5th and 21st, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

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Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,

Passengers for California and intermediate points of this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan China, &c., by the magnificent steamers of the Pacific Mail Company.

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THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

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For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

ROYAL MAIL ROUTE, *via* PANAMA,

for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

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For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

SINGAPORE, CHINA, AND JAPAN.

ROBERTSON and CO.

will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Singapore, Hong Kg., Shanghai, and Japan	Ercilla, s.s., via Suez Canal	A1 6 yr.	SWID	July 18
Hong Kong	Mirella	A in A1	SWID	With des.
Yokohama	Coulnakyle.	A1 13 yr.	SWID	With des.
Do.	Benmore ...	A in A1	SWID	With des.
Nagasaki & Hiogo	Lunan	A1 10 yr.	SWID	With des.
Tientsin and Chefoo ...	Prcs. of Wles.	A1 10 yr.	SWID	June 30.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street Manchester.

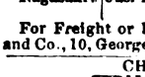
CHINA and JAPAN.—

The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	LoudounCstl.	A1 16 yr.	E.I.D.	July 20
Hong Kong	Fusiyama ...	A1 16 yr	E.I.D.	With des.
Yokohama (Kanagawa)	Solent.....	A1 13 yr.	W.I.D.	With des.
Hiogo and Nagasaki..	Jas. Paton...	A1 11 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C

CHINA AND JAPAN.

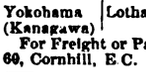


THE following high-classed

Clipper SHIPS will be despatched as under from the East India Docks:—

Port.	Ship.	Class.	Tons.	Last Shipping Day.
Shanghai ...	Carmarthenshire ...	A1 14 yr.	812	With des.
Hong Kong.	Westn. Chief	A1 13 yr.	750	With des
Yokohama (Kanagawa)	Lothair	A1 16 yr.	759	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.



SHANGHAI DIRECT.—The following high-classed clipper SHIPS will be despatched as under:—

Ship.	Tns.	Class.	Dock.	Sailing about.
Coldinghame	1058	AA1	E.I.D.	June 29
Albuera	774	A1 17 yr.	E.I.D.	To follow

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street.

Regular Line of Packet Ship. With Despatch.

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For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Malabar Coast. Second Season Ship. Will meet with the usual quick *dispatch*.

FOR *COLOMBO, COCHIN,*

CALICUT, and MANGALORE, the magnificent clipper ship MACEDON, A1 13 years, 496 tons register. W. SUMMERFIELD, Commander, lying in the West India Docks. This splendid vessel is well known for her rapid passages and the good order in which she always delivers her cargo, and from her high class can be strongly recommended to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street. E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

A regular trader. Will meet with the usual quick despatch.

DIRECT for COLOMBO, the

favourite frigate-built ship. PALMERSTON, A1 15 years; 894 tons register; J. N. SEAGROVE, Commander; West India Docks. This magnificent high-classed vessel, so well and favourably known in the Ceylon trade, offers the best opportunity to shippers of fine goods.

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The Merchants' line of Packets for Japan.

FROM LONDON, FOR YOKOHAMA and HIOGO, with immediate

despatch, the splendid A1 clipper barque PRIDE OF THE THAMES, 400 tons register; JOHN TONKIN, Commander; built under special survey. This fine vessel is well-known as one of the fastest clippers, and has always delivered her cargoes in first-rate order, and, as such, presents a most favourable opportunity for shippers of fine goods. Loading in the West India Docks.

For further particulars apply to MORS LE BLANCH and Co., 7, East India Avenue, London, or The Albany, Liverpool.

With quick despatch.

FOR BATAVIA and SOURABAYA, the clipper ship HEDWIG,

5-6ths LII; newly coppered and copper-fastened; 450 tons register; P. B. LUNDSTEN, Commander; loading in the London Docks. This ship is well known for her good passages, and the first rate condition in which she always delivers her cargo.

For Freight or Passage apply to MORS LE BLANCH and Co., the Albany, Liverpool, and 7, East India-avenue, London; or to LEVESON, LEWIS, and Co., 6, Lime-street, London, E.C.

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FRENCH MAIL EDITION.

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 357.] LONDON, MONDAY, JULY 4, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

NOTICE TO SUBSCRIBERS.

The establishment of a Fortnightly Service by the *Messageries Imperiales* will cause an extra issue of our Journal, which will be in future Weekly, or Fifty-two Numbers per Annum. The Subscription from the 1st July will be £2 2s., including postage. The Import and Export Supplement, which has hitherto been published as a Supplement, and charged for separately, will be included in the paper.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	March 17	May 8	May 10
Yedo			
Osaka and Hiogo	—	—	May 7
Hakodadi			
Nagasaki			
CHINA — Peking	—	—	May 4
Tien-tsin	—	—	May 8
Chefoo			
New-chwang	—	—	May 9
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	March 25	May 9	May 13
Ningpo			
Foochow	—	—	May 15
Formosa			
Amoy			
Swatow			
Hong Kong	—	—	May 19
Canton			
Macao			
PHILIPPINES— Manila			
COCHIN-CHINA— Saigon	—	—	May 24
SIAM — Bangkok	—	—	May 21
BORNEO—Labuan			
Sarawak	—	—	May 17
JAVA — Batavia	—	—	May 22
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	April 22	May 24	May 28
Penang			
CEYLON—Galle	—	—	June 7
Colombo			

THE MAILS, &c.

The next inward mail is due here on Monday next, the 11th inst., and will bring the following dates:—Yokohama, May 17; Shanghai, May 20; Hong Kong, May 26; and Singapore, June 3.

Telegrams from Shanghai to June 11 were received, *via* Kiachta, on the 29th ult., and to the 15th on the 1st inst., the latter being only fifteen days *en route*. On the 2nd inst. messages came in, *via* Galle, bearing dates—Shanghai, June 10; Hong Kong, June 16; Singapore, June 25.

Correspondence from Japan to May 22, *via* San Francisco, is now overdue.

Telegrams are said to be in announcing the opening of the Foochow market, but there is nothing definite. One message states that the Chinese Government object to the landing of telegraphic cables.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Imperiales steamer *Donnai*, arrived at Marseilles July 2.—From Yokohama: Messrs. Maudet, Prouteaux, Ducorps, Salaun, Ormea, Liccionni, Constantin, Gaudiol, Gras-Auguste. From Shanghai: Messrs. Lebuhe, Duforest, Cagnè, Belmida. From Hong Kong: Messrs. Sianos, Estarriot, Dopiere, Sala, Viglietti, Montero y Gray, Von Diedrichs, Peters, Mackie, Roldan, Domingo, Caravaca, Perdrineau, De St. Maria, Rodriguez, Martin, Fernandez, Cartina, Cefre, Jimenez, Elisa, Morgado, Galan, Ancibura, Rapatel, Toledo y Gil, Hidalgo y Padilla, Blanchet, Franc, Bianchi, Halberte, Sonlat, Bourroult, Malgan, Carbonnel, Berangel, Lambert, Ecaillon, M. and Mdme. Escandon, M. and Mdme. Olonza, M. and Mdme. Gimenez, M. and Mdme. De Montero, Mdme. Banayet, Mdme. Remond, Mdme. Escolar, Mdlle. Riestra, the Rev. père Barrateau. From Saigon: Messrs. Benaguet, Bremont, De Saisset, Dubreuil, Leclerc, Guerra, Mdme. Chamouille. From Singapore: Messrs. Ricardo, Picoult, Boucher, De Shong, Van Raders, De Geloes, Girandeau, Lurre, Taylor, Brunger, Gravenhorst, Daniel, Jean, De Graaf, Siegt, Van Brakel, Sienstins, Meulen, Bellot, M. and Mrs. Maysemberg, M. and Mdme. Mauve, Mdlle. John. From Galle: Mr. Evans.

PASSENGERS OUTWARD.

Per P. and O. steamer *Delhi*, from Southampton, June 25.—To Shanghai: Mr. R. N. Mansfield, Mr. W H. Young, and one second-class passenger. To Hong Kong (*via* Bombay): Mr. H. J. Carr, Mr. and Mrs. Dukes and two sons, Captain Gaby, and two second-class passengers. To Singapore: Mr. D. Shellits. To Ceylon: Mr. and Mrs. T. W. Nayler Beckett, Mr. W. W. Church, and two second-class passengers.

Per P. and O. steamer *Bangalore*, from Southampton, July 9.—To Yokohama: Mr. S. Fisher. To Ceylon: Miss Rollings.

Per P. and O. steamer *Syria*, from Marseilles, July 17.—To Singapore: Mr. T. Worthington.

Per P. and O. steamer *Pera*, from Southampton, July 23.—To Hong Kong: Mr. A. M. Case.

Per P. and O. steamer *Ripon*, from Marseilles, July 31.—To Hong Kong: Judge Ball, Mrs. Ball. To Shanghai: Mrs. Birt and child.

Per Pacific mail steamer *Japan*, from San Francisco, June 1.—To Yokohama and Hong Kong: Mr. J. L. Anderson, Miss North, Mrs. Starr, Miss V. Center, Miss L Center, Mr. C. L. Stanley, Mr. O. O Hays, jun., Mr. F. Terry, Mr. McKenzie, Mr. A Dubent, Mr. and Mrs. S. Meyer, Dr. H. O. Mayor (fleet surgeon of the Asiatic squadron) and Mrs. Mayor, Mr. J. Middleton, J. L. Mayers, Mr. C. Ravel, Mr. C. Rivington Mr. T. Dunne, Mr. H. Gelpcke.

Per Pacific mail steamer, from San Francisco, August 1.—To Hong Kong: Mr. N. B. Dennys. To Yokohama: Lieut. Palmer, Ensign Wedge. Mr. and Mrs. E. J. Spence.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

(FROM A CORRESPONDENT.)

MAY 10.

The commercial department, Japanese Government, has purchased the *Nymph* and *Sukana* for a mail line to Hiogo and Nagasaki. They also purchased an oil mill lately brought out, and three steam lighters, one of them to be sent to the Isle of Sado to be erected, and run between Sado and Nee-e-gata; the others, I think, will be for Yokohama, and it is to be hoped for a lighter company, for such is much wanted—over 100 vessels in harbour, and great trouble in discharging them. All is life on both Hotobas. Great progress is being made with the erection of godowns on the ground which I mentioned in a former letter was to be filled in between the Native Hotoba and French Legation.

Yokohama is increasing in business daily, and native houses are flying up in all directions. All the swamp at back of settlement is to be filled in in six months. Lamp-posts have arrived from Shanghai—will shortly be erected. Drainage and streets progressing well. Public gardens are making a show, and the opposition have retired. I think there is no chance of the opposers tackling the swamp piece; that must be given up for a railway station.

The last two days a succession of earthquakes—as many as fifteen felt in one night on the Bluff. The British Legation on the move to Yedo, now called Tokei, and it is said that the present Legation houses will be pulled down and carried there.

Sir Harry, Lady Parkes, and party are off to Nico, the burial-place of the first Tycoon, seventy miles north of Tokei, and described by the natives as the finest place in Japan. Tokei is quiet; the railway people are at work surveying. The Pacific mail steamer *Oregonian* arrived from Inland Sea with large cargo, and large number of Japanese. We are now entirely dependent on Kobe district for good beef—high time the Government turn their attention to the breeding of cattle. In Yedo four to six bullocks are consumed daily; also in the interior, where rice is dear.

A grand *matszri* religious festival is to be held in Yokohama on the 14th and 15th; grand preparations are being made, and a very large sum of money has been collected from merchants (natives) to support it. You know what Japanese are during holiday time,

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how thoroughly they enjoy themselves, and certainly, by the talk in everybody's mouth, they intend to do it on the 14th and 15th.

Rice has fallen, and with it no doubt you will hear of a few failnres, and cases of non-fulfilment of contracts. I believe one or two shaky cases against foreigners will soon be heard. Japanese merchants have more savee now, and so the Tojin must mind how he conducts his business.

CHINA.

—o—

TIENTSIN.

A correspondent on 1st May writes:—Mr. Fred. F. Low, the United States Minister, arrived at Tientsin in the steamer *Szechuen* on the 13th April, and remained till the forenoon of the 16th. During his stay, he called on his Excellency Chunghow, who returned his visit at the United States Consulate on the following day. Letters received from Peking, per Customs post yesterday, mention Mr. Low having taken charge of the Legation on the 20th April.

We are going to lose Mr. James Mongan, Her Majesty's Consul, and the oldest of the foreign residents at Tientsin, who leaves here on the 3rd of May on his way to England, *via* America, on leave of absence. He yesterday handed over the charge of the British Consulate to Mr. Wm Lay, as acting Consul. As Mr. Mongan's amiable and genial manners have endeared him to every one who came into relation with him, either in his official capacity or privately, I feel certain I express the truth when I say that he takes with him the hearty and cordial wishes of every foreign resident in Tientsin, and, I may safely add, of many Chinese, for his safe arrival in old England, and for his enjoying every happiness which it is possible for a man to obtain in this the nineteenth century, amongst his friends at home.

SHANGHAI.

The dates by this opportunity extend to the 13th May. The London mail of 25th March arrived out on 9th May. The following are the leading items since the last mail:—

The first annual meeting of rate-payers under the new Land Regulations was held on the 9th. It had been expected, says the *North China Herald*, to be an unusually full one, from the increased number of voters admitted by the new franchise; and it had been called at the Masonic Hall at 10 A.M., instead of at the British Consulate at 2 P.M., as had been the previous practice, in order to allow more space and more time for discussion. The bad weather and the arrival of the English mail just before the hour of meeting combined, however, to interfere; and instead of an unusual number of voters presenting themselves, an hour and a half elapsed before a quorum could be gathered. A slight difficulty presented itself at the outset in regard to the election of a Chairman—H.B.M. Consul demurring to take the post, on the ground that he was not senior Consul. But this was gracefully overcome by Mr. Dixwell, who asked Mr. Medhurst to preside in his capacity of rate-payer, and the business went on under his presidency. Rules of procedure were first agreed to, after some debate; and the reports and accounts then came up for discussion. Mr. Hanbury raised an interim question—as to the qualification of voters, and one or two other points, in regard to wharfage dues, Chinese land owners, &c., were mooted. Eventually the report and accounts were passed, and the meeting adjourned till 10 A.M. on Friday next. Judging from the time occupied in getting over this short stage, the proceedings will extend over at least two days more. Several important topics for discussion are suggested in the remarks accompanying the budget, and others are sure to arise in connection with the estimates, and from the inner consciousness of individual rate-payers. The questions of Bund frontage, of water supply, of new roads and streets, of appointing an officer of health, are all fertile, and all need settlement.

A Tientsin correspondent writes that things are very dull; no business doing, and prices tending downward. The weather is very unpleasant and dusty; no water in the river or canals, to enable goods to be forwarded into the interior.

A naval Court of Inquiry has been held to inquire into certain charges preferred by the second officer against the master of the *Windover*. They were held not proven.

A meeting of pew-renters in Trinity Church was held on the 6th, to discuss the vexed question of the position of the pulpit and of the arrangement of seats. It was resolved that the pulpit should be placed in front of the pillar supporting the transept arch, and that the seats be arranged with a view to this change.

A small schooner named the *Georgina Godfrey*, of 15 tons register, arrived here from Sydney *via* Manila on the 7th May. She proved herself a perfect little miracle, having made the passage to Manila in the short space of 28 days, where she embarked a cargo of sugar for this port. She again took her departure on the 14th April, and on the 20th at noon she fell in with a heavy gale of wind from the N.E. in lat. 18.14 N. long. 120. 12 E., which compelled her to bear up and anchor under the lee of the land for shelter; the gale lasted several hours. She again got under weigh at 5.30 P.M. of the 21st, and met with favourable weather till the 29th, when a strong breeze set in from the northward and eastward, increasing to a gale, with heavy sea; double reefed mainsail stowed jib and reefed foresail, vessel labouring heavily and heavy seas coming on board. 30th, same weather, with squalls at intervals, after which the weather moderated, and had fine weather until reaching port.

A new weekly newspaper, entitled the *Cycle*, has appeared. It is said to have been established by the Inspector-General of Customs to advocate views similar to those put forward by the Burlingame Mission; and its first number echoes the opinions of the politicians who look upon the Peking Government as the representative of the Chinese people, and hold it to be sin to hurry the mandarins along the path of progress.

The Asiatic Society have appointed a meeting for the 18th, when a paper will be read by the honorary secretary, Mr. J. B. Robertson, on "The Convention of Peking."

The steamer *Appin* left Tientsin on 7th May, and Chefoo at 5 P.M. on 9th May, arrived at Shanghai 12th. Tientsin and Chefoo had been visited with a succession of westerly gales, bringing hot scorching weather, and filling the air with dust. At Tientsin there was a rumour that the Mahomedan rebels had captured a large city.

The prospectus has been issued of the Hong Que Wharf Company, the directors being Alexander Michie Thomas Probst, and David Reid. The managing agents being Chapman, King, and Co.

Mr. G. B. Stacey, the General Superintendent of the British-Indian Submarine Telegraph Company, has notified that telegrams from China for London can be forwarded by the company's line. The messages are to be addressed to the agent of the company at Galle, who will forward them on to Bombay, from whence they will be wired direct to their destination. The Chartered Mercantile Bank will receive deposits of not less than £25, to be applied to the payment of telegrams sent by the company's line. All messages addressed to the British-Indian Company will be sent from Galle to Bombay without prepayment, and the local Indian charge, as well as the through rate from Bombay, will be deducted from the sender's deposit with the bank, which will render a periodical statement to each depositor, showing the amounts withdrawn from his account and the balance in hand. The bank officials will not see the messages, but will be furnished by the company with a printed receipt for every message paid for through a depositor's account

COCHIN CHINA.

—o—

SAIGON.

The Circular of Messrs. W. G. Hale and Co. is as follows:—

RICE.—The demand for Japan having continued, prices remained throughout the month at an average of $1.90 per picul for round, and $1.75 per picul for long grain. This steamer brings news of a rapid decline in Japan, which of course must in due time cause the article here to recede also, but we consider that there is no prospect of it going sufficiently low for Europe business this season, as fully two-thirds of the crop has already been exported.

The following is a table of exports:—

	Since April 25th. Piculs.	Previous. Piculs.
China...	5,100	196,878
Japan	124,424	1,423,572
Singapore	10,050	49,314
Mauritius	—	87,948
Europe	—	17,500
	139,574	1,725,207
		139,574
Total exports since 1st Jan., 1870		1,864,781

SIAM.

—o—

BANGKOK.

Dates are to the 21st May. An immense building has been erected in front of the Royal Pavilion, *plappla sung*, at the Palace of the Supreme King, for theatrical and other amusements connected with the Festival of the Royal Relics of the late King. At the close of the amusements there were Buddhist ceremonies at a new Wat, called Rajbopit.

H.M. the King, after the close of the festival for the relics of H.M. the late King, proceeds to Prat'om, to honour the dedication of the rebuilt Pra chadi and Wat at that place. The rebuilding of this temple has been achieved at immense expense and labour. His lordship, the Pusamset Rajakan Tangprat'ate has been personally interested in its accomplishment, and will deserve, for his great pains and expenditures, the thanks of Buddhists.

The sickness of H.M. the King of Cheangmai has been daily augmenting, and the general impression seems to be that his Majesty will not recover.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates by this opportunity extend to May 28. The outward mail of April 22 arrived on May 24.

The meeting of the Legislative Council on May 23 was thus alluded to in the *Straits Times*:—

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The speech of his Excellency the Governor at the opening of the Legislative Council, on Monday last, is far more satisfactory than his Excellency's utterances have usually been. Several topics of very considerable public importance were introduced, first and foremost of which was the apparently never-ending one of the new steamer, which it appears has now assumed a new phase. It is some consolation to know that although the Secretary of State is not prepared to veto the building of the vessel altogether, he considers $117,000 too heavy a price to be paid for her, and that "Her Majesty's Government will endeavour to purchase a fast and commodious vessel which will answer the purpose of the Government for a much smaller sum." H.E. the Governor, however, evidently has some misgivings with regard to trusting the matter in the hands of the Earl Granville, for he says:—"The conclusion has of late been forced upon me that it would have been more advantageous for the colony if the steamer had originally been ordered to be built here instead of at home. She might not have been so perfect a vessel, but time and money would have been saved, and all local requirements would have been carefully attended to. . . . I have written to the Secretary of State, pointing out that a vessel in all respects suitable for our purpose could be built on the spot for a sum not exceeding $80,000, and suggesting that it would be far better to adopt this arrangement than that in contemplation." There is little reason to doubt that, if we are to have a new steamer at all, time and money might have been saved had she been ordered to be built here in the first place, inasmuch as the cost of the voyage out would have been avoided, and the delay that has been experienced would not have occurred, so that the existing steamers might have been disposed of to better advantage than they can now be. We cannot look upon the actual cost of the new vessel in the same light as his Excellency does. He says:—"As Her Majesty's Government have approved of my recommendation that the present steamers shall eventually be sold as favourable opportunities offer, the actual expenditure it will entail will be considerably below this sum." Now, it is well known that the *Peiho* was purchased for $65,000, merely as a temporary vessel, until the other one should be built, when she was to be so; the *Rainbow* cost the former Government $18,000. The loss sustained upon the sale of these two vessels should, we think, be reckoned as so much added to the actual cost of the new steamer, instead of the sum originally paid for them being altogether lost sight of when crediting ourselves with the price they are likely to bring in the market. Under this method of computation, instead of the colony having some $30,000 or $40,000 to set down on the credit side of its accounts, it will be found to have sustained a loss of about equal amount. And here we leave the question for the present, trusting that if it again comes before the Legislative Council it will meet with fair consideration, and, if the vessel is not necessary, that it will be disallowed.

In reference to the long-agitated question of a new steamer for the Governor, a correspondent says:—"The association in London must not be off its guard, for our Governor has not abandoned the idea. The other day he asked the captain of H.M.S. *Donegal* to survey the *Peiho*, the present colonial steamer. The report was however favourable; it stated that although the boilers had been badly used they would, with less pressure, last two or three years; the engines were quite good."

The British steamer *Craigforth*, Captain Froud, from London 12th April, *via* the Suez Canal, has arrived, having made the passage in 44 days, including stoppages. Her draught of water in running through the Canal was 17 feet 6 inches. Captain Froud confirms the intelligence already received by telegraph that the M.I. steamer *Tigre* made the passage on a draught of water of 20 feet.

His Imperial Majesty's steamer *La Oreuse*, Captain Lacombe, from Suez 23rd April, *via* Aden, arrived here, *en route* to Saigon with troops. *La Creuse* has on board 1,000 men for the Cochin China service.

We note that there is at last some prospect of getting a light-house on the North Sands, instead of the present light-vessel, which occasionally meets with serious misfortunes. The importance of this work has been so frequently urged, both here and by the Straits Settlements Association at home, and is so apparent, that no comment is necessary.

Commercial Report.

(*For dates see First Page.*)

IMPORTS.

SHANGHAI.—Piece Goods: The market continued very dull, and with the exception of 8¼ lb. Grey Shirtings, and best 8 lb. T-Cloths, there was scarcely an article which did not show a decline on previous quotations. Stagnation prevailed at Tientsin, but the accounts from the river were little better. Grey Shirtings: 8¼ lbs. had maintained their value, and a small daily business had been done in them, best chops commanding most attention. In 7 lbs., trifling sales at rather low prices are reported, but the heavier makes had not been wanted, and very few had changed hands since last mail. White Shirtings: In these there was no change. T-Cloths: A considerable trade in the better kinds of 7 lbs. T-Cloths was going on, but at almost daily declining rates. The quotations must be regarded as nominal, as there seemed no rule in selling, each holder being a willing seller whenever a fair offer, or what in the state of the market appeared to be a fair offer, was made. Best 8 lb. 36 inch goods had been inquired for, and sales at, in some instances, a slight advance had been effected. The commoner kinds were not in much favour, and their prices were somewhat irregular. Drills continued in demand, but business was restricted, holders showing some reluctance to sell on the basis of Tls. 3.3.8 to 3.4 per piece for best 15 lbs., English make, which were the figures offered by dealers. Jeans: English, of finest quality, had been sold to a small extent, at a decline of 2 cent per piece; medium and inferior kinds not wanted. Sheetings: Firm at last quotation. Fancy Cottons generally lower in value, with very little doing. Woollens showed no improvement. HH Scarlet Long Ells still inquired for, but a resale by Chinese at Tls. 5.9.5 per piece interfered with settlements, buyers naturally being unwilling to give more, while holders generally were disinclined to lower their demands. CPH Scarlets also wanted, at Tls. 5.7.0 to 5.7.5 per piece. Assorted colours neglected. Fair assortments of CPH Spanish Strips offered by Chinese, on the market, at 0.5.0 per yard, otherwise the market for woollen fabrics remained unchanged. Lead: Sales of common chops reported at 4.45 to 5.0.; market very much depressed. Coals: Transactions unimportant; demand limited, rates unchanged. Quotations (duty paid):—Grey Shirtings, 7 lbs., Tls. 2.0.0 to 2.0.5 per piece; 8.4 to 8.6 lbs., Tls. 2.2.7 to 2.3.2; 9 to 9.12 lbs., Tls. 2.4.0 to 3.0.0; White Shirtings, Tls. 2,2.8 to 2.7.5; T-Cloths, 6 lbs., Tls. 1.4.0 to 1.6.5; 7 lbs., Tls. 1.6.0 to 1.8.5; 8 to 8¼ lbs., Tls. 2.0.0 to 2.1.0; X X., Tls. 2.4.0; American Drills, 40 yards, Tls. 3.5.5 to 3.7.5; American Jeans, 30 yards, Tls. 2.6.5 to 2.7.5; American Sheetings, 40 yards, Tls. 3.4.5 to 3.7.5; English Drills, 40 yards, Tls. 3.3.0 to 3.4.0; Dutch Drills, 40 yards, Tls. 3.2.0 to 3.2.5.; Camlets (English), S S, Tls. 10.7.0 to 11.8.0; S S S, Tls. 9.7.5. to 10.2.0; Spanish Stripes, per yard, Tls. 0.4.8 to 0.5.2; Medium Broad and Habit Cloth, Tls. 0.9.0 to 1.5.0; Long Ells, per piece, scarlet, 24 yards H H, Tls. 5.9.0 to 6.0.0; C P H, Tls. 5,7.0 to 5.7.5; assorted, H H, Tls. 5.6.0 to 5.7.0; C P H, Tls. 5.7.0 to 5.8.0. Iron: Nail Rod small sizes, per picul, Tls. 2.3.5 to 2.5.0; fair to good assortments, Tls. 2,1,0 to 2.3.0; hoop, Tls. 2.0.0; flat and round, Tl. 2.0.5 to 2.2.5.

SAIGON.— 8¼ lbs. Grey Shirtings and the lighter weights of Grey T-Cloth had been in good demand. Of the former a lot found purchasers at $3.26 per piece, but prices had again receded, and that figure was no longer obtainable. For 7 lbs. Grey Shirtings and the heavier weights of Grey T-Cloth the demand had been more moderate, and prices were unchanged. White Irishes: Very dull of sale. The news of a downward tendency in the Singapore market would probably cause a decline in rates. The quotations were:—Grey Shirtings, 8¼ lbs., $3.15 to 3.20; do., 7 lbs., $2.65; Grey T-Cloth, 6 lbs., $1.85; do., 5½ lbs., $1.75; do., 5 lbs., $1.70; do., 4½ lbs., $1.60; White Irishes, $2.15 to 2.20.

SINGAPORE.—The latest quotations are:—No. 40's Mule twist, $140; 8¼ lbs. Grey Shirtings, $8.05; 7 do. do. $2.52½; 5 do. T. Cloths, $1·57½; 6 do. do. $1.90; 7 do. do. $2.07½ to 2.10.

EXPORTS.

TEA.

SHANGHAI.—There had been no transactions since last mail. The stocks were estimated at 1,200 chests Black, and 4,300 half-chests Green, and these were firmly held. It was considered probable that the bulk of the green tea held over would be mixed with the new season's crop,

SILK.

SHANGHAI.—Since the last mail no business had been done. The very small stocks of 200 bales may be considered as the last supplies of old Silk, and, consequently, the season of 1869-70 had virtually closed, giving a total export of 42,750 bales, against 46,650 bales for season 1868-69. The reports from the interior continued satisfactory; the weather had been fine, and the silkworms are progressing favourably. Price for mulberry leaves had again declined, and had reached a point lower than had been seen for some time past; this was said to be caused by the producers rearing less quantity of seed than usual.

SIAM AND STRAITS PRODUCE.

BANGKOK.—The following is Messrs. Markwald and Co.'s report, dated 4th May:—Rice: Shortly after despatch of our last Circular advices were received from Hong Kong reporting a considerable advance of prices; our market assumed in consequence a very firm appearance, and prices advanced rapidly to $1.35 per picul for Steam Mill Field Rice, and $1.55 per picul for Steam Mill Garden Rice. Supplies of paddy were very small at the time, and for several days they amounted to next to nothing. A further advance was, under these circumstances, anticipated, but the amount of tonnage in port being moderate, there was no further rise established. Our market has since continued firm at prices fluctuating from $1.35 to $1.30 per picul for Field, and $1.55 to $1.50 for Garden. There are now but few vessels expected from China and Singapore, and our market may probably are long be easier again. Our quotations are for Steam Mill Field Rice (new) $1.30 per picul, equal to 5s. 5¾d. per cwt. f.o.b.; Steam Mill Garden, $1.50 per picul, equal to 6s. 3⅜d. per cwt. f.o.b.; Native Cleaned Garden Rice, resifted, $1.50 per picul, equal to 6s. 3⅜d. per cwt. f.o.b.; Native Cleaned: White No. 1, Tls. 58 per coyan, $1.78 per picul f.o.b. Sugar: The market is firm, and prices are well maintained. White, superior, Tls. 10 per picul, equal to 25s. 4d. per cwt. f.o.b.; No. 1, Tls. 9¾, per picul, equal to 24s. 8½d. per cwt. f.o.b.; No. 2, Tls. 9½ per picul, equal to 24s. 1d. per cwt. f.o.b.; No. 3, Tls. per picul, equal to 22s. 10½d. per cwt. f.o.b.; Brown, No. 1, Tls. 5 to 5¼ per picul; No. 2, Tls. 4¾ per picul. Black Pepper: The first supplies of this season found buyers at Tls. 13 per picul, but prices gradually declined to Tls. 11¾ per picul, equal to 8d. per lb. f.o.b.; at present the market is cleared, but further supplies are shortly expected. Sapanwood: Without alteration; 3 to 5 pieces per picul, Tls. 2¼ to Tls. 2¾ per picul; 5 to 6 pieces per picul, Tls. 2 per picul; 6 to 7 pieces per picul, Tls. 1¾ per picul. Cut Sapanwood, roots dressed off, for shipment to Europt, Tls. 2 per picul, equal to £7 2s. 1d. per ton of 20 cwt. f.o.b. Teakwood: Supplies are very small, and native sawyers

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are now holding for Tls. 10½ per yoke; steam-mill sawed, 55c. to 60c. per cubic foot, according to quality. Cow Hides: Tls. 16 per picul, equal to 4d. per pound f.o.b. Buffalo Hides: Tls. 10¾ per picul, equal to 3d. per lb. f.o.b. Buffalo Horns: Tls. 14½ per picul, equal to 36s. 6d. per cwt. f.o.b. Deer Horns: Tls. 12½ per picul, equal to 32s. 2d. per cwt. f.o.b. Gum Benjamin: No. 1, Tls. 125 per picul, equal to £16 3s. 2d. per cwt. f.o.b.; inferior, Tls. 45 per picul, equal to £6 5s. 5d. per cwt. f.o.b. Teel-seed: Nominally Tls. 100 per coyan. Sticklac: None in the market. Gamboge: Tls. 90 per picul.

SINGAPORE.—The following are the latest prices for produce:—Gambier, $3.05; Black Pepper, $8.25; White Pepper, $11.30; Sago Flour, $2.45; Pearl Sago, $3; Tin, $31⅛.

EXPORT OF TEA AND SILK, SEASON 1869-70.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to March 31, 1870	74573	71626722	49565984	1349918	15492734	138109921	41928
Corresponding period last season	731407	68689159	53399568	...	15790745	138610879	49167

Shipments Since:

Apr. 20 per Sir William Wallace	From Foochow	...	719,900	
— 21 ... Cambodge (ml. str.)	... Shanghai, &c.	...	—	317
— 28 ... Travancore (ml. str.)	... do.	...	—	400

TO THE CONTINENT.

							Bales.
From June 1 to March 31, 1870	...	...	...	...	...	4114550	16620
Corresponding period last season	...	...	...	...	...	4096139	19229

Shipments Since:

Apr. 21 per Cambodge (ml. str.)	From Shanghai, &c.	...	—	388
— 28 ... Travancore (ml. str.)	... do.	...	—	236

TO UNITED STATES.

							Pcls.
From June 1 to March 31, 1870	...	...	...	...	...	38308240	932
Corresponding period last season	...	...	...	...	...	39167247	1601

TO AUSTRALIA.

From June 1 to March 31, 1870	13,176,241 lbs.
Corresponding period last year	16,781,399

Shipments Since:

Apr. 5 per Chelsea	From Hong Kong	...	118,320
— 20 ... Aquarius	... Foochow	...	283,300
— 24 ... Merle Blanc	... Hong Kong	...	10,000

TO GREAT BRITAIN.

				Tea—lbs.	Silk bales China & Japan
From 1843 to 1844	...	...	...	51,022,600	...*
,, 1845 to 1846	...	...	...	57,334,200	18,604
,, 1850 to 1851	...	...	...	63,972,000	22,143
,, 1853 to 1854	...	...	...	77,327,800	61,280
,, 1855 to 1856	...	...	...	92,240,300	50,481
,, 1857 to 1858	...	...	...	76,990,255	68,315
,, 1858 to 1859	...	...	...	65,789,792	83,134
,, 1859 to 1860	...	...	...	85,560,452	64,169
,, 1860 to 1861	...	...	...	90,066,160	70,644
,, 1861 to 1862	...	...	...	109,854,040	79,199
,, 1862 to 1863	...	...	...	121,273,580	72,887
,, 1863 to 1864	...	...	...	117,463,586	46,603
,, 1864 to 1865	...	...	...	121,236,870	32,313
,, 1865 to 1866	...	...	...	118,333,042	62,890
,, 1866 to 1867	...	...	...	118,423,290	50,052
,, 1867 to 1868	...	...	...	116,890,480	57,449
,, 1868 to 1869	...	...	...	142,789,804	70,917

* Including the Continent.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, May 7, Zibu (reported by telegram).

At TAKU.—Erom London, June 16, Walton (reported by telegram).

At SHANGHAI.—From London, May 7, Falcon; 12, Whimfel; previous to June 11, Melbreck from Tyne; June 7, China (reported by telegram).

At HONG KONG and CANTON.—From London, Maiden Queen, Niger (str.), (reported by telegram).

At MANILA.—From Liverpool, Ersilia (reported by telegram).

At SINGAPORE.—From London, May 22, Singapura; 26, Craigforth 23, from Newcastle, St. Sauveur; from Shields, 23, Condor; from, Glasgow, 24, Kinfauns Castle; from Cardiff, 21, Gurtjee Maria; from Liverpool, June 14, Albatross (str.) (reported by telegram).

At SAIGON.—From Bordeaux, April 30, Pierre; May 5, Ephrem; 20, Bengali.

At BANGKOK.—From London, May 6, Wild Curlew.

DEPARTURES.

From YOKOHAMA, SHANGHAI and FOOCHOW.—None.

From SINGAPORE.—For London, May 21, John Temperley; for Liverpool and Glasgow, 26, Estrella de Chili; for New York, 20, Frances.

From SAIGON and BANGKOK.—None.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

LATEST TELEGRAMS.

CHINA.

(REUTER'S TELEGRAM, RECEIVED VIA GALLE, JULY 2.)

HONG KONG, JUNE 16.—Piece goods and cotton unchanged. Foocow tea market not yet opened. Exchange on London: Bank bills, six months, 4s. 6¾d.

SHANGHAI, JUNE 10.—Shirtings and cotton unchanged. Tea and silk active. Export of silk to date (China and Japan) from commencement of season, 3,000 bales. Exchange on London: Bank bills, six months, 6s. 0½d.

(RECEIVED VIA KIACHTA, JUNE 29.)

SHANGHAI, JUNE 11.—Silk: Red Peacock, 29s. 3d.; business small. Tea: Hankòw market active and firmer; settlements, 84,300 chests; Erl King and Diomed sailed for London. Shanghai market opened, with moderate business, at advance on last season's prices. Shirtings and Woollens, dull. Freights, £3 10s. Exchange, Bank Bills, 6 m. s. 6s. 2d. London mails of May 24 received June 11.

STRAITS.

(RECEIVED VIA GALLE, JULY 2.)

SINGAPORE, JUNE 25.—8½ lbs. Grey Shirtings, $2.65; 6 lbs. T-Cloths, $1.80; Mule Twist, 40's, $133. Exchange, Bank bills, 6 m. s., 4s. 7d.

JAVA.

(RECEIVED VIA GALLE, JUNE 28.)

BATAVIA, JUNE 10.—Coffee, nominal; Sugar, No. 14, f.14½; Buffalo Hides, f.26 to f.29; Cow do., f.40 to f.45; rattans, Bandjermasing, f.11 to f.12; Gum Damar, f.36 to f.37; Gum Elasticum, f.105 to f.110; Indigo, f.5.12½; Arrack, f.80; Billiton Tin, 6,000 piculs sold (price not intelligible); Cotton Goods firm, but business very trifling. Freight to Holland, f.75 to f.80. Exchange on Holland, f.101.25 to f.102.

Arrivals: Californie, Concurrent, Oceaan. Departures: Amstelstroom, Betty, Nieuwe Waterweg II., Petronella.

COMMERCIAL POSTSCRIPT.

The Falcon, belonging to Messrs. Shaw, Maxton, and Co., arrived out at Shanghai on the 7th May. Her arrival had been omitted in the telegrams, and fifty guineas premium had been paid on her at Lloyds.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—July 2, at London, from Colombo, &c. (via Suez Canal), Surbiton (str.)

DEPARTURES.—June 30, from London, for Shanghai, Coldingham; from Sunderland, for Galle, Empress; July 1, from London, for Shanghai, Thomas Bell, Fontenaye; 1, from Newport, for Yokohama, John Mackean; 2, from Liverpool, for Singapore, China, &c. (via Suez Canal), Eldon (str.).

SPOKEN.—Malabar, London to Batavia, June 22, in the Channel; Maiden Queen, London to Hong Kong; Nieuwe Waterweg, Amsterdam to Batavia, May 3, 4 S., 30 W.; Carolina (Dutch ship), Cardiff to Singapore, June 16, 41 N., 13 W.; Haamstede, Rotterdam to Batavia, May 9, 2 S., 26 W.; Waterloo, Batavia to Amsterdam, May 17, 9 S., 13 W.

LAID ON.—At London, for Singapore, Hong Kong, Shanghai, and Japan (via Suez Canal), Ercilia (str.); at Liverpool, for Sourabaya, Maria.

MISCELLANEOUS.—At Malta, June 22, Albatross (steamer), Herat, from Liverpool and left for Singapore, China, &c., via Suez Canal. The following is an additional list of goods recovered from the wreck of the Benvenue, Penang to London: 133 pigs lead, 18 packages india-rubber, 6 bags pepper, 2 bags ceron nut, 48 bundles rattans, 133 slabs tin, 1 puncheon rum, 2 hides, 2 hawsers and sundry ropes and blocks. At Malta, June 24, Waverley (str.), Boysen, from Liverpool, and left for Singapore and Yokohama, via Suez Canal. Advices from Ismalia dated 30th June, state that the Collingwood (str.), from Liverpool for, Colombo, &c., and the Waverley (str.) from London and Liverpool, for Japan, had passed that place some time between the 25th and 30th.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BASAGOITI—On the — May, at Mount Erskine, Singapore, Mrs. J. P. de Basagoiti, of a son.

DUNLOP—On the 25th June, at 43, Manor-place, Edinburgh, the wife of Charles Dunlop, Esq., Singapore, of a son.

HARRISON—On the 28th May, at Kandy, the wife of G. Denis B. Harrison, Esq. Member of the Legislative Council of Ceylon, of a daughter.

MAIER—On the 25th May, the wife of J. S. Maier, Esq., of a son.

MARRIAGES.

BISMARCK—KAESEBIER—On the 9th May, in the presence of W. Annecke, Esq., Consul for North Germany, and subsequently at Trinity Church, by the Rev. Canon Butcher, Charles Henry Bismarck, Esq., Secretary and Interpreter to the North-German Legation, Peking, to Caroline Amalie Philippine Hermine, eldest daughter of F. W. Kaesebier Esq., Wiesbaden.

DATO—LYON—On the 7th May, at the Church of St. Saviour, Hongque, Shanghai, by the Rev. Mr. Nelson, Benjamin Dato, to Isabella H. Lyon.

DEATHS.

FRASER—On the 20th June, at Edinburgh, Alister Fraser, Esq., youngest surviving son of the late Affleck Fraser, Esq., of Culduthell, Inverness-shire, aged 89 years.

GODDARD—On the 11th June, at Christchurch, Hants, of whooping cough, Harry Bryer, aged eighteen months, son of Emily and John Bedloe Goddard.

LARNER—On the 9th May, at Shanghai, J. R. Larner, native of New York City, late assistant first engineer of the S. S. N. Co.'s steamer *Chihli*.

LESSLER—On the 5th May, at the North-German Consulate, Bangkok, the infant daughter of P. Lessler, Esq., North-German Consul.

MITFORD—On the 29th June, at Northumberland Lodge, Tivoli, Cheltenham, Anne, wife of Bertram Mitford, Esq., and youngest daughter of the first Sir Francis Ford, Bart.

NEWBY—On the 26th June, at the residence of R. Reid, Esq., Iffley, near Oxford, Richard Newby, late of China and San Francisco, aged 41 years.

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THE DUKE OF EDINBURGH IN CEYLON.

(FROM A CORRESPONDENT.)

In his parting speech, delivered at Galle, the Duke of Edinburgh spoke perhaps more feelingly his sentiments on this subject, now that all was over, than when in the height of the bustle and excitement of the scenes he has passed through. He said:—"I shall never forget the pleasant days I have passed in Ceylon. And it has been most gratifying to me to witness the demonstrations which have met me on every occasion during my progress throughout the island, and which evince the feelings towards the Queen, my mother, entertained alike by all men and all creeds." There is something pretty in this touch of nature, the reference to "the Queen, my mother." And doubtless to the many virtues of that mother Queen, and to her widespread fame, is due much of that cordial welcome that has everywhere been accorded, and those demonstrations of loyalty and affection that have everywhere been so profusely showered upon her son; but in Ceylon at least the Prince has gained golden opinions on his own account. A gentle, manly nature is his. Free from pomp and affectation, he has entered cordially into all the entertainments got up for his amusement, not the least enjoyable of which were the toils and pleasures of the chase—into these he entered *con amore;* and in all such cases, whether in the camp or in the field—in a small company or at a great gathering—at a kraal or at a ball—he has acted in such a way as to commend himself to those about him, and leave a favourable impression wherever he went. To the native mind, perhaps, a little more pomp and show would have better accorded with their ideas of the greatness of a Royal Prince; and had he come amongst them with a gold crown on his head, bestudded with gems of "purest ray serene," dressed in the most gorgeous attire; covered with orders, ribbons, medals, *et hoc genus omne*, he would have doubtless come nearer their ideal of the son of a Queen "under whose dominion the sun never sets." But they are being educated up, and by-and-by will come to understand that a Prince is but a man, who when "unadorned 's adorned the most."

Notwithstanding the absence of such dash and splendour, however, the Prince has left his mark; and the visit will be an epoch in the history of them to whom previously a Queen was but an idea, and her son a myth. They have now seen with their own eyes the son of a Sovereign whom they have known only in name, and therefore they are convinced that her gracious Majesty Queen Victoria who rules these realms is no ideal person. Much they have heard of her greatness and goodness, but only now have they experienced this, when she has sent her son to visit them; for they see thereby that she does not forgot her most distant dependencies. The Royal Duke's presence among us has done good in many ways. It has struck a heavy blow at the iniquitous system of caste, which prevails to such a lamentable extent in Ceylon and India; it has shown to the native mind the noble example of a Royal Prince considering it no indignity to dine with a low caste commoner; it has illustrated the fact that in England, as in every enlightened nation, men are appreciated for their worth, not on account of their origin.

At the ball given by the De Soyzas men of every rank and class were invited, and the attendance of Europeans and Eurasians was large; the different classes of natives were also freely represented, yet caste could not hide its baneful head. The Modliars to a man (except the Maha Modliar, who, probably, was ordered by the Governor to be there) refused to come. What! men of their high caste sit down and eat with a man of the fisher caste!—not to be thought of for a moment. Even a Christian (?) minister refused to come; strange to say, too, he was one who had been honoured by the De Soyza family; for their predecessor, the late Jervius de Soyza, built a church, mostly at his own expense, for this clergyman. Would he go and dine with these fellows? he is represented to have said, as he insultingly returned the invitation, he—a clergyman of the Church of England—dine with fishers? The Queen's son and the Queen's representative might go there; not Mr. D., Church of England divine. He did not, probably, recollect at the moment that, besides insulting the host, he offended, against good taste towards the guests, including the Prince and the Governor; and his Excellency was not slow to mark his sense of the indignity by asking Parson D. to send in his resignation of an office which could not with propriety be held by a man who evidently ranked caste above Christianity.

The Modliars, not being paid servants of Government, could not be thus summarily dealt with; but doubtless they will perceive the tacit rebuke administered by the above fact to them also, and they may probably learn that, all-powerful as caste is in uncivilised communities, it holds no place in the esteem of an enlightened people.

Another advantage of the Royal visit to us colonists is that it has caused our highways and byways to be rubbed up, our towns to be cleaned and burnished, and our loyalty to find an outlet. It was really surprising the eagerness of the great mass of the natives to get a sight of the Prince. Some of them came great distances, and on the day of his arrival at the central capital the crowd that surged upon the green—one living, moving mass—was so dense that there was hardly room to move. Men of every nationality resident in the island were there—Moors, Tamils, Malays, Singhalese, Chinese, Portuguese, Dutch, and English in one promiscuous throng. All were dressed in holiday attire, and the natives especially were decked out in the most gorgeous colours, the *tout ensemble* presenting a very fine effect. The number of persons on the Esplanade that day was estimated at fifty thousand. Doubtless it will be an event in the lives of many of them, their visit to Kandy on that great gala day.

Yet another advantage of the Royal visit remains to be told. It will make our island better known than it has ever been. A lamentable ignorance of our geographical position, and all that pertains to our little isle, is frequently manifested in England, which the ducal visit will help to dispel. Doubtless in the suite of the Duke of Edinburgh there will be "a chiel amang them takin' notes," and the result will be a book of travel, history, or sketches of the Prince's tour, which will no doubt contain much that is new and interesting to residents at home, and which will consequently be largely read. It is not often that a Royal traveller publishes a book, and no Prince in Christendom could have made the extensive tour the Royal Duke will have made ere he returns, all within the dominions of the Crown, save one of the Royal House of England. In his tour he will have seen much, and he will have learned how profound is the esteem in which his Royal mother is held throughout her vast dominions by all classes that claim to be the subjects of good Queen Victoria.

SIR R. ALCOCK'S CONVENTION.

(GLOBE.)

Sir Rutherford Alcock's memorandum in reply to the memorials which have recently been presented by the China merchants to the Government is just such a document as might be expected to emanate from the framer of the China Convention. His ideas of what a convention should be are, to say the least of them, quaint. He seems to consider that its articles should be such as to afford the merchants opportunities for gambling, under the conditions of which they may possibly lose heavily, but at the same time may by chance win something, and that, therefore, on the whole, it may be worth their while to run the hazard; and at the same time that he expresses a childlike faith in the yielding disposition of the Chinese Government, he attributes his want of success in obtaining a more liberal Treaty to their insisting on claiming "a right to profit by the first opportunity that occurred since the occupation of Peking by the allied forces, to cancel or limit the privileges previously extorted from them." It will be remembered that the China merchants objected to the enforced payment of an additional 2½ per cent. import duty on all goods, in return for the bare promise of the Peking Government, without any guarantee that such merchandise as they desired to send into the interior should be permitted to pass free. This astonishes Sir Rutherford Alcock not a little. "Well," he says, "but do they (merchants) not habitually venture a small risk to secure the reasonable chance of a large return? And if this be a rule of commerce, where is the force of their objection to this clause of the Convention?" So that a Treaty is to be accompanied by as many uncertainties as a risky mercantile transaction. If this is so, the sooner the principle of limited liability is introduced into Treaties the better. He, however, finds further consolation for the merchants in the fact that if the Chinese Government do not in this particular fulfil their part of the contract, it will always be competent for Her Majesty's Government to demand a further revision of the Treaty. But if the Chinese on this occasion have shown themselves only willing "to cancel or limit" the privileges obtained by the former Treaty, what guarantee has Sir Rutherford Alcock that, in case Her Majesty's Government found it necessary to demand a further revision for the purpose of cancelling the additional 2½ per cent. import duty, that the Peking Government would consent to yield the point? It is now generally acknowledged that the Convention is a failure, and it is equally certain that it will not be ratified. Under these circumstances, Sir Rutherford Alcock would have done well to have abstained from attempting to justify its provisions.

ORIENTAL LANGUAGES AND INTERPRETERS FOR COCHIN-CHINA.

The Paris School of Eastern Languages was reorganised last year with the view to the practical teaching of Oriental idioms in the interest of colonial and commercial relations. The principal changes consisted in the establishment of a professorship of Annannite, the proposed appointment of assistant professors or masters, natives if possible of the country whose language was to be taught, not for the literate but the ordinary spoken language of business, an increase in the payment of the professors, and the establishment of scholarships for pupils who should have followed assidnously the course of stude during twelve months. The extra expense of these changes was set down at £2,400 a-year. This plan has not been carried out yet, and arrangements were not sufficiently matured to allow of the necessary credit being included in the Budget for 1871, but the training of interpreters and consular agents for Cochin-China is now declared to by urgent, and a small supplementary vote is now demanded for those objects.

The decree which carries this subject before the Corps Législatif while praising the climate as well as the character of the population of Cochin-China, adds that the occupation of the isle of Paulo Condor, and the free access to the great river of Cambodge, guaranteed to the French flag, give inestimable facilities for the mercantile marine and commerce of France to carry out fruitful operations in those parts, and lay the foundation of a colony, which shall become the seat of French influence in the Far East. The announcement made in November last, that the Government intended to ask for a grant on this head caused an increase in the number of pupils, thirty-three having immediately made formal application for admission, and it was necessary that some provision should be made on their behalf. The chief European nations, and especially England and Russia, had preceded France in this path, and diplomacy and commerce both demand that the latter should take steps in this matter; several Chambers of Commerce have, moreover, offered to found scholarships in connection with the re-organised School of Oriental Languages.

THE PACIFIC TELEGRAPH LINE TO CHINA.

The project originated by Mr. Cyrus Field for a cable between California and China does not make much progress in Congress The plan for a land subsidy has been abandoned, a most determined opposition being made to further land grants, and now a Bill has been introduced granting a money subsidy of $500,000 a-year for twenty years. This Bill is pending in the Senate, but its passage is very doubtful, the Foreign Affairs Committee having determined to oppose the granting of any subsidies hereafter,

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either of land or money, to any cable company. The tariff proposed for telegrams by this cable is $30 gold for ten words between California and China.

THE CHINA CONVENTION.

Mr. Magniac, on the 30th ult., put a question to the Under Secretary for Foreign Affairs in reference to the Convention of Sir Rutherford Alcock, which Mr. Otway answered by requesting that the subject might be postponed, owing to the lamented death of the Earl of Clarendon. We observe that Mr. Magniac will repeat the question this evening.

DEATH OF THE EARL OF CLARENDON.

One of the most popular and one of the most distinguished of the hereditary peers of England passed away on the morning of the 27th ult. The death of Lord Clarendon will make a sensible void in English society. Trusted by all ranks, from the Sovereign whose friendship he had for many years enjoyed, he was one of the few men who held the respect of all classes of Her Majesty's subjects. He was a Liberal, and the last great representative of the old diplomatic school.

Our regret is not the less sincere because we have lately had to condemn the policy of the Foreign-office towards China, for we are persuaded that the Board of Trade has had much more to do with it than the Foreign-office. Lord Clarendon himself had certainly not embraced the advanced liberal views of either Mr. Gladstone or Mr. Bright, and any one who heard his examination by the committee appointed on the Diplomatic and Consular Service would readily perceive that his noble spirit still preserved sufficient conservatism to protect the service from such men as Mr. Rylands, who pushed his lordship rather rudely to answer the same questions in various forms. That is the last time that we had the pleasure of seeing his lordship, and we must confess that his conduct then completely belied any petty treatment towards the Diplomatic and Consular staff. The bland sarcasm with which his lordship met some of the members of the committee proved him to be quite a match, and more than a match, for some who attempted to badger him. The perfect temper with which his lordship went through the ordeal was remarkable. It certainly struck us that he would have been quite warranted in leaving the committee-room, and declining further examination at the hands of men whose conduct was simply intolerable to a man of the standing, experience and ability of such a statesman as the Earl of Clarendon.

LAUNCHES.

On Monday, the 27th ult., Messrs. R. Napier and Sons launched from their building-yard at Govan an iron screw-steamer, built to the order of Messrs. Shaw, Maxton, and Co., London, and intended for the East India and China trade. Her principal dimensions are:—Length, 320 feet; breadth, 37 feet 9 inches; depth, 31 feet; tonnage, B.M., 2,250 tons; engines, compound, 240 nominal horse-power. The dogshores being cut away by Miss Sowter, London, the ceremony of naming the vessel "Lord of the Isles" was performed by Miss Jessie MacLean; and the launch, which was witnessed by a large number of spectators, was entirely successful. We may add that the Lord of the Isles is the first vessel built on the Clyde under the new rules recently adopted by Lloyd's Committee, being classed 100 A by the new designation.

On the 30th ult. Messrs. Alexander Stephen and Sons launched from their works at Kelvinhaugh a fine new three decked iron screw-steamer for Messrs. John Warrack and Co., Leith, of 1,400 tons, and 95 A at Lloyd's, fitted with compound engines of the newest description, of 170-horse power, by Messrs. Howden and Co. The vessel is to be employed in the Eastern trade, *via* the Suez Canal. She was named the Atholl.

There has also been launched from the yard of Messrs. Charles Connell and Co., at Overnewton, a finely modelled composite sailing ship of 1,235 tons, built to obtain the highest class at Lloyd's, and to the order of Messrs. Sandbach, Tinne, and Co., of Liverpool. She has been specially designed by Messrs. Connell and Co. to attain great speed, combined with large carrying capacity. She was named the Ailsa, and is to be employed in the East India and China trade.

THE LOSS OF THE "CARNATIC."—It is the intention of the P. and O. Company to take the action brought against them by Mrs. Gilliland, for the loss of her husband by the wreck of the *Carnatic*, to a superior Court. The jury, as we reported in our last issue, have given a verdict for Mrs. Gilliland for £3,000 damages. The company intend to raise the point of law whether, under the circumstances, they are liable in law or not. They allege—(1) that the ship was properly and skilfully navigated, and that her running upon the reef was a pure accident, whereas the contrary is alleged by the plaintiff; (2) that Mr. Gilliland and the other passengers remained on board, after the ship ran upon the reef, of their own choice, and therefore took upon themselves the risks attendant thereon. We shall look with interest for the decision of the Court upon this point—which, however, cannot be given until November next at the earliest—inasmuch as it will settle the question of the liability of the company, not only in this case, but also as regards any other possible cases arising out of the loss of the vessel.

THE "POPLAR ACCIDENT HOSPITAL."—This institution was started in the year 1855 for the relief of accidents, and, since the opening, some 25,000 cases have been received, while, including cases recommended by Governors, 50,000 persons have received medical relief. The hospital is in the midst of the large shipping establishments, and many a life has been saved by the instant attention paid to those seeking aid. The question has been earnestly discussed whether, in view of a great want of funds, the committee should give up and close the hospital, but they have determined to make a special effort, and, in lieu of a public dinner this year, they will hold, on the 6th and 7th inst. a *fete*, for the exhibition of specimens of art and curiosities, as well as for the disposal of any things specially contributed for sale. We trust that so useful an institution will not be given up, and that our readers and the public generally will respond liberally to the call for funds. The bazaar will be held on board the *Shannon* and *Paramatta*, in the East India Docks, opening at 1 P.M. on Wednesday and Thursday.

THE will of Sir Edmund Antrobus, Bart., banker, was proved under £300,000 personalty. He leaves to each of his partners in Coutts' banking-house £500; to Miss Burdett Coutts, £100, for a ring. Legacies to the clerks and servants. He has made a liberal provision for his wife and sons and daughters, and appoints his eldest son, the present baronet, residuary legatee.

THE "COLUMBINE."—The following have been the appointments to the *Columbine*, commissioned for the China station:—Sub-Lieutenant, H. C. Cane; Staff-Surgeon, W. N. Brake; Surgeon, Gordon Jackson; Acting Assistant Surgeon, W. D. Isaac; Engineer, John Taylor; Assistant Engineer, R. Gillespie; Midshipman, Hastings Lees.

THE NEW FOREIGN SECRETARY.—We have much pleasure in announcing that Earl Granville will succeed the late Earl of Clarendon as Foreign Minister. The Earl of Kimberley, at present Lord Privy Seal, succeeds Earl Granville at the Colonial-office.

THE BRITISH MINISTER AT HAMBURG.—The Senate of Hamburg has presented to Mr. Ward, Her Majesty's Minister to the Hanse Towns, on the occasion of his retirement, a gold medal in testimony of their high sense of his conduct during his long residence in that city.

A telegram from Madrid states that Spain, England, and Holland have decided to organise an expedition to Oceania to put an end to piracy. The Spanish squadron will be charged to explore the Sea of Ile Ile and the Philippine Islands.

HERR PAUL PICKENPACK has been appointed Consul at Bangkok for for the King of Sweden and Norway.

Foreign.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, June 28.

By a Royal decree of the 21st inst. orders have been given for the construction of a new ironclad steam-frigate, with two revolving towers, containing four 10-inch guns of twenty-two tons each, besides three rifled 24-pounders of four tons each, with engines of nominal 900-horse power, the vessel to draw twenty-four feet water. It is further ordered that after the launch of the steam corvette *Ariadne*, now building in the Royal dockyard at Danzig, the keel be immediately laid of a sister ship on the same lines. The frigate is to be called the *Borussia*, and the corvette named the *Louise*, after the consort of Frederick Wilhelm III., and mother of the present king. With regard to the two gunboats of a new class called "avisos," named the *Albatross* and *Nautilus* (for the German navy) now in course of construction at Danzig, and destined for service against the pirates in the China seas, they are in such a state of forwardness that, according to the present arrangements, the former will be launched very shortly, and be ready for the pennant this autumn, whilst the latter will be commissioned in the early part of next year.

We are also to have correspondence cards in Germany, like those about to be introduced in England; but with this difference, that whereas in England they will be sold for a halfpenny, and thus cost one half of a letter—saving, moreover, the expense of letter-paper and envelope—the German cards are to cost one groschen, the same as a letter weighing more than half an ounce, so that the public will not gain much by it. The new system is to come into operation by the 1st of July, when also the new postal treaty between Germany and England is to take effect, as well as that between Germany and the United States, by which latter country letters to China and Japan will be forwarded, *via* New York and San Francisco, at very reduced rates of postage. The sale of the correspondence cards commenced on the 18th inst. at Berlin, on which day 45,468 were disposed of to the public.

The Federal Council have appointed a commission to examine into the monetary state of Germany, and make proposals for amalgamating all the present different systems, with one single joint set of coins for all Germany. It is no doubt a very difficult problem to solve; nevertheless it is quite true that "where there's a will there's a way," and it is after all but the complement and natural sequence of the metrical decimal system of weights and measures, now, to be sure, only used permissively, but which after another year will become compulsory.

The law for the subvention of the St. Gotthard Railway and tunnel, towards the expenses of which the German Parliament has voted ten millions of francs, has now been promulgated, and negotiations have been opened, and are being actively carried on, with Bavaria, Wurtemburg, and Baden, to induce them to contribute towards the opening up of the most direct route of communication between Germany and Italy, which, when completed, cannot fail to have a most beneficial influence on the commerce and passenger traffic of the two countries, which are now separated by the almost impassable ranges of the Alps.

Arrangements are being made, and drawing near their conclusion, for the opening of the new Supreme Commercial Court for North Germany at Leipzig, which is fixed on as the seat of that tribunal. The judges have been all appointed, and had an audience of the King of Saxony at Dresden. The sittings will commence in August next.

COMMERCIAL.

The importers of the teas, per Joseph Hambro and Figaro, having

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been induced to accept lower prices than they have hitherto demanded, found buyers quite willing to do business, and the following sales were concluded :—1,042/4 and 978/8 chests of Congou, 882/4 and 1,655/8 ditto Kaysow Congou, 359/8 ditto Souchong, 16/8 ditto Tonkay, and 79/8 ditto Haysan, after which the market closed firmer. The same was the case with Cassia Lignea ; the late large importations had depressed the prices, but after the sale of 6,000 chests by importers the market recovered its former elasticity, and prices have again risen to their previous standard. Pepper continues in favour, but without alteration in the quotations; 2,500 bags of Singapore, to hand per Uranus, were previously sold for delivery on arrival. Nothing has been done in Spelter, but purchases might probably be effected on more favourable conditions.

SHIPPING.

ARRIVED.—Uranus, from Singapore.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, June 29.

A general depression prevails throughout the whole country, owing the stoppage of the *O. I. Maatschappy van Administratie en lyfrenten*. The general opinion obtained that this company was a model of stability, and that money could not be invested in a better or more secure way than in its shares. As I told you formerly, the shareholders, who have only paid 20 per cent. on their shares of f.5,000, will be compelled to furnish the remaining 80 per cent., and it is said that even this will not be quite sufficient to cover the loss. The capital of this company, whose managers are Messrs. R. van Eibergen Santhagens and F. A. Jas, is f.2,500,000, with a reserve of f.220.139.85. I need not demonstrate that the results of this deplorable failure will be deeply felt as well here as in India, where it was customary with functionaries and small merchants to entrust their money to this bank. Strange stories are current with regard to the administration; it is said that whenever any agricultural enterprise of this company gave an unfavourable result then the money lost was added to the capital, so that some enterprises appear for a very considerable amount upon the balances, the real value of which is only a fraction of the sum. The stoppage seems to have occurred most unexpectedly; according to private letters received here by the last mail from the company's officials, the future was as bright as possible. The same statement was made by the managers at the last annual meeting when the dividend was fixed for that year at 4 per cent., with regard to which, it was said, "the advices from India are so favourable that we do not hesitate to anticipate upon the profits of next year (1869), and to add an extra dividend of 2 per cent." It is impossible to state all the rumours, more or less compromising, which circulate, but it is quite certain that the stoppage of this company is a national calamity.

Bright weather and sunshine every day makes Parliament idle. In the Second Chamber the debates on local questions, of no interest to your readers, creep on. The Chamber has resolved that the most important Bills, ready for discussion, shall not be dealt with in this session. Within a day or two the members will leave the Hague, not to return before the opening of the new session. Their fear of doing too much is supported by the fact that our Lords are obliged to meet in the Lower House, while their own is undergoing repairs. The discussions of our tired M.P.'s have furnished but one fact worthy of being mentioned. One day we were surprised by a statement in our official journal that Holland was on the eve of a war with Venezuela. It appears that for some time past there have been internal dissensions in Caracas, in which the Dutch authorities appear to have most imprudently mixed themselves up by expelling some revolutionists, who prepared their plans at the Dutch settlements. These revolutionists, however, succeeded in overthrowing the Government of Venezuela, and being then the dominant party they seized the Dutch packet steamer *Honfleur* at Laguiara, and also the Dutch schooner *Sarah*, whose owner they prevented going to Caracas. The representatives of the other foreign Governments protested against the seizure of the *Honfleur*, but without effect. On the contrary, instead of the steamer being restored to Mr. Rolandus, our representative, he was told in the most offensive terms that all relations with him—not with the Government — were broken off. Mr. Rolandus then asked for his passport. After much delay this was given him and he left the town, but was arrested on his way to Laguiara by a special order from the President. The whole *corps diplomatique* again protested, and induced the Minister of Foreign Affairs to make an apology to Mr. Rolandus, who was then released and escorted to Laguiara, where he took refuge on board the Dutch man-of-war *Kykduin*. When the news of these outrages reached our Government the Minister instantly despatched the frigate *Admiraal van Wassenaar* to Venezuela in order to protect our subjects and their property. The commander is ordered to demand full satisfaction. This is the brief account given by the *Staats Courant*. Of course the Ministry was at once interpellated respecting the statement, but the Minister for Foreign Affairs did not give any additional information. I think, with the greater part of the papers, that the whole story will prove "a storm in a teacup." It is thought that the question is nothing more than a personal dispute between our Consul and the Government. Some of the newspapers say that the Government of Venezuela was perhaps quite justified in seizing the *Honfleur* and *Sarah*, because it is not at all improbable that they were partly laden with contraband of war.

Perhaps something more nearly approaching to drought has been felt in this country during the present year than at any time within living remembrance. From January to June less than half the average rainfall occurred, and the results in some respects are most serious. It is, however, quite certain that our grain and pulse crops will be better than appearances in the fields indicate. But there has not been for many years so little grass in the third week of June as at the present time. Nor are the pasture lands any better. Not only is the grass so short that scarcely one-half the usual stocks can be got in, but the great want of water is being felt. Yet, with all this dry weather, potatoes promise remarkably well; and that fruit of all kinds will be most abundant seems quite certain. As yet the stock has been free from disease, but a very dry summer usually results in more or less of epidemic complaints amongst cattle. On the whole, it is to be feared that farmers will not find the present year one of much profit.

Strange rumours are afloat about the Governor-General, Mr. Meyer, whose nickname is the "squanderer," since he spent £8,000 more than the sum granted for his tour through a part of Java. The most extravagant accounts are published about the luxury of that gentleman, who is said to emulate the style of Oriental despots, and to enjoy the slavish reverence of the native. The local paper, *Amersfoortsche Courant*, says that it is quite clear why Mr. Meyer spends so much. Without these extras he would not have left Holland, enjoying, as he does, a pension of f.10,000. The paper further states that Mr. Meyer, before his departure, made the condition that he should not be recalled before a certain time, which is stipulated. This story is, perhaps, or rather most probably, quite untrue, but I thought it advisable to reproduce it.

Mr. C. van Heukelom has resigned his post as member of the managing council of the East India Railway Company. It seems that the very unfavourable condition of that company, about which the last mail brought us so much alarming news, induced Mr. Heukelom to take this course.

In yesterday's sitting of the Second Chamber the Ministry was interpellated by Mr. Nierstrasz respecting the East India Railway. As it was feared, the Minister of the Colonial Department confirmed the statement that the works were suspended, but stated that the Government had not forwarded instructions to the Governor-General with reference to the matter, and that there need be no apprehensions of the intervention of the State, because it had been resolved at a meeting of the shareholders of the company to take such measures as should be necessary to raise the two millions of guilders which are necessary to finish the railway in the Samarang principalities, so that there will only be a further delay, as was stipulated by contract. The Minister further stated that the four million guilders destined for the construction of the Batavia-Buitenzorg branch were under the control of the Government. The Opposition was not content with the elucidation given by the Minister, and Mr. Nierstrasz proposed that the Chamber should declare that the members were not satisfied with the Government explanation. This political demonstration found supporters in Messrs. Heemskerk Az, Insinger van Goltstein, Stieltjes, and Storm van 'sGravezande. The two last-named were convinced that the management in India had been as good as it could have been. Strangely enough, Mr. Nierstrasz did not maintain his motion; for, amidst the sneering of the members, he retracted his proposal.

The members of the Society for the Welfare of the Javanese are organising a general petition to induce the First Chamber to outvote the Sugar Bill, as approved by the Second Chamber. The President, Mr. W. Bosch, is of opinion that this Bill is shameful, that it maintains slavery till 1890, and that Holland is in a worse condition than Spain, because Holland is going backward by restoring slavery, whilst Spain is abolishing it. I need not add that there is a good deal of exaggeration in this reasoning. The society can, if it succeeds, prevent something good, but it then remains to furnish us with something better.

According to the *Rotterdamsche Courant*, the Minister for Foreign Affairs will, when laying his Budget before the members, again propose to appoint an Ambassador in China. You will remember that this plan has already been twice rejected.

According to the *Handelsblad*, the Ministry is prepared with its Reform Bill; and if this paper is well informed, it is the intention of the Cabinet to fix the franchise at f.20. Such a change would have the most important consequences upon our political state.

The well-known French revolutionist, M. Armand Barbès, died on Sunday last at the Hague. Sixteen years ago he sought and found a refuge here, and has lived since a retired life. He was born in 1810, in the island of Guadaloupe.

The Orthodox party is organising a political demonstration, and a petition, to be addressed to the First Chamber, urging the necessity for outvoting the Bill abolishing capital punishment.

SHIPPING.

ARRIVALS.—June 17, at Brouwershaven, from Batavia, Triton; at Texel, from Banjoewangie, Nederland; 18, at Brouwershaven, from Batavia, Dageraad; from Samarang, Henri Joseph; at Hellevoet, from Foochow, Diamond; at Texel, from Banjoewangie, Golden City; at Zierikzee, from Banjoewangie, Susanna Elisabeth; from Batavia, Energy; 19, at Texel, from Banjoewangie, Ymuiden; from Rangoon, Abergeldie; 20, at Texel, from Banjoewangie, Anna Digna; from Tjilatjap, Alcyone; from Banjoewangie, Goede Verwachting; 21, at Texel, from Macassar; Batavia; 26, at Brouwershaven, from Batavia, 's Gravenhage; 27, at Texel, from Batavia, Lanercost.

DEPARTURES.—June 16, from Hellevoet, for Java, *via* Birkenhead, Graafstroom; 17, from Hellevoet, for Hong Kong, Auguste; from Texel, for Batavia, Stad Dokkum; for Samarang, Cornelis; 24, from Batavia, for Batavia, Maria Adolfina.

PASSENGERS INWARD.—From Java: Per Nederland, Messrs. Dykstra and family, Gaster and family, C. Rutte, Torre; per Triton, Messrs. Couperas and family, Diepenheim and family, Mrs. Diepenheim and family, Miss Keller, Messrs. van Delden and Groen; per Dageraad, Messrs G. H. van Zyll, de Jong and family, Oosterhout; Miss de Heus; per Anna Digna, Messrs. J. C. Boekholt and family, Janssen, Misses S. and D. Bruins; per Alcyone, Mrs. H. C. van Eybergen and family, Mr. A. E. Schreuders; per 's Gravenhage, Messrs. Kast and family, de Val and family, Witton, Hooyer and family, Huidehooper, Wagner, Edeling and family, van Heiningen and family, Mrs. Zubli and family, Mrs. Zeilen de Jong, Mrs. Muhleveldt, Mrs. Caspers and family, Mrs. Dorg and family.

PASSENGERS OUTWARD.—For Java: Per Maria Adolfina, Messrs. W. C. Brands, R. Schmidt.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the Office or by letter.

The "LONDON AND CHINA EXPRESS" is published on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, 54s. per annum; with Export Supplement, 66s.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, JULY 4, 1870.

THE WEEKLY MAIL TO CHINA AND JAPAN.

THE postal communication between Europe and the Far East is now augmented by the inauguration of a fortnightly service by the Messageries Imperiales *via* the Suez Canal. Up to the present time there have been but three mails per month. We shall now, however, be able to depend upon a mail every Friday. The advantages secured by this arrangement are evident, and the French Company will no doubt maintain the reputation they have succeeded in establishing by the regularity and safety of their service. Appreciating as the public fully do our own national service, the P. and O., it must be borne in mind that it is due to the friendly rivalry of the French Company that the present advantages are secured to all interested in the communication with the India and China waters. The great strides made by the Messageries Imperiales in their relations in the Far East suggests to us that some particulars respecting the resources of this company, extracted from the report of the directors, may be interesting to our readers.

The Messageries Imperiales, on the 31st December last, owned a fleet of sixty-nine steamers, of 22,885-horse power nominal and 150,000 tons, and valued at upwards of £4,030,000. Many of these ships, varying from 1,500 to 4,500 tons, are also engaged in the Brazils and River Plate trade. The *Imperatrice*, *Donnai*, *Cambodge*, *Tigre*, and *Hoogly*, so well known on the other side of Suez, will be shortly joined by the still larger vessels, *Sindh*, *Amazone*, *Pehio*, *Ava*, and *Meikong*. These vessels, which are fitted out with all the most modern improvements, have shown in their trial trips the most satisfactory results as regards speed. Passengers proceeding by these steamers will retain their berths the entire distance from Marseilles, until arrival at Hong Kong. The prospects of the company as regards cargo are also satisfactory, as by their steamers the transhipment of goods is entirely obviated, which is a great advantage, especially in the case of fine goods going by the mails.

The steamers of the Messageries Imperiales, we find, conveyed during last year on their different lines 227,553 passengers and 2,705,807 packages, weighing 224,944 tons. It is worthy of notice here, that, of the above numbers, 63,000 passengers and 6,600 tons of merchandise were carried by the company either free, or at reduced rates for the French Government, which in some measure accounts for the "heavy subsidy" paid to the company by the Government. Comparing the remuneration it obtains to the charges incurred by the company in carrying out the Government traffic, it is evident that the amount received is but a fair compensation for the services rendered which includes the carriage free of charge of all specie which the Imperial Government may have to send to, or receive from the colonies, and of the mails, which, extensive as they are at present, are daily increasing in bulk. The regularity and frequency of the Mail Service will, we are convinced, tend more and more to make it self-supporting; but time of course is required to develop this.

The year 1869, when compared with 1868, shows an absolute diminution of nearly 1 per cent. on the total expenses, and, taking account of the respective distances performed, the economy is much greater; the saving in fuel amounts to 7½ per cent. The total receipts amounted to upwards of £1,814,400, and the expenses to just over £1,600,000, including payment of debentures, sinking fund, and assurance, which form about one-sixth of the whole amount, and leaving, after deduction of £13,400 for the reserve, &c., a sum equal to £198,000 to be distributed amongst the shareholders, which allows a dividend for the year of £1 16s. per share.

The increase in the French carrying trade in the general shipping business of South America, the Mediterranean, India, China and Japan, is remarkable, and we cannot but admire the praiseworthy and successful efforts which have caused them to attain their present position, notwithstanding the competition of our own well-known and old established companies. The distance over which the steamers of the Messageries Imperiales have run during the past year amounts to 1,537,842 miles. We can, we think, safely assert that no other company has run their steamers such a distance, representing, as it does, more than fifty-six times the circumference of the globe. Without forgetting the important services rendered by our English Steamboat Companies to the trade of the world, we think the enterprise of the directors of the Messageries highly commendable. They have met us as fair and honourable competitors, in the same waters, with the same objects—namely, the development of commerce, profit, progress, and civilisation.

TELEGRAPHIC PROGRESS.

IN order to keep our readers *au courant* with the proposed telegraphic cables to connect China, Java, and Australia, we may state that the *Hibernia* will leave in August with the first portion of the cable which is to be laid from Madras to Penang and Singapore *via* the Nicobars. The proposal to connect the Andamans and Rangoon *en route*—which has been made by Government—on a guarantee of six per cent. on the increased outlay involved, has not yet been decided on. The section to connect Singapore with Batavia will also be sent out about August, and the cable to connect Singapore and Hong Kong, as also that for Australia, all in next year. The *Great Northern* and *Cella*, with the remaining portion of the cable, to connect Hong Kong and Shanghai, of which we gave a full account in our last, will leave in a week or two. The Anglo-Mediterranean Telegraph Company (Limited) have decided to duplicate their present direct cable between Malta and Alexandria, and have accordingly entered into a provisional arrangement with the Telegraph Construction and Maintenance Company for laying the cable in December next, for the sum of £180,000. It is intended to meet this outlay, together with the necessary engineering expenses, by the creation of additional capital of £170,000, to be divided into 26,000 shares of £6 10s. each, and 100 shares of £10 each, and by the appropriation from the reserve fund of a sum of £11,000, making together £181,000. The directors also propose to convert the present share capital of £260,000, and the new capital, when paid up, into stock.

SOME further correspondence relative to the collision between the United States corvette *Oneida* and the *Bombay* has been published recently. The Secretary to the Peninsular and Oriental Steam Navigation Company has written to the Board of Trade to say that the directors of the company emphatically dissent from the conclusions of the Board. Captain EYRE, who commanded the *Bombay*, has furnished to the Board of Trade a long statement of the circumstances attending the collision, and asks for a fuller inquiry than that which took place before the Court of Yokohama. The Board have in reply stated that they see no reason to depart from their conclusions, and they decline to reopen the case.

THE Chinese Embassy, with Mr. BROWN at its head, is again in Paris, after having passed some time at Florence and Milan. After paying a visit of ceremony to the Duke DE GRAMONT, who made their acquaintance at Vienna, the Ambassadors will set out for Madrid—almost the only European capital which they have not yet seen. They will once more return to France, and propose to embark at Marseilles for China about the 21st August for their final departure.

SIR RICHARD GRAVES MACDONNELL, C.B., with Lady MACDONNELL, landed at Southampton on the 27th ultimo from the North German Lloyd steamer *America*, which left New York on the 16th June.

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Monetary and Commercial.

The report of the Netherlands India Bank of Amsterdam has been published, and will be found in another page. We may congratulate the directors in having escaped with such comparatively light loss from the disastrous failures in the Java trade. The report shows that the bank has transacted a large business, and their connection has much increased, as also their credit. The dividend declared is *f.*10.50 per share of *f.*250.

Telegrams have been received announcing that Mr. Wm. Hargreaves has been allowed by Judge Hornby to leave Shanghai for England by the mail of the 4th June. Considerable astonishment has been expressed at this step.

Several meetings have been held during the past week between the tea importing houses and the dealers, which ended in a resolution by the importers to postpone the time from the 1st to the 18th July, to which the Chairman of the wholesale dealers replies by stating that the *only* mode of settling the question is to abandon the proposed change. The most rational and sensible letter which has appeared on this controversy is from Messrs. Joseph Tetley and Co., wholesale dealers; they say:—

"The phraseology of the resolutions of the tea importers conveys to persons unacquainted with the details of the trade an impression that by withdrawing the allowance of 1 lb. draft, they will place the conditions of the sale of tea on a fair and equitable basis. In these resolutions they assume that the method of determining the Customs' weight and tare ensures their fairness. We think it is not generally understood how this tare is fixed; it is as follows:—A small number of chests, according to a fixed scale, commencing at one out of six, and ending with 12 out of 800, and 16 for any number over 800, are turned out and weighed, the weight being recorded in pounds only, odd weight being reckoned as a pound, then the tare is fixed at the figure which is recorded against the majority of these selected chests. Thus in a parcel of 600 chests, which is a very frequent quantity, 12 chests would be tared; and supposing that five of these 12 weighed 24 lbs. 15 ozs. each, they would be recorded 25; and if the other 7 weighed 23 lbs. 15 ozs. each, they would be recorded 24, and the tare of the whole 600, by the rule of majority would thus be 24, showing a gain to the buyer of 7 ozs. on the 7 chests, and a loss of 4 lbs. 11 ozs. on the 5 chests; or on the average of the whole 600 a loss of 212 lbs. 8 ozs. to the buyer of the parcel. That this calculation by no means overstates the actual facts of the case is attested by statistics submitted to a meeting of the retail dealers in tea, held on Monday last, at the Cannon-street Hotel. One firm of the highest standing records that by comparing the actual weight of 3,211 empty chests with the tare allowed, it showed a loss of 3,458 lbs., and another firm of equally high character gave figures of the actual results of many parcels of different sorts of tea, which showed even more serious losses. And after making every allowance for extra wood, nails, &c., added after the Customs' weighing, no one who investigates the question, either from the ground of theoretic calculation, or of actual fact, can resist the conclusion that the fairness of Customs' tares is not secured by the present method of determining them, and that the withdrawal of the 1 lb. draft by the merchant would cause a certain and serious loss to the whole retail trade. It must, moreover, be remembered that the conditions of sale in the tea trade are framed almost exclusively in the interest of the merchant, and constant small losses, arising from errors in weighing, damage undetected on inspection, excessive sampling, and numerous other causes, have been submitted to under the consideration that this 1 lb. draft was a convenient average compensation, and only those who, as wholesale dealers in London, have large connections throughout the country, know how frequently this plea has to be used, and how seldom it appears to be a sufficient compensation. Surely the merchants of the City of London will recognise the commercial soundness and the equity of the principle that any conditions of trade which are based upon a system of average should lean in favour of the dealer, who has ultimately to bear the burden of all these contingencies, and whose trade is frequently on too limited a scale to permit the proper operation of an average principle. It is on this basis that the conditions of sale of all the leading articles of imported produce have been framed. Immemorial usage, universal custom, and the highest commercial authorities, attest the good foundation of this allowance of draft; and it is even embodied by the rule of tare and tret in the arithmetical instructions of all our schools. It is thus a matter of more than merely local importance that it should be sustained; if withdrawn in the case of tea, every other commodity must follow, to the very serious disturbance of the whole retail trade of the country, and the probable downfall of many honourable and hardworking tradesmen."

The Austrian Lloyd's steamship *Apis* has brought on her present voyage from Bombay to Trieste, by the Suez Canal route, a cargo of 5,243 bales of cotton, of which 1,920 bales are destined for Trieste, 428 for Genoa, 125 for Marseilles, and 20 for Odessa. In addition, 730 bales of cotton for Liverpool were brought as far as Port Said, and there transhipped into other steamers for England. By permitting their steamers to take goods for other ports than Trieste, the Austrian Lloyd's anticipate that full cargoes will generally be secured for the longer portion of the homeward voyage, and that the threatened competition of a Russian line between Odessa and Bombay may be prevented.

The trade and navigation accounts issued on Friday show that the imports during the month of April were of the computed value of £24,202,817, being a considerable increase on 1869 and the previous year. The total for the four months ended the 30th of April was £73,146,806. The exports during the month of May were valued at £16,786,940, and the total for the five months was £79,801,184, being an increase of more than £5,000,000 on the exports in the corresponding period of last year, and nearly £10,000,000 more than in 1868.

The petition to wind up the European Assurance Company has been dismissed by the Vice-Chancellor on the ground that the petitioner, a large shareholder, had not paid the calls due upon his shares. It was intimated that an appeal to the House of Lords from the Vice-Chancellor's decision would be made.

A meeting of the Ceylon Company will be held on the 12th to confirm the resolution passed on 21st June, altering the 16th and 17th clauses Articles of Association, which are to stand as follows:—

"16. Any difference may be made between the members, both as regards amount and time in the payment of any contribution to capital to be made by them upon their respective shares.

"17. Payments by any member by way of contribution to capital in respect of his shares may be appropriated to any one or more of such shares in such manner as may be agreed upon between him and the directors."

The report of the Assam Company, presented on the 27th ult., describes a further great improvement in the affairs of the company, and recommends a dividend of 3½ per cent., making, with the interim payment of 2½ per cent. a total of 6 per cent. for the year.

The anticipated effects of the transit of teas through the Suez Canal are not looked upon with favour by the importers. The weight of tea arriving on the market in the early part of the season must have a bad effect, and tend to accumulate stocks. The demand from Russia, which has often supported the market, will also be missed this season.

A circular issued by Messrs. Ledward, Greenshields, and Co., Liverpool, announces the establishment of that firm, and that a corresponding firm will be opened in Singapore by Mr. J.J. Greenshields, late of Messrs. Guthrie and Co., under the style of Greenshields, Ledward, and Co.

The following vessels have passed through the Suez Canal since the 25th ult.:—the French steamer *Afrique*, the English steamers *Collingwood, Alice, Albatross, Waverley, Mauritius;* also the French transports *Paris* and *Sarthe.*

SILK CROP IN FRANCE—JAPANESE EGGS.

M. Ovidè Jouanin, whose name is well known in connection with silk, gives an account of the French crop which, if not overstated, is very serious; he declares that, in spite of some statements to the contrary, the silk crop which is just completed is one of the worst ever known. He says that the Japan annuals have not succeeded quite so well as last year, and not nearly so well as during the first three years of their importation—the malady has attacked them to a certain extent; the Japan Vivoltius have generally produced a large number of cocoons, but many of them double, which many winders will only buy at ridiculously low prices; the Portuguese eggs alone have upheld their reputation to the full; some few have failed, but the greater part have succeeded. The trials with Manchourie eggs have given contradictory results, and the experiment is, therefore, inconclusive. Some of the reproduced Japanese worms have succeeded, but the mass has failed, and the same is asserted of those eggs which were selected by means of the microscope, on M. Oasteur's system. M. Jouanin's conclusion is that the Japanese Vivoltius are not to be trusted, and that breeders should look principally to Japanese eggs from the north, which are yet healthy, and to Portuguese, for their chief supply; but he recommends careful further trial of the Manchourie races, which give fine yellow cocoons. The Comte de Vératry, deputy, put a question to the Minister of Agriculture and Commerce in the Chamber, a day or two since, which has caused some uneasiness; he asked whether it were true that the Japanese Government had prohibited the exportation of more than a million cards of eggs; the reply of the Minister was that the subject was now in negotiation, and that therefore he could not give any further reply for the moment.

Several Prefects of Southern Departments have received the following circular from the Minister of Agriculture and Commerce:—

"I have been made acquainted with the rumour, attributing to the Japanese Government the intention of restricting the number of silkworm cartons which it permits to be exported during the approaching season, to one million. I must emphatically call your attention to the gravity of this fact. As Italian purchases absorb three-fourths of this quantity, the resources available to France in Japan would be, in this case, reduced to 250,000 cartons—that is, to one-third of her average imports in this article. You may foresee what would be the consequences of such an eventuality. If our raisers should find themselves short of supplies next year, the silk manufacturers, already so severely tried, would suffer from a dearth of primary material, and a consequent rise in its price. I have begged my colleague at the head of the Foreign-office to take, through the French Minister in Japan, the necessary steps to induce the Mikado to avert so regretable a measure. At the same time, M. le Préfet, it would be well to make this circumstance known to such persons within your department as may be interested therein. Moreover, it would be useful to recommend that they themselves should prepare a part of the stock of seed which they will require for the raisings of the approaching season, according to former custom. You will be so good as to give all desirable publicity to this circular. Finally, I most especially urge you to adopt whatever measures you may deem expedient to guard the silk trade from the dangers that may menace it."

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ARTICLES OF IMPORT.

TEA.

There is again no improvement to report in the market, business during the interval having been principally confined to the public auctions, which have contained sufficient quantities to supply the immediate requirements of the trade, who have paid less attention than usual to the article, being still much occupied with the subject of the draft. Prices of all kinds have given way, but the principal decline has been a further serious one in all low qualities, which now rule below the cost of production. Red-leaf Congous: Siftings have sold from 5d. to 6d. per lb., being ½d. per lb. lower. Broken-leaf kinds have also sold at a similar reduction. Fair to good common show but little alteration, though more difficult of sale at the quotations. Fair to good flavory kinds remain heavy. Good to fine Kaisows have only been saleable in small parcels at a further decline. In finest there are but few left on the market. Pak Lin kinds at public sale sold rather lower. Black-leaf kinds: Low qualities continue much depressed, and have given way a further 1d. per lb. Common kinds, from 9d. to 10d. per lb. show a reduction of ½d. to 1d. per lb. Good common have also sold rather easier, likewise fair qualities from 11½d. to 1s. 1½d. In good to fine few transaction have taken place. In finest there are only small parcels offering. Amoy kinds at 8d. to 9d. per lb. show no alteration. In new make Canton kinds, old season's have been dull at ½d. to 1d. per lb. lower prices. Further parcels of new season's, arrived overland, have been sold; one parcel at public auction from 1s. 10d. to 2s. 3d.; two others by private contract, prices of which have not transpired. Oolongs show no alteration. Souchongs continue difficult of sale. Scented Teas: Fair common Canton Capers from 6½d. to 7½d. per lb., and Orange Pekoes from 7½d. to 9d. per lb., show a decline of 1d. per lb. Good to fine Canton Capers are in fair demand at former prices. Foochow Capers show no change. Canton Orange Pekoes of fair to good kinds remain difficult to move; some fair quality has been sold at 10¾d. to 11d. per lb., being 1d. per lb. lower. Foochow kinds, common to fair, have been heavy, but there has been a limited inquiry for good to fine at about previous rates. Uncoloured Japans remain as before. Green Teas: The market continues much depressed. All the common to medium kinds are selling at very low prices, those at public auction being very irregular. Finer grades, being comparatively scarce, are better supported. Canton-made kinds show no improvement, either in demand or price.

The following is from Messrs. Shepard, Harrison and Rehden's Circular:—There has been the same determination on the part of importers to be making sales, as noticed in our report of 15th ult., and public auctions of Teas without reserve have been held without intermission the past fortnight, resulting in still lower prices; instances of exceptionally low sales have transpired (a chop of fair common Congou, ex Fontenaye, selling at 5¾d. to 6d. per lb.), from which a recovery up to 2d. per lb. has since taken place. The agitation relative to the 1 lb. draft has been intensified by memorials from all parts of the country, and has led to the further postponement of the question to July 18, when we trust there may be some settlement; otherwise, it will most certainly prejudice sales from first hands the coming season. Telegrams from Shanghai, *via* Kiachta, extend to June 7, and report heavy stocks, and the equivalent of 2s. to 2s. 3d. per lb. asked for the finest Congous. At Hankow, one steamer had sailed for London, and three were loading; settlements reported at 70,000 chests, at prices ranging up to 2s. 7d. per lb. For export to the Continent but few transactions have taken place; to Canada a few orders have come to hand, for Souchong and uncoloured Japan leaf, but at low limits.

Messrs. Kinnear, Hawes, and Hertz report that—"Nothing very striking has happened on our market during the past fortnight. The large public sales of the 21st ult. passed off heavily, lower prices ruling for most descriptions, the attention of the trade at the time being, we think, too much engaged with the "draft" question to allow of the samples being properly valued."

SILK.

The market continues extremely quiet in all its branches, and there are hardly any transactions to report. Tsatlees keep firm, owing to scarcity, but there is very little now doing even in this Silk. Taysaams and Hainins are decidedly easier, but without inducing business. For Canton Silk there is small inquiry at 20s. for good ordinary Tsatlee reel, but the common kinds are still unsaleable. Japan Silk shares fully in the general dulness. The telegrams received this week from Shanghai have had no material effect upon prices on this side, but the opening rates for Silk in the new season are beyond all question excessive, and can hardly be expected to find an equivalent on this market. The deliveries in June have been satisfactory, viz.: China, 3,519 bales; Japan, 652 bales; total, 4,171 bales.

COFFEE.

The improving tendency reported in our last has been fully borne out, being strengthened by the favourable result of the Dutch sale of Java, and considerable sales have again been effected. Plantation Ceylon has attracted the most attention, and has been taken in large quantities at 6d. per cwt. advance. For Native there has also been some inquiry, and the larger proportion of the parcels offered have been taken at improved prices. In other East India the business has been confined to Singapore, of which 172 bags Bonthyne sold—sound at 59s., sea-damaged at 52s. to 58s.; and 252 bags pale at 53s. per cwt.

SUGAR.

Although little decided alteration can be reported in prices, the tendency is still downward for both common and good qualities. An extremely dull tone has pervaded the market throughout the interval, and with scarcely any disposition to buy on previous terms; sales are of small amount, and easier rates have in some cases been accepted. In East India descriptions the business has been extremely small. Of Manila no offers have been made at the public sales; privately 50 tons unclayed Zebu realised 20s. Of Penang 266 bags sold at auction good to fine brown at 26s. to 27s. 6d.; 422 baskets common date kind (duty 4s.) being bought in at 19s. These transactions constitute the sole business of the fortnight.

COIR GOODS.—The auctions since our last report have been very heavy. The demand for Yarn has, however, somewhat improved, and in some cases rather higher prices have been obtained; 279 tons 4,068 bales Yarns mostly sold—low red Coconada at £8 5s.; Ceylon, ordinary to superior, at £19 to £65; Cochin, low to superior, £15 5s. to £53. Of Fibre, 10 tons 1,915 bales sold—Ceylon at £16 10s.

COCOA-NUT OIL.—Privately there has been somewhat less inquiry for Ceylon, and the business has been small at 38s. 6d. At public sale 276 casks Ceylon were offered, of which a portion only sold at 38s. 6d. to 38s. 9d. per cwt. The quantity of Ceylon afloat for the United Kingdom is estimated at 2,620 tons, against 2,882 tons last year, and 18,167 tons in 1868; to the Continent, 5,476 tons, against 750 tons last year.

CAMPHOR.—There is some pressure to sell, and small transactions are reported at 80s. for China, and 82s. 6d. for Japan. The sales of next week will include 504 cases of China of new import.

CARDAMOMS.—Of 55 bags Ceylon offered, 31 bags sold at 3s. to 3s. 4d.; middling, slightly mouldy, at 2s. 6d.; ordinary ditto, at 1s. 9d., one lot seeds at 5s. 6d.

CANTHARIDES.—An offer of three cases China was bought in at 1s. 3d.

CUTCH.—The market continues very quiet, and prices are again lower; 189 cases and 986 boxes were offered, of which part sold at 21s. 6d. to 22s.

CINNAMON.—The market is rather quiet, especially for common descriptions. The auctions have embraced 405 bales, chiefly common and middling kinds, nearly being all retired. Chips: 689 bags coarse barky quality, but part of good flavour, were all sold at 2d. to 2¼d. per lb.

DRAGON'S BLOOD.—There is a steady market; of 15 cases at the public sales, about two-thirds sold at £5 12s. 6d. to £5 15s. per cwt. for medium to fair lump.

EBONY.—There have been no public sales; privately fine figured wood is in active demand, and commands high prices.

ESSENTIAL OILS.—Cinnamon: Scarce, and wanted; 1 case at sale retired. Citronelle: A shade better, though not quotably; 169 cases at auction mostly sold at 2d. to 2¼d. per oz. Lemon Grass is dull and lower; 50 cases mostly sold at sale at 2⅝d. to 2¾d. per oz. Aniseed continues very flat; sellers at 8s. 3d.; 5 cases at auction retired. Cassia: Dull; sellers at 4s. 6d., and only moderate trade thereat. Nutmeg: No change.

GUMS.—Benjamin: Siam continues inactive; Sumatra is unchanged, and of 283 cases at auction one-third sold at £7 10s. to £8 per cwt. for middling 2nds, and 76s. to 77s. 4ths, rather wet. Copal: Steady; 90 bags Borneo sold at public sale at 33s. to 35s. per cwt. for hard-coated pale, a little drossy. Damar lower, with large arrivals; 100 cases Batavia, 212 cases Singapore, and 114 packages Ceylon at auction were all retired, with the exception of a few of the latter, very inferior, which brought 5s. to 9s. per cwt. Gamboge: Lower and inactive; of 24 cases at auction a very few sold at £16 12s. 6d. per cwt. for good pipe.

GAMBIER.—The market continues very dull; the offers have comprised 200 bales Block, 489 bales pressed Cubes, and 305 baskets and 130 mats free Cubes, of which the last named parcel only was sold, realising 19s. per cwt.

GALLS.—The dull tone of the market still continues, no private sale, have been effected, and for 322 cases China offered at the auctions there were no bids and the whole was withdrawn.

HEMP.—The business in Manila during the interval has again been limited in extent, but previous prices have been steadily maintained, the market being firm throughout; privately about 400 bales have sold at £53 10s. to £55 10s. for fair to good roping, and 500 bales fair at £55 for delivering at the end of the year; at auction about 1,600 bales have been offered, and 600 bales sold at corresponding rates to those obtained privately.

HORNS.—The market is steady and prices are firm; 12 tons Siam Buffalo sold at public auction at 41s. to 45s. per cwt. for large Horns of fair quality averaging about 3 lbs. each.

HIDES.—The last sales went off very flatly, and only about half the quantity of East India Hides offered were sold. The best descriptions were in moderate demand at about ¼d. per lb. decline, whilst ordinary and inferior were most difficult to sell at a reduction of ¼d. to ½d. per lb. Buffalo were in very limited demand, and a large portion was taken in. 15,999 Dry Singapore and Penang Ox and Cow Hides offered, 10,826 sold—Light, 7¾d. to 8½d.; Heavy, 7d.; Extra Heavy, 6½d. to 6¾d.; Small, 8d. to 8¼.; Calf, 7½d. to 8¼d.; Thirds, 5d. to 5¾d.; Fourths, 4¼d.; Brined, Best, 10¾d.; Seconds, 8¼d.; Heavy, 7¾d.; Extra Heavy, 6¼d. per lb. 2,904 Ceylon Hides offered, 388 sold—Thirds, 4½d.; Buffalo, 5½d. per lb. 6,292 Singapore and Penang Buffalo Hides offered, 1,370 sold—Prime Slaughtered, av. 45¾d. lb. 6¾d.; Ordinary to Good, Best Heavy, 5½d.; Seconds, 4½d.; Thirds, 4d.; Light, 5½d. to 6½d. per lb. 456 Buffalo Hides offered—none sold.

ISINGLASS.—The market is firm at former prices; at the public sales 15 cases 5 bags Penang chiefly sold, middling to good middling tongue at 3s. 4d. to 3s. 6d., ordinary at 3s., leaf at 3s. 4d. to 3s. 9d.; 3 cases Manila sold, middling at 1s. 8d., low at 9d.

INDIA-RUBBER.—There is a slightly quieter tone prevailing; 112 baskets very inferior Singapore at auction were retired; 267 bags Assam ball and slab sold at 1s. to 1s. 3d. for ordinary foul to middling fair; Borneo is still scarce and wanted at 1s. 8d. per lb.

JAPAN WAX.—The market continues quiet, but holders are firm and maintain former prices; a few sales only have been effected at 72s. 6d. to 73s. 6d. per cwt. for good quality in block, the larger portion of the offers having been bought in.

MUSK.—A newly arrived parcel consisting of 33 caddies Tonquin Pod sold very well: fair selected pod, part damp (3s. higher) at 29s. 6d. to 35s. 6d.; rough and bally at 17s. to 18s. 6d.; very false packed at 2s. 6d. to 7s. 6d.; 4 tins fair grain realised 50s.

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PEPPER.—Black has slightly improved, and several hundred bags Singapore have been disposed of at 5¼d. per lb.; also about 1,400 bags Penang, at 4 13-14d. to 4¾d. on the spot, and several parcels for arrival at the former figure; of 1,457 bags at auction, a portion was sold at 5¼d. White is rather quiet, although a moderate trade has been transacted privately at 6⅜d. per lb.; 930 bags Singapore at auction sold at 6⅜d. to 6½d. per lb.; and 173 bags Penang at 6⅜d. to 6½d. for fair rather dull.

PLUMBAGO.—The dulness recently prevailing continues, and a further decline has taken place; or 1,738 barrels Ceylon at public sale, one-third sold at 14s. for fair lump; 8s. to 9s. 3d. for middling chips; and 6s. 3d. to 7s. 6d. for middling to good dust.

PRESERVES.—Of 500 cases China Ginger, offered, 200 cases sold at 6½d., one lot at 6⅝d.

RHUBARB.—The market for China is quiet as usual at this time of the year, and previous valuations are barely obtained. Of 98 cases in auction, only half sold—fair fracture, but dull wormy, root, at 3s. 1d. to 3s. 5d.; rather rough, good colour, at 1s. 6d.; very wormy being withdrawn at 1s. 6d. per lb.

ROOTS.—Colombo is quiet; and of 100 packages brought to auction a few only sold at 38s. per cwt. Galangal continues inactive; there have been no public sales, and the private trade is very limited.

RATTANS.—No transactions are reported.

RICE.—Up to the 29th ult. there was an animated demand for all kinds, and large sales were effected, both on the spot and afloat, at an advance of 9d. on Bengal—which had previously been the most depressed—and of 3d. on soft grain kinds. The sales were as follow:—In auction, of 12,401 bags old Rangoon, 10,000 bags fair, at 9s. 6d.; 1,778 bags Necransie, low quality, at 7s. 9d.; 2,050 bags new white Bengal, fine pearly, 13s. 6d.; good, 12s. 6d. to 12s. 9d.; 700 bags old Ballam at 8s. 6d.; two lots 8s. to 8s. 3d., and 200 bags common Rangoon at 9s. Privately, 700 bags Ballam, at 9s. 6d.; 10,000 bags Rangoon, ordinary to fine, at 9s. to 10s. 6d.; 5,000 mats field Siam, at 8s. 3d., landed terms; and 8,000 mats garden do., at 8s. 6d., quay terms. Since the 29th the market for soft grain has presented a less active appearance, and in auction 4,090 bags white Bengal offered were bought in, fine new at 13s. 3d. to 13s. 6d., good 12s. 6d., middling 11s.; also 9,250 bags old Rangoon at 10s. 6d., but since the sale 1,400 bags good have been sold at 12s. 3d. In floating cargoes a considerable business has been done, and the following sales are reported:—Three cargoes Rangoon, the Adolph, 700 tons, off coast, at 9s. 9d., without guarantee; the Malta, 800 tons, ditto, at 9s. 9d., guaranteed; the Rothsay, 1,800 tons, May sailing, at 10s. Five Necransie, the Norge, 770 tons, April sailing, at 10s.; the Seaforth, 1,800 tons, April sailing, also at 10s.; Indien, 800 tons, at 10s. 3d., open charter, between Bordeaux and Copenhagen; the Koladine, 1,450 tons, March sailing, at 10s. 1½d.; and the Sapphire, 1,800 tons, price not reported. Two Bassein, the Napoleon, 1,500 tons, April sailing, at 9s. 10½d.; and the Carl XV., 520 tons, early April, at 10s. 1½d. One Siam, the George Croshaw, 950 tons field, in mats, arrived off coast at 8s., ex ship, or 8s. 6d. landed.

STICKLAC.—There is a small business doing privately at former prices.

SAPANWOOD.—The market is very dull; at the public sales 88 tons Manila and 14 tons Ceylon were offered and withdrawn; 17 tons Bangkok very good quality realised £7, and 74 tons other Siam common rough weather damaged and poor to very good £4 10s. to £8 per ton.

TAPIOCA—Meets with only limited inquiry; the auctions have embraced the following—746 bags Pearl half sold at 21s. to 22s. 6d. per cwt. for bullets and 23s. to 25s. good to fine small; 847 bags Singapore of which part sold at 2¼d. per lb. for fair bold; 191 bags Penang all retired.

TIN.—The market for Straits has been quiet throughout the interval, and prices are lower than those of last mail; the current quotations are £133 to £133 15s. on the spot, and £130 to £132 afloat. Banca is also 10s. lower, being quoted.

TURMERIC.—There is no China on offer; Java is dull at 16s. to 17s. 6d. per cwt.

VERMILION.—Of China 10 boxes were offered at auction and bought in at 3s. 3d. per lb., with 3s. bid.

SPICES.—Cassia Lignea: Prices are lower, there being sellers of unsorted for arrival at about 104s. to 105s. per cwt.; private transactions on the spot are of small consequence; of 602 boxes at auction, part direct and part indirect import, a few of the former only sold at 108s. per cwt. for good unsorted pile. Cloves: Steady; auctions have embraced 15 cases Amboyna, retired, and 3 cases Penang of good quality sold at 1s. 1½d. per lb. Mace: Prices are steady; 15 cases at auction mostly sold at 3s. to 3s. 2d. per lb., for good fair to good palish and reddish. Nutmegs: Firm; 7 cases Penang at auction sold, 74 to the lb., at 2s. 11d., 85's at 2s. 5d. 5 cases Padang were retired, 16 cases Dutch Limed 96 to lb. brought 2s.

SHELLS.—Mother-o'-Pearl: Although there is a good inquiry, no transactions are reported; the stock here is very small, and there are no advices of any parcels afloat. Other Shells: No business has transpired.

SAGO.—The market continues steady; 560 boxes 2,214 bags at auction were mostly sold at 17s. to 18s. 6d. per cwt. for middling to good small, 21s. to 22s. 6d. good medium, and 22s. 6d. to 23s. fair large. Flour: No change, but rather dull.

SOY.—There is still a dull tone apparent; of 205 casks China at the auctions 75 casks sold without reserve at 2s. 2d. to 2s. 4d. per gallon for medium quality; privately a few parcels good have realised 2s. 6d.

STAR ANISEEDS are firm and scarce; there are sellers at £5 10s., but no buyers at that figure; 27 cases were offered at public sale and withdrawn.

NEW YORK MARKET REPORT.

TEA.

The tone of the market is quiet, the business being limited in extent; prices for good qualities are fairly steady, but for inferior grades, of which there is a large supply on offer, the rates are irregular, and in many cases lower. The agitation in Congress for a reduction of duty from 25 to 15 cents per lb. seriously interferes with business. The only sales reported are 3,300 half-chests Green, per Good Hope; 900 half-chests, per Harlaw; 750 half-chests, vessel not named; and 1,500 half-chests Oolongs, per Springfield.

The following are the current quotations:—Hyson; Common to fair 65c. to 75c.; superior to fine, 80c. to 95c.; extra fine to finest, $1.05 to $1.30. Young Hyson: Canton made, nominal; common to fair, 65c. to 75c.; superior to fine, 85c. to $1.10; extra fine to finest, $1.25 to $1.60. Gunpowder and Imperial: Canton made, nominal; common to fair, 75c. to 90c.; superior to fine, $1.05 to $1.30; extra fine to finest, $1.40 to $1.75. Hyson Skin and Twankay: Canton made, nominal; common to fair, 18c. to 63c.; superior to fine, 65c. to 68c.; extra fine to finest, 70c. to 75c. Uncoloured Japan: Common to fair, 73c. to 78c.; superior to fine, 80c. to 90c.; extra fine to finest, 95c. to $1.15. Oolong: Common to fair, 60c. to 70c.; superior to fine, 75c. to 95c.; extra fine to finest, $1.05 to $1.40. Souchong and Congou: Common to fair, 60c. to 70c.; superior to fine, 75c. to 90c.; extra fine to finest, $1 to $1.30.

COFFEE.—The market for Brazil exhibits no change; East India descriptions are still dull at former prices, viz.—Java 21½c. to 22c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. gold. The only sales have been 250 bags Native Ceylon at the current rates, and 1,160 mats Singapore, per George Green (sold before arrival), on private terms. The stock of Manila on the 1st June was estimated at 1,700 bags, against 6,769 bags on June 1, 1869; of Java (Government), at 850 bags, against 2,235 bags; of Java mats, 35,918, against 41,808 bags; of Ceylon, 9,157 bags, against 1,500 bags; of Singapore 1,000 bags, against *nil*.

CAMPHOR.—China is quoted 20c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2; Cassia, $1.25 gold.

FIRE CRACKERS.—The upward tendency continues being strengthened by the reduction of the stock to 7,000 boxes. Shortly after our last report sales were made of 5,500 boxes, Extra No. 1 at $3.25 to $3.40; and of 1,500 boxes on private terms; but subsequently 900 boxes realised $3.50 cash, and at this quotation the market closes with a firm tone.

GAMBIER.—The current quotation is 4½c. gold (duty paid); stock small.

HEMP.—The market for Manila continues quiet, there having been no transactions; the nominal quotation is still 14c. to 14½c. gold. The stock of Manila on the 1st June was estimated at 11,613 bales, against 2,802 bales at the corresponding date of 1869, and 17,664 bales in 1868. The imports into the United States from the 1st January to the 31st May, 1870, were 51,472 bales, against 52,397 bales during the corresponding period of last year, and the quantity afloat on the 31st May was 45,074 bales, against 34,285 bales at the same date last year.

INDIGO.—The market is again without alteration, being quiet, but steady; the sales amount to about 30 cases, in small lots, at $1.20 to $1.30 currency.

PRESERVED GINGER.—China is quoted $8 currency (duty paid).

RHUBARB.—The quotation for China is $1 to 2.25 currency (duty paid).

RICE.—There is less activity in the market, the trade buying only for immediate requirements: prices are, however, without change; the sales are 3,000 bags Rangoon for home consumption at $7 to 7.12½ currency, and 1,375 bags for export at $3 to 3.25 gold (in bond).

SPICES.—The business has been restricted, owing to the agitation with reference to the duties; the sales have been—60 cases Nutmegs at $1.10, and 800 bags Pepper at 26½c. to 27c. gold. Several invoices of Pepper, Nutmegs, &c., have arrived from Singapore, most of which were sold and reported before arrival.

TIN.—There is a fair business doing in Straits, and the recent advance is sustained; 750 slabs on the spot have realised 38c. gold, and 100 slabs on the spot, and 500 to arrive have been sold on private terms. Banca is offered on the spot at 43c. and afloat at 40c. (gold) without finding buyers.

SAN FRANCISCO MARKET REPORT.

COFFEE.—We are without sales of importance to record, importers not being disposed to press sales, and demanding extreme rates. Best Greens are held at 19c. and upwards; O. G. Java, 23c.; Ceylon, 21c.

CORDAGE.—Imports from Jan. 1 to June 1: 6,761 coils, 2,442 packages, 33 bales. We have no change to record; prices steady, say 18½c. to 20c. for San Francisco-laid Manila; Manila imports sell for less.

CHINA MATTING.—Imports from Jan. 1 to June 1: 77 bales, 3,406 rolls. In the absence of reported sales, former quotations are maintained.

RICE.—Imports from Jan. 1 to June 1: China, 5,863,492 lbs., 61,747 mats. The market for all descriptions continues unmoved; stocks are free. We quote China 6c. to 6½c.; extra No. 1, 6⅞c.

TEA.—Imports from Jan. 1 to June 1: China, 169,803 lbs., 1,824 packages; Japan, 448,000 lbs., 2,428 packages; China and Japan, 3,643 packages. There continues a good demand for Japans, at steady prices. In the absence of any considerable purchases we quote Japans, in lacquered boxes, 73c. to 85c.; the same in bulk, 60c. to 70c.; common Greens, 45c. to 50c.; Oolongs, 55c. to $1, the latter for "Comet;" extra choice do., $1 25c. in jobbing lots.

SHIPPING.

ARRIVALS.—June 13, at New York, from Shanghai and Singapore, Etha Rickmers; 14, from Foochow, Avon; from Padang, Auburn; 14, at Boston, from Manila, Peruvian; 16, at San Francisco, from Yokohama, Success; 17, at Boston, from Java, Herald.

DEPARTURES.—June 11, from San Francisco, for Hong Kong, Guiding Star.

LOADING.—At New York, for Batavia, Franklin; for Shanghai, Homer.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Tin Plates.	Zinc.	Steel.	Shot.	Quicksilver.	Machinery.	Hardware and Ironmongery	Cottons, Plain.	Printed and Dyed.	Linens.	Woollens	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.
				Tons.	Tns.	Tons	Tons.	Tns.	Bxs	Tns.	Tns.	Tns.	Btls	£.	£.	Yards.	Yards.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	Cwt.	Cwt.
Gambia, str., via Suez Canal	Colombo	London.	June 8	...	...	3	...	...	...	½	½	...	...	62	635	690135 &£160	253678	574	285	164	5000	340	...	...	...	337	153	212	75	18	1235	...	...	212 &35cs.	4	£103
Harrington	Shanghai	,,	,, 9	...	177	½	8	101	500	1	39	¼	...	...	570	1998400	174460	...	13815	825	200	...	6	19	913	29	1115	850	80	81	182	28	...	37 & 401cs.	60 &£128	...
Ada.....	Japan	,,	,, 14	...	...	...	...	6	150	...	...	...	...	...	101	398295 &£5700	33000	...	5237	72	183300 £2500	...	34	44	420	...	126	352	125	45	2400	...	...	34 &1cs.	33	...
James Shepherd	Hong Kong ...	,,	,, 17	...	150	62	62	2	...	...	...	...	...	...	413	1207920 &£625	39520	...	3185	1540	140000	...	117	122	686	296	568	1500	500	348	235	645	200	782 & 250cs.	250 &£20	15
Abbotsford, str., via Suez [Canal	Singapore	,,	,, 18	...	...	...	10	...	...	...	1	...	...	...	164	594386 &£585	15600	...	3428	...	6108	56	...	...	...	24	61	110	...	...	108	...,	...	1cs.	...	5 &£23
Do. do.	Hong Hong', ...	,,	,, 18	...	...	...	25 & £700	55	...	...	2	...	20	...	322	719228 &£550	6175	...	13357	...	32050	...	...	...	...	...	31	193	...	150	1964	600	...	19cs.	41½	27¼ &£52
Do. do.	Shanghai	,,	,, 18	...	50	...	¼	...	...	...	...	...	...	...	30	2889354 &£925	160780	55	29875 & 6bls.	206	12000	...	...	...	...	3cs	...	108	...	95 &3c.	1139	...	...	150 &2 cs.	£28	3¼
Do. do.	Japan	,,	,, 18	...	...	...	...	...	...	...	...	...	...	...	37	9700 &£1220	6696	...	1777	...	...	...	...	...	...	...	...	110	...	...	310	...	...	...	...	...
Kate Carnie	Hong Kong ...	,,	,, 18	...	250	25	16	55	...	...	...	¼	...	...	62	557980 &£2000	66760	...	625	...	82000	...	73	173	131	159	1103	1638	200	26	22	540	23	255	262½ &£30	10
Maria Teresa	Manila	Lvrpool.	,, 10	...	...	9	10	...	...	...	...	...	...	50	958	1392845 &£180	617628	1692	476	192	...	...	...	...	...	2 &20cs	195	...	27	259	979	400	60	143	...	...
Huddersfield.....	Singapore	,,	,, 10	208	50	...	...	50	...	...	...	...	...	...	212	940655 &£530	17985	997	553	245	470	...	...	4	...	...	...	54	...	...	224	360	...	...	...	...
Waverley, str., via Suez Cnl.	Do.	,,	,, 11	...	...	...	...	...	...	...	...	...	...	10	108	1417396 &11cs.	384265	1800	209	...	9600	...	...	...	...	...	...	...	...	200	...	...	...	...	...
Do. do.	Japan	,,	,, 11	...	...	...	...	...	300	...	...	¼	...	...	27	530335 &10cs.	63400	...	7218	...	80800 &£140	...	...	...	...	...	...	54	...	...	...	...	...	...	...
County of Forfar.....	Batavia &Sour.	Glasgow	,, 15	...	...	...	...	...	...	...	...	...	...	153	257	206414	1674718	209	...	...	17940	...	...	26	...	...	18	...	...	...	230	...	1306	...	...
Nola	Sing. & Penang	,,	,, 23	...	4	52	...	25	275l.	...	...	...	...	...	250	913452	332606	476	580	...	44125	...	...	67	...	394	...	...	...	137	...	...	462	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship.	For	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
a Gambia, str., via Suez Canal	Colombo ...	30	91	2	147	602 & 6 pks.	...	60	141	9	187	31	59	28 & 3 cs.	70	475	...	55
b Harrington ...	Shanghai ...	221 & 19 cs.	...	8	...	12	2 cs.	69	60	61	...	...	84	1 cs.	8	...	...	...
c Ada	Japan	103	40	...	...	214	10	140 & 1 cs.	45	...	...	15	...	...	...	...	117	2 cs.
d JamesShepherd	Hong Kong.	30	416	...	50	360	102 & 71 gls.	320	170	...	...	...	492 & 6 bales	50 cs	...	...	3400	100
e Abbotsford, str., via S.Canal	Singapore ...	111	20	2½	103	98	...	65	208	132 & 3 cs.	50	105	...	115	284	220	...	...
f Do.	Hong Kong.	...	...	...	698	315 & 2 cs.	16	680 & 5 cs.	15 cs.	1 cs.	10	44	208	...	100	1640	...	...
g Do.	Shanghai ...	10	20	...	225	77 & 2 cs.	10	759 & 19 cs.	...	...	82	20	130	30	...	1 cs.	...	1 cs.
h Do.	Japan	...	...	...	55	161	...	...	...	17	...	...	...	...	...	...	88	...
i Kate Carnie ...	Hong Kong.	296 & 5 cs.	140 & 2 cs.	54½ & £36	66	304	...	44	...	...	...	...	...	27 & 50 cs.	735	...	...	...
j Maria Teresa ...	Manila	...	...	...	12	514 & 13 cs.	27 & 12 gls.	54	...	15 & 2 cs.	210	50	9	...	...	590	...	80
k Huddersfield ...	Singapore ...	...	...	...	...	...	...	...	...	...	...	...	...	...	286	...	112	...
l Waverley, str., via Suez Canal	Do.	60	...	...	...	...	2 gls.	...	53	...	...	...	...	3 cs.	...	195	...	...
m Do.	Japan	...	...	...	...	17	...	...	...	...	...	...	...	...	...	...	...	...
n CountyofForfar	Batavia and Sourabaya	...	...	...	...	...	...	54	...	...	...	...	...	...	...	...	...	...
o Nola	Singapore & Penang ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	330	...	...

SUNDRIES.

a Beads, £50; effects, £316; galvanised iron manufactures, £153; boiler felt, £9; wire rope, £26; cement, 36 tons; pictures, £10; jewellery, £43; clocks, 3 cases; optical instruments, £30; metal watches, £65; coffee machinery, £120; dock light, £19; boiler composition powder, £15.—*b* Iron wire, 32½ tons; church ornaments, £200; boiler plates, £130; wire rope, £155; galvanised iron, £16; boiler tubes, £216; cordials, 127 gallons; carriage wheels, £180; turpentine, 10 gallons; vestas, £80; engine shafts and fittings, £80; delaines and mixed fabrics, £398.—*c* Carbon filters, £20; alpacas, £600; vestas, 20 cases; effects, £68; cow hides, £15; cordials, 168 gallons; ultramarine, 25 cwt.; cotton velvet, £1,732; tortoiseshell, 3 cases; cement, 5 tons; prints, £41; buttons, £80; frames, £20; cow horns, £10; pig iron, 50 tons; delaines and mixed fabrics, £1,018; tar and pitch, 7½ barrels.—*d* Refined sugar, 30 cwt.; lucifers, £265; cotton velvets, £235; effects, £150; crucibles, £971; grindstones, £4; life buoys, £7; wire rope, £90; felt, £35; cement, £50; sheathing felt, £42; delaines and mixed fabrics, £1,140; beef and pork, 122 cwt.—*e* Optical instruments, £18; chemical apparatus, £30; effects, £170; tobacco pipes, £98; marble slab, 2 cwt.—*f* Silver watches, £400; effects, £57; rough amber, £51; buttons, £147; needles, £61; surveying instruments, £20; delaines and mixed fabrics, £690.—*g* Needles, £1,592; refined sugar, 3 cwt.; carriages, £185; effects, £432; cartridge cases, £12; gold and silver thread, £160; velvets, £150; friction tubes, £100; buttons, £600; surveying instruments, £20; elephant teeth, 1 case; delaines and mixed fabrics, £872; cambrics and muslins, £75.—*h* Silk velvet, 4 cases.—*i* Oil baize, £105; retorts, &c., £160; bricks. £10; effects, £32; silver plate, £200; ship's stores, £10; flints, £24; plants, £5; mineral water, £30; sheathing felt, £30; cordials, 7 gallons; rabbit skins, £170; rum, 15 gallons; gunpowder, 10,000lbs.; beef and pork, 3½ cwt.—*j* Photographic materials, £25; brass wire, £135; marble slabs, £60; velvet rugs, £22; plain cottons, 1 case; pig iron, 100 tons; geneva, 101 gallons.—*k* Bricks, £11; glass beads, 13 cases; flints, £47; rosin, 150 barrels; beef and pork, 116 cwt.—*l* Brass wire, £97; coloured cotton velvet, £325.—*m* Tea, 224lbs.—*n* Roofing felt, £30; marble, £10.—*o* Granite monuments, £22; jute manufactures, £30; sheathing felt, £30; galvanised iron, 16 tons.

NOTE.—Per Taunton, from London to Shanghai, cleared April 6 (short shipped).—Cotton manufactures, £400. Per Pak Wan, from London to Yokohama, cleared April 13 (addl.).—Plain cottons, 19,250 yards. Per Aracan, from London to Shanghai, cleared April 21 (short shipped).—Oil, 600 gallons. Per Albert Victor, from London to Hong Kong, cleared April 23 (addl.)—Lead, 2½ tons. Per Brockham, from London to Shanghai, cleared May 25 (addl.) —Plain cottons, 262,200 yards; dyed cottons, 41,230 yards. Per Rookwood, from London to Yokohama, cleared May 27 (addl.).—Yarn, 40,000 lbs.; plain cottons, 12,875 yards; machinery, £200. Per Omba, from London to Shanghai, cleared June 1 (addl.).—Haberdashery, £179; plain cottons, 48,000 yards; coloured cottons, 33,600 yards (short shipped); woollens, £450; bar iron, 60 tons. Per Petchelee, fromLondon to Singapore, cleared June 8 (addl.).—Plain cottons, 287,500 yards and £150. Per Tordenskjold, Danish man-of-war (str.), from London to Shanghai, cleared June 13.—Effects, £40; white wine, 6 gallons; cordage, £22. Per Ada, from London to Colombo, cleared June 14.—Rope, £70; bar iron, 17 tons; plate iron, 13 tons; oilman's stores, £36; glass, 5 tons; woollens, £375. Per Malabar, from London to Batavia, cleared June 16.—Coal, 1,274 tons. Per Leith (str.), from Liverpool to Hong Kong, via Suez Canal, cleared May 9 (addl.).—Coloured cottons, 19,000 yards; plain cottons, 32,230 yards; yarn, 112,200 lbs.; umbrellas, £495. Per Sidlaw, from London to Singapore, cleared May 19 (addl.).—Sewing cotton, 1,250 lbs.; woollens, £329. Per Matilde, from Liverpool to Manila, cleared May 21 (addl.).—Paint, £70; oil, 500 gallons.

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Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jun.25	Maria Rickmers	Stolt	Cardiff and Shanghai	London
— 27	Nola	M'Rae	Penang	Glasgow
— 25	Alice	—	Galle	Shields
—	Maria Adolphina	Bakker	Java	Amsterdam
— 28	Ercilla	—	Singapore	Liverpool
My. 19	La Plata	Abbott	China	Buenos Ayres
Jun.29	Angela	Onate	Manila	London
— 25	Oscar Vidal	Kessal	Shanghai	Hamburg
— 25	Salda (str.)	Branco	Macao	Lisbon
— 24	Menam	—	Bangkok	Shields
— 28	Bellona (str.)	Wilkinson	Colbo., &c., via S. Cnl.	Liverpool

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama and Hiogo: Pride of the Thames. For Yokohama: Benmore, Coulnakyle, Solent, Eastern Chief. For Hiogo and Nagasaki: James Paton. For Tientsin and Chefoo: Princess of Wales. For Shanghai: Coldingham, Fontenaye, Thomas Bell, Portland, Salisbury, Albuera, Carmarthenshire, Loudoun Castle, Antipodes. For Hong Kong: Fusi Yama, John O'Gaunt, Mirella, Penrith, Holmsdale, Neville, Great Northern (str.), Western Chief, Sir Harry Parkes. For Hong Kong (*via* Suez Canal): Cella (str.). For Singapore: Callisto, Belle of Southesk. For Singapore and Sarawak: Otter. For Penang: Amelia Ross. For Batavia and Sourabaya: Lord Raglan, Hedwig. For Colombo: Seafield, Palmerston. For Colombo, &c.: Macedon, Langstone. For Colombo, &c. (*via* Suez Canal): Evora (str.).

At LIVERPOOL.—For Yokohama, Nagasaki, and Hiogo: Carioca. For Yokohama and Hiogo: British Empire. For Nagasaki and Hiogo: Dolphin. For Cronstadt and Amoor River: Spirit of the Age. For Shanghai: Malacca. For Manila: Catalina. For Singapore: Mount Vernon. For Batavia: St. Louis. For Batavia and Sourabaya: Chateaubriand, Stavers. For Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Eldon (str.).

At GLASGOW.—For Hong Kong: Loch Ken. For Manila: Alejandro. For Batavia and Sourabaya: Glaslyn, County of Stirling. For Java: Professor Vander Buon Mesch.

SPOKEN.

CHINA, Shields to Shanghai, April 22, in Macclesfield Straits.
ROBERT RICKMERS, Plymouth to Shanghai, March 15, 2 S., 22 W.
HOLLENSIDE, for Galle, April 29, 16 S., 32 W.
FAVOURITE, Newport to Singapore, June 13, 40 N., 15 W.
OCEOLA, Newcastle to Hong Kong, April 23, 2 S., 23 W.
HUGO GROTIUS, Banjoewangie to Amsterdam, April 26, 34 S., 24 E.
CLIFFORD, Padang to New York, May 24, 8 N., 34 W.
OCEAAN, Amsterdam to Java, Feb. 22, 30 N., 18 W.
HERARD (?), Cardiff to Singapore, March 2, 13 N., 22 W.
FREDERICK TUDOR, Cardiff to Hong Kong, 31 d. out, Mar. 2, 13 N., 22 W.
SWANFIELD (?), London to Hong Kong, 39 d. out, March 20, 16 S., 31 W.
ZEENYMPH, Batavia to Amsterdam, April 17, 13 S., 101 E.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports are somewhat more active, but rates still rule low.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight. 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Singapore: £28. For Galle: £25. From Newport, Cardiff, or Swansea per ton.—For Hiogo: £1 14s. For Yokohama: £1 12s. 6d. For Shanghai: £1 16s. For Hong Kong: £1 8s. For Singapore: £1 4s. For Galle: £1 6s.

MISCELLANEOUS.

At MALTA.—June 27, Gambia (str.), from London, for Colombo, &c., *via* Suez Canal.

At PORT SAID.—June 25, Collingwood (str.), from Liverpool for Colombo, &c.

At ADEN.—June 27, Hipparchus (str.), from Liverpool, for China.

The following is a further list of goods recovered from the wreck of the Benvenue, Penang to London:—362 slabs 200 pigs tin, 196 bags pepper, 18 cases gum benjamin, 789 bundles rattans, 1,445 hides, 2 cases mace, 13 puncheons rum, 1 case fishmawa, 81 bags copra, 29 packages of india rubber, 10 bags cocoa nuts, 2 horns, 1 speaking trumpet and flag, 1 iron boat's davit, 1 empty puncheon.

CASUALTIES.

A telegram received from Galle, dated 25th June, states as follows:—"County of Lancaster, Taylor, from Glasgow to Batavia, got on reef near Batavia, steamer lighters sent for assistance, ship brought into port, sustained some injury, may have to be docked."

Outfits for China.

MAYNARD, HARRIS, & GRICE,

General Outfitters, and Agents for Passages,

126, LEADENHALL STREET, LONDON,

Adjoining the Offices of the Peninsular and Oriental Steam Navigation Company.

MAYNARD, HARRIS, & GRICE, supply OUTFITS FOR THE EAST OF THE BEST QUALITY, and UPON THE MOST FAVOURABLE TERMS.

FLANNEL, OR SILK AND WOOL SHIRTS. INDIA COTTON SHIRTS.
INDIA GAUZE UNDER-CLOTHING, specially for Wear in Hot Climates.
FLANNEL OR TWEED SUITS. WEARING APPAREL of every Description.
OVERLAND TRUNKS, BULLOCK TRUNKS, PORTMANTEAUS, &c.
OAK CANTEENS, containing Breakfast and Dinner Services, from £3 10s. to £9.

PASSAGES ENGAGED. BAGGAGE WAREHOUSED AND SHIPPED.

*** FULL PARTICULARS AND PRICED LISTS ON APPLICATION.

OSLER'S CRYSTAL GLASS CHANDELIERS.
WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figure
OXFORD STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad Street Birmingham.
Established 1807.

PRICE'S

BENZODYNE AN INTERNAL STYPTIC of great value. In Cholera, Diarrhœa, and Dysentery this medicine far surpasses any other, having a peculiar mechanical power of putting a sudden stop to wasting diseases. Chronic Cough and blood-spitting are immediately relieved by it, as well as pain and debility of every kind. Prepared by Mr. PRICE, Analytical Chemist, 2, Lower Seymour-street, and 30, Duke-street, Portman-square, London; and sold by Chemists all over the orld in bottles at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., and 2s., or in dispensing bottles at 5s., 10s., and 20s. eac

FALMOUTH, GIBRALTAR, AND MALTA TELEGRAPH COMPANY

(LIMITED).

DIRECT SUBMARINE ROUTE TO INDIA.

OPENING OF NEW CABLE—REDUCTION OF TARIFF.

TELEGRAMS from the UNITED KINGDOM are NOW SENT by the FALMOUTH AND ANGLO MEDITERRANEAN COMPANY'S Cables to EGYPT, and thence by the BRITISH INDIAN Line to ADEN and BOMBAY. The Lines are worked throughout by English clerks.

MESSAGES will be received at the Company's Station, No. 74, OLD BROAD-STREET, and at all the Postal Telegraph Offices in Great Britain and Ireland at the following RATES:—

	FOR TELEGRAMS OF TEN WORDS.	TWENTY WORDS.
To Aden	£1 16 0	£2 8 0
„ Bombay, Calcutta, Madras, and other places west of Chittagong	1 17 0	2 17 0
„ Ceylon and Stations in India East of Chittagong	2 1 0	3 1 0
„ Egypt—Alexandria	—	1 10 0
„ Ditto Cairo and Suez	—	1 14 0
„ To Gibraltar and Malta	—	0 10 0
„ Portugal (all Stations)	—	0 9 0
„ Spain ditto	—	0 9 0

Half the Twenty Word Rates for every additional Ten Words. From the Provinces and Ireland, One Shilling Extra.

To ensure the transmission of Messages to Egypt and India by the New Submarine Route, the public should order them to be sent "VIA FALMOUTH." These words being signalled as an instruction by the Postal Authorities free of charge.

66, Old Broad-street, London, June 14, 1870. By Order, JOHN T. BURT, Secretary.

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NETHERLANDS-INDIA COMMERCIAL BANK,

AMSTERDAM,

ESTABLISHED 1863.

Nominal Capital, f.12,000,000. Subscribed Capital, f.6,000,000 fully paid up.

BOARD OF DIRECTORS.

E. VAN HEUKELOM.
G. J. D. CLERCQ.
A. R. J. CRAMERUS.

[General Agency, Batavia.

MANAGER—N. P. VAN DEN BERG. | ASSISTANT-MANAGER—I. J. VAN SANTEN.

Sourabaya Agency—MANAGER: A. E. PALAIRET HOOGLANDT.

Home Board of Control.

A. VAN GEUNS.
F. H. BUNGE.
R. D. WOLTERBEEK.
W. VOM RATH.

J. MARTENS.
TH. F. SCHILL.
W. POOLMAN.
M. H. INSINGER.

Batavia Board of Control.

H. KLEIN, ALEX. FRASER, G. H. P VAN OORDT.

ABSTRACT OF THE REPORT OF THE BOARD OF CONTROL ON THE OPERATIONS OF THE BANK DURING 1869.

The business and connections of the Bank have been progressing satisfactorily, though the result of the Bank's operations shows a diminished amount of profit as compared with that of last year, the gross profit being *f.*588,981.91½, against *f.*741,215.91½ in 1868.

The commercial disasters of the last two years have made it very difficult in Java to employ funds in sound banking investments. The rate of discount has been generally very low, averaging 5 per cent., against 7½ per cent. in 1868, and the Bank's discount business therefore shows a less profit of nearly *f.*60,000. The adverse state of the exchange between Java and Europe has made the Bank's operations unsuccessful, instead of leaving a profit of some *f.*70,000, as in 1868. The loss of *f.*31,840.12½ with which this year's exchange account closes might have been less, had it not been found more than necessary to abandon the prevailing system in the Java exchange-market of buying bills without securities. According to the instructions from the Directors, the Bank's Agent at Batavia had to remit only credit-bills, document-bills, or bank-bills, and the price he had to pay for the same was of course less advantageous than would have been the case in buying bills not drawn under confirmed credits or not provided with the documents relating to the shipments against which they had been drawn.

On account of the Bank's exchange operations the year 1869 may be considered as a year of trial; in a pecuniary respect the profit has been none, but much has been done to bring the exchange business on a better and more solid footing, and the Directors feel confident that the time is not far off that the Bank will reap the healthy fruits of the measures they have taken.

The home demand for advances on Dutch Piece-goods exported to the East has been fast increasing, the amounts granted being:—

*f.*4,003,153.78 on exports to Java,
52,195.43 on exports to India.
117,300.56 on exports to China.
196,632.22 on exports to Japan.

Advances on shipments of produce from Java to Holland were only asked for on rather a limited scale; but on the contrary a considerable amount of produce was consigned by the Batavia agency to Holland for account of different parties, the sales effected in 1869 by the Directors consisting of 60,600 piculs sugar, 5,180 bags coffee, 8,577 chests tea; besides rattans, rice, tobacco, indigo, arrack, and spices. The value of the cargoes still afloat on 31st December amounts to *f.*900,000.

The Bank's agencies in Java receive deposits for fixed periods, the total amount of which was on 31st December *f.*1,037,250.61, against *f.*527,434.02 in 1868, and *f.*391,041.80 in 1867.

The most prominent features of the year 1869 have been the difficulties in which the Bank was involved by the failure of Morgan Melbourn and Co., and the stoppage of Von Hemert and Co., at Batavia. In both firms the Bank was interested for rather large amounts, not without the necessary securities, however, on account of which the Bank was involved in six different lawsuits. Already five of these lawsuits have been decided in favour of the Bank, and the Directors therefore have the satisfaction of stating that these two commercial disasters, which at one moment seemed to threaten in a very serious manner the interests of the Bank, will ultimately occasion a total loss not exceeding *f.*85,262.89, which sum has been written off from the profit and loss account of 1869.

After making provision for some other bad and doubtful debts, and for the general expenses of management in Holland and India, the profit and loss account shows a net profit of *f.*255,248.17½, of which a sum of *f.*252,000 will be divided amongst the shareholders, being *f.*10.50 per Share of *f.*250, or 4 1-5th per Cent., on the paid-up Capital of Six Millions, the remaining *f.*3,248.17½ to be carried forward to profit and loss new account.

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ART,

PICTORIAL AND INDUSTRIAL.

No. 1 (now ready) contains the following Illustrations:—

1. "Pour la Petite Chapelle" (Painting) ... ... *L. Perrault.*
2. St. Jerome in his Study (Engraving) ... ... *A. Durer.*
3. The late Earl of Derby (Statue in Marble) ... ... *Theed.*
4. Flora (From Prince Demidoff's Collection) ... ... *Greuze.*
5. Studies of Heads (In the Oxford Galleries) ... ... *Michel Angelo.*
6. Ely Cathedral (Transept: Interior View).

MONTHLY, PRICE HALF-A-CROWN.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

reserved und ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

UNION INSURANCE SOCIETY OF CANTON.

DIRECTORS IN HONG KONG.
W. NISSEN, Esq.,
J. P. DUNCANSON, Esq.,
P. RYRIE, Esq.,
W. KESWICK, Esq.,
A. A. D. SASSOON, Esq.,
E. A. HITCHCOCK, Esq.,
W. LEMANN, Esq.,
W. H. FOSTER, Jun., Esq.

AGENTS FOR LONDON.
Messrs. DENT, PALMER, and Co.

Marine Risks are accepted by the above Society on goods by first class vessels from the United Kingdom to India, China, Japan, Melbourne, and Sydney, at the current rates of premium.

Claims for losses and averages are payable in London, or at the Port of destination, as may be desired.

OFFICES:—
Nos. 9 AND 11, KING'S ARMS YARD, MOORGATE STREET, E.C.

CANTON INSURANCE OFFICE.

GENERAL AGENTS IN CHINA.
Messrs. Jardine, Matheson, and Co.

BRANCH AGENTS.

Messrs. Matheson and Co.	...	London.
Messrs. Jardine, Skinner, and Co.	...	Calcutta.
Messrs Remington and Co.	...	Bombay.
Messrs. Arbuthnot and Co.	...	Madras.
Messrs. B. A. Barretto and Co.	...	Manila.
Messrs. Daniell King and Co.	...	Sydney.
Messrs. Jas. Henty and Co.	...	Melbourne.
J. F. Crockett, Esq.	...	Singapore.

Insurances are effected by this office on goods from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.

All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

MATHESON and Co., Agents in London.
No. 3, Lombard-street.

TRITON INSURANCE COMPANY.

GENERAL AGENTS IN CALCUTTA.
Messrs. Jardine, Skinner, and Co.

BRANCH AGENTS.

Messrs. Matheson and Co.	...	London.
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Messrs. Binny and Co.	...	Madras.
Messrs. Guthrie and Co.	...	Singapore.
Messrs. Armitage Brothers	...	Colombo.
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Insurances are effected by this Company on goods from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.

All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

MATHESON and Co., Agents in London.
No. 3, Lombard-street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

LIEBIG COMPANY'S EXTRACT OF MEAT.—Amsterdam Exhibition, 1869. First Prize, being above the Gold Medal. Supplied to the British, French, Prussian, Russian, Italian, Dutch, and other Governments. Dr. Lancaster writes regarding Extract of Meat:—"But there is a difference in flavour, and here, as in all other kinds of food, it is the flavour that makes the quality." It is essentially on account of the fine meaty flavour, as distinguished from the burnt taste of other Extracts, that LIEBIG COMPANY'S EXTRACT defeated all Australian and other sorts at Paris, Havre, and Amsterdam, and is so universally preferred in all European markets.

One pint of fine-flavoured Beef-tea at 2½d. Most convenient and economic "stock."

CAUTION.—Require Baron Liebig's, the inventor's, signature on every jar, and ask distinctly for LIEBIG COMPANY'S EXTRACT.

HOLLOWAY'S PILLS.—GOOD DIGESTION.—With the weather alarmingly changeable and foul miasms penetrating to the very sources of life, the skin will become inactive, and the digestion impaired, unless corrected by suitable means. Holloway's Pills are universally acknowledged to be the safest, speediest, and best corrective of indigestion. Loss of appetite, acidity, flatulency, and nausea are a few of the inconveniences which are remedied with ease by these purifying Pills. They strike at the root of all abdominal ailments; they excite in the stomach a proper secretion of gastric juice, and regulate the action of the liver, promoting in that organ a copious supply of pure, wholesome bile, absolutely necessary for digestion. These Pills remove all distension and obstruction.

LAVERS, BARRAUD & WESTLAKE,
ARTISTS IN
GLASS, WALL PAINTING, AND MOSAICS,
AND
DESIGNERS OF MOMUMENTAL BRASSES,
ENDELL-STREET, BLOOMSBURY, E.C.,
AND AT
93, BRIDGE-STREET, MANCHESTER.

NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.

Mr. F. LANCKEN and Mr. C. W. SIEGFRIED hav been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. NINIAN CRAWFORD in our Hong Kong Firm CEASED on the 31st March last, and Mr. JOHN FAIRBAIRN and Mr. JOHN SAMUEL COX have been admitted Partners therein from the said day.

Our said Firm now consists of DAVID ROBERT FENTON CRAWFORD, JOHN SAMUEL COX, and JOHN FAIRBAIRN.

LANE, CRAWFORD and CO.

Hong Kong, May 4, 1870.

NOTICE.

THE undersigned, the Sole Surviving Partner of the firm of HUNTER, HOUGHTON, and Co., of Batavia (now in liquidation), has ESTABLISHED, under the firm of J. PEET and Co. and has admitted Mr. H. S. HOWLETT a PARTNER.

JOHN PEET.

Batavia, 30th April, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. JOHN PEET in our Firm CEASED on 30th April, 1870, except for the purpose of liquidation. The BUSINESS will be conducted as heretofore under the same style by G. A. HOUGHTON, W. W. COOK, and D. MACNAIR; the London Agents being CLARENCE, HOUGHTON, and Co., 2, Jeffreys-square, London.

HUNTER, HOUGHTON, and Co.

Batavia, 30th April, 1870.

CARD.

JAMES LOCKHART,
ENGINEER,
109, FENCHURCH STREET, LONDON,
AND
, CECIL STREET, PAISLEY ROAD, GLASGOW

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds, superintended by resident Europeans.

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Spars, timber, and other Dockyard material kept in stock.

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WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, June, 1868.

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ADEN	,, ,,	,, ,,
*BOMBAY	,, ,,	,, ,,
GALLE		
MADRAS	Saturday, July 9, 2 P.M.	Sunday, July 17, 7 A.M.
CALCUTTA ...		
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For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

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THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

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ARTHUR B. FORWOOD, Managing Director.

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ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

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Singapore, Hong Kg., Shanghai, and Japan	Ercillia, s.s., via Suez Canal	A1 6 yr.	SWID	July 18
Hong Kong	Mirella	A in A1	SWID	With des.
Shanghai ...	Antipodes ...	A1 13 yr.	SWID	With des.
Yokohama ..	Coulnakyle..	A1 13 yr.	SWID	With des.
Do.	Benmore ...	A in A1	SWID	With des.
Nagasaki & Hiogo	Lunan.....	A1 10 yr.	SWID	With des.

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Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	LoudounCsl.	A1 16 yr.	E.I.D.	July 20
Hong Kong	Fusiyama ...	A1 16 yr	E.I.D.	With des.
Do.	Sir H. Parkes	A1 13 yr.	W.I.D.	With des.
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With quick despatch.

DIRECT FOR SHANGHAI, the high-classed clipper ship ALBUERA, A1 17 years (owned by Messrs. John Willis and Son); 774 tons register; H. H. GISSING, Commander; East India Docks. This fine vessel, so well known in the trade, is strongly recommended to shippers.

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CHINA AND JAPAN.

THE following high-classed Clipper SHIPS will be despatched as under from the East India Docks:—

Port.	Ship.	Class.	Tons.	Last Shipping Day.
Shanghai ...	Carmarthenshire	A1 14 yr.	812	With des.
Hong Kong .	Westn. Chief	A1 13 yr.	750	With des.
Yokohama (Kanagawa)	Lothair	A1 16 yr.	795	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Regular Line of Packet Ship.
To sail 9th July.

FOR HONG KONG, the splendid clipper ship HOLMSDALE, A1 13 years, 1,257 tons register, H. QUIN, Commander; East India Docks. Has excellent accommodation for Passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Steam via the Suez Canal.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, the splendid new full-powered screw steamer LORD OF THE ISLES, A100, the highest class at Lloyd's; 1,753 tons net register, 240 H.P. nominal, 1,200 indicated (just launched by R. Napier and Sons, Glasgow); RICHARD ROBINSON, Commander (late of the clippers "Fiery Cross" and "Sir Lancelot"); will load in the South West India Docks, and be despatched about the 15th August. Has elegant accommodation for passengers, including cabin fittings, bedding, and linen. Carries a surgeon and stewardess.

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Malabar Coast. Second Season Ship. Will meet with the usual quick dispatch.

FOR COLOMBO, COCHIN, CALICUT, and MANGALORE, the magnificent clipper ship MACEDON, A1 13 years, 496 tons register, W. SUMMERFIELD, Commander, lying in the West India Docks. This splendid vessel is well known for her rapid passages and the good order in which she always delivers her cargo, and from her high class can be strongly recommended to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

A regular trader. Will meet with the usual quick despatch.

DIRECT for COLOMBO, the favourite frigate-built ship, PALMERSTON, A1 15 years; 894 tons register; J. N. SEAGROVE, Commander; West India Docks. This magnificent high-classed vessel, so well and favourably known in the Ceylon trade, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

JAPAN from LIVERPOOL, for YOKOHAMA and HIOGO. Has a large part of her cargo engaged, and will have quick despatch. Loading east side Prince's Dock; the splendid clipper barque BRITISH EMPIRE, Captain G. ROWE, 496 tons, A1 at Lloyds, only two years old, and is favourably known for her good passages and delivery of cargo.

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The Merchants' line of Packets for Japan.

FROM LONDON, FOR YOKOHAMA and HIOGO, with immediate despatch, the splendid A1 clipper barque PRIDE OF THE THAMES, 400 tons register; JOHN TONKIN, Commander; built under special survey. This fine vessel is well-known as one of the fastest clippers, and has always delivered her cargoes in first-rate order, and, as such, presents a most favourable opportunity for shippers of fine goods. Loading in the West India Docks.

For further particulars apply to MORS LE BLANCH and Co., 7, East India Avenue, London, or The Albany, Liverpool.

With quick despatch.

FOR BATAVIA and SOURABAYA, the clipper ship HEDWIG, 5-6ths LII; newly coppered and copper-fastened; 450 tons register; P. B. LUNDSTEN, Commander; loading in the London Docks. This ship is well known for her good passages, and the first rate condition in which she always delivers her cargo.

For Freight or Passage apply to MORS LE BLANCH and Co., the Albany, Liverpool, and 7, East India-avenue, London; or to LAVESON, LEWIS, and Co., 6, Lime-street, London, E.C.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 358.] LONDON, MONDAY, JULY 11, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

NOTICE TO SUBSCRIBERS.

The establishment of a Fortnightly Service by the *Messageries Imperiales* will cause an extra issue of our Journal, which will be in future Weekly, or Fifty-two Numbers per Annum. The Subscription from the 1st July will be £2 2s., including postage. The Import and Export Supplement, which has hitherto been published as a Supplement, and charged for separately, will be included in the paper.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	March 25	May 13	May 22
Yedo			
Osaka and Hiogo	—	—	„ 17
Hakodadi			
Nagasaki	—	—	„ 14
CHINA — Peking			
Tien-tsin	—	—	„ 12
Chefoo			
New-chwang	—	—	„ 12
Hankow	—	—	„ 13
Kiu-kiang			
Chin-kiang			
Shanghai	March 25	May 9	„ 19
Ningpo			
Foochow	—	—	„ 20
Formosa			
Amoy	—	—	„ 24
Swatow			
Hong Kong	April 15	May 24	„ 25
Canton			
Macao			
PHILIPPINES— Manila	March 25	May 10	„ 18
COCHIN-CHINA— Saigon			
SIAM — Bangkok	—	—	„ 21
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	„ 27
Samarang	—	—	„ 24
Sourabaya	—	—	„ 23
MALACCA STRAITS— Singapore	April 22	May 24	June 3
Penang	„ „	„ 22	„ 5
CEYLON—Galle	May 12	June 5	„ 14
Colombo	„ „	„ „	„ 13

THE MAILS, &c.

Telegrams from Hong Kong, June 16, were received on the 2nd inst., and *via* Kiachta from Shanghai to June 17 on the 4th. Telegrams bearing dates Shangha June 17, Hong Kong June 23, came in *via* Galle this morning.

The above telegrams announce that "the Imperialists had been successful over the Mahomedan rebels. Organised outbreak at Peking. The French Secretary of Legation hisvief (*sic*), Consul, all the priests, Sisters of Mercy, and three Russians are murdered. The cathedral is burnt. Other foreigners not molested."

GALLE, JULY 2.—The Messageries Imperiales steamer *Hooghly*, with eighty passengers and 8,330 packages merchandise, left here to-day *en route* to Marseilles, *via* Suez Canal. The *Imperatrice* left here to-day for India and China.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer *Syria*, arrived July 8.—From Hong Kong: Mr. Cass, Mr. Wilkins. From Singapore: Mr. Marguerta, Master Ortega, Master Fontella, Master Rodrigues, and two second-class passengers. From Galle: Mr. Winstowe.

To Southampton, per P. and O. steamer *Nyanza*, expected to arrive July 14.—From Shanghai: Capt. and Mrs. Appel, child, and servant, Capt. and Mrs. Murton, three children, and servant, Mr. and Mrs. Bending and child, and one second-class passenger. From Hong Kong: Capts. Stanhope and Trollope and servants, Lieut J. F. Hardinge, Mr. J. C. Cooke, Mr. C. Platt, and six second-class passengers. From Singapore: Mr. John Neilson. From Penang: Mr. H. Magniac, Mr. A. Hutchison. From Galle: Mr. and Mrs. Carey, three children, and servant, and one second-class passenger.

To Suez, per P. and O. steamer *Simla*, arrived June 30.—From Galle: Mr. McLeod Mr. Duncan. For Marseilles: Mr. and Mrs. Lipscombe.

PASSENGERS OUTWARD.

Per French mail steamer *Cambodge*, from Marseilles, July 10 (booked from London).—None.

Per P. and O. steamer *Bangalore*, from Southampton, July 9.—To Yokohama: Mr. S. Fisher. To Shanghai: Mr. T. Dernier. To Ceylon: Miss Rollings.

Per P. and O. steamer *Syria*, from Marseilles, July 17.—To Singapore: Mr. T. Worthington.

Per P. and O. steamer *Pera*, from Southampton, July 23.—To Hong Kong: Mr. A. M. Case.

Per P. and O. steamer *Ripon*, from Marseilles, July 31.—To Hong Kong: Hon. Justice and Mrs. Ball. To Shanghai: Mrs. Birt and child.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

(FROM A CORRESPONDENT, VIA SAN FRANCISCO.)

May 22.

The *Great Republic* takes no less than eighty first-class passengers for the United States and Europe, including Colonel Fane and a party from India. This route is greatly increasing in favour, and a fortnightly service is inevitable.

An attempt is to be made by Mr. Cook, the boat-builder here, to launch the *Ocean Queen* from her snug billet on the sands, on the West Coast. Mr. Sepner, North German Consul for Nee-e-gata, has just made a trip overland, and he describes it as being the most enjoyable he ever made. He was under the Mountain of Asapina when it broke out afresh, and the shock in that district was so severe as to throw him from one side of the room to the other where he was sleeping. Sir Harry and party are still away n the country.

I have just finished *hay-making*, the first in Japan; and although on a small scale, I am sure that it will soon be taken up by the natives. Coal seems to be arriving from several quarters, and some is reported as very good. You may depend upon Japan giving the English coal trade a tremendous blow. Heavy losses will be made in rice, oil, and beans this year. American flagship leaving for home after arrival of mail.

Mr. Simpson, the Postmaster, has been suspended, and proceeds to England to report to the G. P. O.

NAGASAKI.

(FROM A CORRESPONDENT VIA SAN FRANCISCO).

May 14.

My last, dated 2nd inst., was sent *via* Hong Kong and Marseilles; since then our regatta has been the chief topic of public interest. The event took place on Saturday, the 7th inst., and as the weather proved very fine the residents thoroughly enjoyed themselves. Seven entries were made for the sailing race, with the following result:—

	H.	M.
1. Chicken	1	33
2. Pangoffin	1	50
3. Flirt	1	50½
4. Alida	—	
5. Tunnag	—	
6. Flying Dutchman	—	

Moive did not complete the course.

The corvette *Nitsin*, built in Holland for the Prince of Hizen, went out for her trial trip on the 12th inst. preparatory to her being handed over to his officers. In addition to the Japanese, she had a large party of foreigners on board, which included the following Consuls:—F. P. Tombrink, Esq. (Netherlands), W. P. Mangum, Esq. (U.S.), Leon Drury, Esq. (H.I.F.M.), Jose Loureiro, Esq. (H.M.F.M.), A. J. Bauduin Esq. (of the Netherlands Trading Society). She was duly transferred to the Japanese on the afternoon of the 13th inst., previous to which the corvette *Nitsin* sa-

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luted the Japanese ensign with twenty-one guns, which was acknowledged by the Hizen battery saluting the Dutch flag with a like number of guns. After these compliments were finished the Hizen flag at the main and Japanese ensign at the peak were hoisted

The movements of war vessels have been as follows:—*Dupleix*, H.I.F.M., from Yokohama and Hiogo; *Coetlogan*, for Yokohama; *Aspes* (gunboat), from China; *Hertha* (North-German), from Shanghai; *Grasshopper*, in port.

It has been the source of great satisfaction to this community to learn that the Mail and Native Christian questions are to be brought to the notice of Parliament. It is quite time something was done to put an end to an arrangement which is likely to lead to serious results now that steamers come through the Suez Canal, as goods will arrive here before the shipping documents, in which case they will be landed and stored at the risk and expense of the consignees, who of course will know nothing about their arrival. Another evil is that they will be uninsured against the risk of fire, and then comes the question who will pay the loss if they are burnt? Will the Postal authorities? The mails of 11th and 25th March are not yet to hand; I have not had the pleasure of seeing the above in print myself.

Mysore (French barque) is loading for Bordeaux on private account. No vessel loading for London.—Exchange the same—nominal.—Nebus 425 and 427, at which rate dollars are wanted. In imports and exports the market for those sent to Europe is in the most wretched state it is possible to be in, and in fact a report may be made in three words—nothing whatever doing.

CHINA.

SHANGHAI.

The dates are down to the 19th May. No later mail had been received from London than the 25th March. Telegrams *via* Kiachta reached to the 26th April. The following summary is from the *North China Herald* of May 19:—

The meeting of rate-payers has been the great object of interest. The second day's debate arose chiefly out of the Budget. The usual taxes, estimated to yield a revenue of Tls. 193,000, were passed; it was resolved to levy land tax in future on Chinese owners of land within the limits of the foreign settlement; one-half per cent. was added to the house-tax, both native and foreign, to replace the revenue until lately derived by the Council from the sale of night-soil, but which the large property-owners have now taken into their own hands. The other municipal rates—police and lighting—were lumped with this, and a general rate of 6 per cent. on foreign and 8 per cent. on Chinese tenants, substituted for the several broken items. The construction of various new roads, and the extension of others, was resolved on. The land tax on roads, which has been hitherto paid by the owners of property who first ceded the land, is to be shifted to the shoulders of the Council. The Council were instructed to negotiate with a view to freeing the Soochow Creek Bridge to Chinese, as well as to foreigners; and various minor points were agreed to. The questions of bund frontage and of water supply were only casually touched on. It was explained that it was the intension to constitute the Municipal Medical Officer an Officer of Health, and to add Tls. 500 to his honoraria. It was also resolved to collect wharfage dues, in future, direct from the Chinese, instead of accepting the Taotai's commutation, as it was found that H.E. made this an excuse to collect the following extravagant squeeze on goods when delivered from foreign godowns to Chinese shopkeepers in the settlement:—Grey Shirtings, per bale of 50 pieces, Shanghai Tls. 2.31; White Shirtings, per case of 50 pieces, Tls. 2.43; T-Cloths, per bale of 50 pieces, Tls. 1.62; Drills, per bale of 30 pieces, Tls. 1.72; do. do. of 15 pieces, Tls. 1.05; Figured Orleans, per case of 50 pieces, Tls. 5.75; Camlets, per bale of 10 pieces, Tls. 4.14; Long-Ells, per bale of 20 pieces, Tls. 3; Medium Cloth, per bale of 6 pieces, Tls. 2.76; Chintz, per case of 50 pieces, Tls. 1.87. Mr. Dixwell has been elected Chairman, and Mr. Reid vice-Chairman of the new Council.

A public meeting of the French Municipal Council was held on the 16th, to discuss and decide on the Budget for the ensuing year. The total income is estimated at Tls. 88,292, and the outlay at Tls. 84,891; leaving a surplus, on the 31st March next, of Tls. 3,401. Only one ratepayer was present, so the proceedings was not of an excited nature. The principal features of the new Budget are, a small vote for the repairs of the Si-ka-way road; appropriations of Tls. 1,000 for the formation of a vaccine hospital, Tls. 2,000 for the erection of four iron tanks, each to contain 75,000 gallons of water, for the use of the Fire Brigade, of Tls. 6,000 for repairs to the Bund and the projected collection of a "Commercial Tax" from Chinese merchants residing within the concession who, otherwise, it is estimated, pay a proportion of taxes very incommensurate with their income.

We hear that Mr. Gardner, of H.M. Consular service, who has lately returned from England, goes to Chinkiang to relieve Mr. Stronach, who goes home on leave. Mr. Margary, now acting interpreter at Shanghai, goes to Tamsui to relieve Mr. McClatchie, who comes to take Mr. Margary's place at Shanghai. It is difficult to know what other motive this exchange can have, than a wish to defeat the Government efforts at economy, by needless expenditure of passage money. Mr. Baber has lately gone to Changchow, near Swatow, to open a Consulate at that port.

Mr. Wm. Gamble, late Superintendent of the American Presbyterian Mission Press at this place, has just returned from Japan, and reports the successful establishment at Nagasaki, for the native authorities, of a type-foundry, for the production of Japanese, Chinese, and English fonts. They have also eagerly adopted the electrotype process, and introduced foreign presses; and propose to issue as their first work Medhurst's *English-Chinese Dictionary*, with explanations in their native *kana* character.

A correspondent writes:—It is high time the P. and O. Company spoke out as to what rate of freight they intend charging on silk this season, for, surely, few will continue quietly to go on paying Tls. 11 per bale, now that the days of the monopoly are ended.

The weather at Hankow has been seasonable, with the usual amount of rain falling. Water level of the Yangtsze twenty feet two inches; the previous week it was a foot higher. The following outside steamers will load for Great Britain and the Continent—viz.: *Agamemnon*, for England; *Dioned*, for Odessa and Trieste; P. and O. steamer *China*, for England; also *Erl King*, *Oberon*, and *United Service* (Diamond Line), all *via* Suez Canal.

HONG KONG.

The dates are now down to the 26th May. The French mail of the 14th April arrived out on the 24th May, with telegrams to the 7th May. The following items are from the *Overland China Mail* of the 26th May:—

The *Caractacus*, Captain Murray, from Saigon for Yokohama, struck on the Paracels on the 9th May. The crew after considerable hardships from the Chinese landed at Macao.

The *Slaney* was lost near the *Caractacus*.

The small steamer *Bay*, Captain Hide, of ninety-eight tons, from Hong Kong to Manila, was lost on the coast of Hinnan; the crew reached Macao safely. Mr. Findlay, the owner, was unfortunately lost.

Efforts are being made to raise cargo from the sunken ship *Dunmail*; it is expected that there will be litigation to decide the liabilities of consignees, &c. Captain Thompson, of the *Dunmail*, has been tried, and his certificate suspended for six months. The sentence is looked on generally as a lenient one.

H. M. S. *Donegal* left for home, with time-expired officers and men, on the 24th May. The *Ellenborough*, with invalids, left for Portsmouth on 22nd.

The Colonial Surgeon's report is a very satisfactory statement of the health of the island.

The following account shows the average amount of bank notes in circulation in Hong Kong during the month ending 30th April, 1870:—

	Average Amount.	Specie in Reserve.
Oriental Corporation	$313,579	$104,527
Chartered Mercantile ...	567,551	250,000
Chartered Bank of India ...	286,790	100,000
H. K. and S. B. Corp., ...	1,306,395	500,000
Total	$2,474,315	$954,527

Mr. J. C. Whyte having resigned the appointment of Acting Judge of the Court of Summary Jurisdiction, his Excellency has been pleased to appoint the Hon. Julian Pauncefote to act as Judge of that Court during the absence on leave of the Hon. H. J. Ball. It is also notified that M. du Chesne's appointment of M. Dillon to take charge of the French Consulate during the absence of the former gentleman is recognised provisionally and until further notice.

The application of Mr. de Long, the U. S. Minister to Japan, to his government for an establishment and retinue similar to, and on the same scale as, that of the British Legation, and the remarkable coincidence of the almost simultaneous recommendation of our Foreign Secretary that the service of our Foreign Legations should be reduced and assimilated to the American system, naturally gives rise to thoughts and ideas as to the comparative merit of the two systems; which has worked the best, which has been the most economical, and how far may each be improved by a judicious "dovetailing" of the other? At present neither party appear satisfied with their own.

Mr. Hart left Foochow on the 13th May, for Formosa, in his new steamer, the *Long-Feng*. This vessel is one of three that were built in London especially for the Chinese revenue service, and was formerly called the *Papita*. She is fifty-nine tons register, fitted with Dudgeon's engines, has twin screws, and steams twelve knots.

We are glad to announce the re-opening of the Agra Bank at Shanghai, under the management of Mr. Maccall. This Bank is now in as strong a position as it was during its best days; and with the lesson of caution derived from its misfortune, will no doubt run in future a prosperous career.

A most extraordinary rumour has gained great currency among the Chinese at Pekin, and is mentioned in two of the Northern papers. It is stated that Sir Rutherford Alcock is to succeed Mr. Burlingame as head of the Chinese Embassy.

Much attention, says the *Daily Press*, has been directed to the

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official correspondence recently published on the subject of the Special Fund, or Gambling revenue. The fact that Governor MacDonnell's application of this money is not sanctioned by Earl Granville, and consequently involves the Colony in a debt of $129,000, is severely animadverted on, and the feeling with regard to H.E.'s finance is one of complete dissatisfaction.

The following table from Dr. Murray's report shows the rate of mortality among the European and American residents in Hong Kong during the last twelve years, with percentage of deaths :—

	Number of Residents.	Burials in Cemeteries.	Per Cent. of Deaths.
1858...	1,462	100	7·52
1859...	1,031	70	6·78
1860...	1,592	57	3·20
1861...	1,557	101	6·48
1862...	1,604	46	2·24
1863...	1,644	104	6·32
1864...	1,963	109	5·55
1865...	2,034	100	4·91
1866...	2,113	74	3·50
1867...	2,151	56	2·60
1868...	2,151	43	1·99
1869...	2,289	66	2·92
Average of twelve Years ...	1,799	775	4·30

"LOSS OF THE SLANEY."

The following account of the loss of the gunboat *Slaney* is from Admiral Kellet to the Admiralty, and is more detailed than in the local papers :—

H.M.S. *Ocean*, at Hong Kong, May 25.

"Sir,—I deeply regret to inform you that I have received intelligence of the wreck of Her Majesty's gunboat *Slaney*, on the 9th inst., at the Paracel Islands, Drummond Island Reef, and of the loss of all her crew except nine persons.

"Those saved are :—

"Mr. C. Milton, gunner.

"John Douglas, ship's cook.

"Thomas Owen, quartermaster.

"A corporal of Marines, name not known.

"A seaman, name not known.

"Four Chinese.

"The following is a list of the officers and crew who perished in attempting to swim ashore from the wreck :—

"Lieutenant W. F. L. Ellwyn.

"Mr. Robert S. Evatt, navigating sub-lieutenant.

"Mr. William F. Ryall, assistant surgeon.

"Mr. James Young, engineer in charge.

"Mr. Daniel Wishart, engineer.

"Mr. John Smith, assistant-engineer, first class.

"Edward G. Wells, chief gunner's mate.

"William G. Court, ship's steward.

"Alexander Todd, boatswain's mate.

"Benjamin Pink, quartermaster.

"Evan Jones, leading stoker.

"Joseph Jones, sick berth attendant.

"William H. Burgess, A.B.

"George Annerean, Thomas Warren, and David Ward, stokers.

"William Boxell, Harry Roberts, Patrick Hosey, George Brice, William Gear, Henry Ellington, Francis Burrows, William Pepin, and John E. Ventries, ordinary seamen.

"Samuel Boston, private R.M.L.I.

"And sixteen others, whose names I have not yet been able to ascertain. A Chinese servant, who was saved by clinging to the top of the cooking galley, and who found his way to Hong Kong, gives the following account of this disaster :—

"The *Slaney* left Singapore on the 14th of April for Hong Kong, and had light winds and calms until the 4th of May, when a strong breeze sprung up, which rapidly freshened into a gale of great violence—indeed, it is described as a typhoon. On Thursday, the 5th of May, the *Slaney* lost three of her boats. On the following day she was dismasted, and lost her last remaining boat. On Saturday her sails were blown away. Sunday appears to have been without further disaster; but at one o'clock on Monday morning, the 9th inst., the ship struck on the Paracel Islands, the bow being high and dry on a detached reef, the stern in deep water, and a heavy sea washing over the decks. On Tuesday, the 10th, twenty-four persons attempted to swim to an island, and on the following day twenty others left the ship in the same way. Of all these, among whom were many good swimmers, only two reached the land. The remaining seven who were saved were taken off the wreck by fishermen's boats.

"The instant the news reached me (at noon on the 23rd inst.) I despatched the *Salamis* and *Adventure* to the scene of the wreck to bring away the survivors, as well as to afford assistance to the crew of the ship *Caractacus*, which went on shore quite close to the *Slaney* during the same storm. They have not yet returned, and I am therefore compelled to forward this imperfect account of the matter by the mail which leaves to-day. Further particulars shall be sent by the first possible opportunity.

"This sad event has cast the deepest gloom over the large squadron assembled here. The number of officers and men to return to England in the *Donegal* would have been completed by the arrival of the *Slaney*, and this circumstance has touched all hearts with intense sympathy with the relations and friends of the deceased. Lieutenant Ellwyn, who commanded the *Slaney*, was a most amiable, excellent officer, and a thorough sailor. There can be no doubt that everything was done to save the ship which skill and courage could achieve. The *Slaney* was in a high state of discipline, and her crew were remarkably steady, well-behaved men."

MR. HARGREAVES IN BANKRUPTCY.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA *v.* WILLIAM HARGREAVES, SHANGHAI.

Mr. Robinson appeared for the petitioners. There was no agent in Court for the bankrupt. Mr. Robinson said that the petitioning creditor's debt, the trading, and act of bankruptcy, were duly sworn to; and the Court made the order for adjudication.

With reference to the time to be fixed for the first meeting of creditors, the Judge said he had spoken to several merchants, and their opinion was that enough time should be allowed the creditors in England, where such existed, to prepare for that meeting. He therefore, would appoint Monday, the 3rd day of October next, for such meeting. Leave was given the petitioning creditor to insert the advertisement in the *London Gazette* as required by the Act.

JAVA.

BATAVIA.

(FROM A CORRESPONDENT.)

The works for the construction of the railway in the Samarang principalities have been stopped, because the cash of the company was totally exhausted. The Governor-General, however, assisted by the India Council, has resolved to advance to the company another f.175,000, in order that the works might be continued.

You will remember that the last inspection voyage of the Governor-General cost f.100,000 more than the sum which was destined for it. The *Insulinde* now asserts that the Government has, according to the order of the Minister of the Colonial Department, pensioned four high functionaries, who bought such an enormous quantity of all sorts of things for the reception of Mr. Myer that, when selling the remainder, after the departure of the Governor-General, this produced about f.45,000. The *Batavian Handlesblad* thinks that the news is not well founded.

The English steamer *Vine* arrived at Samarang, and was offered £4 10s. per ton, that is f.103 per last, to bring a full cargo of coffee from there to Holland, *via* Suez Canal. The captain, however, did not accept the offer, and started for Singapore.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates by this opportunity reach to June 3. The London mail of April 22 arrived out on May 24 with telegrams to the 17th. The opening of the Legislative Council on the 23rd, noticed in our last issue, was the only event of the fortnight.

The British steamer *Morning*, Captain Jayne, from Glasgow, April 17, *via* the Suez Canal, arrived here on May 30, having made the passage in forty-three days. Captain Jayne reports that the Ocean Company's steamer *Priam* passed through the Canal ahead of the *Morning*, and after getting into the Red Sea, meeting a strong head wind, the *Priam* took the lead. She may consequently be looked for hourly.

Commercial Report.

(*For dates see First Page.*)

STRAITS, JAVA, AND CHINA IMPORTS.

HIOGO AND OSAKA, MAY 17*.—All branches of the Import trade had been in a state of unexampled depression during the month. In most articles of foreign import no demand whatever existed, even at the lower rates quoted, whilst at the same time Exchange had gone against holders. It was believed that the Government Trade Department, which was in full operation, was obtaining control to a great extent over the business, to the great detriment of foreign interests. Grey Shirtings continued in very moderate demand at quotations. Cotton Yarn was in no demand, with the exception of a slight inquiry for 16-24, which had not led to any business. T-Cloths had been placed to a small extent at the prices given. Victoria Lawns were still saleable at a slight reduction upon previous rates. Turkey Red Cloth and Black Velvets were again lower, and quite neglected. Taffachelas was out of season. Camlets were in limited demand. Crape Lastings had been placed to a small extent. Mousselines de Laine found buyers at irregular rates, showing a decline upon all but very favourite patterns. Black Cloth entirely neglected. A few sales of Blankets were reported. Prices in dols. (108 rios equal to 1 dol.):—Cotton Yarn: Nos. 16 to 24, per bale, 148.14 to 150.0.0; 28 to 32, 148.14 to 152.77; 38 to 42, 166.66 to 171.94. Cotton Piece Goods: G.E. Grey Shirtings, 7 lbs. 38½ yds. 39. in. per piece, 2.54; 8½ to 8½ lbs. 2.88; 9 lbs. 44 in. 3.0.0 to 3.12; G. E. White Shirtings, 2.54 to 3.12.; T-Cloths, 6 to 7 lbs., 2.08; Handkerchiefs, assorted, per dozen, 0.55 to 0.70; Brocades and Spots, White, per piece, 2.65 to 2.77; Ditto, Dyed, 2.65 to 3.24; Chintz, assorted, 24 yds. 30 in., 1.85 to 3.24; Turkey Red, 2.54 to 3.24; Turkey Red Cambrics, 3 lbs., 2.65 to 2.77; Velvets, Black, 7.87 to 8.10; Victoria Lawns, 1.26; Camlets, SS, Scarlet, 14.85.

YOKOHAMA, MAY 22*—There had been no improvement in the demand, and some holders, desirous of reducing their stocks, had accepted

* *Via* San Francisco.

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till lower prices for Grey Shirtings and Cotton Yarn, especially the latter. Beyond the transactions in these goods there had been hardly anything done Cotton and Woollen manufactures. The Rice market had remained weak, and fresh arrivals, coupled with an anxiety on the part of some holders to force sales, had caused a further decline in prices. Quotations—G. E. Grey Shirtings, 7 lbs. $2.50 to 2.55 per piece; ditto, 8¼ to 8½ lbs., $2.77½ to 2.85; ditto, 9 to 9¾ lbs., $3 to 3.10; G. E. White Shirtings, $2.55 to 2.85; T-Cloths, 6 to 7 lbs., $1.90 to 2.25; Brocades and Spots, White, $2.90 to 3; do., dyed, $3.75 to 4; Chintz, Assorted, $2 to 2.50; Handkerchiefs, $0.65 to 1.10 per dozen; Turkey Red Shirtings, $2.95 to 3.00 per piece; Cotton Yarn, No. 16 to 24, $48.0 to 48.50 per picul; ditto, No. 28 to 32, $48.0 to 48.50; ditto, No. 38 to 42, $52 to 53; Alpaca, 42 yards, $7 to 8 per piece; Camlets, S and BBB, $13.50 to 14.50; ditto, SS, $13 to 13.50; do., SSS, $9.50 to 10.50; Lead, $5.75 to 6.75 per picul; Iron, Nail Rod, $2.70 to 3.60; Bars, $2.60 to 3.35; Hoop, $2.90 to 3.90.

SHANGHAI.—Dulness still characterised the market, but the lower range of prices had induced transactions in sundry Cotton and Woollen fabrics, which previously had been difficult to move. Grey Shirtings: 8¼ lbs. maintained former quotations, best chops attracting most notice. For lighter and heavier cloths there had been little enquiry, and few sales at lower prices. White Shirtings: Natives had been principal sellers, and their forced sales had caused a decline. T-Cloths: The market continued very irregular, and holders were willing sellers. A stronger feeling had, however, been manifested towards the close, and it was hoped that this fabric had seen its lowest point. Drills and Jeans: The very low rates ruling had led to a fair trade in both fabrics. Buyers confined their attention almost entirely to the best chops of English manufacture. Sheetings: A marked advance in value had been established. There was little or no American on offer, and the supply of English was diminishing. A small parcel of the latter placed at Tls. 3.37½, and holders firm for Tls. 3-50 per piece and upwards. Fancy Cottons had been difficult of sale. Woollens, Long Ells Assorted: A large sale of ordinary chop effected at Tls. 5.50 per piece, clearance within three months from date of sale. For immediate delivery there had been little done; quotations, with the exception of H H Scarlet, resold by Chinese at Tls. 5.95 per piece, were unchanged. The market for other kinds of Woollen Goods, had shown no indication of improvement. Quotations (duty paid):—G.E. Grey Shirtings, 38½ yards 39 in., 7 lbs., Tls. 1.9.5 to 2.0.2 per piece; 8¼ to 8½ lbs., Tls. 2.2.7 to 2.3.1; 9 lbs., Tls. 2.3.8 to 2.4.5; G.E. White Shirtings, Tls. 1.9.5 to 2.6.0; American Drills, Tls. 3.5.5 to 3.7.0; Jeans, Tls. 2.6.5 to 2.7.0; English Drills, Tls. 3.3.0 to 3.4.0; Jeans, Tls. 2.2.0 to 2.3.0; Sheetings, Tls. 3.3.5 to 3.6.0; Dutch Drills, Tls. 3.1.0 to 3.2.0; T-Cloths, 6 lbs., ord., Tls. 1.3.8 to 1.4.5; 7 lbs., Tls. 1.5.5 to 1.6.5; 6 lbs., Mex., Tls. 1.6.0 to 1.6.3; 7 lbs., 1.6.8 to 1.8.0; X X., Tls. 2.4.0; Camlets (English), S S, Tls. 11.0.0 to 12.0.0; S S S, Tls. 9.5.0 to 10.2.0; Medium Broad and Habit Cloth, per yard, Tls. 0.9.0 to 1.5.0; Long Ells, scarlet, per piece, Tls. 5.7.0 to 6.0.0; assorted, Tls. 5.6.0 to 5.8.0. Iron: Nail Rod, per picul, Tls. 2.1.0 to 2.4.0; Lead, Tls. 4.4.0 to 4.5.0.

HANKOW.—Grey Shirtings: A fair inquiry had existed for 8¼ lbs., but holders had failed to establish any material advance; 7 lbs. lower; closing quotations—7 lbs., Tls. 2.01 to 2.03; 8¼ lbs., Tls. 2.26 to 2.31; and heavy goods, Tls. 2.70 to 2.90 per piece. T-Cloths: Best makes of 7 lbs. offering at Tls. 1.70 per piece led to a moderate business, but the market generally was extremely quiet; 8 lbs. sold at Tls. 2.02 to 2.07, but closed at Tls. 2.00 to 2.05 per piece. Drills: In demand, but prices lower, holders anxious to effect sales. Dutch makes quoted Tls. 3.20 to 3.35; English, Tls. 3.40 to 3.55; American, Tls. 3.70 to 3.80 per piece. Fancy and Dyed Cottons are out of season; quotations nominal. Camlets: Sales small, but little inquiry. Lastings: Quotations nominal. Long Ells: Fair sales reported at low rates. Spanish Stripes: No inquiry.

FOOCHOW.—The following transactions are reported:—2,400 pieces 8¼ lbs. Grey Shirtings, at $2.90 to 3.12½ per piece; 1,850 pieces 7 lbs. T-Cloth, at $2.40 to 2.65 per piece; 1,000 pieces 6 lbs. T-Cloth, at $2.10 per piece; 150 piculs Sandalwood, at $5 per picul; 500 piculs Beancake, at $1.45 per picul.

HONG KONG.—The following is from Messrs. Oliphant and Co.'s Circular:—Cotton Yarns: Notwithstanding the reduced position of stocks of Nos. 16 to 24 sales to "arrive" have continued to be made, and latterly at a decline of $1.50 per bale. Of these counts Bombay Yarns have been chiefly taken, and at steady rates, whilst English descriptions have been refused excepting at the decline noted. This is mainly accounted for by the present satisfactory make of the Indian Yarns, which, with the comparatively lower figures at which they are offered, make them close rivals of English spinnings. Nos. 28 to 32 are now less easily placed, and a reduction from former prices of $2.50 per bale is necessary to bring about transactions. No change in values of Nos. 38 to 42 can be quoted, but these numbers are slow of sale as demand has still further fallen off. Piece Goods: Few changes are noticeable, and the transactions of the fortnight are again small and unsatisfactory. Supplies of 7 and 8.4lb. Grey Shirtings are still very limited, but the absence of arrivals has had no material effect upon the market, as the small wants existing have been pretty generally filled by purchases "to arrive;" a better feeling may be noted, however, for 8.4 lb. goods at the close. White Shirtings continue slow of sale, though no decline in prices is prices is quoted. Quotations for all Drills have again to be reduced, and a fall of 10 cents is now reported. The only transaction during the fortnight has been the sale of a small lot of Dutch, placed at $4.40 per piece. There is still no demand privately, and some parties are making efforts to quit their goods at public sale, considerable parcels of Dutch manufacture having been reported for disposition by public auction, at which very low rates are expected to be realised. Values of all weights of T-Cloths are unaltered, and beyond a slight enquiry for 7lb. Mexicans at steady rates there is little or no demand: 8lb. goods are particularly dull. Brocades and spotted shirtings are still in small stock, and some demand exists at last figures. Turkey Reds and Chintzes are quiet and neglected. Woollens: The market is very dull, and sales by importers are exceptional. Assorted Long Ells, Spanish Stripes and Lastings show a decline in value, whilst all other goods are neglected. Metals: The smaller sizes of Nail-rod Iron are in request, but owing to the high figures demanded by holders little business has resulted. Bar Iron is dearer and easier of sale. Hoop shows little alteration and no transactions are reported. Wire exhibits an improvement, and Steel is wanted at rather better prices for the Northern markets. Lead continues dull and is unsaleable at the moment. Tin is steady. Tin Plates are in excessive supply, and are weaker in value. English Quicksilver is somewhat firmer, whilst American is unchanged. Coal: Arrivals have been, 1,177 tons English, 922 tons Cardiff, and 450 tons Anthracite. Sales have been 1,177 tons English at $7.50, 740 tons Cardiff at $8.50, and 1,000 tons Anthracite, ex Godown, at $7 per ton. Quotations: Cotton, Yarn Nos. 16 to 24 $135 to 140 per bale; 28 to 32 $144 to 147.50; 38 to 42. $165 to 170. Grey Shirtings: 7 lbs., $2.55 to 2.60 per piece; 8.4 lbs., $2.87½ to 2.90; 9.12 to 10 lbs., $3.50 to 3.80. White Shirtings: $2.35 to 3; fine, $3.25 to 5.50. T-Cloths: 6 lbs., $1.85 to 2.05; 7 lbs., $2.05 to 2.40; 8 to 8.4 oz., $2.55 to 2.70.

PENANG.—Grey Shirtings, 6 lbs., sales to arrive at $42 and 42½ per corge; 7 lbs., sales for delivery at $51 and $52; and of 8¼ lbs. at $61½ and $60½ per corge; in 45 inch no business. Long Cloths, not moved; quotations nominal. Madapollams sold to arrive at $21 and 21½ per corge for 3 lbs.; in other weights no business. T-Cloths, sales of 6 lbs. at $38½, of 7 lbs. at prices ranging from $43 to 49½ per corge, according to quality. White Shirtings: Fine qualities continued difficult of sale; lower qualities in better request, with light stocks. White Cambrics: More inquirers for lower qualities; Medium disposed of at $26½ and 27; Nos. 15/16 at $31¾ and 32 per corge; in other plain goods no transactions. Dyed Goods of all kinds very dull. Prints: White Ground Assorted, $53 and 54; Furnitures, $56; Siam Chowls, $12½, and Kling Dresses, $10½ per corge. Yarn had decreased in price; business small; Grey Mule, No. 30, $134; No. 40, $143½ per bale. Turkey Red: Sales of No. 44 at $144, of Nos. 20/24 at $138½ per bale; of Green, No. 40, at $81 per bale; beyond these no transactions. Metals: Transactions in Pig Lead at $5.80 and 6 per picul, and Sheet Lead, at $6½.

SINGAPORE.—We extract the following from Messrs. Boustead's Circular:—There has been a fair demand for most descriptions of Grey Goods, but owing to rather large arrivals, and further supplies expected daily via Suez Canal, importers have been anxious to realise, and prices generally are rather lower. White Goods show but little alteration. 39-inch Grey Shirtings: 6 lb. placed at $2.07½ to 2.12½; 7 lb. sold at $2.45, and 8¼ lb. at $3 down to $2.95, at which latter rate they also sold "to arrive." 45-inch continue very dull, at $3.25 for 9 lbs. 36-inch White Shirtings: Common descriptions saleable, but at lower rates; fine qualities move only at very low prices. 45-inch: Small sales at $3.80 to 3.85. 45-inch White Cambrics: 24's in full supply, transactions at $19¾ to 20½, according to quality; 15's and 16's placed at $31 to 31½, other descriptions in very small inquiry. 36-inch White Spots sold at $2.92½ to 2.95. 30-inch White Maddapollams exceedingly dull, and only nominally worth $21 per corge. 33-inch Imitation Irish Linens placed at $2.10 to 2.12½. 32-inch Grey T-Cloths: Fair sales at the following rates:—4 lb. $1.32½ to $1.37½; 4¼ lb. $1.45; 5 lb. $1.55/57½; 6 lb. $1.82½/85; 7 lb. $2.05/07½. 32-inch Grey Maddapollams: Sales of 2¾ lb. at $20⅜ to 20½; 3 lb. $21½ to 22. 30 inch Grey Drills: 30 yards 9¼ lb. Dutch, saleable at $57½ to 60 per corge, heavy weights of Dutch and English in very limited inquiry, and not worth more than $85 to 86 per corge. Grey Yarn: 18/24s placed at $107½ to 110, demand small even at these rates; of 30s a small sale reported at $134; 40s saleable to a fair extent at $137½ to 140 per bale. Coloured Yarns: Turkey Red 10 lb., worth $144 to 145; 12 lb. $152½ to 155; German Dye $130 to 143; Imperial Red $71½, Light Green 82. 32-inch Turkey Red Cambrics in very small enquiry: sales of 2 lb. 4 oz. reported $2.10 to 2.12½; of 2 lb. 8 oz. $2.27½. Woollens: Spanish Stripes placed 77½ cents per yard; Scarlet Long Ells 12 lb. at $7¾, other descriptions are in hardly any demand. Metals more active, but prices lower.

STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

TEA.

HIOGO AND OSAKA, MAY 17.—A fair business had been done. Teamen had shown more disposition to realise, and settlements to the extent of 2,000 piculs had been made at easier rates. About 800 piculs had also gone forward to Yokohama on Native account. The stock was reduced to a few parcels of common leaf, which were held for extreme rates. Musters of small parcels of the new crop had been shown. The quality of the leaf seemed good, but it was difficult to give any opinion till the bulk came to hand. Arrivals: About 2,300 piculs. Stocks estimated at 1,000 piculs. The *Edward Herbert* was on the berth for New York, partially loaded. Quotations: Common, Rios 15 to 19 per picul; good common, Rios 20 to 24 per picul; medium, Rios 26 to 33 per picul; good medium, Rios 34 to 38 per picul; fine, Rios 39 to 44 per picul; finest and choice, Rios 45 upwards per picul.

YOKOHAMA, MAY 22.*—Business had been very limited, not more than 500 piculs having been settled, making settlements since previous American mail about 1,600 piculs only. Prices had ruled slightly lower. Supplies almost entirely from Kobe had continued to come forward freely, and stocks were unusually large for this period of the season. Samples of the new season's Tea had been shown and some small settlements made; appearances generally were favourable both for the quantity and quality of the new crop. Quotations: Common, $22 to $24 per picul, nominal; good common, $22 to $27; medium, $29 to $31; good medium, $33 to $35; fine, $36 to $38; finest and choice, nominal.

SHANGHAI.—There had been no business during the week.

HANKOW.—Advices from the producing districts report the opening of the market for new leaf in Oopack, first musters being expected here about May 20; the weather had been very favourable, and the quality was said to be superior to last season's; the crop was generally acknowledged to be unusually abundant.

KIUKIANG.—Black Teas: Prices of the new crop were said to range from Tls. 20 to 28 (laid down in Kiukiang) in the Ninchow district. Chest musters were to hand, and Teas in bulk were expected in a week.

FOOCHOW.—The first chop of Oolong Tea arrived here on the 10th May, and the first chop of Congou on the 18th, total arrivals being estimated

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at about 3,800 chests Kien-Ning, Soey-Kut, and Ching-Wo Teas, and 10,000 half-chests of Pehling, but as yet only musters of two chops shown, so that nothing could be said regarding the quality of the crop. Large arrivals were expected within a few days. The steamer *Achilles* and ship *Thermopylæ* were in port waiting for new teas.

CANTON.—Business had been commenced in the new teas by the settlement (by two firms acting in concert) of 12,000 boxes of Scented Caper, on a basis of Tls. 24 for fine teas. Particulars were withheld until after the departure of the present mail, but, quality considered, the above settlements compared unfavourably with last season's opening rates.

SILK.

HIOGO AND OSAKA, MAY 17*.—There had been a good demand during the month, and, considering the late period of the season, a large business had been done, settlements being estimated at 290 bales of 80 catties. Prices had experienced but little alteration. The high rates ruling at Yokohama had attracted Silk from this port, shipments on native account having been made to the extent of about 300 bales of 55 to 60 catties. Stocks in Kioto and Osaka were reported to be much reduced. Quotations (laid down in London at exchange 4s. 6¼d.):—Idah, fine, 31s. 6¼d. to 32s. 10d. per picul; medium, 28s. 5d. to 30s. 2d.; Sodal, medium, 26s. 5d. to 27s. 3d.; Itchisen, fine, 26s. 5d. to 27s. 3d.; medium, 24s. 8d. to 25s. 10d.; common, 21s. 6d. to 23s. 8d.; Oshu, Hamatki, best, 26s. 5d. to 27s. 8d.; medium and common, 24s. 8d. to 25s. 10d.

YOKOHAMA, MAY 22.*—There is little change to report in the state of the market; business had been going on steadily at about previous prices. Settlements only amounted to about 300 bales, as the inferiority and mixed quality of parcels on offer had rendered purchasing difficult. Supplies had been moderate, and from Kobe to a fair extent, consisting for the most part of coarse Oshus and other Taysaam sorts. Unsold stock 700 bales. Quotations (laid down in London at exchange 4s. 6¾d.):—Mybash and Sinchu Hanks: Extra, 37s. 8d.; Best, 35s. to 36s. 6d.; Medium, 30s. 8d. to 33s. 5d.; Inferior, 26s. 10d. to 29s. 9d. Oshu: Extra, 38s. 5d. to 39s. 7d.; Best, 34s. 7d. to 36s. 6d.; Medium, 31s. 10d. to 34s. 1d.; Inferior, 26s. 10d. to 30s. 8d.; Coshu: Best, 29s. 7d. to 31s. 1d.; Medium, 26s. 10d. to 28s. 5d.; Inferior, 24s. 2d. to 26s. 6d.; Sodai: Best, 30s. 8d. to 33s.; Medium, 28s. 9d. to 30s. 4d. Etchesen: Best, 28s. 9d. to 30s. 8d.; Medium, 26s. 10d. to 28s. 9d.; Inferior, 24s. 2d. to 26s. 6d. Mashta: Best, 26s. 10d. to 28s. 9d.; Inferior, 24s. 2d. to 26s. 6d.

SHANGHAI.—Transactions have been irregular, and on so limited a scale (being principally in barter for imports), that we withdraw quotations until the new season has been opened. The weather has continued most favourable, and reports from the interior point to a larger available yield than that of the past season, as although the proportion of eggs hatched has been less, they have been more successfully reared, and the cocoons so far are much larger; a great deal, however, depends on the result of the second crop, which if equally successful may swell the yield up to fully 45,000 bales for export, although about 43,000 bales is the general estimate at present. From small musters reeled in the Linhoo, Tsatlee, and Hainan districts, the quality is reported to be very good, and the season being early, a few hundred bales are expected down in time for the next English mail of the 3rd June.

JAVA AND STRAITS PRODUCE.

BATAVIA.—Arrack: Sales at f.77,50 to f.80 per leaguer. Cloves: f.25 per picul, dull. Coffee, Java: None in the market. Cubebs: f.14.50 to f.16 per picul. None in the market. Gutta-percha: f.60 to f.150 per picul, wanted. Gum Damar: f.36 to f.38 per picul. In less demand. Hides, Cow: f.35 to f.45. Buffalo: f.25 to f.28 per pound. According to quality. India-rubber: f.96 to f.105 per picul. According to quality Scarce. Indigo: Sales at Samarang, f.5.15 to f.5.25 per lb. for prime. Mace: f.150 to f.175 per picul. Scarce. Nutmegs: f.90 to f.115 per picul. According to quality. Pepper, Black: f.23.50 per picul sales; White, no stocks. Rice: First quality, f.150 to f.160 per coyang; Second quality, f.135 to f.145 per coyang. Cargo, f.100 to f. 110 per coyang. Rattans, Borneo: f.11 to f.13 per picul, scarce. Padang: f.8 to f.9.25 per picul. Sales. Sapan Wood: Manila in bond, f.4.75 to f.5. Small supplies. Java: f.2.50 to f.3 per picul, sales. Sugar: No. 14 and lower f.14.25 to f.14.50 per picul, sales. Tin, Billiton: An auction of 6,000 piculs announced for June 3.

SINGAPORE.—Malacca Tin: About 2,000 piculs taken for America at $31½ to 31; no demand for Europe. Gambier advanced, owing to a further decline in freights; dealers asking $3.17½; purchases to extent of 1,000 tons; prices ranging from $3.02½ to 3.15. Black Pepper in less demand, and declined to $8, but since advanced to $8.10. White Pepper in bare supply at $11.40 to 585. Sago Flour: An arrival of 1,300 piculs Sarawak brought $2.45; 1,100 piculs Borneo sold at $2.55. Pearl Sago: Large contracts at $2.97½ to 3.10. Tapioca in improved demand; sales of Flake and Pearl at $4¼. Buffalo Hides in more inquiry and firmer; worth $10½ to 10¾. Gum Damar: An arrival of 90 boxes placed at $12. Rattans: Arrivals of good quality taken at $5 to 6, and Coti at $4. India-rubber: 120 piculs taken at $44. Gutta-percha: Sales of good quality at $100 to 110. Cubebs dull at $6. Coffee: No supplies on the market; Bontyne worth $12¾ to 13. Nutmegs: Small sales at $46. Mace: A small sale of poor quality at $40.

PENANG.—The Produce market had been only moderately supplied with the most staple articles of export. Tin opened at $30 per picul, at which rate only a very small quantity was secured. The price then rose to $31, but had since declined to $30.50 per picul, the closing price. Moderate purchases of Black Pepper; West Coast, to arrive, $8.10; Acheen, $8 to 8.05; Edie, $8.02½ per picul. White Pepper: Scarce; mixed quality, $11.40 per picul; No. 1, $12. Gutta-percha: $90 per picul. India-rubber has slightly advanced, arrivals taken at $42 and 42½ per picul. Horns and Hides remained at about former quotations. Mace declined: No. 1, $79 for good quality.

* *Via* San Francisco.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Liverpool, May 18, Edwin Basset; from London, 7, Tezru, Min (reported by telegram).

At SHANGHAI.—From Rotterdam, May 18, Mexicans; from London, June 17, Craigforth (str.) (reported by telegram).

At HIOGO.—None.

At HONG KONG and CANTON.—From London, May 21, Fiery Cross 12, Burdwan; from Liverpool, 17, Lily of Devon; 14, Swordfish; from Lisbon, 16, Viajante; via Suez Canal. from Cardiff, 16, Martin; from Glasgow, 17, Eastern Isles; from Hamburg, 13, Falke; 17, Penguin; from New York, 22, Endeavour. Veronica.

At MANILA.—From Liverpool, May 13, Lyola.

At SINGAPORE.—From London, May 26, Craigforth; from Glasgow, 30, Morning (str.); from Cardiff, 26, Christel.

At PENANG.—From Liverpool, June 2, Danube (str.), Priam (str.)

DEPARTURES.

From YOKOHAMA.—None.

From HIOGO.—For Falmouth, for orders; May 14, Chanticleer for Amsterdam, April 19, Kobe-Maru; May 18, for London, Cymbeline

From SHANGHAI.—None.

From FOOCHOW.—None.

From HONG KONG and CANTON.—For Portsmouth, 18, Ellenborough; 23, H. M. S. Donegal.

From MANILA.—For London, May 8, Jubilee; for Cork, 9, Trinidad, for Liverpool, 6, Jesusy Maria; for New York, 4, Asa Eldridge; 18, Daniel Marcy.

From SINGAPORE.—For London, May 28, Volunteer.

From PENANG.—For London, May 24, Ilione; 28, Jeanie Louttit; 30, Queen's Own; for Boston, June 1, Humbolt.

From BATAVIA.—For Holland, May 13, Pieter Adolf; 23, Gerard P. Servatius; 24, Nicolette, Betty; 25, Australie.

From HANKOW.—For London, Agamemnon.

VESSELS LOADING.

At HANKOW.—For Lordon (gone up the river to load), Agamemnon (str.), Oberon (str.), Diomed (str.), United Service (str.), Erl King (str.).

At HIOGO.—For New York, Arabella, Edward Herbert.

At YOKOHAMA.—For London, via Foochow, Ambassador.

At SHANGHAI.—None.

At FOOCHOW.—Waiting for the new teas; for London, Achilles (str.), Thermoyplæ, Windhover, Everest.

At HONG KONG and CANTON.—For London, Taeping.

At MANILA.—For London, Rosalie, Balmacarra; for New York, Horatio Harris; for Boston, Mutlah; for Cadiz, Olano, Concepcion.

At SINGAPORE.—For London, Joseph Haydon, Sree Singapura; for Liverpool, Athena Howden, Kinnauns Castle; for Hamburgh, Condor; for Marseilles, Evangeline, Moses Williamson; for New York, Christel; for Boston, Edinburgh Castle.

At PENANG.—For London, Medusa, Octavia; for Boston, Agnes; for New York, M. A. Evans.

FREIGHTS AND CHARTERS.

At HIOGO.—The rate, both to New York and London, is £3 2s. 6d. (nominal).

At SHANGHAI.—There are no vessels circulated for home with the new teas, nor are the rates of freight yet fixed. The Benefactor, for New York, is nearly loaded at £3 10s. per ton.

At FOOCHOW.—Rates for London not fixed.

At HONG KONG and CANTON.—To London, £3 10s. per ton, of 50 cubic ft.

At MANILA.—To London the Balmacarra has been chartered to load hemp at £3 10s. per ton.

At SINGAPORE.—For London: dead weight, £2; light freight, £2 10s., with downward tendency.

At PENANG.—There has been a fair inquiry for tonnage; for London the rates are £2 to £2 5s. dead weight, and £3 per ton measurement. The M. A. Evans, for New York, gets £2 15s. per ton for tin, and £3 per ton pepper.

At BATAVIA.—The settlements have been five vessels for Europe; rates, Sugar, f.65; Tobacco, f.75.

REPORTS AND CASUALTIES.

The Blackadder, London to Shanghai, put into Cape of Good Hope dismasted.

MANILA.

The steamer Mars, which vessel sailed for Hong Kong on the 12th May, was compelled by the state of the weather to take shelter in the port of Mariveles.

The steamer Prim, for Hong Kong and Amoy on the 11th, came in again on the following day, and without anchoring went away again, the cause remaining unknown which may have brought her back.

In the evening of the 5th a severe typhoon was experienced at Ilo Ilo. The wind commenced blowing from the N.W., and veering round to the East, it blew from that quarter with great fury, and coming round to the S.E. it ended there. The Spanish schooners Nueva Vicenta, Petrona, and Nueva Consolacion, were wrecked on the South coast, besides many small craft having to lament some loss of life. The Spanish barque Maria del Rosario, in her return voyage from Singapore, experienced on the 7th another severe typhoon, in lat. 12 deg. N. The wind began to blow from the N.N.W., veering to the West, from which quarter it blew furiously, soon moderating when it came to the south. The barometer fell down to 29·12. The greatest strength of the wind was from 4 P.M. of the same day.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
May 11	... Maranon	... Sourabaya	... Holland
„ —	... Aeroliet	... Batavia	... Rotterdam
„ —	... Maria Adriana	... „	... „

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„	—	...	G'eders van der Beek	„	...	Flushing
„	18	...	Electra	... „	...	Amsterdam
„	18	...	Golden State	... Manilla	...	New York
„	23	...	William Clowes	... London	...	Hong Kong
„	24	...	Mirzapore	... Bordeaux	...	Batavia
„	26	...	Jonge Jan	... Holland	...	„
„	—	...	Ocean	... „	...	„
„	—	...	Johanna Antonia	... „	...	Singapore

COMMERCIAL POSTSCRIPT.

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We understand that the tea importers have agreed to abandon the resolution abolishing the 1 lb. draft, but to adhere to the other resolution in reference to the adoption of Customs' weights and the three months' prompt. A meeting of the committee was held to-day, confirming the same, and to-morrow the wholesale dealers hold a meeting to consider this decision. If we may judge from the tone of the organs of the dealers, we may conclude that the matter will now be settled.

The amount of bullion by the P. and O. Company's steamer *Bangalore*, from Southampton on the 9th inst., was in gold, to Madras, £107; in silver, to Penang, £27,255; to Singapore, £55,000; to Hong Kong, £22,630; total in gold, £107; in silver, £104,885.

A special telegram from Shanghai states that the P. and O. steamer *China* will not load at Hankow for London.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—July 6, off Folkestone, from Rangoon, for Rotterdam, Protector; 9, at Liverpool, from Rangoon, Coimbatore; 7, at Brouwershaven, from Batavia, Lichstraal; June 26, at Boston, from Zebu and Queenstown, Belvidere; July 4, off Scilly, from Rangoon, for Copenhagen, Erato; 7, from Singapore, Westward Ho; 9, from Rangoon, Peerless; 10, at Queenstown, from Rangoon, Decision.

DEPARTURES.—July 0, from London, for Yokohama, Coulnakyle; 7, from Cardiff, for Hong Kong, Louise Struve.

LAID on at London, for Bangkok, Anita, for Hong Kong, Canaan.

MISCELLANEOUS.—At Malta, July 1, Abbotsford (str.), from London, for Singapore, China (*via* Suez Canal). At St. Helena, June 16, Dartmouth; Elsden, from Shanghai; 17, Banian, Shore, from Shanghai.

LATEST TELEGRAMS.

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CHINA.

(RECEIVED VIA KIACHTA, JULY 5.)

SHANGHAI, JUNE 17.—Silk, No. 3 Tsatlee, 32s. 6d. to 33s. 9d.; No. 4 Red Peacock, 28s. 6d. to 29s.; stock 5,000 bales. Tea dull; moderate settlements; stock very large. Grey Shirtings: forced sales at Tls 2.20; freights, £3; Exchange, Bank Bills, 6 ms. 6s. 3d. to 6s. 4d. London mails of May 24 received June 11.

(REUTER'S TELEGRAM, RECEIVED VIA GALLE, JULY 11.)

SHANGHAI, JUNE 17.—Grey Shirtings, 8¼ lbs., Tls. 2.20. Silk active, Ttsalee No. 2, Tls. 600; settlements, 3,600 bales; stock, 8,200 bales; total export, 8,500 bales. Exchange Bank Bills 6 ms., 6s. 3d. Freights £3 10s.

HONG KONG, JUNE 23.—Grey Shirtings, 8¼ lbs. $2.85. Cotton Yarn: $140, quiet. Tea: little doing; total export, 8,000,000 lbs. Exchange Bank Bills 6 ms., 4s. 7d. Latest London date June 4. Foochow Tea market not opened.

JAVA.

(RECEIVED VIA GALLE, JULY 3.)

BATAVIA, June 18.—Coffee and Sugar nominal; Manufactures dull. Freights nominal. Change on Holland, f.101.25 to f.101.75. Arrivals: Gerredina Wilhelmina, Helena Henriette, Nederland and Oranje, Nestor, Vesta. Departures: Estafette.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

BASSAGOITI—On the 20th May, at Mount Erskine, Singapore, Mrs. J. P. de Bassagolti, of a son.

BOCKETT-PUGH—On the 6th July, at the Close, Winchester, the wife of Henry Pugh Bockett-Pugh, Esq., of a son.

DE CERCAL—On the 15th May, at Macao, the Baroness de Cercal, of a son.

MORICE—On the 9th July, at 8, Inverness-terrace, Hyde-park, Mrs. John Warden Morice, of a son.

NORRIS—On the 20th May, at Waterloo street, Singapore, the wife of Mr. William Norris, of a daughter.

MARRIAGES.

GLOVER—HAPPER.—On the 19th May, at the residence of Dr. V. D. Collins, Arbuthnot-road, Hong Kong, by the Rev. James Legge, D.D., LL.D., George B. Glover, Esq., Commissioner of Customs, Canton, China, to Lucy A., eldest daughter of the Rev. A. P. Happer, D.D., of the same place.

NORTON—MACVICKAR.—On the 22nd June, at Calverley Church, New York, Major Charles Grantley Campbell Norton, Unattached, 23rd Royal Welsh Fusiliers, only son of the Hon. Charles Norton (brother of Lord Grantley and of the Hon. Mrs. Phipps, and grandson of the late Lieut.-General Sir Colin Campbell, K.C.B., Governor and Commander-in-Chief in Ceylon), to Katherine, daughter of Commodore MacVickar, U.S.

DEATHS.

BRISTOW—On the 8th July, in his forty-first year, Charles Jones Bristow, of the P. and O.S N. Co.'s service, youngest son of the late Henry Bristow, of the H.E.I.C.S.

MICHELL—On the 8th July, at Arundel Villa, Elgin-crescent, Edmund Rufus Michell, Esq., late Harbour-master and Marine Magistrate, Hong Kong, aged fifty.

SETH—On the 21st May, at Queen-street, Singapore, Joseph Emanuel, the infant son of Mr. P. J. Seth, aged three months.

SMITH—On the 14th May, at Honque, Shanghai, of typhus fever, Eliza Burt, the beloved wife of Robert Smith, Esq.

SMITHETT—On the 3rd July, at Camberwell, from the effects of sunstroke, whilst on duty in Ceylon, Lieut. Albert L. C. Smithett, Royal Artillery, aged thirty, youngest son of Sir Luke Smithett, of Dover.

WILLISFORD—On the 25th May, at Radcliffe House, Colombo, Ceylon, in the fifty-sixth year of his age, Francis William Willisford, Esq., M.D., son of the late John Willisford, Esq., of Chelsea Hospital.

THE ONE POUND DRAFT QUESTION.

(To the Editor of the *London and China Telegraph.*)

SIR,—Might I ask you, as the representative of the China merchants, for space to reply to an article against them that has appeared in the last issue of the dealers' journal, the *Produce Markets Review*?

I would not have troubled you but for the unqualified partiality of the production in question, and I cannot refrain from saying that had the author reflected a little more before he penned his remarks that many of them would not have been published; but he appears so convinced that nobody is acquainted with the details of the tea trade but the dealers, that he instantly rushes into print to criticise, denounce and threaten.

The dispute on the tare and draft matter is the chief burden of the song of the editor of the *Review*, and weaker arguments than the trade use in their defence I could not imagine. They claim this super tare and draft (1) because it has been a custom of the trade hitherto, (2) to cover, as they say, the risk of loss in retailing the chest. What risk is there? Did any dealer, retailer or householder, ever break into a chest of tea but he found, with very rare exceptions, two or three pounds over what he paid for? And yet the merchant is so monstrously wicked for objecting to lose two per cent. because he has been such a goose so long!

I will now dwell briefly on rather a thoughtless observation of Mr. Editor, who says, "for there is no doubt that there are many intermediate profits before the dealers get their tea." Had he said before the consumer gets his tea there would have been sense in it; but of all the unnecessary increase of cost to the consumer is that which is absorbed by the wholesale dealers, and yet they are the most dissatisfied class connected with the product.

And now for the awful threat of this combination. It is news to me that the dealers are as extensive or opulent a class as those who do or who can import tea. Mr. Editor evidently thinks that tea merchants are confined to London; perhaps he is not aware that Lancashire, and Yorkshire even, harbour some of these terrible ogres; and I wonder which party would find it the most expensive—the dealers to open establishments, even if they could find the accommodation they imagine, in extravagant China, or for the merchants to ignore them in quitting their imports into Great Britain, for "there are more ways of choking a dog than with the thick end of a jam dumpling;" besides, I feel certain there is precedent sufficient of the dealers having tried merchanting, and I am equally certain that those will think twice before they do it again; and, further, Mr. Editor fails to convince me that stocks are so opposed to the merchants' position. I think he has forgotten to deduct a very large percentage that for years has not, and never will, appear on the market.

I am glad, in conclusion, to be able to agree with some remarks in the article I am answering, namely, those which refer to the dealer being excluded from bidding at the auctions, and paying half per cent. to the merchants' broker; and if the dealers will persist in opposing both these measures, I am certain they will have the cordial co-operation of every importer. The brokers argue that if such a rule were established, that they could not both buy and sell, there would be some cases of extreme hardship; but I would remind them that no laws are made that do not injure some one, but it is the general benefit which is studied, and I am certain that brokers would lose fewer constituents if they had not the temptation of serving two masters. I apologise for the length of my remarks, and remain, Sir, very respectfully, yours, &c.,

A MERCHANT.

July 6th.

HOMEWARD PASSENGERS.—Amongst the passengers from China by the P. and O. steamer due at Southampton on the 16th inst. are Captain C. S. Stanhope, late H.M.S. *Ocean*, appointed as private secretary to Mr. Childers; Captain Trollope, late *Zebra*, promoted; and Mr. John E. Cooke, late acting Paymaster in charge of Shanghai Naval-yard, permitted to return on leave after five years' foreign service.

MR. E. R. MICHELL.—We regret to record the death of Mr. Michell, who landed at Hong Kong in its early days with the then Major Caine. In 1843 he entered as clerk in the Harbour-master's office, under Captain Pedder, and by attention and ability worked himself gradually up to the post of Harbour-master and Marine Magistrate. Mr. Michell has for some time enjoyed a pension from the Hong Kong Government.

CHINESE LABOUR.—The Chattanooga *Times* states that on the 17th of June Messrs. Koopmanschap telegraphed to the superintendent in charge of the construction of the Alabama and Chattanooga Railway—"Can deliver in thirty days at Chattanooga 1,000 or 2000 good Chinese labourers for sixty dollars per head. Wages sixteen dollars per month and board. Free passage back." The superintendent replied—"We will take 1,500 able-bodied Chinese labourers at once."

THE REPORTED MASSACRE AT PEKIN.—The *Official Journal* of Paris says:—"The bad news from China, which has come by way of London, is of an entirely unofficial character. The Duc de Gramont has hastened to obtain intelligence by the shortest route, the Russian telegraph, and has received a reply from St. Petersburg, according to which the Russian Government had received no advice of the alleged massacre." The Duc de Gramont, on being questioned on the subject, confirmed the above.

THE ITALIAN ISLAND IN THE RED SEA.—A telegram from Cairo, July 9, says:—"Egyptian troops have disembarked at Ashab-bay, the Italian territory in the Red Sea, and, after a fight with the natives, tore down the Italian flag and took possession of the territory. The Egyptian steamer *Khastonne* has left Suez for Massowah on a secret mission.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks.—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & CO., Homœopathic Chemists, London.

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Parliament.

HOUSE OF COMMONS.

THE "BOMBAY" AND THE "ONEIDA."

(5th.) Mr. HANBURY-TRACY called attention to the correspondence relating to the collision between the *Bombay* and the United States ship *Oneida*, and moved—"That, in the opinion of this House, there is nothing in the evidence taken by the Naval Court of Inquiry, or in the correspondence which has been laid before Parliament, to justify the severe reprimand administered by the Board of Trade to Captain Eyre, and that further inquiry into his conduct ought to be made." He said that no one in approaching this subject could do so without feeling the deepest sympathy with those mourning people who had suffered by this sad calamity; and, for his own part, whatever might be the result of this discussion, he hoped the expression of regret might be some mitigation to the sorrows of those who were suffering from the loss of friends and relatives. He was well aware that in America and in this country a strong feeling existed against Captain Eyre, and he thought that a great stigma had been cast upon him, but which was without foundation. The hon. gentleman, after going into details at some length in reference to the collision of the *Bombay* and the *Oneida*, contended that no blame attached to Captain Eyre, although his certificate had been suspended for six months. He was of opinion that ninety-nine men out of a hundred would have done the same as Captain Eyre had done, and Sir H. Keppel, who had examined into the matter and had written to him (Mr. Hanbury-Tracey), said that in his opinion the conduct of Captain Eyre under the circumstances was free from blame, and that had he been in the same position he would have acted as Captain Eyre had done. In 1860 strong evidence had been given in favour of taking away the jurisdiction of the Board of Trade. The reprimand of the Board was far too severe to have been inflicted without the clearest evidence. It was of a character which, if any foundation existed for it, would have justified an indictment for manslaughter. It was neither right, fair, nor just, and he had been advised that Captain Eyre could recover against the Board of Trade in an action for libel. He had shown that Captain Eyre was so harshly treated by the Court of Inquiry, as to have justified the Board of Trade in reopening the inquiry; and that a charge had been made against Captain Eyre which amounted to grave miscarriage of justice. In fact, he had been sacrificed to public feeling in America. The hon. member concluded by moving his motion.

The following is Sir H. Keppel's letter, referred to by Mr. Hanbury-Tracy:—"There has never been any question as to the collision between the *Oneida* and the *Bombay* being entirely the fault of the former. With regard to the subsequent conduct of the captain of the *Bombay*, I can assure you that I have carefully gone into the evidence; I have, moreover, examined the track chart at the Peninsular and Oriental's Company's office in the City, as well as personally questioned Captain Eyre, and I am decidedly of opinion that his conduct afterwards, under the peculiar and difficult circumstances in which he was placed, was free from blame. The evidence as to the duties performed by the chief officer is conclusive, to my mind, that the engines must have been stopped fully ten minutes, more than ample time for any ship, especially a man-of-war, to make signals by rockets or blue-lights, should she wish to communicate. Captain Eyre assured me that after he had acceded to the pilot's request to proceed, he himself took up a position on the bridge and, facing aft, never, with his glasses in his hand, took his eyes off the spot where the vessel he had been in contact with would have been had she not proceeded, as he last saw her, under sail and steam; and I am satisfied no better look out could have been kept than that he performed himself, while the pilot looked out for his ship, which he naturally believed had received the greater injury, her having sprung a leak being reported to him. The shock, too, of the collision was so little felt on board that I knew a lady who thought so little of it that she continued her game at Bézique with which she was occupied at the time. I think that had I been in Captain Eyre's position, with mails and passengers on board, I should have acted as he did. Further inquiry will, I trust, prove that Captain Eyre has been already hardly dealt with."

Sir J. ELPHINSTONE, after hearing all that had been said on the matter, could not make out where the *Oneida* had been struck. He did not know where the "midsheets" were. The hon. member, with a profusion of nautical terms, gave his version of the collision, which, he said, had been occasioned by the American midshipman in charge of the *Oneida* putting his helm astarboard instead of aport. Captain Eyre had done everything possible both to avoid the collision and afterwards, and if this had not been a Yankee man-of-war they would never have heard anything more about it. (Oh.) If he had been Captain Eyre, he should have done just as Captain Eyre did; and the conduct of the Board of Trade in censuring him would rise up in judgment against them, and, if the hon. gentleman divided on the question, he should support him.

Mr. GLADSTONE regretted that the phrase "Yankee man-of-war" had been used by the hon. member of Portsmouth. It tended to show the temper which had been imported into the debate.

Sir J. ELPHINSTONE would withdraw the word "Yankee," and say "an American man-of-war."

Mr. GLADSTONE: The statement at all events amounted to a distinct charge against the members of the Court at Yokohama, and it accused them of giving their decision not as judges upon the evidence, but because they were dealing with the case of an American man-of-war. He (Mr. Gladstone) lamented that the subject had been brought before the House at all. The mere fact of omission to render assistance in a case of danger at sea was by the Merchant Shipping Act of this country a statutable offence, and the enforcement of the law with respect to that was provided by the appointment of a court and an appeal to the Board of Trade. Under the circumstances of this case it would have been much wiser on the part of Captain Eyre's friends to have trusted to the gentle and gradual action of public opinion, than to have provoked a discussion in that House which had only tended to aggravate the matter.

After some further discussion, the motion was withdrawn.

THE CHINA CONVENTION.

(7th.) Mr. OTWAY, stated, in reply to Mr. MAGNIAC, that it was not the intention of the Government to recommend Her Majesty to ratify the Convention recently concluded by Sir R. Alcock. A communication would be made by way of answer to the memorial of the merchants without delay, by the Secretary of State, and that communication would state the reasons which had induced the Government to come to the decision he had announced.

RUMOURED MASSACRE AT PEKING.

(7th.) On the telegrams from China Mr. OTWAY said: No confirmation of the rumoured massacre of the French Chargé d'Affaires and other Europeans at Peking had been received at the Foreign-office, and the Government were of opinion that Mr. Wade, our representative in that city, would not have hesitated to despatch a courier with information of so grave an occurrence. The rumour was generally believed in Paris, but the Government hoped it would turn out to be without foundation. Mr. MAGNIAC said the massacre had taken place at Tientsin, and not at Peking. Mr. OTWAY said one account said the king and the other Tientsin, and one gentleman was named who was very unlikely to be at Tientsin at this season of the year.

THE "BOMBAY" AND "ONEIDA."

THE discussion to be found in our Parliamentary intelligence, brought on by Mr. HANBURY-TRACY, has not resulted in a more satisfactory conclusion of this *vexata quæstio*. It is one of those cases that no amount of discussion can clear up. Both landsmen and sailors—including Admirals of high standing—take different views of the matter, and we cannot admire the discretion of Mr. TRACY or Sir JAMES ELPHINSTONE in the debate. It was high time that Mr. GLADSTONE should dissent from the disrespectful language used on the occasion. The truth is that the members who spoke, as is generally the case in such far off matters, were but little acquainted with the subject. We have already expressed our opinion that the decision of the Court at Yokohama more than met any delinquency of Captain EYRE, and that the Board of Trade had no right to make such acrimonious additions to the same. To our minds the evidence taken at the Court clearly proved that no amount of stopping and waiting would have availed to save the crew of the *Oneida*. How could Captain EYRE wait to know if the *Oneida* wanted assistance when she was —assisted no doubt by the prevailing fog—out of sight when the *Bombay* stopped, and not a sound or indication to be heard from her? The *Standard* on the matter says:—

The debate on the collision between the *Bombay* and the *Oneida* ended in a sort of drawn battle. In the result the Board has escaped censure and Captain Eyre has been exonerated from severe animadversion. The department of which Mr. Bright is the nominal head has avoided formal reproof for meddling with matters beyond its province, and the late commander of the *Bombay* has been absolved from an imputation to which no honourable man could tamely submit. We do not know that either party to this controversy can find very much fault with the other. Writing after the event, we believe that the errors chargeable upon each are errors of judgment only, and that those errors ought mainly to be attributed to the lack of accurate information, or the influence of excited but still praiseworthy feelings. No one who knows anything about the tone of professional *morale* in the higher ranks of the mercantile marine will suspect that an officer of Captain Eyre's standing would willingly fail to do all that, by the most strained construction, could be brought within his duty, and only the most inveterate and uncharitable of antagonists would believe otherwise.

The *Daily Telegraph* says:—

What Captain Eyre has gained through the debate is a virtual admission that the language used by the Board of Trade was unnecessarily severe, and went beyond the evidence; what he has failed to obtain is an acknowledgment that the original sentence passed at Yokohama was too severe. He stands absolved from the charge of deliberate inhumanity, but not from that of having committed an error of judgment—an error which, though momentary, as stated by Mr. Gladstone, is nevertheless one which the "public interests of mankind and of navigating nations" require to be treated with severity. We believe that public opinion in this country will, in the main, approve of the decision thus pronounced; and that, when "naturally excited feeling in the United States have cooled down to a stage at which reason can be heard, the view there entertained will not differ greatly from our own. Yet it is much to be regretted that national feeling should have been aroused at all on such a topic; but the very violence of the passion displayed renders the task of correcting the excess on either side all the easier.

By a vote in the Senate at Washington of thirty-one votes to seventeen, Chinese are debarred from the privilege of citizenship. This does not accord with the spirit of the Burlingame school. One hundred and fifty Chinamen have arrived at New York in search of employment. The Trade Unions are getting alarmed at this Celestial invasion, and if the movement gets much larger the opposition of the white labouring class to it may assume a very threatening form.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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The London & China Telegraph.

LONDON: MONDAY, JULY 4, 1870.

OVERLAND BETWEEN INDIA AND CHINA.

AN interesting report has recently been issued by Mr. COOPER with reference to his journeys undertaken for the purpose of ascertaining the best way of opening a line of communication between India, Thibet, and China. The principal features of this report were embodied in the address of the author to a conference which lately assembled at the Society of Arts to discuss the subject. It will be noticed that Mr. COOPER pronounces strongly against the route through Munipore and Northern Burmah, partially explored some time since by Captain SLADEN, and declares it to be utterly impracticable for commercial intercourse. This only confirms what we have written from time to time, and is another argument in favour of the route advocated by Captain SPRYE, namely, that which leads direct from Rangoon to the south-western frontier of China. We trust that the Indian Government may, therefore, be now induced to abandon the opposition it has hitherto shown to this route. From the personal knowledge Mr. COOPER acquired of the countries through which he travelled and of their peoples, it seems clear that regular commerce between England and the West of China cannot be established by either the Brahmapootra and Sudiya route to Bathang, or that of the Irrawaddy and Bhamo route to Talifoo. And, though Captain SLADEN is said to entertain a different opinion, the non-publication by the Government of India of his official report would imply that it discloses difficulties and objections—either of a physical, political, or military character—connected with the KING and Government of Burmah, his rebel Khakyen mountain subjects, the Chinese Shans east of them, the more eastern Chinese Panthay rebels around Talifoo, or the Imperial Government of China, such as it would not be discreet in the Government of India to make public. Under these circumstances, and as the extreme point Captain SLADEN was able to reach—Momien, 120 miles N.E of Bhamo—was found to be 7,000 feet above the sea level, we cannot but wonder that the survey Lord CRANBORNE ordered when Secretary of State for India of Captain SPRYE's more southern and shorter route, from Rangoon to Kiang-Hung, has not been resumed, and this in the manner so long prayed for by our Chambers of Commerce—namely, under the direction of an able and impartial railway engineer of this country, wholly unconnected with the Indian services. Lord CRANBORNE, when Secretary of State for India, did not order this line to be surveyed without having first corresponded with the then Viceroy of India, and fully refuted his objections to the measure. In addition to this, he conferred with a previous Secretary of State for India—Lord STANLEY—at the time Foreign Minister, who had also well considered the proposition; and Lord STANLEY fully concurred with his India-office successor in the propriety of having the Kiang-Hung line surveyed, which he described as a "wise and useful step, the "possible advantages of which were great, the risk of pro- "voking hostility nothing serious, and the cost insignificant, "considering the magnitude of the interests involved," &c. We will hope, therefore, that the present liberal holder of the Seals of the India-office will not permit the industrial classes of the kingdom to be longer excluded from such a market as the West of China offers for the extension of commerce, if this short and practicable way to it be opened up. We fully agree with Mr. COOPER that China is quite large and populous enough to be commercially entered by our merchants at many different points, free from interior competition. The following is a summary of the proceedings at the Conference to which we have alluded :—

The CHAIRMAN, in introducing Mr. Cooper, who has lately returned from his travels in Western China, Eastern Thibet, and Assam, congratulated the meeting on the privilege of having a gentleman present who, from personal observation, could tell them something of the trade routes between India and China, and Assam and Eastern Thibet.

Mr. COOPER, in addressing the meeting, said that before speaking of these routes he would like to explain the objects he had in view during his pioneering journeys from Shanghai towards India, and from Assam towards Bathang, in Eastern Thibet. His first journey was undertaken for the purpose of finding a line of communication between India and China, and he had ascertained beyond doubt that such a line existed; yet he had been obliged to return with the conviction that this route would never enable the millions of China and India to enter into commercial intercourse with each other. His second journey was not for the purpose of exploring the route from Assam to China, but rather to open a route from Assam into Eastern Thibet, by which the tea planters of the Assam Valley might send their tea to a profitable market. With regard to trade between India and China, *via* the Yangtsze and Bramapootra Rivers, he saw but little likelihood of its ever being established. The distance overland from the most eastern navigable point of the Bramapootra to the most western of the Yangtsze was too great, while communication could only be maintained during four months of the year. Opposed to this was, also, the Hankow market, from which the province of Szchuen could be supplied with piece goods *via* the Upper Yangtsze. As to the route from Calcutta to Eastern Thibet, *via* the Bramapootra, Mr. COOPER thought too much attention could not be bestowed upon it. The Chinese at present sent some six or eight million pounds of brick tea from Western Szchuen into Thibet by a land carriage of more than four hundred miles. It would therefore be seen that if the tea planters of Assam could send their tea into Thibet at a point only ten days' journey from the furthest navigable point of the Bramapootra they would cut the Chinese entirely out of the market; but that, while this trade would undoubtedly be a source of great wealth to India, to this extent only could she ever hope to benefit by trade in that part of Asia. Another route (which he had not travelled) was advocated as affording a probability of commercial intercourse between India and China, and that was the route through Munipore and northern Burmah, crossing the Irrawaddy at Bhamo, and thence to Talifoo in Yunnan. It appeared to him that this route had no chance whatever of developing commerce between the two empires. In the first place it would pass through the north of the King of Burmah's country, and in the next place trade could never cross a great water highway like the Irrawaddy, having for its trade gorge the town of Rangoon. Though part of this route had lately been explored by Captain Sladen, Mr. COOPER had not traversed any portion of it, but he had been in the north-west of Yunnan, and, from what he could see, the trade, likely to arise, even should the route be opened, had been overestimated by the merchants of Rangoon; and, though he was of this opinion, he also thought that with the opening of the route birth might be given to a considerable trade between Rangoon and Yunnan and the western part of the province Kwei-chew, but not with Szchuen, the trade of which belonged to the eastern seaboard of China. In saying this he was glad of the opportunity to state in public that there could be no grounds for jealousy between the British merchants in China and those of Burmah. There was ample room in China for all. But many difficulties stood in the way of a successful opening of the Bhamo and Tali route. The Khakyans and Chinese Shans were to be quieted; and it appeared to him that unless Burmah proper is annexed, the only person likely to benefit by this trade would be the King of that country. This was, however, a difficulty which he hoped would be overcome by other means if possible, as he looked on every piece of annexation by the Indian Government in the future as so much of her strength sacrificed. He could not, however, be silent on the other point of extreme which the Government were apparently inclined to adopt, which seemed to be the destruction of commercial interests when opposed to the peace-at-any-price policy which Government holds in such high esteem. Nothing could be more dangerous than allowing the Chinese to evade the letter of our treaty, or to allow the Burmese Government and mountain tribes like those met by Captain Sladen to stop or interfere with legitimate Government undertakings. It might keep peace for a time, but might ultimately compel us, for the sake of the British name, to shed much blood and incur great expense. He thought, therefore, that when Government once undertook a project they should carry it out honourably but firmly, and show to the Eastern peoples that, while annexation is *not* contemplated, free and unmolested commercial intercourse is desired, and that violence and murder will be promptly punished. Trade routes should be explored, too, by private enterprise, and not by Government officers, whose instructions are generally of such a nature that they carry with them a great weight of political responsibility, and are obliged to proceed by purchasing their way through countries at a cost that very seriously impedes the progress of commercial efforts following in their footsteps. Only one thing remained for him to say before closing his address, and that was on the subject of roads beyond our Indian and Burmah frontiers. He thought that our object should rather be to make India a great commercial centre, to which the people of Asia should flock to satisfy their wants; and not to make her a mere transit station, and her merchants carriers of goods and road makers for peoples who can just as easily come to her by their own present roads as by any we could make through the Himalayas. Mules and yaks must be the means of carriage through those mountains. It would, therefore, be better to establish trading posts on our frontiers, and let the people come to us during the season when the melting of the snows annually permits them to traverse their mountain passes.

In the discussion which followed, Dr. CAMPBELL referred to the desire of the Thibetans and Yarkandis to trade with us, and thought where we could get permission from the proper authorities to make roads through their country, good roads should be made by us. He asked Mr. Cooper what operated in stopping him from reaching India from China; whether it was the jealousy of the Chinese or Thibetans. Mr. COOPER replied that, the fear entertained by the Chinese of the loss of their tea trade with Thibet, and Lama fear for the religion of their country, were the interests that stood in the way of his reaching India from China.

Mr. CASSELLS said the Russian market had been referred to as likely

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sooner or later to enter into competition with India in Central Asia. Some years ago, when he was in Bombay, the Indian Government obtained a number of patterns of goods which the Russians had been sending into the market for Central Asia, and on these patterns being sent home as samples, it was a curious fact that they turned out to have been made in Glasgow. He asked Mr. Cooper for his opinion as to Captain Sprye's route. Mr. COOPER replied that he had neither traversed nor, indeed, studied it. But if this route led to Yunnan direct from our port of Rangoon across our own possessions in Burmah, it was decidedly worthy of as much attention as the Bhamo and Talifoo route.

Mr. SAUNDERS addressed the meeting at some length, urging the necessity of Government removing the political hindrances, which he had no doubt was one of the principal causes of Mr. Cooper's having failed to reach India from China, and Thibet from Assam.

Captain SPRYE being present, the CHAIRMAN asked him to favour the meeting with some remarks on his route. That gentleman said he had not come to speak of that route, but to hear Mr. Cooper describe the more northern ones he had so perseveringly and enduringly explored to the furthest limits it had been possible for him to make way. He had great pleasure, however, in stating that the route which, after the most full inquiries about all others, he had felt it right to select and advocate in the interests of the manufacturers and merchants of the United Kingdom generally—viz., the short direct land route from Rangoon to the Meikong or Upper Cambodia River, in the Burmese Shan State of Kiang-Hung, on the south-west frontier of China—was in no respect abandoned by its home commercial approvers. On the contrary, the whole of the information that was permitted to ooze out from time to time of the result of the efforts of the Government of India to open longer, more difficult, and less promising routes, could not but confirm the reflecting and disinterested manufacturing and mercantile bodies of the kingdom, that whatever local dry season trade might in time be established by the circuitous Irrawaddy and Bhamo route to Talifoo, or by the Bramapootra and Upper Assam route to Bathang, trade worthy of the name of commerce could only be carried on continuously the year through between the United Kingdom, the Burmese Shan States, and South-West of China, by the route and the means so long recommended by the Chambers of Commerce of the kingdom to the favourable consideration of Her Majesty's and the Indian Governments —viz., the most direct practical land route north-east from Rangoon. Captain Sprye observed that in the present age the shortest routes for commerce, by both sea and land, were all essential to commercial success; and showed that the Kiang-Hung route had received the warm approval in various ways of the late and present Chief Commissioner of British Burmah, the late Deputy Commissioner O'Riley, Assistant Commissioners Richardson and M'Leod, of Captain J. M. Williams, and others of long service and travel in British Burmah and the adjacent countries. He showed that Chief Commissioner Phayre had repeatedly, so long back as 1862-63, urged the Government of India, officially, to permit it to be surveyed; and had expressed to him (Captain Sprye) the hope of ultimate success, if the home commercial public continued to press it earnestly on the home authorities. Further, that in 1865, Captain J. M. Williams, many years Public Works Officer in British Burmah, had very strongly recommended the route to the then Secretary of State for India, in an official memorandum which was laid before Parliament. In contrast with which Captain Sprye forcibly commented on the fact that from his first reading a paper on the subject to the Royal Geographical Society in 1860, his views and recommendations, and the wishes of the home commercial community, had been opposed only by Government officials in Calcutta and in London, none of whom had ever been in British Burmah or Burmah proper. He remarked that those officials, having consequently based their opposition on misinformation, misconception, or erroneous policy, had greatly misrepresented the direct land route, even in official documents as well as in Eastern and home journals. As one of many instances of this, he stated that after the first half—250 miles—of the direct land route had been, under the orders of Lord Cranborne, satisfactorily surveyed, and the completion of the survey to Kiang-Hung had been recommended by the present Chief Commissioner, the late Viceroy of India and his Council—under misguidance, of course—sent home a despatch, in 1868, representing that "there remained still 1,230 miles of the route to survey in unknown and wild foreign countries, besides alternative lines;" whereas there only remained about 280 miles, for the survey of which the survey party was at the time fully organised, with the cordial concurrence and co-operation of the King of Burmah; and that, of a considerable portion of that 280 miles the Government of India had long possessed full information in official reports and itineraries of officers who had traversed it, under their orders. Captain Sprye further pointed out that the happy completion of the Suez Canal rendered the opening of the direct land route from Rangoon to the West of China, of tenfold importance to the manufacturing and mercantile classes of the United Kingdom; inasmuch as goods would be able to be delivered by it in China within thirty-five days from their leaving British ports, and the many rich products of Western China would be there received in return in a similar short period. By the Canal, Rangoon is only 7,834 miles from England, thirty-two days' fair steaming; and the Kiang-Hung frontier of China being 580 miles from Rangoon (the half of which has been satisfactorily surveyed), goods would be carried across on a tramway, even at the slow rate of but twelve miles an hour, in forty-eight hours, making thirty-five days only from England to China. He (Captain Sprye) continued to consider this an Indian and Imperial benefit, all worthy of prompt realisation, and he deeply regretted the many years it had been already advocated in vain. During this lost period, under the patronage of enlightened and far-seeing rulers, those much greater, more difficult, and most costly undertakings, the Suez Canal and the Atlantic and Pacific Railway have been completed and brought into working order, to promote and accelerate the future commerce of France and the United States with the Empire of China and its surroundings.

Mr. HYDE CLARKE, in his closing speech, remarked on the importance of the questions that had been discussed, and complimented Mr. Cooper on the able and persevering manner in which he had penetrated so adventurously into unexplored parts of Eastern Asia. He dwelt on the very great interest England had, in these days of general peace and competition for the trade of the world, in the establishment of commerce by every route that could be peacefully opened for it with both Central Asia and Western China; and, with hearty commendation of those individuals who devoted themselves as pioneers to these objects, often to undergo not only personal labour and privations with expenditure of their private means, but also public neglect for awhile, he concluded by proposing a vote of thanks to Mr. Cooper for his address, a motion which was most cordially carried.

THE FRENCH MASSACRE.

THE attack on the missionary party in the vicinity of Tientsin, in which Mr. WILLIAMSON was murdered, has now been succeeded by a more determined onslaught against Christianity. According to a telegram by Grant's line, *via* Kiachta, received on the 5th inst., it appears that a riot occurred at Peking, and that a mob attacked and fired the Roman Catholic Cathedral, murdered all the priests and Sisters of Mercy to be found in the neighbourhood, and then retired. The persons murdered are French subjects, and for the general good of foreign relations with China at this moment it is well that it has fallen to the lot of France to avenge this atrocity. The Under-Secretary, in reply to Mr. MAGNIAC, stated that no information had reached the Foreign-office on the subject, and they very much doubted the report. It is certainly singular that the French Government has no special telegram, and the Russian Government says nothing on the subject. Our press are backward in their comments; only the *Post* talks of satisfaction for the outrage.

THE project of raising a subscription for the relief of the unfortunate sufferers by the collision of the *Oneida* and *Bombay* has been revived. Sir JOHN LUBBOCK is the treasurer, and his firm will act as receivers. The appeal says:—"The deep regret and heartfelt sympathy for the victims of this untoward disaster, which has found such prompt and general expression, leaves no room to doubt that the British public are anxious to unite with the American people in regarding it in the light of a common calamity. The legacy of international goodwill left by Mr. PEABODY to this country and his own has added a fresh motive to the natural wish that the English community should be permitted to participate in alleviating the material distress of the families so suddenly bereaved by this providential visitation."

OUR correspondent at Yokohama records another incident illustrative of the progress of the Japanese Government. The Commercial Department, which was formed for the purpose of carrying out more effectually all matters connected with foreign trade—has decided on establishing a line of postal steamers between Yokohama, Hiogo, and Nagasaki, and for this purpose have purchased the steamers *Nymph* and *Sakana*. This is certainly progress; for at the present moment our own postal arrangements do not include the service to Nagasaki, and the mails from England frequently lie weeks at Shanghai *en route*. The postal authorities here say they cannot give any aid in the matter. While we meet with so much opposition from the Chinese, it is refreshing to experience such enlightened views among the Japanese.

THE Council of Administration has published a notice to the effect that the income of the Suez Canal has not been sufficient to allow of the payment of the coupons which fell due on the first day of the present month, and that consequently the payment of the coupons, both of the shares in circulation and of the "delegations" representing the 176,602 shares of the Egyptian Government, is adjourned, but will take precedence of all future distribution of dividends. We are sorry for the necessity for this announcement, and hope that the traffic through the Canal will grow rapidly and allow the payment of fair dividends. A telegram from Ismailia announces the satisfactory transit of the *Sarthe*, one of the French troopships, drawing 6·30 metres, equal to 20¾ English feet.

BY the last mail from Colombo we learn that it is rumoured that the Imperial Government propose to take an important part in the Galle harbour improvements, and by a larger outlay to make them more complete. We are sorry to find, however, that the impression is incorrect.

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THE appointment of Earl GRANVILLE to succeed the Earl of CLARENDON as Secretary of State for Foreign Affairs is of considerable interest to our readers, more especially as his Lordship assumes the office at a time when our relations with China are in a pending and unsatisfactory condition. The ratification of the Convention of Sir RUTHERFORD ALCOCK has been suspended by the action of the merchants, and the issue between the mercantile bodies and the Government was only set at rest on Thursday last. This confirms the announcement we made nearly two months since, that the Convention would *not be ratified.*

Monetary and Commercial.

The subjoined is a copy of a despatch from Her Majesty's Minister (Sir H. S. Parkes, K.C.B.) at Japan, forwarded to the secretary of Lloyd's by the Foreign-office, respecting the loss of the British ship *St. Dunstan*, and the kind treatment the survivors of her crew received from the hands of the Japanese authorities:—

"Yokohama, May 2.

"My Lord,—I have the honour to report another instance in which the Japanese have treated with marked humanity and kindness the crew of a wrecked British vessel. During the night of the 31st March the British ship *St Dunstan*, bound from Glasgow to Yokohama, struck on the southernmost point of the promontory which forms the eastern side of the Bay of Yedo, and shortly afterwards became a wreck. The Japanese authorities gave me notice of the occurrence in the enclosed despatch, and they at the same time took measures for forwarding to Yokohama the shipwrecked crew. Having communicated this despatch to Her Majesty's Consul, he has informed me in the accompanying report that the master of the *St. Dunstan* speaks in high terms of the officials and people of the place where the wreck occurred. The latter fed and lodged him and his crew, while the former rendered him all the assistance in their power in saving such portion of the cargo as could be collected from the wreck. A naval court, which sat on the 26th ult., attributed the wreck to imprudent conduct on the part of the master of the *St. Dunstan*, and, in view of the loss of life, as well as vessel and cargo, the court suspended his certificate for six months.—I have the honour, &c., "H. S. PARKES.

"The Right Hon. the Earl of Clarendon, &c."

The tenders for £400,000 in bills on India were as follows:—To Calcutta, £297,500; to Bombay, £100,000; and to Madras, £2,500. The *minimum* price was fixed, as before, at 1s. 10$\frac{1}{2}$d., and tenders on all the presidencies at 1s. 10$\frac{1}{2}$d. will receive about 50 per cent. These results show an increase in the demand for means of remittance to the East.

At the meeting of the Joint-Stock Discount Company (Limited), called by order of the Master of the Rolls at the request of the shareholders, it was proposed to take the liquidation out of the Court of Chancery, and to continue it under the management of certain of the shareholders, to be elected by the meeting. After a great deal of discussion, a poll was demanded, which is to be taken on the 12th inst., and the meeting was thereupon adjourned till the 13th.

Warrants for interest on the paid-up capital, at the rate of 5 per cent. per annum, have been sent to the shareholders of the China Submarine Telegraph Company (Limited).

The interest due on the 15th inst., on the bonds of the Netherlands India Railway Company, has been announced, payable at Messrs. Horstman and Co., London agents.

By a telegram from Aden we learn that the *Emma Ash*, from Colombo to London, had arrived there short of fuel, so that, against a cheap passage, interruptions of this sort must be considered against the higher rates and security of the P. and O. and Messageries.

BOARD OF TRADE RETURNS.

The following are those figures which relate to our Export trade with China and other countries in the Far East:—

COTTON YARN.

To		For the Month ended 31st May. 1868.	1869.	1870.
China and Hong Kong	lbs.	150,320	463,760	1,233,250
Japan	,,	113,660	599,490	1,639,950
Straits Settlements	,,	67,200	52,575	219,400
Ceylon	,,	19,000	12,650	20,000
		For the Five Months ended 31st May.		
China and Hong Kong	lbs.	2,048,266	1,247,220	3,568,129
Japan	,,	1,432,260	2,161,322	4,557,280
Straits Settlements	,,	637,000	355,615	1,193,750
Ceylon	,,	137,700	64,422	83,156

COTTON MANUFACTURES.

To		For the Month ended 31st May. 1868.	1869.	1870.
China and Hong Kong	yds.	26,236,492	30,191,107	31,862,799
Japan	,,	1,336,676	1,540,620	3,927,402
Philippine Islands	,,	2,881,300	1,866,600	2,719,900
Java	,,	3,265,140	1,592,670	4,266,984
Straits Settlements	,,	2,749,720	6,784,187	6,658,256
Ceylon	,,	667,804	1,722,876	1,682,120
		For the Five Months ended 31st May.		
China and Hong Kong	yds.	122,664,468	129,163,284	137,726,065
Japan	,,	8,062,100	9,007,022	13,097,212
Philippine Islands	,,	12,794,120	9,926,039	12,102,840
Java	,,	10,636,152	8,181,170	11,753,054
Straits Settlements	,,	24,875,603	24,022,424	35,324,374
Ceylon	,,	9,120,793	7,098,414	10,800,366

WORSTED STUFFS.

To		For the Month ended 31st May. 1868.	1869.	1870.
China and Hong Kong	yds.	2,632,788	1,388,283	1,438,558
Japan	,,	530,654	208,835	297,537
		For the Five Months ended 31st May.		
China and Hong Kong	yds.	9,163,876	8,847,495	8,046,314
Japan	,,	1,684,431	1,940,023	698,019

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1868.	1869.	1870.
For the month	yds.	374,273	251,626	338,737
For the five months	,,	937,895	1,037,057	1,068,525

LEAD TO CHINA AND HONG KONG.

		1868.	1869.	1870.
For the month	tons	1,057	1,158	831
For the five months	,,	3,907	6,148	8,168

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and four months ended 30th April, 1870, compared with the corresponding periods of the two preceding years, is returned as follows:—

To	For the Month ended 30th April. 1868.	1869.	1870.
China (exclusive of H. Kong)	£380,847	£765,077	£724,736
Hong Kong	68,593	159,140	260,369
Japan	61,930	146,243	120,511
Straits Settlements	143,050	122,497	229,036
Ceylon	90,006	28,553	96,214
Philippine Islands	65,612	73,142	65,348
Java	22,138	42,614	33,082
Siam	—	—	—
	For the Three Months ended 28th Feb. 1867.	1868.	1869.
China (exclusive of H. Kong)	£1,824,848	£2,311,247	£2,100,221
Hong Kong	635,643	554,446	837,387
Japan	314,209	529,746	484,463
Straits Settlements	534,999	484,011	694,105
Ceylon	233,603	176,240	272,414
Philippine Islands	277,499	244,358	259,344
Java	217,326	189,061	188,136

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SINGAPORE to GLASGOW, *via* Liverpool, per Wemyss Castle, entered June 23.—1665 packages pearl sago, 200 packages tapioca, 280 bags black pepper, 97 bags white pepper, 1195 pieces sapanwood—Order; sundry packages addressed; 100 bags pearl sago—J. Small and Co.; remainder of cargo landed at Liverpool.

From ILO ILO to London, per Cleughs, entered June 27.—35,851 bags sugar, 10 tons sapanwood—Order.

From JAVA to BRISTOL, per Australia, entered June 27.—4680 baskets sugar, 113 bags cloves, 100 cases gum, 210 bags cubebs—Beloe and Co.

From ILO ILO to LIVERPOOL, per Joaquina Victoria, entered June 28.—21 tons sapanwood, 1 case 9 casks cigars—Captain; 26,772 bags sugar—Order.

From SINGAPORE to LIVERPOOL, per Lochleven Castle, entered July 6.—128 bags pepper, 876 ps. hides—J. Cnthrie; 602 bags pepper, 1,190 bales gambier, 6348 bags sago flour, 511 hides—Order. The remainder of the cargo for Glasgow.

ARTICLES OF IMPORT.

TEA.

There is no established change for the better in the market, occasional symptoms of improvement being but short lived; the public sales have been considerably smaller than for some time past, yet there is no return of confidence on the part of buyers, the extremely low scale of prices established last month continuing to rule. Business by private sale has become still more contracted, as, in addition to the impediment caused by the still unsettled dispute with the importers, dealers are, as usual at this season of the year, chiefly engaged in stock-taking. Public sales were held on the 5th and 6th inst., comprising 17,486 packages, of which about 11,000 packages were sold, all without reserve. Four breaks of Pakling Congou in boxes brought 1s. 6$\frac{1}{2}$d. to 1s. 6$\frac{3}{4}$d. per lb. About 1,000 boxes new-make Congou, with all faults, sold at 11$\frac{3}{4}$d. to 1s. per lb., and several parcels of red-leaf siftings, with all faults, at 4$\frac{1}{2}$d. to 5$\frac{1}{4}$d. per lb., prices being slightly lower. Common to good common red-leaf Congou brought 11d. per lb., and ~~some parcels "with all faults" 10d. to 10$\frac{1}{2}$d.~~ per lb., showing no alteration on current rates. Very common spurious Shanghai packed Congou sold at 3$\frac{1}{4}$d. to 3$\frac{1}{2}$d. per lb., being again lower. Pingsuey Green Teas sold somewhat irregularly, but generally at former rates.

With regard to the present low range of prices Messrs. Huth and Co.'s Circular remarks:—We have reached about the extent of thefall, to which our reports for a long time back had steadily pointed. It can hardly be expected that the new shipments from China will be hurried off at the quick rate of the previous two or three years. If this prove true, our stocks must gradually work smaller, allowing room for the good common qualities of Congou at last to recover themselves to some extent. As to any important improvement there is nothing

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at present that could justify the looking forward to it. Our stocks are much too large yet.

Messrs. W. J. and H. Thompson's Circular contains the following statistics:—

	1870.		1869.
	lbs.		lbs.
The United Kingdom stock was, on the 30th ult., estimated at	92,000,000	against	86,000,000
Cargoes of vessels arrived up to date, but not included in the above stock, with portion of other cargoes only partially included... ...	—	,,	—
Amount "on the water," advised by the last mail	2,898,400	,,	2,445,000

SILK.

Messrs. Kilburn, Kershaw, and Co. report:—The market continues very quiet, with rather easier prices for good Silk, and a more sensible decline for common and undesirable sorts; the season of the year is the main cause of this inaction, but an additional motive has occurred in the recent strike among the artizans at Lyons, which has caused a check to business in that city, and a consequent cessation of many orders which might otherwise have helped business on this market. China Silk shows more firmness than any other description, and some recent sales at 31s. and 29s. for best chop 3's and 4's form existing quotations; all Tsatlees are very scarce, and likely to become more and more so until the new Silk begins to arrive about the 6th or 8th August; best Taysaams are wanted, but it is difficult to find such, while for ordinary Chin Cum sorts, of which there is now a large supply, buyers will not pay over 20s. Hainins continue neglected, and difficult of sale at 25s. 6d. for No. 2 Fatmow, while for lower grades of outside chops there is no demand whatever. Japan and Bengal Silk are both greatly neglected, especially the medium and common sorts. Canton Silk with its large stock meets with a small occasional business, but buyers generally want Tsatlee reel of fair ordinary quality at 20s., a price which holders do not show much disposition to accept. Loong Kongs and other descriptions are not in demand, and although importers are very current sellers business does not follow. The deliveries of Silk last month were good, unusually so for the period of the year, and mark a healthy rate of consumption.

COFFEE.

There is a further improvement in the market for Ceylon, and for the considerable quantities offered at the public sales there has been a brisk demand at 1s. to 2s. advance for coloury sorts, the value of which was above 66s., the other kinds being about 6d. higher. Native Ceylon has also realised improved prices. The latest rates paid have been:—Plantation, triage and ordinary, 43s. to 56s.; small grey and dull, 58s. to 59s. 6d.; low middling to middling do., 59s. 6d. to 65s.; middling coloury, 66s. to 72s. 6d.; good to fine middling, 73s. to 82s.; good to superior bold bright, 82s. 6d. to 91s.; peaberry, 75s. to 82s.; Native, small, 45s.; small good ordinary greenish, 48s. 6d.; fine ordinary, 51s. 6d. to 52s.; bold, 53s. In other East India kinds there have been few transactions; 470 bags Singapore sold, fair pale at 47s. 6d. to 48s. 6d., good at 52s. 6d.

SUGAR.

There has been an improvement in the market, the recent decline has been recovered, and although no great activity is exhibited there is yet a fair demand at firm prices, and in some instances at a slight advance. Among other kinds the common qualities of Manila are somewhat higher. The sales have been 2,000 bags clayed Manila (duty 4s. 9d.) at 24s. to 24s. 6d., 15,000 bags unclayed Zebu at 20s., and 350 baskets fine strong Java (duty 5s. 3d. to 6s.) at 35s. 6d. to 37s. 6d. per cwt. 400 baskets dark Penang sold at 18s. 3d., and 4,000 bags unclayed Zebu at 20s., repacked 19s. 6d.

COCOA-NUT OIL.—There is no change to report, the market for Ceylon being quiet at last quoted rates, viz., 38s. 6d. to 38s. 9d. per cwt.

COIR GOODS.—At the last public sales a comparatively moderate quantity of Yarn was offered, and for good to fine qualities above the worth of £30 per ton sold at steady rates, but below that value, especially the lower kinds, sales were reluctantly effected and prices still have a weakening tendency. Common qualities of Fibre were neglected and were mostly withdrawn; the desirable descriptions of Rope sold on steady terms. The sales included 27 bales Ceylon Yarn, fine to superior £44 10s. to £60, 123 tons ditto in dholls, very common coarse to fair common £17 15s. to £21, good common to medium £21 10s. to £25 5s., good medium £26 to £27, fine £32 to £33 15s.; 5,000 ballots Ceylon Fibre, low coarse £10 5s. to £12 10s., good to fine £24 to £28 15s. 189 coils Ceylon Rope were withdrawn.

CHINA MATTING.—An offer 550 rolls was chiefly withdrawn, only a few lots 4/4 fancy being sold at 21s. 6d. to 27s.

CUTCH.—The market is still quiet, but slightly higher prices have been realised, 200 boxes fine Pegue on the spot being sold at 22s. 3d., and about 30 tons afloat at the same price.

CAMPHOR.—504 cases fair China sold at 77s. 6d. to 78s. 6d., 60 cases Japan being bought in at 87s.

CANES.—Rattans: The sales have been 10,514 bundles at the following prices: Singapore 4s. 2d., Penang 3s. 9d. to 3s. 11d., a few lots 2s. 8d. to 2s. 10d., Batavia 3s. 2d. to 3s. 7d., mouldy and sea-damaged 3s. 5d. to 4s.; 90 bundles ground were withdrawn. Other Canes: Of 226,975 Tonking offered 83,000 sold at ¼d. to ⅜d., 17,775 Partridge sold at 2¼d. to 3½d. Of 79,189 Malacca offered a few lots sea-damaged sold at ⅜d., 159,786 Borneo were withdrawn, except a few lots country-damaged which sold at 5d. to 5¼d., 19,286 Dragon chiefly sold at ¼d. to 4¼d., 21,800 Rajah were withdrawn, 11,000 Penang Lawyers sold at 1⅜d. Of 20,615 sticks 5,700 sold at 1d. to 2d., 112 bundles Bamboo sold at ⅜d.

GAMBIER.—There has been no business, all offers having been bought in at 16s. to 16s. 6d. for bales, and 19s. 6d. for cubes.

HEMP.—There have been no transactions in Manila.

JAPAN WAX.—134 cases saucers sold—fine, 73s. to 73s. 6d.; good, 71s. 6d. to 72s. 6d.; good middling, 68s. 6d. to 69s.

PEPPER.—Black: Former prices are maintained, sales of Penang on the spot being reported at 4⅞d. cash, and short prompt afloat at 4¾d. Singapore realises 5⅛d.; of 1,235 bags Batavia offered at auction, about half sold at 4⅞d. to 5d. per lb. White: No business has been done.

PLUMBAGO.—The market is still dull. Of 328 barrels Ceylon offered two-thirds sold; good lump rather small at 17s., middling at 14s. to 14s. 3d., chips at 11s., fair dust at 7s.; one lot better quality, at 8s. 3d.

PRESERVES.—An offer of 175 cases China Ginger was bought in at 7d.

RICE.—The tone of the market has become more decidedly quiet; there have been no sales on the spot, and the business afloat has been very limited. In auction 747 bags old Rangoon were bought in at 9s. 6d., 1,077 bags Java at 13s., and 90 bags Siam at 8s. 3d. The arrived cargo of 1,000 tons Moulmein, per Blackwall, has been sold at 10s. 1½d. ex ship.

SPICES.—Cassia Lignea: There have been no transactions, an offer of 20 cases being bought in at £5 10s. Cinnamon: Of 338 bales Ceylon offered, only about 100 bales sold—good first, 3s. 3d.; middling, 2s. 8d.; medium second sort, 2s. 5d. to 2s. 11d.; low medium, 2s. 1d.; ordinary to medium third, 1s. 9d. to 2s. 4d.; good fourth, 1s. 9d. to 2s.; the remainder being bought in—good to superior first, 3s. 3d. to 3s. 7d.; second and third, 3s. to 3s. 2d.; low spurious, 4½d. to 6d.; since the sale 65 bales of the latter have been sold at about 3½d. Cinnamon Chips: 582 bags Ceylon sold at steady rates—low coarse bark, 2d. to 2¼d.; low middling, 3d. to 3¼d.; middling to fair, 4¼d. to 5¼d. Nutmegs: 20 cases Penang sold—80's at 2s. 7d. to 2s. 8d., 103's at 2s. 1d; 9 cases Java were bought in, 102's at 2s. 2d. Mace: 7 cases middling Penang offered were bought in at 3s. 3d.; 40 cases ordinary Java sold at 2s. 9d. to 2s. 11d., chiefly at 2s. 10d.

SAGO.—A good supply offered by auction met a fair demand at steady rates, 500 boxes good small sold at 18s. to 18s. 6d., of 1,685 bags about 620 bags sold, fair to good at 17s. to 17s. 6d., medium and large being bought in at 22s. 6d. to 23s. Flour: 200 bags Singapore were bought in at 14s.

TAPIOCA.—Of 448 bags Singapore offered 96 bags fine Rio kind sold at 2½d., the remainder Malacca sort being bought in at 2d.

TIN.—The demand for Straits continues limited and prices have further declined; the latest sale has been at £131 10s. cash, showing a fall of £2 to £2 5s. on last mail's rates, but there do not appear to be any further sellers at that price. Of Banca 500 slabs have been sold at £129, and 100 slabs Billiton have realised £132 per ton.

NEW YORK MARKET REPORT.

TEA.

The quiet tone continues, there being no demand, except for small lots sufficient to supply the requirements of the trade. There is still a large supply on offer, and prices continue irregular, with a downward tendency. The non-settlement of the Tariff question still tends to restrict transactions, and from present appearance it would seem that nothing will be done with regard to Tea during the present session of Congress. The only sales reported are 2,950 half-chests Green, per Etha Rickmers; 1,100 do., per Sarah Nicholson; 500 do., per City of Perth; and 1,057 do. Oolong, per Margarita.

The following are the current quotations:—Hyson; Common to fair 65c. to 75c.; superior to fine, 80c. to 95c.; extra fine to finest, $1.05 to $1.30. Young Hyson: Canton made, nominal; common to fair, 65c. to 75c.; superior to fine, 85c. to $1.10; extra fine to finest, $1.25 to $1.60. Gunpowder and Imperial: Canton made, nominal; common to fair, 75c. to 90c.; superior to fine, $1.05 to $1.30; extra fine to finest, $1.40 to $1.75. Hyson Skin and Twankay: Canton made, nominal; common to fair, 18c. to 63c.; superior to fine, 65c. to 68c.; extra fine to finest, 70c. to 75c. Uncoloured Japan: Common to fair, 73c. to 78c.; superior to fine, 80c. to 90c.; extra fine to finest, 95c. to $1.15. Oolong: Common to fair, 60c. to 70c.; superior to fine, 75c. to 95c.; extra fine to finest, $1.05 to $1.40. Souchong and Congou: Common to fair, 60c. to 70c.; superior to fine, 75c. to 90c.; extra fine to finest, $1 to $1.30.

COFFEE.—The market for all kinds is extremely dull, and scarcely any transactions have been effected. This is usually a dull season, but the quietude is intensified by the proposed reduction of duty to 3 cents per lb., and by the detention of more than half the stock at quarantine, by which the trade is greatly embarrassed. The annoyance and expense caused by the unnecessary delay of Coffee and other goods at quarantine during the summer season have roused a spirit of indignation on the part of the merchants, and cargoes bound here are diverted to other ports, where the restrictions and outlays are less onerous. The business in East India has been confined to some small sales of Java at the current rates, which rule as follow:—Java, 20c. to 22c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. gold. The only sales have been 250 bags Native Ceylon at the current rates, and 1,160 mats Singapore, per George Green (sold before arrival), on private terms. The stock of Manila on the 1st June was estimated at 1,700 bags, against 6,769 bags on June 1, 1869; of Java (Government), at 850 bags, against 2,235 bags; of Java mats, 35,918, against 41,808 bags; of Ceylon, 9,157 bags, against 1,500 bags; of Singapore 1,000 bags, against *nil*.

CAMPHOR.—China is quoted 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2; Cassia, $1.25 gold.

FIRE CRACKERS.—The recent activity has given place to a dull tone, and prices are gradually receding from the high range lately current. Sales have been made of 550 boxes, Extra No. 1 at $3.30 to 3.35; and 750 do. at a private price, the market closing quiet at $3.30.

GAMBIER.—The current quotation is 3¾c. gold (duty paid); stock, 7,000 bales.

GUNNY CLOTH.—We notice the sale of 100 bales Borneo at 32c.

HEMP.—The market for Manila continues dull, and prices exhibit a downward tendency; although the nominal quotation is still 14c. gold, small transactions have been effected at 13¾c., and at the close business could only be done at a further decline. The expectation of the early

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arrival of the Belvidere with a large supply tends to depress the tone of the market. The stock of Manila on the 1st June was estimated at 11,613 bales, against 2,802 bales at the corresponding date of 1869, and 17,664 bales in 1868. The imports into the United States from the 1st January to the 31st May, 1870, were 51,472 bales, against 52,397 bales during the corresponding period of last year, and the quantity afloat on the 31st May was 45,074 bales, against 34,285 bales at the same date last year.

INDIGO.—A recent large importation of Manila—420 cases—has been sold upon private terms. The general enquiry is inactive, and the only sale reported is of 10 cases at $1.12 to $1.30 currency, showing a slight decline.

PRESERVED GINGER.—China is quoted $8 currency (duty paid).

RHUBARB.—The quotation for China is $1 to $1.75 currency (duty paid).

RICE.—There is a fair demand for Rangoon at previous rates, and sales are reported of 2,700 bags for home consumption at $7 to 7.12½ currency, and 3,300 bags for export at $3 to 3.25 gold (in bond).

SPICES.—Pepper has been in request at firm prices, but otherwise the market is quiet, though steady at the rates previously current. Sales have been made of 1,500 bags Singapore Pepper at 27 cents.; 300 do. Sumatra, 26½; 50 to 60 cases Nutmegs, $1.10; 40 to 50 do. Mace, $1.22½ to 1,30; 300 bales Cassia, 47c.; 150 do. Cloves, 25¾ to 26; and a small quantity Wild Cinnamon, 45 to 46 (all gold).

TIN.—Straits is in fair enquiry, and being in somewhat short supply, the quotation is firmly maintained at 38c. gold; the sales have been about 250 pigs and 100 slabs on the spot, which realised the above figure, and 750 pigs afloat on private terms. Banca is in less demand, and the price has declined, the sales being about 100 slabs at 39½c. (gold).

SHIPPING.

ARRIVALS.—June 14, at San Francisco, from Hong Kong and Yokohama, Great Republic, str.

DEPARTURES.—June 21, from New York, from Samarang, George Peabody.

LOADING.—At New York, for Batavia, Franklin; for Shanghai, Homer.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
July 2	Surbiton (str.)	Marshall	Colombo, &c., via Suez Canal	London
—	Glenavon	Maylor	Rangoon, for Liverpl.	Off Queenstown
— 5	Alvington	Adams	Singapore, for Bremen and Hamburg	Plymouth
— 5	Arlington	Newcombe	Rangoon	Falmouth
— 5	Ocean Chief	Pennie	Bassein	Do.
—	William Carvill	Hughes	Rangoon	Queenstown
—	Zurich	Grange	Do.	Do.
—	Glenesk	Naylor	Do., for Liverpool	Do.
— 5	Lechleven Castle	—	Singapore	Liverpool
—	Gysberklarel Graaf van Hogendorp	Fabritius	Rangoon	Falmouth
—	Kaernbitr	Jorgensen	Do.	Do.
— 5	Genil	—	Do.	Liverpool
— 5	Catherine Leed	—	Macao	Clyde
June 7	Harmann Doctor	—	Hong Kong	Portlnd., Oregon
July 6	Cornelis W. Eduard	Swart	Batavia, for Rotrdm.	Back of Goodwin
— 6	Emma	Olliver	Akyab	Falmouth
— 6	Jeverland	Bruggeman	Rangoon, for Geestemunde	Off do.
— 6	Michiels Loos	Parmentier	Akyab, for Antwerp	Do.
— 6	Challenge	—	Rangoon	Liverpool
— 7	Victoria	—	Akyab	Liverpool
—	Melbourne	Russell	Rangoon	Queenstown
— 8	Giovanni Maglia	Massa	Akyab	Do.
—	Green Jacket	—	Rangoon, for L'pool	Off Queenstown
—	Nydia	Thomson	Do.	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jun. 30	Coldingham	Whyte	Shanghai	London
— 30	Empress	Hodgson	Galle	Sunderland
July 1	Thomas Bell	Williamson	Shanghai	London
— 2	Fontenaye	Taylor	Do.	Do.
— 1	John Mackean	Francis	Yokohama	Newport
— 4	Evora	Raison	Colombo, &c., via S.C.	London
— 4	Princess of Wales	Shield	Tientsin and Chefoo	Do.
— 1	Caroline Coventry	Ellery	Manila	Cardiff
— 2	Metis	Smith	Singapore	Do.
— 4	Eldon (str.)	—	Japan, &c., via Suez C.	Liverpool
—	Willem Poelman	Peters	Batavia	Rotterdam
— 4	St. Louis	—	Do.	Liverpool
June 9	Guiding Star	Freeman	Hong Kong	Charleston
July 6	Salisbury	True	Shanghai	London
— 5	Ensign	Duncan	Hong Kong	Cardiff
— 2	San Francisco	Schl renberg	Do.	Hamburg
Jun. 13	Lady Bowen	Woodcock	Shanghai	Port Gamble
— 4	Glaslyn	Milner	Java	Glasgow
— 7	Chateaubriand	—	Batavia	Liverpool
— 7	Vancouver	Arthurson	Singapore	Cardiff

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—For Yokohama and Hiogo: Pride of the Thames. For Yokohama: Benmore, Coulnakyle, Solent, Eastern Chief. For Hiogo and Nagasaki: James Paton. For Shanghai: Portland, Albuera, Carmarthenshire, Loudoun Castle, Antipodes. For Hong Kong: Fusi Yama, John O'Gaunt, Mirella, Penrith, Holmsdale, Neville, Western Chief, Sir Harry Parkes. For Hong Kong (*via* Suez Canal): Cella (str.), Great Northern (str.). For Singapore: Callisto, Belle of Southesk. For Singapore and Sarawak: Otter. For Singapore, Hong Kong, Shanghai, and Japan (*via* Suez Canal): Ercillia (str.). For Penang: Amelia Ross. For Batavia and Sourabaya: Lord Raglan, Hedwig. For Batavia and Singapore: Hibernia. For Colombo: Seafield, Palmerston. For Colombo, &c.: Macedon, Langstone.

At LIVERPOOL.—For Yokohama and Hiogo: British Empire. For Nagasaki and Hiogo: Dolphin. For Cronstadt and Amoor River: Spirit of the Age. For Shanghai: Malacca. For Manila: Catalina. For Singapore: Mount Vernon. For Batavia and Sourabaya: Stavers. For Sourabaya: Maria. For Penang, Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Alonso (str.). For Singapore, Hong Kong, and Shanghai: Delaware (str.).

At GLASGOW.—For Hong Kong: Loch Ken. For Manila: Alejandro. For Batavia and Sourabaya: County of Stirling. For Batavia and Samarang: County of Lanark. For Java: Professor Vander Buon Mesch.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports are generally quiet for sailing vessels, steamers load more briskly; in coal freights from the Northern outports there is but little animation, and tonnage is plentiful.

Current rates of freight for vessels on the berth:—To Yokohama 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £35. For Hiogo: £35. For Hong Kong: £29. For Singapore: £25. For Galle: £27. From Newport, Cardiff, or Swansea per ton.—For Hiogo: £1 14s. For Yokohama: £1 12s. 6d. For Shanghai: £1 16s. For Hong Kong: £1 8s. For Singapore: £1 4s. For Galle: £1 6s.

SPOKEN.

JOHANNA ANTONI (Dut. ship), Newcastle to Singapore, April 3, 37 S., 26 W.
BANIAN (ship), Shanghai to New York, May 5, 25 S., 59 E.
BLACK NYMPH (Brit brq.), Japan to New York, April 29, 12 N., 112 E.
SUSANNA JOHANNA (Dut. brq.), Newcastle to Japan, April 6, 12 N., 111 E.
DARTMOUTH, Shanghai to London, April 2, 106 E.
CHIEFTAIN, Hong Kong to Halifax, May 28, 25 S., 56 E.
HINDOSTAN, London to Shanghai, April 28, 39 S., 16 W.
CEARA, London to Hong Kong, June 21, 49 N., 8 W.
BELLATRIX (Dut. brq.), Sourabaya to Amsterdam, May 14, 10 S., 12 W.
ELLEN, for Singapore, June 19, 49 N., 9 W.
LIZZIE (Amer. brq.), Macao to Falmouth, May 16, on the line, 22 W.
WESTWARD HO (brq.), Singapore to London, June 19, 31 N., 40 W.
TYCOON, Cardiff to Singapore, May 25.
JAVA PACKET, Batavia to Antwerp, June 7, 14 N., 31 W.
HENDRIKA (brq.), Rotterdam to Sourabaya, May 19, 1 N., 24 W.
GRECIAN QUEEN, Sourabaya to Falmouth, June 10, 30 N., 41 W.
DAHLKARSLA, Batavia to Rotterdam, May 16, 11 S., 11 W.
MAIDEN QUEEN, London to Hong Kong.
NIEUWE WATERWEG, Amsterdam to Batavia, May 3, 4 S., 30 W.
CAROLINA (Dutch ship), Cardiff to Singapore, June 16, 41 N., 13 W.
HAAMSTEDE, Rotterdam to Batavia, May 9, 2 S., 26 W.
WATERLOO, Batavia to Amsterdam, May 17, 9 S., 13 W.

CASUALTIES.

Advices from Mauritius, dated June 2, state that the Marie Louise Antoinette (Dutch brq.), from Samarang to Holland, with coffee and sugar, put in there May 10, making sixteen inches of water per hour, having experienced very heavy weather, April 19, 11 S., 96 E., during which she split yards.

The Success, Kirkby, which arrived at San Francisco from Yokohama June 16, carried away jibboon in a heavy north-east gale, which lasted during the first two days after leaving the latter port.

MISCELLANEOUS.

At MALTA.—June 27, Gambia (str.), Borroughs, from London for Colombo, &c. (via Suez Canal); 24, Waverley (str.), Boysen, from Liverpool, and left for Singapore and Yokohama, via Suez Canal.

At PORT SAID.—June 18, Argyle (str.), Orr, from the Clyde, and left 19 for Singapore. Advices from Ismailia, dated June 30, state that the Collingwood (str.), from Liverpool for Colombo, &c., and the Waverley (str.), from London and Liverpool, for Japan, had passed that place some time between the 25th and 30th.

At MAURITIUS.—May 8, Melrose, Bell, from Bangkok; 16, Maria Louisa Antoinette, Muysson, from Samarang; 24, Mary Ann, Kerr, from Singapore; 26, Star of the Mersey, Thomas, from Colombo; 10, Hecuba, Walker, sailed for Colombo; Meridien, Andoire, sailed for Galle; 21, W. A. Farnsworth, Howes, sailed for Batavia.

The Rear-Admiral commanding the Sea Forces, and Chief of the Marine Department in Netherlands India, writes from Batavia, under date of March 23, to inform those concerned that a reef, hitherto unknown, has been discovered by the Commander of the Government steamer Hertog Bernard, to the east of the Choondoong Islands, in the Lampan Bay. The bearings from the reef are—the W.S. point of East Choondoong E., west at the distance of one-eight of a German geographical mile. It has an area of about 200 square ells, and the soundings taken showed only six feet.

Besides the vessels for the China trade specially reported in our columns, the Clyde produced in June twenty vessels for the Mediterranean, South American, African, American, and home trades. The total tonnage launched for six months being 88,685, against 100,286 tons in 1869

The P. and O. Company's new steamer Australia, which has just arrived at Southampton from the builder's yard, is intended to make one trip to Alexandria, and will then proceed to the Indian side, *via* the Suez Canal.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Tin Plates.	Machinery.	Hardware and Ironmongery	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens
				Tons.	Tns.	Tons	Tons.	Tns.	Bxs	£.	£.	Yards.	Yards.	£.	£.	£.	£.
Atina	Singapore	London	June 7	50	...	5	51	50	...	...	1501 &5tns.	359796 &£1823	22659	...	730	260	665
Corea	Hong Hong	"	" 8	...	250	43	49	50	100	...	343	950450 &£22900	121500	...	...	...	5753
Gambia, str., via London & [Suez Canal	Colombo, &c.	Greenck.	May 6	...	...	...	...	...	...	12	33	32198	75370	...	...	...	40
Palestine	Colombo	London	June 7	...	50	16	16	...	...	11	1989	459470	100649	...	10	63	104
Ada (addl.)	Japan	"	" 14	...	...	25	...	20	200	...	18	91375 &£725	30263	...	...	...	4489
Ocean Beauty	Colombo	"	" 20	30	6	...	...	...	...	110	285	...	...	...	...	...	...
Evelyn	Shanghai	"	" 21	...	199	...	...	...	...	...	182 &19pk	866472 £6240 &58cs.	162936	2085	...	...	8673
Lincelles	Colombo	"	" 22	...	150	56	4	1	...	...	1106	...	18000	25	...	...	50
Angela	Manila	"	" 29	...	...	...	23	20	...	80	1014	280027 &£1462	68980	69	180	148	403
Coldingham	Shanghai	"	" 30	...	388	11	5	103	...	...	389	518300 &£6000	90480	300	...	...	6445

Ship.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.
	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.
Atina	...	52720	130	78	47	644	...	29	1010	552	12	109	522	385	...	988 &20cs.	3¾ &£25	3
Corea	420	80000	...	50	58	364	...	135	380	812	500	230	411	175 &13pk	170 50 ct	48 &9cs.	...	6
Gambia, str., via London & [Suez Canal	...	16500	...	...	...	...	...	116	...	...	...	...	194	...	...	10	...	...
Palestine	60	9720	52	522	77 10ck	1773	1902	1152	2003	1675	855	652	3464	...	...	1548	44¼ &£183	32¾
Ada (addl.)	...	20000	...	...	...	...	...	...	...	...	22	...	80	...	...	...	...	£36
Ocean Beauty	...	6500	...	467	42	200	...	...	120	1105	...	45	...	...	...	206cs.	1	...
Evelyn	932	...	...	...	...	21	...	33	247	688	...	...	95	...	1cs.	150 &4pk.	£31	...
Lincelles	152	9000	...	255	85	788	350	337	...	541	350	64	478	...	...	...	25	3
Angela	...	1350 &£120	14	...	36	17	35	...	361	600	550	613	355 & 1cs.	652	...	238 & 514cs.	100	4
Coldingham	...	4000	...	...	47	117	...	114	702	3550	...	...	210	...	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship.	For	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
a Atina	Singapore	372 & 2 cs.	208 & 3 cs. 7 brls	...	...	117	10 & 136 gls	28	...	40	78	...	392	210 & 36 cs.	1412	...	...	70
b Corea	Hong Kong	...	...	...	35	230	19	53	75	...	...	...	...	...	15	...	...	515
c Gambia, str., via Lon.&SuezCnl.	Colombo, &c.	2	10	...	72	15	...	...	...	...	...	...	...	...	...	91	...	...
d Palestine	Colombo	1026	...	9¼	961	851	15 & 38 gls.	635	242	120	119	152	87	249 & 17 cs.	156	207	743	75
e Ada (addl.)	Japan	34 & 2 cs.	8 cs.	...	...	...	...	35	...	...	...	...	...	3 cs.	...	...	...	2 cs.
f Ocean Beauty	Colombo	41	...	...	...	1 cs.	90 gls.	...	...	...	...	...	...	...	...	...	...	65
g Evelyn	Shanghai	65 & 9 pks.	...	...	...	125	15 gls.	13	...	...	...	160	275	40 & 1 cs.	...	...	252	...
h Lincelles	Colombo	...	43	...	65	942	25	50	...	...	...	12	14	6 & 7 cs.	40	135	...	146
i Angela	Manila	12 & 27 pks.	203	...	10	699 59 pks. & 471 cwt.	100 & 238 gls	401 & 3 cs.	25	238 & 4 cs.	10	531 & 1 cs.	...	21 cs.	26	120	...	362
Coldingham	Shanghai	59	27	20	...	...	...	...	32	...	...	...	...	2 cs.	...	...	...	...

SUNDRIES.

a Brass wire, £696; tallow, 6 cwt.; carriage, £140; cement, 40 tons; flints, 52 tons; sundries, £44; engravings, £240; matches, £1,910 and 115 cases; lamp cotton, £10; aquarium, £10; mineral water, £63; perambulators, £10.—*b* Felt sheathing, £75; clocks, 4 cases; cement, 20 tons; matches, £250 and 25 cases; cordials, 22 gallons; corks, £50; steel, ½ ton; shot, 110 tons.—*c* Corks, £4; wood, £2.—*d* Galvanised iron manufactures, £204; labels, £45; S. W. machinery, £67; beads, £15; effects, £200; clay pipes, £8; perambulators, £86; coffee bags, £113; clocks, £111; liquid compasses, £20; pictures, £37; cement, £26; bricks, £2; corks, £14; sugar, 63 cwt.; zinc, 2 tons.—*e* Ultramarine, 57 cwt.; pig iron, 50 tons.—*f* Cement, £140; needles, £10.—*g* Corks, 1 bale; clock works, £110; iron wire, 8 tons; needles, 5 cases; sugar, 45 cwt.; wood work, £50; canvas tubing, £14.—*h* Cement, £933; boiler and mountings, £300; asphalte, £130; effects, £10; felt, £15; wrought iron, 100 tons; bicycle, £10; sugar, 34 cwt.; matches, £310; tar and pitch, 50 runlets; gunpowder, 19,635 lbs.—*i* Silk manufactures, £700; elastic web, £206; buttons, £25; flower roots, £60; mouldings, £10; prints, £20; copper medals, £48; framed engravings, £73; linseed, 30 quarters; ultramarine, £50; zinc, £15; steel, 1 ton and £85; beef and pork, 2 cwt.—*j* Cotton velvet, £976; cordials, 135 gallons; mineral water, 70 gallons; effects, £15; dog, £25; steel, 2 tons.

NOTE.—Per Peggy, from Liverpool to Batavia, cleared May 25 (addl.).—Plain cottons, 117,008 yards; coloured cottons, 72,055 yards; painters' materials, £105; earthenware, £10; stationery, £10; blankets, £48. Per John Nicholson, from Liverpool to Shanghai, cleared June 3 (addl.).—Plain cottons, 19,200 yards; woollens, £600. Per Hipparchus (str.), from Liverpool to Singapore, via Suez Canal, cleared June 4 (addl.).—Plain cottons, 244,040 yards. To Shanghai: Plain cottons, 77,000 yards; coloured cottons, 44,700 yards; electrotype, £10; worsteds, £475. Per Albatross (str.), from Liverpool to Singapore and Penang, via Suez Canal, cleared June 6 (addl.).—Plain cottons, 244,620 yards; yarn, 12,000 lbs.; nails, £120; worsteds, £200. To Hong Kong: Plain cottons, 70,200 yards; coloured cottons, 23,720 yards; yarn, 46,000 lbs. To Shanghai: Plain cottons, 2,260,831 yards; printed cottons, 16,688 yards; woollens, £7,650; towels, £30; yarn, 4,800 lbs. Per Collingwood (str.), from Liverpool to Colombo, via Suez Canal, cleared June 7.—Cotton drills, £85; coloured cottons, 21,000 yards. Per Her Majesty, from London to Shanghai, cleared May 25 (addl.).—Oilman's stores, £30; hardware, £144; paints, £66; oil, 274 gallons; yarn packing, £40. Per Carnarvon Castle, from Liverpool to Yokohama, cleared May 12 (addl.).—Lead, 4 tons; yarn, 20,000 lbs. Per Nestor (str.), from Liverpool to Hong Kong, via Suez Canal, cleared May 13 (addl.).—Umbrellas, £136; plain cottons, 4,800 yards. Per John Nicholson, from Liverpool to Shanghai, cleared June 3 (addl.).—Blankets, £1,082; grey cottons, 38,592 yards; coloured cottons, 9,488 yards. Per Maria Teresa, from Liverpool to Manila, cleared June 10 (addl.).—Plain cottons, 167,400 yards; drugs, £27. Per Huddersfield, from Liverpool to Singapore, cleared June 10 (addl.).—Plain cottons, 48,600 yards; files, £50. Per Waverley (str.), from Liverpool to Singapore, via Suez Canal, cleared June 11 (addl.).—Yarn, 3,200 lbs.; plain cottons, 266,885 yards. To Japan: Plain cottons 54,504 yards; coloured cottons, 147,000 yards; yarn, 62,800 lbs.; saddlery, £50; stationery, £60; cutlery, £90; drugs, £90; plain cottons, 39,000 yards. Per Noord Brabant, from Liverpool to Batavia, cleared June 18.—Coals, 2,200 tons; wine, 25 gallons; gin, 250 gallons; cigars, 174 lbs.; provisions and stores, £130. Per Nola, from Glasgow to Singapore and Penang, cleared June 23 (addl.).—Cast iron, £77; paints, £130; glass, £30; pig iron, 20 tons; gunpowder, 28,200 lbs.; linens, £270. Per Aracan, from London to Shanghai, cleared April 21 (addl.).—Oilman's stores, £301; woo cases, £11; (short shipped), plain cottons, 60,000 yards.

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2, Cowper's-court, Cornhill, London, E.C.

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ART,

PICTORIAL AND INDUSTRIAL.

No. 1 (now ready) contains the following Illustrations:—

1. "Pour la Petite Chapelle" (Painting) ... ... *L. Perrault.*
2. St. Jerome in his Study (Engraving) ... ... *A. Durer.*
3. The late Earl of Derby (Statue in Marble) ... ... *Theed.*
4. Flora (From Prince Demidoff's Collection) ... ... *Greuze.*
5. Studies of Heads (In the Oxford Galleries) ... ... *Michel Angelo*
6. Ely Cathedral (Transept: Interior View).

MONTHLY, PRICE HALF-A-CROWN.

LONDON:

SAMPSON LOW, SON, AND MARSTON,

188, FLEET STREET, E.C.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

eserved und ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

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SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

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Insurances are effected by this office on goods from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.

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No. 3, Lombard-street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane.

BANKERS—London and County Bank.

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Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

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JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

LIEBIG COMPANY'S EXTRACT OF MEAT.—Amsterdam Exhibition, 1869. First Prize, being above the Gold Medal. Supplied to the British, French, Prussian, Russian, Italian, Dutch, and other Governments. Dr. Lancaster writes regarding Extract of Meat:—"But there is a difference in flavour, and here, as in all other kinds of food, it is the flavour that makes the quality." It is essentially on account of the fine meaty flavour, as distinguished from the burnt taste of other Extracts, that LIEBIG COMPANY'S EXTRACT defeated all Australian and other sorts at Paris, Havre, and Amsterdam, and is so universally preferred in all European markets.

One pint of fine-flavoured Beef-tea at 2½d. Most convenient and economic "stock."

CAUTION.—Require Baron Liebig's, the inventor's, signature on every jar, and ask distinctly for LIEBIG COMPANY'S EXTRACT.

HOLLOWAY'S PILLS.—Bilious affections, induced by atmospheric changes, or too liberal diet, should be checked at once, or serious consequences may ensue. When any one finds his ideas less clear than usual, his eyesight dimmed, and his head dizzy, which indispose him for all exertion—physical or mental—he may be quite sure that he is in need of some cooling and purifying medicine. Let him send at once for a box of Holloway's Pills, which will free him from his sufferings, and speedily renew his usual healthful feelings. If the bowels should be irritable, Holloway's Ointment should be rubbed over the stomach and liver every night and morning. It will wonderfully augment the corrective powers of the Pills.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figure
OXFORD STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad Street Birmingham.

Established 1807.

NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.

Mr. F. LANCKEN and Mr. C. W. SIEGFRIED hav been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. NINIAN CRAWFORD in our Hong Kong Firm CEASED on the 31st March last, and Mr. JOHN FAIRBAIRN and Mr. JOHN SAMUEL COX have been admitted Partners therein from the said day.

Our said Firm now consists of DAVID ROBERT FENTON CRAWFORD, JOHN SAMUEL COX, and JOHN FAIRBAIRN.

LANE, CRAWFORD and CO.

Hong Kong, May 4, 1870.

NOTICE.

THE undersigned, the Sole Surviving Partner of the firm of HUNTER, HOUGHTON, and Co., of Batavia (now in liquidation), has ESTABLISHED, under the firm of J. PEET and Co., and has admitted Mr. H. S. HOWLETT a PARTNER.

JOHN PEET.

Batavia, 30th April, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. JOHN PEET in our Firm CEASED on 30th April, 1870, except for the purpose of liquidation. The BUSINESS will be conducted as heretofore under the same style by G. A. HOUGHTON, W. W. COOK, and D. MACNAIR; the London Agents being CLARENCE, HOUGHTON, and Co., 2, Jeffreys square, London.

HUNTER, HOUGHTON, and Co.

Batavia, 30th April, 1870.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country, may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January 1870. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, PlaceWagram
Brindisi	AGENTS FOR BRINDISI STRS.
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
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Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
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Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	RIBEIRO & Co.
Batavia	HUNTER, HOUGHTON, & Co.
Samarang	DE GROOT & KOLFF, & Co.
Sourabaya	
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	MICHELL, BARNARD, & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	E. C. KIRBY & Co.
Osaka and Hiogo	E. C. KIRBY & Co.

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM.)

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds, superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMON and Co., Singapore; or 21, St. Swithin's-lane, Cannon street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, June, 1868.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Marseilles
GIBRALTAR ...	Every Saturday, at 2 P.M.	—
MALTA.....	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
*BOMBAY	,, ,,	,, ,,
GALLE.....		
MADRAS.....	Saturday, July 9, 2 P.M.	Sunday, July 17, 7 A.M.
CALCUTTA ...		
PENANG.....	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
SINGAPORE ...		
CHINA		
JAPAN		
AUSTRALIA ...	Saturday, July 9, 2 P.M.	Sunday, July 17, 7 A.M.
NW. ZEALAND	And every fourth Saturday thereafter.	And every fourth Sunday thereafter.

And all ports touched at by the British India Steam Navigation Company's steamers.

* The following reduced rates will be charged to Bombay:—
From Southampton... £72 first class; £45 second class.
From Marseilles ... 70 ,, 43 ,,
exclusive of transit through Egypt. A corresponding reduction will be made in the rates from Bombay to Europe.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 5th and 21st, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,

Passengers for California and intermediate points of this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan China, &c., by the magnificent steamers of the Pacific Mail Company.

For Rates, Tickets, &c., apply to H. STARR and Co. Agents, 22, Moorgate-street, London.

OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

SUEZ CANAL.

July 10, August 7, September 4 } For { Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Singapore, Saigon, Hong Kong, Batavia, Shanghai, & Yokohama.

July 24, August 21, Sept. 18 } For { Port Said, Ismailia, Suez, Aden, Point de Galle, Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

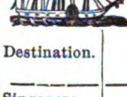
THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

SINGAPORE, CHINA, AND JAPAN.



ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Singapore, Hong Kg., Shanghai, and Japan	Ercilla, s.s., via Suez Canal	A1 6 yr.	SWID	July 18
Do.	Erl King, s.s.	B in A1	SWID	Aug. 23
Hong Kong.	Mirella	A in A1	SWID	With des.
Do.	Canaan	A1 13 yr.	SWID	With des.
Shanghai ...	Antipodes ...	A1 13 yr.	SWID	With des.
Yokohama ..	Benmore ...	A in A1	SWID	With des.
Nagasaki & Hiogo.....	Lunan.....	A1 10 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	LoudounCsl.	A1 16 yr.	E.I.D.	July 20
Hong Kong	Fusiyama ...	A1 16 yr	E.I.D.	With des.
Do, ...	Sir H. Parkes	A1 13 yr.	W.I.D.	With des.
Yokohama (Kanagawa)	Solent.....	A1 13 yr.	W.I.D.	With des.
Hiogo and Nagasaki..	Jas. Paton...	A1 11 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

Regular Line of Packet Ship.
To sail 15th July.

FOR HONG KONG, the splendid clipper ship HOLMSDALE, A1 13 years, 1,257 tons register, H. QUIN, Commander; East India Docks. Has excellent accommodation for Passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

CHINA AND JAPAN.

THE following high-classed Clipper SHIPS will be despatched as under from the East India Docks:—

Port.	Ship.	Class.	Tons.	Last Shipping Day.
Shanghai ...	Carmarthenshire	A1 14 yr.	812	With des.
Hong Kong .	Westn. Chief	A1 13 yr.	750	With des.
Yokohama (Kanagawa)	Lothair	A1 16 yr.	795	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking Cargo for transhipment to Japan, at through rates, the splendid new full-powered screw steamer LORD OF THE ISLES, A100, the highest class at Lloyd's; 1,753 tons net register; 240 h.p. nominal, 1,200 indicated (just launched by R. Napier and Sons, Glasgow), RICHARD ROBINSON, Commander (late of the clippers Fiery Cross and Sir Lancelot), will load in the South-West India Docks, and be despatched about the 15th August. Has elegant accommodation for passengers, including cabin fittings, bedding, and linen; carries a surgeon and stewardess.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Malabar Coast. Second Season Ship. Will meet with the usual quick dispatch.

FOR COLOMBO, COCHIN, CALICUT, and MANGALORE, the magnificent clipper ship MACEDON, A1 13 years, 496 tons register. W. SUMMERFIELD, Commander, lying in the West India Docks. This splendid vessel is well known for her rapid passages and the good order in which she always delivers her cargo, and from her high class can be strongly recommended to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

A regular trader. Will meet with the usual quick despatch.

DIRECT for COLOMBO, the favourite frigate-built ship, PALMERSTON, A1 15 years; 894 tons register; J. N. SEAGROVE, Commander; South West India Docks. This magnificent high-classed vessel, so well and favourably known in the Ceylon trade, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

JAPAN from LIVERPOOL, for YOKOHAMA and HIOGO. Has a large part of her cargo engaged, and will have quick despatch. Loading east side Prince's Dock; the splendid clipper barque BRITISH EMPIRE, Captain G. ROWE, 496 tons, A1 at Lloyds, only two years old, and is favourably known for her good passages and delivery of cargo.

For Freight, &c., apply to E. C. FRIEND and Co., 2, Tower Chambers, Old Church-yard.

The Merchants' line of Packets for Japan.

FROM LONDON, FOR YOKOHAMA and HIOGO, with immediate despatch, the splendid A1 clipper barque PRIDE OF THE THAMES, 400 tons register; JOHN TONKIN, Commander; built under special survey. This fine vessel is well-known as one of the fastest clippers, and has always delivered her cargoes in first-rate order, and, as such, presents a most favourable opportunity for shippers of fine goods. Loading in the West India Docks.

For further particulars apply to MORS LE BLANCH and Co., 7, East India Avenue, London, or The Albany, Liverpool.

With quick despatch.

FOR BATAVIA and SOURABAYA, the clipper ship HELEN, 5-6ths LII; newly coppered and copper-fastened; 450 tons register; P. B. LUNDSTEN, Commander; loading in the London Docks. This ship is well known for her good passages, and the first rate condition in which she always delivers her cargo.

For Freight or Passage apply to MORS LE BLANCH and Co., the Albany, Liverpool, and 7, East India-avenue, London; or to LEVESON, LEWIS, and Co., 6, Lime-street, London, E.C.

THE CHINA & JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kind to Ports in China, Japan, the Straits Settlements, &c Orders for Furniture, Stores, Books, and Persona Requirements of every description promptly executed either by Overland Route or Clipper Sailing Vessels The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA & JAPAN AGENCY,
2, COWPER'S-COURT, CORNHILL, LONDON, E.C.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 359.] LONDON, MONDAY, JULY 18, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

THE MAILS, &c.

The fortnightly service of the Messageries *inward* does not commence until September, but in order to establish the weekly issue from the 1st inst., as already announced, we publish this day, with our usual budget of Telegrams, Special Correspondents' letters, &c.

The next P. and O. mails, due on Monday, the 25th, will bring dates from Yokohama, May 31; Shanghai, June 3; Hong Kong, June 9; Singapore, June 17. Telegrams have been received *via* San Francisco from Yokohama to June 22. No news of any importance. Exchange had risen, and is quoted 4s. 7¼d. Bank.

LIST OF PASSENGERS.

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PASSENGERS INWARD.

Per *Great Republic*, arrived at San Francisco, June 14.—From China and Japan: Mr. J. C. Whyte, Mr. R. S. Walker, Capt. G. W. Soule and wife, Mr. J. M. Hobby, U.S N., the Rev. James Anderson and wife, A. Feve, Capt. T. L. Roberts, Capt. R. J. Maxwell, Mr. Henry du Chesn, Commodore O J. Jones, R N., Mr. M. F. A. Carter, Mr. John Palmer, junr., Mrs. E. H. Pollard and niece, Dr. Gould, wife, and two children, Dr. G. S. Southerland, Mr H. L. McKenzie, Mr. W. H. Bell and wife, the Rev. Mr. Wolfe, wife, and four children, Lieut. H. W. Edwards, R.N., Lieut. W. H. Richards, R.N., Dr. A. M. Yedder, Mr. Guido Gruebler, Mrs. Bush and three children. Mr. Robert Goddard, Capt. Wilcocks, Mrs. S. C. Nichols, Mr. S. F. Ferries, Capt. Pritchard, Capt. Percival, Colonel Fane, Mr. Fane, Major Bell, Mr. J. M. Partridge, Mrs L. P. Ward and daughter, Mr. C. L. Weed, Mr. J. Moller, Mr. F. Jenkins, junr., Mr. A. E. Salter, the Rev. Mr. Yates, Mr. J. C. Heilman. Mr. and Mrs. Mongan, Colonel Sir Arthur P. Phayre, Mr. G. L. Harris. Mr. D. McKenzie, Mr Thomas Abbott, Mr. William Hilton, Mr. George Baker, Mr. Richard Scully, Mr. John Stephens, Mr. J. W. Carroll, Mr. M. Richmond, Mr. John Appleton. Mr. William Murphy, Mr. J. Williams, Mr. W. Drather, Mr. A. Schultze, Mr. James Blake, and Mr. Thomas Day.

PASSENGERS OUTWARD.

Per P. and O. steamer *Bangalore*, from Southampton, July 9.—To Yokohama: Mr. S. Fisher. To Shanghai: Mr. T. Dernier. To Hong Kong: Mrs. Flinn. To Ceylon: Miss Rollings, and one 2nd class passenger.

Per P. and O. steamer *Syria*, from Marseilles, July 17.—To Singapore: Mr. T. Worthington.

Per P. and O. steamer *Pera*, from Southampton, July 23.—To Shanghai: Mrs. Birt and child. To Hong Kong: Mr. A. M. Case.

Per P. and O. steamer *Ripon*, from Marseilles, July 31.—To Hong Kong: Hon. Justice and Mrs. Ball, Mr. A. B. McEwen. To Shanghai: Mrs. Birt and child.

Per P. and O. steamer from Suez, Aug. 7.—To Batavia Mr. Bennett Pell.

COMMERCIAL POSTSCRIPT.

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In another column we have noticed the result of the meeting of the dealers. The importers having withdrawn their resolution abolishing the one pound draft, have signed a fresh undertaking that the resolutions in regard to the Customs scale of weights and the three months prompt shall be adhered to. The dealers are still negotiating, but it is quite expected that they will yield these points.

The steamer *Erl King*, with the first cargo of new teas from Hankow, arrived at Suez on the 17th, and may be expected here in a fortnight. She passes through the Canal without delay.

The str. Diomed may be shortly expected, her destination having been changed from Odessa to London.

LATEST TELEGRAMS.

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CHINA.

(RECEIVED VIA GALLE, JULY 14.)

BOMBAY, JULY 13.—Advices received from Nanking state that serious tumults have occurred there in consequence of the kidnapping of children, in which foreigners were believed to be implicated. Several Chinese were tortured, and confessed that the foreigners were implicated. An attack by the mob on the French missionaries was hourly expected. The excitement was spreading, and at the instigation of Consul Medhurst Her Majesty's gunboat Dove proceeds to Nanking to afford protection.

GALLE, JULY 12.—The China mail, which has just arrived here, brings no news of the alleged massacre at Peking. A Hong Kong journal announces disturbances at Nanking, but the missionaries escaped and order was restored.

(RECEIVED VIA KIACHTA, JULY 13.)

TIENTSIN, JUNE 27.—Gunboat Opossum arrived. Europeans more secure; Protestant chapels destroyed; converts being killed; missionaries and other foreigners all safe; missionaries supposed to put out children's eyes and to put them to death. Gunboats Dove and Scorpion coming up, anticipating missionary troubles.

SHANGHAI, JUNE 22.—Silk: Market quiet; No. 3 Tsatlee, 32s. 6d.; Red Peacock, 25s.; stock, 600 bales. Tea: Market fairly active, but rather lower, settlements increasing, one steamer and two ships full and clearing; freights by steamer, £4 10s.; by ship, £3. Cottons and Woollens very dull; forced sales of Woollens and T-Cloths at heavy loss. London telegrams to May 31 received June 19.

(RECEIVED VIA KIACHTA, JULY 18.)

SHANGHAI, JUNE 25.—Silk: Settlements, China, since last telegram, 1,500 bales; in other respects no change. Tea: Full business; prices unchanged. Stock very large. Black, 12,800,000 lbs. Export of Black from Shanghai in excess of last season, 750,000 lbs.; ditto Green, decrease, 200,000 lbs. Three ships full; three steamers and eleven ships loading. Freights by ship, 60s.; weak.

PEKING, JUNE 25.—Foucanier and thirteen other Frenchmen have been massacred at Tientsin. Brother and family well. No danger here. Tientsin is now tranquil; the cathedral, convent, and Consulate have been burnt.

JAVA.

(RECEIVED VIA GALLE, JULY 12.)

BATAVIA, JUNE 24.—Trade has come to a standstill; the markets are most inactive. Exchange on Holland, 101½ to 102 per cent. Arrivals: Jupiter, Zuid, Holland. Departures: Henriette, Neerland Vlag, Noach, Wyk aan Zee.

STRAITS SETTLEMENTS.

(RECEIVED VIA GALLE, JULY 12.)

SINGAPORE, JULY 1.—8¼ lbs. Grey Shirtings, $2.85; 7 lbs. T-Cloths, $2.37½; 6lbs. $1.80; 40's Mule Twist, $132.50. Exchange, Bank bills, six ms., 4s, 6¾d.

SHIPPING INTELLIGENCE.

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ARRIVALS.

At PENANG.—From Liverpool, Leith.
At SHANGHAI.—From London, Geraint.
At SUEZ.—From Hankow, July 17, Erl King.

DEPARTURES.

From HANKOW.—Nile (str.), Oberon (str.), Cutty Sark.

CASUALTIES.

The Wild Curlew, from Bangkok to China, with rice, has been totally lost in the Gulf of Siam; crew saved.

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HONG KONG IN 1870.

THE following account of the present condition of Hong Kong is from the pen of a correspondent who knew the place from the time Sir HENRY POTTINGER landed on it as a roadless fishing village in 1842. The marvellous progress of the place is one of the most striking examples of the energy and pluck of the Anglo-Saxon. Even the far-famed San Francisco and its wonderful development—considering the difference of climate—does not equal the rise of Hong Kong since its occupation by the English. Our correspondent has been absent from the place in other parts of China, but during the whole period of thirty years has had an almost uninterrupted residence in Hong Kong and ports in China, and is the only man who exceeds the late DOUGLAS LAPRAIK in length of residence. He says:—

Returning to the south of China after an absence at the north of over seven years, I find a good many changes both in Hong Kong and Canton, pointedly among public works in the colony being the Praya, the public gardens, new roads in the upper part of town, the planting of numerous trees, the erection of a capacious gaol and police station, telegraph wires over the hills and around the north and west fronts of the island, a Sailors' Home, several terraces of barracks in the Military Cantonment, a new Seamans' Hospital, &c.; while outside the town we have to notice the water works, a huge gaol at Stone-cutters' island, and some police and military buildings at Kowloon. Among establishments created by private enterprise, prominent of buildings are the City Hall, Freemason's Lodge, and Union Chapel, the Gas Works, a foundry, another patent slip, sugar refinery, spirit distillery, another dock at Aberdeen and one at Kowloon, the plunging baths and several club houses (Portuguese, German, and another English, the latter being in the Hong Kong Hotel), hardly a foot of ground between what was Pedder's Hill and Tapingshaw being left unimproved, some of the residences being so interlaced with others that (Judge Small's house to wit) it is hard to find entrances. As some remarks on each of the places here mentioned may be of interest, I give you my jottings on them, and further on will offer an observation or two on the changed political and social aspect of the place.

THE PRAYA.

Excepting the space between the Parade-ground on the west and the Military Hospital on the east, a sea line of about a thousand yards, this noble road extends from East Point (Jardine, Matheson, and Co.) to Navy Bay; and though on Sir John Bowring starting the scheme of its construction he met with very general opposition (by encroaching on what merchants had come to consider the "vested right" of privacy), there can now be no denying that the work is a grand public benefit, an ornament to the city, and most useful for police and military purposes—the spectacle of large steamers of the P. and O. and other companies loading at wharves, springing from the roadway, being facts which in Hong Kong's earlier days people were disposed to doubt could ever be accomplished.

PUBLIC GARDENS.

These are situated directly in the rear of Government House, and extend up the hill to the immediate front of the Old Albany, bounded on the west by the grounds formerly held by Mr. Shelley (Michel Grove), and thence east as far down the hill as the road up will allow. Cut and arranged in terraces, with a fountain in the centre, and prettily bestrewn with peculiarly shaped fir and other trees and shrubs, the picture is really beautiful, and there are covered pavilions and music stands, where the garrison band discourses enchantingly of fine evenings, and stone seats here and there, and croquet lawns, and various appliances for wiling life away in this trying clime; Parsees and Moormen, Amahs and young children being the visitors who most predominate about the time when the sun goes low in the west, and open air exercise or recline is the order of the going after the business of the day; and there are native policemen about to keep peace and order, and, for aught I know, there may be a gardener with a catalogue of the flowers and plants to show to visitors, but I did not see such a man.

UPPER ROADS.

Hong Kong, since the days of the construction of the Queen's road, in the first year of our occupation, has never been happy in the possession of a surveyor capable of designing a good ascent, the consequence being that instead of getting to the upper part of Victoria proper by a carriage-way, parties have either to walk, ride horseback, or use chairs. In speaking of the new upper roads as public works, therefore, I have little to say in praise; nor will they ever be praiseworthy till a design is perpetrated by which carriages can travel on an easy and safe gradient. This might be by starting from the level of the cathedral eastward over the Nullah, and so up on the side of the gorge till the Nullah might be crossed again at a height above the sea, which would make it easy to run down to rear of Navy Bay, and so back Without such a work as this the city of Victoria is defective.

TREES.

Although there is a good deal of shrubbery on some sides of the mountains, and notably in Ningnei Chaoz valley and on the south of the island, I was not prepared to find that the soil on the north face was so genial to the production of trees, and was surprised at the growth, within the last ten years, of huge banians on roads entirely composed of what geologists designate decayed granite. The road between the gap and the foot of Hospital Hill, to wit, was solely formed of the materials excavated at the cutting mentioned—dry gritty sand, without the shadow of what might be taken for nourishment in its nature; yet this road is as pretty a bit of foliage as can be imagined. Old residents like myself can hardly believe their eyes, so wonderfully is Hong Kong in this respect improved for the better. That huge, arid, baulder again, y'clept Government-hill, from the level of the Colonial-office up, is a thick wood, interlaced with lovepaths, cool to the pedestrian in the hottest day. In time Sir Richard MacDonnell says he will have the whole north front covered with groves; and though with so much verdure mosquitos will become more plentiful, and the warble of sparrows at day-light barely endurable, the effect in rendering the atmosphere more beneficial to the human frame can hardly be over estimated. In time the colony will safely bear the title "Sanitarium of the East."

THE GAOL.

When the "lock up," a stone building of twenty-five feet by twenty was constructed in the early part of 1841 (the first substantial public erection on the island), the builder will hardly have foreseen that where he laid the foundation of a prison there it would remain, and that from so small a stem such a large tree would grow. The selection of a locality with all the objection that has been made on the score of its being so high up the hill was a wise one, for it is the very centre of the town, and in the event of local riot could only be reached after a long traverse of streets (above, below, and on each side), which could be easily barricaded. The old gaol buildings—that is, those in which so many cruelties and so much misgovernment were perpetrated during the reigns of the Governors Robinson and Bowring—have altogether disappeared, their site being covered by a range of tall buildings forming the Central Police Station and Police Parade Ground, the gaol itself rising in the rear on what was the site of the old Debtors' Gaol and yard under Chancery-lane, three stories in height, and extending from Arbuthnot-road on the east to Old Bailey-street on the west; it is a magnificent pile, and large enough to contain some 500 prisoners. It is hardly finished yet—that is to say, quarters for the Governor are only now in progress, though these will not take long to complete, and then Victoria Gaol will take rank with any establishment of its kind out of Europe. To a visitor, that which first attracts attention is the exceeding cleanliness of the place—water being so laid that it can be drawn at distances of but a few feet apart in any quarter. To describe the interior fully would require considerable time, and it must suffice to say that, as in well-appointed gaols and houses of correction at home, there are hot and cold baths for prisoners to be immersed in directly they are admitted, clothes, washing-rooms, tailors' rooms, sick bays, lavatories, cooking-houses, carpenters' shops, and all the necessaries to safe and healthful keeping of the inmates, the whole being under the governorship of Mr. Douglas, a gentleman who has had over a score of years' experience in prisons in England and Bermuda. That Mr. Douglas is a humane and shrewd man, well qualified for his post, must be evident to all who have an opportunity of conversing with him; and it is to his foresight and advice, no doubt, that much of the good which the place can boast is due. Among other things touching the discipline pursued I learnt that there is no silent system practised, and no treadmill work, though there is something like the latter for some of the hard-labour men, in the shape of grinding at a wheel forcing water. Hard labour for Europeans consists in working on the roads, and must be hard, indeed, in hot weather. Female prisoners are kept under the matronship of a Macao Portuguese on a ground floor in a building apart from the men's gaol; they do nothing but idle about. The debtors' gaol is also separate from the main building. The dietary is improved for the European convicts, who now get ¾ lb. of meat per day, free of bone (before they only had ½ pound). *On dit*, the surgeon attendant has lost some of the brusqueness (cruelty?) he exhibited of old.

(To be continued.)

THE following vessels have passed through the Suez Canal since the 1st inst.:—Outward bound: *Robert Lowe*, *Alabama*, *Krishna*, *Sphinx*, *Numero Sittah*. Homeward bound: *Abbotsford*, *Milbanke*, *Saida*. *Surcouf*.

THE Board of Trade have awarded £200 for services rendered by the Japanese to the crews of the *Eliza Cory* and *Ocean Queen*; the amount to be distributed by Sir Harry Parkes.

THE *Oneida* Collision Fund proceeds. The list (given in our advertising columns) is headed by Baring Bros. and Co., Rothschild, and Brown, Shipley, and Co., for 100 guineas each.

ADVICES from Ceylon state that the detachment of Ceylon Rifles for Labuan is to proceed by H.M.S. Forte to that place.

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HOUSE OF COMMONS.

SILK SUPPLY.

(July 11th.) Mr. CHADWICK asked the Under Secretary of State for India if he was aware that the Khedive of Egypt, on the suggestion of the Silk Supply Association, had determined to promote the production of silk in Egypt on an extensive scale, and had appointed Mr. Ankatel to superintend an establishment for that purpose; and what steps had been taken by the Government of India to encourage and increase the production of silk, thereby reviving an ancient industry over a large portion of India, where the mulberry tree is indigenous, and affording employment for the people.

Mr. G. DUFF thanked his hon. friend for having called his attention to the subject: but he was unable to reply to the first question. With regard to the second question, on the formation of the Silk Supply Association, in the spring of last year the Secretary of State in Council opened a correspondence with the Governor-General of India and the Governors of Madras and Bombay. The Governor-General wrote to the Secretary of State in Council to state that the Government of India fully appreciated the important object for which the Association was formed, and that he would support it as much as possible. Neither the Madras Government nor the Government of Bombay had formally approved of the project, but there was every reason to believe that they cordially assented to the project. Nearly £500 had been set apart for the propagation of the silkworm in the provinces of Berar and Candeish; and he believed that there was a general desire to promote the growth of silk in India.

THE "CHIEFTAIN."

(14th.) Mr. OTWAY, in reply to Alderman LUSK, said the *Chieftain* was sold to Messrs. Robertson, who at the time of the purchase asked that they might also be allowed to buy her armament, and the fact becoming known at the Foreign-office representations were made, and the armament was not sold with the vessel. Shortly afterwards information was received at the Foreign-office that the vessel was proceeding down the river armed, and it was thought proper to make inquiry respecting the character and destination of an armed vessel leaving this country when she again touched at an English port. Therefore, upon the arrival of the vessel at Plymouth inquiry was made as to her destination and character, and when it was found that one of the partners of the firm owning the vessel was on board her inquiry immediately ceased. No doubt these proceedings might have occasioned some inconvenience, but there was no unnecessary detention; and the inconvenience, such as it was, might have been obviated if the parties who purchased and despatched this armed vessel had communicated with the Foreign-office and had made known the country for which she was destined. It would be obviously impossible to carry out the neutrality laws of this country if armed vessels belonging to private persons were to be permitted to leave the country without inquiry as to their character and destination. In answer to a further question by Mr. Alderman LUSK, Mr. OTWAY said the Government were informed that a portion of the cargo consisted of Armstrong guns, and that seemed to form an additional reason for looking closely after her.

LEGAL AND CRIMINAL.

JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.—JULY 7.

(Present—LORD CAIRNS, SIR W. ERLE, SIR J. COLVILLE, AND SIR L. PEEL.)

LYALL V. JARDINE AND OTHERS.

Counsel: For the appellant, Mr. Serjeant Sargood and Mr. Lord; for the respondents, Still and Maclean, Mr. de Gex, Q.C., and Mr. Holl; for petitioning creditors, Sir Roundell Palmer, Q.C., and Mr. Watkin Williams; and for official assignee, Mr. J. D. Bell and Mr. B. M. Smith.

This appeal, which arose out of the bankruptcy of Messrs. Lyall, Still, and Co., of Hong Kong, was preferred, by special leave of Her Majesty in Council, against an order made by the Supreme Court of Hong Kong on the 23rd May, 1867, whereby the appellant, George Lyall, was adjudicated bankrupt, together with his co-partners, the respondents, Charles Frederick Still and George Francis Maclean. Mr. Lyall sought by his appeal to set aside the adjudication, so far as he was concerned, on the ground that the Supreme Court had no jurisdiction to adjudicate him bankrupt, there being no sufficient Act of Bankruptcy against him; and he alleged that the Supreme Court would have dismissed the petition for adjudication in Hong Kong, or annulled the adjudication as against him, if it had been made aware, within the time limited for showing cause against the adjudication, that the appellant had, on the 18th of April, 1867, been adjudicated bankrupt by the Court of Bankruptcy in London, and was at that time still subject to the jurisdiction of that Court. Sir Roundell Palmer, on behalf of Messrs. Jardine and Co., the petitioning creditors, took a preliminary objection to the hearing of the appeal, on the ground that no application had been made by the appellant to the Supreme Court to annul the adjudication, and that it was the invariable practice of the Judicial Committee to refuse to hear an appeal when no application had been made to the Court below. The Committee assented to this proposition, but said they would hear the facts of the case, as there might be some special reason for deviating from the common practice.

In order to understand the judgment of the Committee it will be necessary to give the facts which appeared upon the proceedings, and were adverted to in the course of the somewhat lengthy arguments which occupied the Committee nearly the whole day. Messrs. Lyall, Still, and Co. carried on business in London and China in and prior to 1867, under the style or firm of "Lyall, Still, and Co." in China, and "George Lyall and C. F. Still" in London. The firm having fallen into insuperable difficulties, it was thought advisable that they should be made bankrupts in Hong Kong. With that view the appellant sent a power of attorney, dated the 11th Feb., 1867, to his co-partner, C. F. Still, in Hong Kong, appointing him his attorney, for the purpose of enabling him, amongst other things, to sign or file any declaration or petition in insolvency or bankruptcy, and to do all other necessary acts for winding up the affairs of the firm. This power of attorney arrived in Hong Kong early in April, 1867, and on the 18th of that month a petition, dated the 13th, signed by or on behalf of all the partners, was presented to the Supreme Court, stating the fact of the insolvency of the firm, and praying an adjudication in bankruptcy. This petition, although not further acted on, was, under Section 16 of the Colonial Bankruptcy Ordinance, an act of bankruptcy. On the 2nd of May the appellant (by his attorney, C. F. Still), and C. F. Still and G. F. Maclean, by deed of that date, assigned unto Robert Lyall all their effects, real and personal, to be administered for the benefit of their creditors, in like manner as if they had been adjudicated bankrupts. This also was an act of bankruptcy. On the 21st May, Jardine, Matheson, and Co. filed a petition, as creditors of Lyall, Still, and Co., in the Supreme Court of Hong Kong, praying an adjudication in bankruptcy against them, and on the 23rd of May the petition came on for hearing. At the hearing Mr. Pollard appeared for the appellant, and informed the Court that he had been instructed by him under a power of attorney, produced and filed in Court, to appear and request that the adjudication might then be made without sending to England, or service on him or on his behalf (which service was required by Section 10 of the Colonial Ordinance), and he submitted to and admitted that he had been then properly adjudicated bankrupt, and to abide by and not question such adjudication, and to submit in all things, as bankrupt, to the authority of the Court. Thereupon the Chief Justice, not without difficulty, made the order of adjudication, qualifying it by a statement that he made the adjudication because all the creditors to any amount, and the bankrupts, concurred and asked it; that the case was not to be taken as a precedent, but that he acted under the specialities of that particular case. Upon the faith of this adjudication being good, the official assignee realised the assets and did other irremediable acts. It appeared by a statement in the appellant's case that he had notice of this adjudication on the 8th of July, 1867. By Section 182 of the Colonial Bankruptcy ordinance it is provided that if the bankrupt should not, if he were within the colony at the date of the adjudication, within two calendar months after the advertisement of the bankruptcy in the *Hong Kong Government Gazette*, or, if he were elsewhere, within twelve months after such advertisement, have commenced an action, suit or other proceeding to dispute or annul the petition for adjudication, and should not have prosecuted the same with due diligence and with effect, the *Gazette* was to be conclusive evidence of the goodness of the adjudication. On the 18th of April, being the same day on which the petition was filed at Hong Kong, an adjudication in bankruptcy against the appellant alone was made in the Bankruptcy Court of London, upon the petition of a friendly creditor, the act of bankruptcy upon which it was based being a declaration of insolvency, made on the 18th of April, by the appellant. The effect of the English bankruptcy was to revoke the appellant's power of attorney, either wholly, as the appellant contended, so as to render all acts done under it, including what, if operative, would have been good acts of bankruptcy, absolutely void; or only so far as it affected to pass property, as the respondents contended, leaving it operative for other purposes. The appellant appears to have been advised that upon the authority of the case of Carter *v.* Dimmock, 4. House of Lords cases 837, the Chief Justice was *functus officio*, after advertisement of adjudication in the *Hong Kong Gazette*, and that any proceeding under Section 182 (by analogy to the practice in England under the English Bankruptcy Act), must be by way of appeal, and consequently he did not make any application to the Supreme Court to supersede the bankruptcy; but on the 12th of May, 1868, being just within the twelve months limited by the above section, and ten months after he had notice of the adjudication, he presented his petition to Her Majesty in Council for leave to appeal. In this petition, which is commented on with some severity in the judgment, no mention was made of the power of attorney, declaration of insolvency, or deed of assignment, and the petition was grounded on the assumption that the appellant had not had notice in time to enable him to show cause against the adjudication in Hong Kong, and was without remedy except by appeal to the Privy Council.

The arguments were very complicated and technical, but the principal legal points of public interest were—First, whether the English bankruptcy revoked the power of attorney so far as the bankrupt's personal status was concerned; it was admitted on all hands that it revoked it as to property. The committee appeared to lean to the view that the power was not wholly revoked, but in the course which the case took it became unnecessary to decide the point. And secondly, whether under Section 182 of the Colonial Ordinance the question in dispute could be again brought before the Chief Justice for rehearing; or whether upon the true construction of that clause, with the light of a similar clause in the English Bankruptcy Act, and the decisions upon that Act, an appeal was necessary. It seems that Section 233 of the English Act is almost identical with Section 182 of the Colonial Ordinance, and in Carter *v.* Dimmock it was held that under this section, although the bankrupt might not have shown cause within the time limited by Section 104, he might dispute it by appeal to the Lords Justices within the time prescribed by Section 82 of the English Act; but that he could not present a petition to the Commissioner who was *functus officio* when he had made the order for the insertion of the advertisement. It was argued for the appellant that, by analogy, the Judicial Committee, as regarded a Colonial adjudication, was the same as the Lords Justices in respect of an English adjudication, and that, therefore, the Colonial judge was *functus officio* from the time of the insertion of the advertisement in the *Hong Kong Gazette*. On the other side it was contended that the Lords Justices were creatures of statute, and there was no analogy between them and the Queen in Council, who by this appeal was asked to act as a Court of first instance in Bankruptcy—rehearing the case on evidence not before the

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Court below; and with regard to the case of Carter *v.* Dimmock, if otherwise applicable to the present case, which was denied, it was distinguishable from the present in the fact that there a rehearing was sought on precisely the same facts as the original hearing, while in the present case additional facts existed which could not have been presented to the Colonial judge in the first instance, and which ought to have been submitted to him before bringing an appeal to the Privy Council.

Lord Cairns, on behalf of the committee, delivered the following judgment :—

Their lordships have in the first instance to advert to the circumstances under which the leave to appeal was granted in this case. Nothing can be more important, than that it should be understood that those who come before this committee upon an *ex parte* application for leave to appeal should consider it their absolute duty to state in the fullest and frankest way every circumstance connected with the history of the case which possibly can have any bearing on the leave for which they ask. Now their lordships do not mean to attribute either to the appellant, Mr. Lyall, or to his advisers, any intentional disregard of this duty, or any wish in the petition which they presented in the year 1868 to suppress any fact which they might have thought material; but, unfortunately, the petition is one which, when looked at cannot be described otherwise than as a petition which was calculated to mislead the tribunal before whom it was heard. It states in substance, that the appellant, Mr. Lyall, had been adjudicated a bankrupt in London, on the 18th April, 1867. It does not suggest that that had been done, either on his own application, or upon an act committed by him, with a view to have the application made by a friendly creditor. It then proceeds to state that, while he was thus in England adjudicated a bankrupt on the 21st May, 1867, creditors of his firm in Hong Kong had filed a petition in the Court of that colony for the purpose of making the firm bankrupts, and that on that petition they had been adjudicated bankrupts. He does not state that there had been any declaration of insolvency filed by the firm with a view to their bankruptcy in the colony, or that there had been any conveyance or assignment of their property executed by the partners abroad, and by one of them as attorney for himself, with a view to bring about an adjudication in bankruptcy. It is treated as an adverse proceeding in the colony, just as the proceeding in bankruptcy in London is treated as an adverse proceeding against Mr. Lyall. It then proceeds to state that "during the time of these bankruptcy proceedings in the colony, and from thenceforward, Mr. Lyall had been residing in England, had no notice of the adjudication, and was thereby rendered unable to show cause against the validity of the same within the time limited by and pursuant to the provisions of the Bankruptcy Ordinance, 1864." It does not state that under the professed authority of the same power of attorney consent had been given in the colony to expediting and making perfect, as far as consent could do it, the proceedings in bankruptcy, but it treats the whole of those proceedings as proceedings which Mr. Lyall would in every way have opposed and objected to had it been in his power. It assumes, rather than expressly states, that he had come before this tribunal at the earliest moment, for the purpose of protecting rights which had been infringed, and it does not state, what now appears to have been the case, that upon the 8th July, 1867, Mr. Lyall, who must have known before of the power of attorney which he had given, had become aware that that power had been acted on, and that those proceedings in bankruptcy in the colony had taken place; and that from the 8th July, 1867, when he had this knowledge, until the 12th May, 1868, a period of about ten months, he had remained quiescent, and had taken no step, either in the colony or here, for the purpose of disputing the proceedings in bankruptcy under those circumstances, upon statements so eminently insufficient to put this tribunal in possession of a knowledge of all that had occurred, and aided, no doubt, by the view which seems to have been entertained by the advisers of Mr. Lyall, which do doubt was pressed upon their lordships, that after the shorter period of a few weeks mentioned in the bankruptcy ordinance, there was no remedy in the colony, and the only remedy could be here, their lordships granted the leave to appeal. Now, stopping at this part of the case, their lordships cannot but think that if the whole facts which I have endeavoured to state had been made known to their lordships upon the face of this petition, they would have felt themselves unable, under the circumstances, to have granted the leave to appeal which was granted. Passing, however, from that, their lordships have next to consider whether, this leave having been granted, the appeal is one which they properly can entertain. Now the appellant is obliged to come here virtually confessing at the outset that if he is limited to the materials which were before the judge in the colony at the time that this adjudication was made, and if he is not allowed to import into the case the other facts with regard to the London bankruptcy and its bearing upon what was done in the colony, he is unable to sustain his appeal, and is unable to deny that the proceedings in the colony were regular. In that view of the case they clearly would be regular. There was an assignment by the three partners of all their property, an assignment executed by two and by one of the two as attorney for the third under a deed which clearly authorised him to execute that assignment. There was, therefore, an act of bankruptcy, there was a trading, there were all the requisites proper to found a bankruptcy, and there was a proper adjudication upon those requisites, and upon those materials there would be nothing to argue. Admitting that on the materials before the judge the order was proper, the appellant has to contend that this tribunal should look at the other facts which had occurred at the time, although they were not known to the judge—viz., the English bankruptcy and its bearing upon the colonial proceedings, and he has to contend that, looking to the whole of those facts, the order is one which ought not to be supported. Now, their lordships desire to intimate their opinion with great distinctness that that is not a purpose for which this tribunal can be resorted to. This is an appellate tribunal—an appellate tribunal, no doubt, which possesses large power in proper cases, as to admitting evidence or supplementing points in the case which upon hearing and argument may appear in justice to be required; but this is certainly not a tribunal advising Her Majesty, to which resort can be made by those who are obliged at the outset to confess that they have no case for appeal, as the matter stood before the judge who heard the case in the colony, and that their only ground for appeal is the introduction of other matters which were in no way before the judge of primary instance. Their lordships further think that there is nothing whatever in the construction of the 182nd section of the Hong Kong Bankruptcy Ordinance which would prevent, but that there is everything which would empower the present appellant, if he were prepared to bring before the judge in the colony further evidence leading to a different conclusion from that to which the judge arrived in adjudicating in the first instance to have gone to the judge in Hong Kong, to have brought those further questions before him, to have taken his decision by way of rehearing upon this new matter upon the whole of the case, and then would have been the time, if the appellant had been dissatisfied with the decision of the Court, to appeal to Her Majesty in Council. I may observe that the case of Carter *v.* Dimmock, decided in the House of Lords, which was referred to in argument, does not appear to their lordships to have any contrary bearing to the conclusion at which they have arrived. In that case it appeared that the bankrupt, having abstained from showing cause against the adjudication, although he was in the country and might have done so within the shorter time appointed by the English statute, afterwards applied to the commissioner in London within the twelve months, not upon any new materials but simply for the purpose of disputing the propriety of the adjudication upon the materials upon which it was made, and against which he might have shown cause in a limited time. The House of Lords held that that was a course which was not open to him, and Lord Cranworth in announcing the decision of the House of Lords states expressly that it was only playing with words to treat that proceeding as anything but an appeal, that the second application to the commissioner without any change of the materials upon which it was to be supported was simply appealing to the commissioner from his own order, and upon the same materials Lord Cranworth said that in the proper construction of the English Act that course was the course which ought to have been taken in the Court of Appeal, namely, before the Lords Justices, and could not be taken before the commissioner. Their lordships, therefore, upon this ground alone would feel themselves unable to entertain this appeal, and this observation is sufficient for the disposal of the appeal. Their lordships, however, are bound to add that, although they do not propose to travel out of their proper functions and to decide as a court of first instance upon the merits of this case, which never was brought before the judge at Hong Kong, their lordships wish to add that they have not been satisfied by any argument which they have heard that if this matter had been brought with these new materials before the judge in the Court at Hong Kong it would have been the duty of that judge to have superseded or annulled the bankruptcy. There appears to have been a petitioning-creditor's debt, constituted, if not by the assignment made subsequent to the London bankruptcy, yet by the declaration of insolvency filed by the two partners upon the spot, and signed by them on behalf of their absent partner as well as of themselves, and that was at the time when there had been despatched to one of these partners a power of attorney, which clearly gave him authority to file a declaration of that kind. Their lordships are not satisfied that the circumstance that before the proceedings in bankruptcy were taken in the colony there had been a London bankruptcy of Mr. Lyall alone would have prevented, or ought properly to have prevented, the adjudication against the firm in the colony. It might give rise to questions between the assignees under the two bankruptcies as to what were their relative rights of property, but their lordships are by no means satisfied that it would not be altogether regular, after a separate bankruptcy against one of the partners in England, to have a joint bankruptcy against the firm upon proper materials in the colony, leaving it of course open to the English assignee to make any application as to the conduct of that bankruptcy or the rights under it which he might be advised to make; but they are not satisfied that it would be in the mouth of Mr. Lyall, especially after the power of attorney which he executed, after the appearance made on his behalf under that power in the Court by counsel, after the consent given on his behalf under that power to the completion of the proceedings in bankruptcy in the colony, in any way to quarrel with what had been done by those proceedings. Upon the whole, their lordships are clearly of opinion that it is their duty to advise Her Majesty that this appeal should be dismissed with costs, to be paid to the various respondents.

Agents for the appellant, Messrs. Lawrance, Plews, and Co.; agent for respondents, Still and Maclean, Mr. Ambrose Parsons; for petitioning creditors, Messrs. Freshfields; for official assignee, Messrs. Bailey, Shaw, and Co.

THE FRENCH IN JAPAN.

The following is the substance of an article which appeared in *Le Monde*. It is signed Leon Pages :—

The Minister of Marine has asked for and obtained a grant of 290,000 francs for the French naval station in Japan, and it has also been determined to reinforce that station, in view of the serious religious persecutions and internal dissensions in that Empire. In the debate which took place on the vote, M. Chesnelong declared that the persecution of native Christians was in defiance of rights the most sacred, and he hoped that the Powers of Europe and America would concert some measure to put an end by their representation to these extravagant atrocities. He further added that the dignity of France, as well as prudence, pointed to a further reinforcement of the naval station in that part of the world. Since this debate took place, it has been decided to increase the naval forces in Japanese waters.

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Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, July 12.

The unexpected candidature of Prince Leopold of Hohenzollern-Sigmaringen for the vacant throne of Spain, that has aroused the susceptibilities and dormant jealousy of the French towards Prussia, did not fail to make a profound sensation in this country, and has given another proof of Count Bismark's sagacity in steadily refusing to listen for a moment to the proposals made by the economical members of the German Parliament, who wanted to cut down the Army Estimates last session, on the ground that there was no cause to fear hostilities with France, or any chance of an European war. Germany was taken by surprise quite as much as France; and though the intelligence had the effect of depreciating the value of all Government securities in the Stock Exchange at Berlin, Frankfort, and here, the fall has not been near so great as at Paris. Whilst the French newspapers are endeavouring to out-Herod each other in stirring up the angry feelings of their fellow-countrymen, and are full to overflowing with expressions of hatred and jealousy towards Prussia, the German press holds a calm and dignified language, pointing out that if the French are determined to provoke a war on a question that is no concern of theirs, but rather solely of the Spanish nation, Germany will certainly not refuse to take up the glove; but they expect that this uncalled-for ebullition of feeling on the part of their excitable neighbours will soon blow over, and they will then cool down and take a matter-of-fact view of the case, and perceive that Germany has given no cause for a quarrel.

Two legislative enactments of considerable importance came into operation on the 1st inst. The abolition of the navigation dues on the river Elbe, so often promised and never fulfilled, has now at length become *un fait accompli*, and for the whole course of that noble river, from its source in the mountains of Bohemia till it falls into the North Sea—a distance of more than 1,000 miles—the navigation is perfectly free. The other measure is the alteration of the age at which all Germans of both sexes obtain their majority, which now takes place on the completion of their eighteenth year. In connection with this subject is the abolition of the compulsory requirement for females to have a curator or guardian, without whose consent and signature no legal document was binding.

Among the many changes that have become necessary in consequence of the introduction of the new metrical decimal system is another system of denominations for the calibre of artillery guns. It is now settled that they are in future to be characterised by their width of bore and no longer by the weight of their balls. Thus the four-pounder is to be called an eight centimetre gun, a six-pounder a 9 centim., a twelve-pounder a 12 centim., a twenty four-pounder a 15 centim., a seventy-two-pounder a 21 centim., and a ninety-six-pounder a 24 centimetre. Siege guns and pieces of ordinance for fortresses are to be short and rifled, with a diameter of 15 centimetres' bore. The War-office at Berlin is busily engaged in the work engendered by these changes, as fresh tables of dimensions have to be calculated and drawn up, the range of guns at different elevations and with different charges of gunpowder to be altered, plans of fortresses and other military works to be made to the new scale, and modifications introduced in the division of measuring instruments. This change extends into numerous ramifications, some of which will be accompanied with considerable difficulties; for instance, it will become necessary to teach the soldiers to estimate heights and distances by metres instead of paces, and many of the instruments and apparatus now in use will have to be altered, or fresh ones made at a considerable outlay of money; and it will no doubt be a long time before the general public will have got over the inconvenience and mistakes that are sure to be made in the period of transition and especially at first, till by degrees they shall have become accustomed to the new order of things in domestic affairs and every-day family life.

The Zoological Society of this city acknowledges, in the local press, the receipt of many valuable presents of animals from different parts of the globe, among which are the following:—A porcupine *(Hystrix Javanicus)* and a Rasse *(Viverra Indica)* from Herr Steudemann in Sourabaya; a red-headed Cockatoo *(Cacatua Moluccensis)* from Mr. Consul F. A. Luhdorf; a *Ptilinopus Fasciatus* from the South Sea Islands, by Messrs. J. C. Godeffroy and Son; sixteen *Trichogramoptila punctularia*, and an *Urolonchа punctularia* from India, by Rear-Admiral Kuhn; a Lauri *(Stenops tardigradus)* from the Molucca Islands, by Herr J. Unger of Singapore; several *Globicera Aceanica* from the South Sea Islands, by Messrs. J. C. Godeffroy and Son; *Herpestes Javanicus* from Java, by Captain B. Jacobsen; *Paradoxurus Musanga* from India, by Herr C. von Pflugk; a ringdove *(Caloenus Nicobarica)* from Manila, by Captain Schmidt; four Malacca pigeons *(Geopelia Striata)* by Miss Wilkens; two dwarf Zeboos *(Bos Indicus)* from Calcutta, by Herr C. Reinhold; a Chinese owl from Herr J. Mencke of Hong Kong; and four streaked earth pigeons *(Geopelia Striata)* from Herr Ernst Petersen of Java.

In a former letter I mentioned that Count Beust had had the misfortune to lose his eldest son, who was serving on board the Austrian Frigate *Donau*; further accounts confirm the sad event, and add that he poisoned himself by taking oxalic acid on the 26th of April, when the frigate was at Honolulu, in the Havaii Islands, lingering till the 29th, when he expired, notwithstanding the antidotes administered to him by the naval surgeon on board.

The ex-King George of Hanover has left Hietzing for the summer, and gone to a little bathing place called Gmunden; but he appears to have made up his mind to reside permanently at Vienna, and for that purpose has purchased the beautiful little villa in the street called the Renweg, built by the late Prince Metternich, and surrounded by large gardens. Over the entrance gate are the words *Parva Domus, magna dies*. The purchase money was 1,000,000 florins, and as the house is really very small and does not contain anything like the accommodation for the regal state in which he has been hitherto living in the palace of his cousin, the Duke of Brunswick, at Hiezing (which is one of the many suburbs of Vienna), it is to be inferred that he intends to reduce his expenditure by discharging a number of his aides-de-camp, ministers, equerries, and other adjuncts of the paraphernalia of a real regal Court, which he brought with him from Hanover in consequence of the events of 1866.

COMMERCIAL.

The political crisis has had a depressing influence on many articles of produce, but the tea market remains unaltered, and a fair amount of business has been done; among the sales were 2452/4 and 615/8 chests Congou, 476/8 do. Souchong, and 127/8 do. Hayson, all by private contract. By public auction 560 chests Congou and Souchong of the late arrivals realised good prices, though more or less sea-damaged. Cassia lignea continues in favour, and commands an easy sale at 11 schillings banco. There is also more demand for Pepper, Singapore realising 5¼ to 5¾ schillings banco. Of Penang the market is quite denuded. Nothing has been done in Spelter; the nominal price is 12 1/8 marks banco per centner.

SHIPPING.

ARRIVALS.—Bremen, from Passaroeang; Nordhavet, from Batavia; Malta, from Rangoon.

SAILED.—San Francisco, to Hong Kong.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, July 13.

A law suit of much interest to Japan merchants is now pending before the Amsterdam Court. A certain house in the capital handed to another house, established in the same town, bills of lading and invoices of an important shipment of goods, shipped to Shanghai and destined for sale at Decima at stipulated prices. The last-named house guaranteed the value of the goods and the solvency of the Japan house. The merchandise, however, remains yet unsold, and consequently the Japan firm has summoned the Amsterdam house to pay the advances made for the payment of the duties, insurance premiums, storage, &c. The first-named house in Amsterdam maintains that it had nothing to do with the Japan house, because it consigned to a firm in Amsterdam. The Court has not yet given a decision—the arguments upon this intricate question being very prolix. The Japan house is represented by Mr. Th. A. de Haas Az, and the Amsterdam house by Mr. Levy.

The topic of the day is the question whether Mr. Myer will be recalled from Java or no. You will remember that the local paper, the *Amersfoortsche Courant*, spread a rumour some days ago that the Governor-General would repatriate, and notwithstanding that the *Nieuwe Rotterdamsche Courant* called the assertion "tattle," there are some influential papers which confirm the news. The *Friesche Courant* asserts that his successor will be Mr. Loudon, a former Minister of the Colonial Department and now Royal Commissary in the province of South Holland. Of course I give these rumours for what they are worth; it is impossible to ascertain whether they are well founded.

The last *Java Bode* brought the surprising news that the East India Railway Company had not only stopped working, but that the advance made by the Government of f.175,000 for the construction of the line in the Samarang Principalities could not prevent the company becoming bankrupt. This news, however, proved to be incorrect, and *Het Vaterland* says that it is not at all improbable that the Batavia papers will be prosecuted for calumniating the company, which has taken such measures as will provide for the completion of all the necessary works.

After a prolonged period of buoyancy, resulting in large gains to the holders of almost every description of stock, public securities and trade generally are now suffering great depression, consequent upon the present state of European politics. The abundance of money forms, however, the chief, and certainly a very powerful, set-off against the political influences which will probably continue to weigh upon the markets for some time to come, even though the Prince of Hohenzollern has declined to accept the candidature of the Spanish Throne.

The well-known Mr. Joosten has published an important pamphlet upon the sugar-culture in Java. Like Mr. Woudrichem van Vliet, he disapproves of the Bill carried by the Second Chamber, and gives a draft of his own. Of course he wishes that the Lords may outvote the Bill. The Liberal papers, however, urge the acceptance of the measure on the ground that should it be defeated it is most improbable that we should obtain in its place any better regulation of the culture.

H.M. steamer *Argus* lies ready to sail from Hellevoetsluis for Java. The vessel, which is now provided with steam power, will start on the 17th, and will take the route *via* the Suez Canal. H.M.'s clipper *Jason* left Brouwershaven last Sunday, bound for Batavia. Amongst the officers on board are Messrs. G. C. C. Thierens, B. M. van der Weide, and W. C. Bohtlingh, who declined to proceed in the *Argus* on the ground that that ship was unseaworthy.

The members of the First Chamber of the States-General met yesterday for the despatch of business. In a few days they will deal with several Bills carried by the Second Chamber.

At a recent meeting of shareholders of the Dutch Trading Company Mr. A. F. Insinger was elected as commissary, and Mr. G. H de Marenz Oyens as commissary-substitute.

It is said that the loan of f.500,000 in behalf of the ironworks of Messrs. Paul van Vlissingen and Dudok van Heel is entirely subscribed.

His Majesty has conferred the knighthood of the Netherlands Lion on Jhr. Mr. F. P. van der Hoeven, Minister-Resident in Japan.

I hear that the examination "A" for Indian functionaries will be abolished in a short time.

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ROTTERDAM, July 15.

Two Ministerial councils were held yesterday. The Minister for Foreign Affairs, Mr. Roest Van Limberg, has resigned and will be replaced by Mr. Thorbecke. The Continental situation is regarded as highly critical; the army is to be mobilised, and the soldiers of the Contingent of 1869, who were to leave to-day on unlimited furlough, will remain provisionally with their regiments.

COMMERCIAL.

COFFEE.—The tone of the market is very healthy, and for some parcels a considerable advance has been paid. Lots out of the last sale are very scarce. The transactions include—1,869 b. Java, ex Evanell and Henri Joseph; 2,290 b. Macassar, ex Hellevoetsluis, at 31c.; 595 b. Java, ex Noach III., at 34½c.; 2,043 b. Macassar, 870 b. Java, 500 b. Java, ex Almo; 600 b. Padang, ex St. Jan, at 37½c. to 47c.; 500 b. Java, ex India Packet; 334 b. do. ex Evanell; 1,800 b. Macassar, ex Hellevoetsluis, at 31½c. to 33c.; 1,544 b. Macassar, ex India Packet, at 32c. to 33c.; 513 b. Macassar, ex Batavia. About 5,000 b. Java and Macassar, ex several ships, sold in private auction at 19c. to 34c.

RAW SUGAR.—The Trading Company will offer on the 21st instant 52.300 mats Java Sugar, which are valued as follows:—5, at f.25; 6, f.27; 7, f.26½; 8, f 28½; 9, f 30½; 10, f.30½; 11, f.32½; 12, f.33½; 13, f.34½; 14, f.35; 15, f.35; 16, f.35½; 17, f.36; 18. f.36½; 19, f.36¾; 20, f.37. The market is very firm, but inactive, no parcels being offered. The stock in bond was, on the 15th, 51,289,402 kilo.

RICE.—Since the weather changed there is a complete standstill in business.

SPICES.—Spices remain very firm; an important business has been done for export. The actual quotation is—No. 1, 125c. to 126c.; No. 2, 119c. to 120c. Mace: The stock is almost exhausted, so that nothing is offered; for one lot D 205c. was paid.

JAVA TOBACCO.—Several parcels sold by private tender, viz.: 1,000 b. PK/Blitar, ex Sindbad, 483 b. do., ex County of Elgin, 325 b. Blitar, ex Cornelia, 131 b. VG, ex Utrecht, 341 b. Java JHW; in a few days important quantities will be offered here and at Amsterdam in private auction. Samples have arrived per mail from several floating parcels per Rembang. The quality of these is very good, but no transactions are reported.

MANILA CIGARS.—About 750,000 ps.' Cortados, 1869, were sold to one house. The stock in first hands is nearly exhausted.

INDIGO.—Lower prices have directed somewhat more attention to this article, but no transactions of importance have taken place.

TIN is dull, without transactions. For a few lots Banca f.78½ was paid. Billiton is nominally quoted f.76¾.

ARRACK.—75 casks, ex Johan, changed hands.

SHIPPING.

ARRIVALS.—July 7, at Brouwershaven, from Batavia, Lichtstraal; July 8, at Brouwershaven, from Batavia. Cornelieus Wernard Edward; from Akyab, Protector; July 11, at Flushing, from Akyab, Michiels Loos.

DEPARTURES.—July 7, at Brouwershaven, for Batavia, Bali, Mina, Yedo, Erasmus; for Samarang, Catharina Maria; from Texel for Batavia, Prins Hendrik der Nederlanden, Mr. Jacob van Lennep; July 8, from Brouwershaven, for Batavia, Prinses Amalia; for Singapore, Ely; from Texel, for Batavia, Jacoba and Christina; Kennemerland; July 11, from Brouwershaven, for Batavia, Jason.

FREIGHTS.—The Trading Company has chartered the following vessels to convey produce to Amsterdam:—Java, B. L. Bakker, 683 lasts, f.70.99; Noordzee Kanaal, R. P. Tjebbes. 439, f.73 98; Pauline Constance Eleonore, S. P. Kuyper, 306, f 74.37; Kittij. Z. Mulder, 458, f.74.94; Nicolaas Witsen, C. de Groot, 352, f.74.94; Jacob Roggeveen, J. Vos van Marken. 377, f 74.94; Maria Adolfina, W. Bakker Wz., 347, f.74 99. To Rotterdam:—Catharina Maria, F. H. D. C. Riecks qq.. 337, f 74.45; Minister Fransen v. d. Putte, J. Bouwmeester, 828 f.75 99.

PASSENGERS INWARD.—From Java, per Lichtstraal: Mrs. A. B. du Cloux and family, Miss. L. Struiff, Messrs. K. O. van der Meer Mohr and family, C. H. L. Dument, A. Hissink, E. D. Kist van Heiningen, D. J. W. A. G. Koops, J. H. Beucher Andrea, V. C. Dykmeester, P. J. Prevoost, B. H. Blummer, W. Vlasblom, A. A. Lintel, C. J. Almerooi; per Cornlis Wernard Edward: Messrs. J. W. J. Menghaus and family; O. H. Musch and family, J. van Weley and family, van Gielen, L. Blasius, A. Kernhoven, J. van den Brock, J. de Pauly, Mrs. Maclean and family, Mrs. Schmidt and family, Mrs. Hamel and family, Miss Kleyn.

PASSENGERS OUTWARD.—For Java: per Kennemerland, Mrs. J. M. Bruyn, Machielse, and children, Messrs. A. D. J. de Man, S. van Slooten, H. Steinau.

THE OPIUM TRADE.

A Calcutta correspondent writes on this subject as follows:—

From all the accounts we receive here it appears to be tolerably certain that Sir Rutherford Alcock's commercial engagements with the Chinese Government will not be ratified at home. So far as India is concerned, this is a result to be desired. Even without his untoward assistance there is very palpable danger impending over the opium revenue of this country. What the real aim of the Chinese Government is I do not profess to be able to decide. Their avowed intention to foster the cultivation of opium at home until the Indian trade is destroyed, and then to strangle their own, by this means of enforcing total abstinence, may be what they sincerely intend, but I take leave to doubt it. It is, I suspect, but a wily mode of holding a candle to the devil, and of securing, on grounds of the loftiest morality, the fullest profits derivable from immorality. Admitting, however, that the Chinese Government is really sincere in its aim, I question very much much whether it is attainable. During the proposed process the Chinese revenues would reap an enormous harvest, ever increasing as the Indian trade failed; and when the first act was completed and China grew all her own opium, it is at least open to doubt whether the then Government would retain a sufficiency of its pristine virtue to cut itself off from a source of wealth which, by that time, it would have come to look upon as an all-important element of the finance of the country. Moreover, as, on the removal of all restriction on its consumption, the national taste the use of the drug. But be this as it may, the fact remains that the for opium, already so strong, would have been vastly stimulated, it is, to say the least, problematical whether the people would or could forego cultivation of opium in China is already very great, and is rapidly increasing, and that the drug locally produced is not far inferior to Indian opium, and can of course be sold at a cheaper rate. With this local recognition of opium, the old argument as to the immorality of the Indian trade disappears. It will be necessary, therefore, for the Indian Government henceforward to fight China in her own markets, and while raising the largest revenue from opium attainable, to keep the price at which it can be sold in China so low as to prevent competition from other quarters, and if possible to undersell the Chinese growers themselves. The mode of attaining this end was indicated some few years since by Sir Cecil Beadon, perhaps the highest authority on this subject that India has had, and that is to very greatly increase the cultivation of opium in Bengal, and to sell a larger amount at a lower price in China. Hitherto we have been able to command the market, but in a very short time the Chinaman would accustom himself to the inferior drug procurable on the spot, and the sale of the highly flavoured and costly Indian opium would be confined to a few rich connoisseurs. The Indian Government are fully awake to the great importance of this question, and their action will, I have reason to think, follow the course suggested by Sir C. Beadon. To extend the cultivation of the poppy in Bengal it will be necessary to give the cultivators a higher price for their produce and also to extend its growth to other parts of India, to Rohilcund, the Punjaub, and perhaps, though the idea is heretical, to Bombay, to the exclusion to a certain extent of Malwa opium. The alternative plan is, abandoning the monopoly of cultivation and manufacture, which is the Bengal system, and introducing the Bombay system, which levies a heavy transit duty on the opium manufactured by private enterprise in Malwa. I am, however, distinctly of opinion that the Bengal system, securing the monopoly of the direct purchase, preparation, and sale of the drug, should be maintained. Practically, the Government derive something like £90 a chest more from Bengal opium than is derived under the Bombay, or "pass" system, from Malwa opium. Of course, a heavier duty might be imposed on Malwa opium, but this would certainly at first check production, and a reduced supply now means an increased production in China—a consummation religiously to be avoided. I have, therefore, little doubt that, sooner or later—the former for choice—the Indian Government will adopt Sir C. Beadon's view, and that they will, in furtherance of their real interest, stimulate the cultivation of opium by the payment of a higher price to the cultivator, and, as a consequence, extend the area over which it is produced. The enhanced price of, say, one shilling in the pound, would be all important to the cultivator, while the difference it would make to the Government would be insignificant.

THE FRENCH MINISTER AT PEKING.

Our Paris correspondent writes:—"Only yesterday we knew for certain that the resignation of the Comte de Lallemand was absolute, and that M. Geoffroy, sub-director of American and Indo-Chinese Affairs under the Minister, had been appointed his successor. The Government has been severely blamed for leaving the Embassy at Peking for two years with no one at its head but the unfortunate Comte de Rochechouart, who is called a simple Attaché of the second class; but this designation can scarcely be correct, as he has seen a good deal of service in Persia and China; his real standing was probably second Secretary of Legation. This makes, however, but little difference. The French Government cannot be held blameless for leaving the Embassy at Peking in such a condition, and the Governments of England and Russia must share the blame. Neither of the three have had a responsible Minister there for some time, though the absence of our representative is of the shortest duration, and the weakness of any of the Embassies of the great Powers has its effect on the attitude of the Chinese, and endangers all the rest."

OUR POLICY IN CHINA.

A letter from Shanghai in the *Standard* says:—"Another great feature of the present Government's patent mode of treating China is the meek, Christian, non resistance principle. They say—Dear children in China, if you get killed any time, do not cry out angrily or lose your tempers, but wait a few months till we have officially laid the matter before the Peking authorities, and all will be well. Let me give one piece of advice to Her Majesty's Government if they mean to carry out this policy. Let them station as many gunboats in China waters as they like, but on no account trust them with powder and shot. When an Englishman, with these dangerous remedies handy, sees his countrymen massacred or his flag insulted, his first impulse (to which he, perhaps, too often gives way) is certainly not to write a letter to Peking, but to adopt other modes of action first and write afterwards. Moreover, even without a gunboat, now that it is openly proclaimed by our paternal Government that they will not protect us, it has struck many members of the community that it is not impossible we may protect ourselves. At this moment there are more six-shooters in this settlement than there are European individual to wield them. Altogether I fancy the Foreign-office can carry out its policy nicely on a map of China at home, but scarcely so well in the real live China amongst real live bodies of Europeans and Americans, who are not going practically to allow themselves to be experimented on by theorists, who are necessarily ignorant of the true state of the case."

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THE FRENCH MASSACRE.

Our Paris correspondent furnishes us with the following:—

The papers here add to the massacre of all those mentioned in the London despatches that of the whole of the French resident, or present at the time, in Peking, but no authority for this terrible addition to the calamity is given, and it looks like the offspring of that mischievous practice of writing too glibly about serious matters which ruins the credit of French journalism. The tone of feeling respecting the subject will be understood by the following extracts from the *Gaulois*:—"Here we have the fruit of the treaties obtained at the cost of so many sacrifices. The news did not obtain full credit last night, but those who were in communication with the members of the French Embassy at Peking believe it fully; they know that our countrymen were the object of constant hostility on the part of the Chinese, who have many times threatened them with death, and they regard the massacre announced in the London papers as the natural consequence of this hostility and these menaces."

The unfortunate Comte Julien de Rochechouart belonged to one of the oldest families in France; its armorial bearings are a wavy sea, with the curious motto, "Before the dry earth appeared, the Rochechouart bore the waves." He won a reputation for bravery by bearding a Persian general at the head of his men for some insult to the Count's attendants, and the Shah took the affair fortunately in good part, laughing at his officer's discomfiture. He brought a Persian servant home with him, and the following saying, attributed to the Count, has a diplomatic ring:—"My man cannot speak a word of French, which is very convenient; he knows all my friends, and he cannot chatter to others." In China he had often been exposed to personal danger, and he trusted little the intentions of the Chinese; but he believed that his precaution and his knowledge of the habits of the country secured him from being surprised. The subject is expected to be mentioned in the Corps Législatif this afternoon; I shall not get any account of this in time for post, but the telegraph will doubtless carry you the main facts.

CONSULAR "EXTRAS."—A letter in *The Times*, on the subject of "allowances" to British Consuls and the absence of any check upon their expenditure, has called forth the following reply from "Olim Auditor":—To show how sharply Consular accounts are overhauled at Somerset-house, let me give the following amusing extract from official records:—"Query from the Audit-office, Somerset-house, on Consular (China) accounts. Item.—'June quarter, D 11, includes boat hire to "Wageola" with Chinese in search of stolen singing birds; 64 cents.' Remark.—'The service for which this boat hire was paid appears to be of an unusual character; the authority of Her Majesty's Minister for the charge is therefore requested. In the meantime 2s. 8d. will be provisionally disallowed.'" Answer by the Consul (at Newchwang, China):—"The service is one of a very common kind. One of the chief duties of Her Majesty's Consuls in China, as judges and magistrates, is to do justice to Chinese complainants against British subjects. When a Chinese indicates a British vessel as containing property stolen from him, a person from the Consulate (usually the constable) is sent to search for it, and the Consul is not allowed to abstain from this duty because the property may be able to sing. Were Consuls to do so, it is probable that singing bipeds without feathers, and of the feminine gender, would be carried off to British ships. The authority of Her Majesty's Minister, received yesterday, from Peking, is enclosed herewith."

IF M. Garnier's narrative of the French Cambodian expedition to Western China, of which he formed part, is to be deemed correct, the taste for opium, which in most countries is confined to the human species alone, has in the parts of China where the poppy is grown, been communicated also to the lower animals. According to his account horses and pigs in Western China run wild at the sight of poppy fields, and such a mastery does the taste for the weed gain over them that horses which have been accustomed to feed upon the poppy pine and die if deprived of their favourite food. Pigs fatten quickly when fed upon the same plant, but when so fattened must be immediately slaughtered. Rats also, by long habit, become slaves to the effects of the drug, a curious fatal instance of which is mentioned by M. Garnier. At a town in the province of Yunnan, where there was established a large opium manufactory, rats used to come regularly in great numbers to inhale the fumes from the coppers, and eventually became so dependent on the stimulant for existence that after the destruction of the factory at the taking of the town by the Panthays, thousands of them were found dead around the ruined factory to which they had resorted to inhale their accustomed intoxicating fumes. To the credit of bees, it should be stated that, according to M. Garnier, they alone of the animal world have a horror of the poppy, and desert entirely those districts in which it is grown.

Dr. ADAMS, late of H.M.S. *Actæon*, has published a very interesting account of his researches as a naturalist at Rio, the Cape, China, and Japan, under the title of *Travels of a Naturalist in Japan, &c.* Our traveller ascended the Great Wall of China where it ends in the waters of the Gulf of Lian-tung; but it seems to have made less impression upon him than did an "immense Rhizostoma," "three feet across the disc," which, being stranded on the shore of that same gulf, was mercilessly sliced up for chow-chow by the matter-of-fact Chinese, who would eat a specimen of the Dodo itself if they could light upon it. From Vladimir Bay to Niphon, Dr. Adams had good success in chasing the "small deer" he most loved to pursue. He does not enumerate the additions he made to the recorded stores of former successful explorers; but no doubt they were not a few. Such an observer, however, would not fail to note some curious traits in the habits of the creatures he loved to watch. One such observation he makes of the nut-hatch of Japan, which, when he substituted for its usual soft food the hard hazel-nut, placed this novel *pabulum* in his water-glass, "evidently with a notion that it would in time become softer."

A CORRESPONDENCE has been published between the Governor of Ceylon and the Colonial Secretary relative to the preparation of a catalogue of the Pali, Singhalese, and Sanskrit MSS. of the Buddhist monasteries and other libraries in Ceylon. The correspondence is enriched by a long letter from Professor Max Muller, who cordially approves of the Government intention in the matter, and offers some valuable suggestions. He wishes the collectors to bring together a complete set of the canonical books of the Buddhists with their commentaries, whether in Pali or Singhalese; and observes that it would not cost much to have the whole of the existing Pali literature of Ceylon transcribed and deposited in a safe place. Whatever may be the intrinsic value of ancient Indian literature, he remarks, it is at least older than that of Italy and Greece, if not of every country in the world; and he hopes that nothing will now interfere with the intention of the Indian Government to collect and preserve Sanskrit MSS.

A COSTLY SWORD.—The manufacture of a presentation sword for the Sultan Morhammod of Borneo has been entrusted to Mr. J. W. Benson, and has just been completed. It is a very fine specimen of goldsmith's work. The scabbard is of fine gold, richly chased, enamelled and jewelled with carbuncles and emeralds. A finely modelled crocodile forms the chape, and the centre panel bears the name of the Sultan, with the following inscription:—"Adil Chalifot-oelmoeminin van Koeti," and the other panels are elaborately chased with emblems of the country. The hilt is also of gold, jewelled with carbuncles and emeralds, with green enamelled wreath, a well-modelled tiger forming the guard. In the centre of the belt is a badge with the crest of the Sultan executed in crystal, surrounded with enamel and jewels. The alue of the weapon and its appendages is 700 guineas.

THE *Gaulois* announces the successful completion of one of those undertakings which recall the surprising labours of the Benedictines of old. Monseigneur Perny, Vicar Apostolic in the Celestial Empire has just presented the Emperor with the first volume of a French and Chinese Dictionary. This is a wonderful monument of linguistic skill and of conquered difficulties. The intellectual exertion alone was enough to make the stoutest heart quail; but the author had also to overcome mechanical difficulties that were nearly insuperable. He had to form moulds for the 80,000 characters comprising the Chinese language, to run the type, and to set up the work with his own hand. And all this in a little cell at the establishment for foreign missions.

Mr. R. SWINHOE has communicated to the Geological Society a catalogue of the mammals of South China and Formosa, with notes upon the various species that he had observed during his numerous travels in those countries; a second communication from Mr. R. Swinhoe contained a list of birds collected by Mr. C. Collingwood during a cruise in the seas of China and Japan, with notes by the collector. The collection was stated to embrace examples of thirty-three species, amongst which were several of rare occurrence.

WITH respect to some Prussian medical men who are about to be sent to Japan, the *North German Correspondent* learns that Dr. Müller, of the 48th Infantry regiment, is likely to be nominated to the post of chief of the medical mission, and that consequently the direction of the medical school at Yedo will be entrusted to him. Dr. Müller was engaged in a similar way with brilliant success on the island of Hayti from 1856 to 1867. From among many candidates he has chosen Dr. Hoffmann, an assistant physician in the navy, as second physician.

THE stream to the Far East by way of the Far West increases. Every year the inquiries at the clubs as to American travel are more numerous, and Messrs. Longmans and Co. have just published a book calculated to answer this end—*Westward by Rail*, by W. F. Rae; and Messrs. Low and Co. publish two similar books, one styled *The Hear of the Continent*, by Mr. Ludlow, the other *Reminiscences of America*, by two Englishmen.

THE American Senate has rejected an amendment to the naturalisation laws, by which the Chinese would have been admitted to the rights of citizenship. It was urged that were this to take place the institutions of the country would be endangered, and a conflict of races would ensue.

The Dutch screw-steamer Prins Hendrik der Nederlanden, Captain Meyer, a new iron vessel built for the Billiton Company of Java, after receiving a full cargo of coal at Falmouth, has sailed for Batavia, *via* the Suez Canal.

NOTICE has been given to ask the Government under what circumstances the *Chieftain*, belonging to Messrs. Robertson and Co., which cleared for Japan, was stopped and examined at Plymouth.

BIRTHS, MARRIAGES, AND DEATHS.

MARRIAGES.

HOLDERNESS—REYNOLDS.—On the 14th July, at the parish church, Hetton-le-Hole Durham, by the Rev. J. S. Nichol, rector, uncle of the bride, assisted by the Rev. J. Crolsdale, vicar of East Rainton, the Rev. Harry Hardwicke Holderness, curate of Dalton-le-Dale, Durham, youngest son of the late William Holderness, Esq., of Batticoloa, Ceylon to Mary Currie, youngest daughter of the late Rev. J. J. Reynolds, for many years Secretary of the Jews' Society. No cards.

DEATHS.

GILMAN—On the 7th July, at Tunbridge Wells, William Anthony Gilman, Esq., for forty-five years in the Bank of England.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks.—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & CO., Homœopathic Chemists, London.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, 54s. per annum; with Export Supplement, 66s.

The "LONDON AND CHINA TELEGRAPH" is published on the arrival of the fortnightly English mail, and the monthly French mail. Subscription, 30s. per annum; with Export Supplement, £2 2s.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, JULY 18, 1870.

SIR RUTHERFORD ALCOCK'S CONVENTION.

WE have no wish to make too much of a victory, but we cannot avoid an expression of satisfaction that the late Convention with China has been buried without the honours of ratification. The objection to it was not so much that it was utterly uncalled for, nor that it showed a friendly feeling towards the Chinese—it was commonly said to be all *Heart*—nor was it that it unnecessarily relieved the Chinese from certain of their obligations, but it was in great measure that it imposed obligations on us irksome and distasteful. The hostility to the colony of Hong Kong that cropped up throughout it, was so manifest that nothing but something akin to a corresponding feeling could have ensured it a day's consideration in Downing-street. The blow struck at the commerce of the south of China was levelled really at the British colony, and the ridiculous proposal of a Chinese Consul was nothing more than an attempt at a clumsy insult. But we must, as a duty, draw attention to a serious offence committed in the composition of this Convention—in fact, a dangerous violation of the rules of official courtesy and political honesty. There are some gentlemen in the House of Commons who are interested in this matter and understand it, and we regret that no one has asked for the correspondence, *if any*, between the British Minister and the Viceroy of INDIA on the opium clauses of the Convention, or with the Hong Kong Government on the points that affected the British settlement. Reason tells us that no such communications were made, and that the Minister at Peking deliberately took it upon himself to derange the finances of India without consulting the guardians thereof, and by damaging Hong Kong to gratify the malevolence latent but long felt towards that settlement. Should negotiations be resumed, we trust that the new Secretary of State for the Colonies will act for himself independently and energetically; we do hope that Lord KIMBERLEY will give no ear to the persistent foes of Hong Kong, but loyally insist that the colony be loyally treated. The memorial from the Hong Kong community, sent home some months back (one of the most admirable documents that we have received from the East) is well worthy of Lord KIMBERLEY'S perusal and consideration. To what is therein urged we have little to add, but we may point out that Article XXI. of the old Treaty, to which Mr. MERCER recently called attention, will require revision, and we see that the police authorities of the Colony are at last becoming alive to the inconveniences of that unequal stipulation. There must be mutual rendition of criminals. And yet one other word for his Lordship the new Secretary of State. There must be no more ungenerous grasping at the Colonial Revenues. Our last advices tell us that owing either to a fixed and stubborn purpose on the part of the Colonial-office, or to some misunderstanding of their views on the part of the Governor—it matters not which—the Colony now finds itself with a debt of one hundred and twenty-nine thousand dollars. This should not be. Had the British Government of 1843 intended — but we will not finish the sentence—the founders of the Colony proposed to make it an example to barbarism, an outpost of civilisation, and never contemplated the unworthy treatment it has received.

THE TIENTSIN MASSACRE.

BY the latest telegram, which we publish in another column, it will be seen that further riots and attacks have taken place, extending now to Protestant missions, whereas the previous outrages were strictly confined to the French Roman Catholics. Simultaneously we have reports from Nanking of a revival of the feeling against European missionaries which broke out last year, owing to absurd rumours that the missionaries were connected and implicated in kidnapping little children. Mr. Consul MEDHURST, we are glad to see, has not been afraid to send up to the scene the "inevitable gun boat," and for the moment he certainly could not have had the fear of the Foreign-office before his eyes. Be that as it may, Mr. MEDHURST deserves great credit for at once adopting prompt measures, calculated to bring the local authorities to an immediate sense of their duty, and not to "await orders from Peking," by which time every European would probably be massacred. It is clear now that, owing to the war with Prussia, we cannot expect France to undertake the immediate correction of the Chinese for the murder of French subjects, and it is the more important that our officials be up and ready to correct or avert any injury or insult to English subjects.

A NEW ROUTE TO CHINA.

Under this title the *Illustrated Gazette of Leipsig* treats its readers to a dish of nonsense about England. The wonderfully clever author of the article says that the route to the east of China is rendered dangerous by the typhoon; "More than one vessel has been lost there," which is doubtless true, and "the corsairs who devastate these countries augment the danger." "Another route besides this and that by Kiachta had become an absolute necessity, and the English believe they have found it." We are then treated with an account of the exploration of the Irrawaddi, the towns and the tribes on its banks being most ingeniously but rather puzzlingly spelt. We are told of the rich presents sent by Queen Victoria to the Emperor Soliman, who returned still more magnificent ones, and "promised to send an ambassador by Bhamo to Rangoon to open commerce with the English." Finally, we have the little bit of sting for which only this tale was evidently set forth. "There is no doubt that the new route would save time as compared with the old; there is nothing to fear but from a political point of view. Will the King of Burmah maintain this transit through his country for the advantage of a nation which has already taken several provinces of his Empire? The independence of the new State of Talé is not yet recognised by the Chinese. Engiand will be forced again to aggrandise herself; she will take all Burmah, of which she already possesses half, and thus will become the neighbour of China. Nothing easier, then, than to find cause for war with that country: it is easy to see who will be the winner." The Leipsig print would only cause a smile were it not for the fact that such comments as these are the natural result of the ignorance and heedless assertions of some of our own countrymen, who seem to delight in fouling the nest from which they have emerged well feathered.

Literature, &c.

Poeseos Sinicæ Commentarii. The Poetry of the Chinese. By Sir John Francis Davis, Bart., K.C.B. (New and Augmented Edition.) London: Asher and Co., and James Summers, 3, George-yard, Lombard-street.

This learned essay on Chinese poetry is the only work on the subject in our language. The subject is doubtless not very attractive, but the manner in which it has here been handled renders it far from uninteresting. Instead of a quantity of uninviting *formulæ* and tables of meters, &c., although the various kinds of verse existing among the Chinese are explained, the book abounds with pretty extracts from the native authors, accompanied by the original characters from beautiful blocks cut in China some forty years ago, and which, when they appeared in the first edition, led Lord Palmerston to assume (in his pleasant style) that it was "a work on Entomology."

But, joking apart, there seems to be more in Chinese poetry than has been "dreamt of in our philosophy," and those who can spare a leisure hour will find the matter very clearly explained by a scholar of classical tastes in this essay.

The Chinese are undoubtedly fond of verse in every shape and form. The first great object in their education being to learn the curious characters of their language, they have been provided with metrical verses in great variety, as well as numerous verses containing historical facts, ethical dogmas, and enumerations of

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objects to be committed to memory by the young. These are frequently in a trimeter. The oldest poetical work in China has four syllables as the measure in general, but its verse varies from three to seven and eight. This was the earliest and rudest form of poetry—sometimes there was rhyme, sometimes none. But Chinese poetry has improved in harmony since that time, and in the poems of the T'ang dynasty a vast improvement is discernible.

In the lines of five and seven words there is a regular Cæsural pause after the second or fourth syllable, corresponding in some degree to the pause in French Alexandrine, and also in the Latin hexameter. Parallelism is an interesting feature in the construction of Chinese verse; it presents a striking similarity with the Hebrew in this respect. This subject is ably explained by our author who illustrates it with examples.

Sir John Davis has added the pretty ballad on Tea-picking, which Mr. W. T. Mercer has versified and published recently in a volume of poems entitled "Under the Peak."

A curious poem on London, by a Chinese who visited England n 1813, is worthy of persual.

Monetary and Commercial.

With reference to the tea draft question a meeting of the wholesale dealers was held on the 12th inst. at the Commercial Sale Room, Mincing-lane, upwards of sixty of the leading firms being present or represented. Mr. Edwards presided, and read a letter from the chairman of the Importers' Committee, withdrawing their resolution of the 23rd of May, which abolished the 1 lb. draft on teas, but adhering to the other proposed changes in the conditions of sale. The meeting unanimously decided that these changes would not be acceptable to the trade. A resolution, moved by Mr. F. Peek, and seconded by Mr. Salmon, of Moffatt and Co.'s, was carried unanimously, to the effect that a sub-committee of wholesale dealers be appointed to meet the importers, with full powers to settle the various points in dispute, and, if possible, put an end to the controversy.

The half-yearly meeting of the proprietors of the Chartered Mercantile Bank of India, London, and China is called for the 15th of November.

At the meeting of the Ceylon Company (Limited), held on the 13th inst., the resolution recently passed in favour of certain alterations in the articles of association was confirmed.

The Danish frigate *Tordenskjold*, with a portion of the China and Japan cable of the Great Northern Telegraph Company on board, arrived at Malta on the 6th instant.

A ninth dividend of 1s. in the pound (making 14s. in the pound paid) is now payable to the creditors of the Oriental Commercial Bank (Limited), at the offices of Messrs. Cooper Brothers and Co.

The annual meeting of the British Indian Tea Company (Limited) will be held on the 28th inst.

A petition for winding up the Mont Cenis Railway Company (Limited) is to be heard before Vice-Chancellor Malins on the 22nd inst.

BULLION AND SPECIE.

The following is from Messrs. Pixley, Abell, Langley and Blake's Circular:—

GOLD.—The following are the arrivals since our last:—The Pennsylvania, from New York, £18,000; Hansa, from New York, £77,000; Donau, from New York, £18,200; Lady Jocelyn, from Melbourne, £19,500; Elbe, from West Indies, £29,500; P. and O. steamer Nyanza (overland from Melbourne), £447,500. 300,000 sovereigns have been withdrawn from the Bank for Buenos Ayres, and £40,000, per Good Hope, for the Cape. £157,000 in bars have been purchased by the Bank, and there being at present no Export demand for Gold, it is probable that further larger amounts may be sent in.

SILVER.—There has been no demand for the East, but some enquiry for Holland, all amounts on the market being taken at 60⅝d. per oz. standard. The Elbe, from the West Indies, brought £129,760; the Nestorian, from Quebec, brought £22,800; the Hansa, from New York, brought £20,000. The market is this day firm at the above quotation.

MEXICAN DOLLARS have been sold during the last week at 59⅜d. per oz., but the price is this day 59½d. per oz. A considerable amount is reported to be on the way from Mexico; these, it is stated, may probably be expected towards the end of the month. The Elbe, from the West Indies, brought £20,000. The Bangalore, on the 9th inst., took £27,255 for Penang, £55,000 for Singapore, and £22,630 for Hong Kong.

Exchange on India for Banks Drafts at sixty days' sight is 1s. 10⅞d. to 1s. 11¼d. per Rupee. India Government Loan Notes are without alteration. We quote Four per Cents. 92½ to 93; Five per Cents. 102 to 103; and Five and a Half per Cents. 109½ to 110.

EXPORT OF SILVER FROM SOUTHAMPTON TO INDIA, CHINA, AND THE STRAITS.

Year.	India.	China.	Straits.	Total.
1862 ...	... £6,890,810	... £2,530,663	... £669,987	... £10,091,64
1863 ...	... 5,971,632	... 1,995,909	.. 295,470	... 8,263,011
1864 ...	... 5,008,291	... 891,338	... 354,375	... 6,540,004
1865 ...	... 2,738,762	... 560,026	... 299,270	... 3,598,058
1866 ...	... 2,009,580	... 303,196	... 52,850	... 2,365,626
1867 ...	... 370,231	... 265,766	... 6,915	... 642,912
1868 ...	... 1,000,635	... 474,945	... 160,062	... 1,635,642
1869 ...	... 1,349,680	... 780,014	... 233,119	... 2,362,943
1870 to date ...	187,600	... 769,346	... 471,201	... 1,428,147

QUOTATIONS.

Bar Gold	77s. 9d.	per oz.
Bar Silver. Fine	5s. 0⅛d.	per oz.
Fine Cake Silver	5s. 5⅛d.	per oz.
Mexican Dollars	4s. 11⅛d.	per oz
Spanish Dollars (Carolus) ...	—	per oz.
Five Franc Pieces...	—	per oz.

SETTLEMENTS OF TEA AT SHANGHAI.

From 1st June to 14th May, Season 1869 to 1870.

BUYER.	BLACK. Chests.	Re-shipments. Chests.	GREEN. ½-Chests.	Re-shipments. ½-Chests.
Adamson, Bell, and Co.	15,184	6,890	30,811	1,848
Ashton and Co....	—	1,519	—	—
Birley, Worthington, and Co.	36,667	2,309	31,406	4,744
Blain and Co.	23,147	5,630	7,235	1,725
Blum Bros. and Co.	1,320	—	9,068	—
Bourjau, Hubener, and Co.	644	2,458	524	—
Brand, Monro, and Co....	7,777	—	—	—
Bull, Purdon, and Co.	6,484	529	678	—
Butterfield and Swire	15,442	4,468	496	—
Chapman, King, and Co.	6,653	596	901	—
Dent, Alfred	2,722	14,172	—	—
Dickinson and Co.	1,247	992	—	—
Frazar and Co.	—	—	5,300	—
Gibb, Livingston, and Co.	1,135	7,122	10,285	686
Gilman and Co....	17,181	3,396	34,023	—
Glover, Dow, and Co.	12,796	1,932	3,277	1,419
Hargreaves and Co.	375	—	728	—
Heard, Augustine, and Co.	16,260	2,776	43,576	834
Hogg Brothers	12,423	6,015	3,224	—
Holliday, Wise and Co.	202	2,024	2,477	—
Jardine, Matheson, and Co.	9,640	3,686	12,923	4,306
Jarvie, J., and Co.	—	—	—	—
Lent and Co.	14,535	798	12,210	—
Little and Co.	6,499	684	58,002	1,053
Olyphant and Co.	2,976	607	65,669	3,149
Osborne and Co.	8,638	458	7,584	7,839
Overbeck and Co.	50,090	3,769	1,395	966
Overweg and Co.	18,259	6,833	—	—
Petrocochino and Co.	14,701	—	11,534	—
Pustau and Co....	320	—	—	—
Reid and Co.	13,104	3,800	17,111	1,016
Reiss and Co.	1,482	4,297	—	—
Rothwell and Co.	11,939	1,000	2,911	981
Russell and Co....	494	3,076	25,781	311
Sassoon, David, Sons, and Co.	496	3,073	—	—
Shaw Brothers and Co....	4,235	—	5,035	—
Siemssen and Co.	970	—	—	—
Smith, Archer, and Co.	—	—	13,069	—
Tate, J. P., Esq.	18,020	—	6,401	—
Thorne Brothers and Co.	12,935	10,838	15,484	1,329
Turner and Co.	—	8,675	—	—
Weston and Co....	6,529	5,687	1,417	766
By Sundries	35,407	7,278	4,538	—
	408,878	131,235	445,043	32,972

LIST OF SILK SHIPPERS FROM SHANGHAI TO SOUTHAMPTON AND MARSEILLES.

From June 1st, 1869, to May 14th, 1870.

	Bales.		Bales
Adamson, Bell, and Co.	70	Hogg Brothers	765
Barnet and Co.	2,443	Holliday, Wise, and Co.	10
Birley, Worthington, & Co.	2,027	Jardine, Matheson, and Co.	792
Birt, W.	114	Jarvie, John, and Co.	1,796
Bland, J.	320	Meynard and Co.	20
Blum Bros.	235	Milsom and Tod	892
Borneo Company	100	Nachtrieb, A., and Co.	1,023
Borntraeger and Co.	545	Parsees	91
Bourjau, Hubener, and Co.	227	Pustau, Wm., and Co.	164
Bovet, Brothers and Co.	753	Reid and Co.	54
Bower, Hanbury and Co.	1,822	Reiss and Co.	178
Brand, Monro, and Co.	3,950	Russell and Co.	2,526
Bradwell, Bloor, and Co.	23	Remé, Wm., and Co.	773
Bull, Purdon, and Co.	8	Sassoon, D., Sons, and Co.	232
Carter and Co.	1,714	Sassoon and Co., E.D.	46
Chapman, King, and Co.	485	Sayn, H.	113
Chinese	122	Scheibler, Matthai, and Co.	1,062
Coutts and Co.	122	Seare, Essex, and Co.	396
Cumine and Co.	522	Shaw Brothers and Co.	1,028
Dickinson and Co.	213	Siemssen and Co.	954
Fogg and Co.	25	Skeggs and Co.	1,779
Framjee, Hormusjee and Co.	50	Smith, Archer, and Co.	244
Gamwell, F. R.	1,359	Textor and Co.	1,524
Gibb, Livingston, and Co.	1,767	Thorne Brothers and Co.	1,149
Gilman and Co.	1,127	Trautmann and Co.	269
Glover, Dow, and Co.	221	Westall, Brand, and Co.	329
Gutschow and Co.	241	Sundries	2,490
Heard, Augustine, and Co.	745		
Helbling and Co.	866	Total bales...	42,889

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Tin Plates.	Spelter.	Zinc.	Steel.	Machinery.	Hardware and Ironmongery	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Earthenware & Glass.
				Tons.	Tns.	Tons	Tons.	Tns.	Bxs	Tns.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£
Abbotsford, str., via Suez Canal (addl.)	Hong Hong ...	London.	June 18	...	...	...	5	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Shanghai	,,	,, 18	...	...	...	...	...	...	...	...	...	...	25	104445	...	...	...	22	438	...	...	...	...	...	...	...	...	...	...	...	446	...	...	...
Ocean Beauty (addl.).....	Colombo	,,	,, 20	...	97	10	...	...	...	...	½	...	...	1919	257850	16500	...	...	90	85	25	...	...	...	...	...	...	...	...	...	68	1117	...	...	767 &15cs.
Angela (addl.	Manila	,,	,, 29	...	...	...	...	¼	...	..	9	...	...	10	1098882	101112	53	...	...	...	...	...	...	...	...	...	...	...	...	3000	300	101	327	...	42
Coldingham (addl.)	Shanghai	,,	,, 30	...	94	...	...	3	...	...	...	...	...	169 &4tns.	2634700	16660	700	...	...	7880	443	4000	...	...	...	...	...	...	...	...	370	64	20	1 bale	320 143 cwt.	146
Thomas Bell.....	Do.	,,	July 1	...	155	21	2	200	100	...	...	...	...	452	2488045 &£7890	51600	1093	...	15	12329 &10bs	410	24072	10	10	102	141	1700	4	60	442	2482	615	598	180	...	37 & 250cs.
Fontenaye.....	Do.	,,	,, 2	...	436	4	...	50	...	...	...	10	...	97	2575875	37000	...	...	...	3005	1103	...	...	...	41	214	...	27	636	310	...	...	38	...	...	...
Princess of Wales	Tientsin.....	,,	,, 4	...	196	...	20	10	...	...	...	50	...	...	252830	14642	...	...	...	...	...	...	...	...	...	...	340	...	136	284	...	...	...	...	...	...
Chateaubriand.....	Batavia and Sourabaya	Livrpool	June 30	...	67	47	16	...	...	3	...	3	...	2083	179330	140286	...	...	...	355	...	13120	...	...	21	...	...	...	744	24	20	121	105	...	...	932
Eldon, str., via Suez Canal	Sing. & Penang	,,	July 2	...	...	...	...	...	...	...	...	...	...	569	1628996 &£2650	286872	...	322	2140	2930	...	60000	...	...	...	...	...	...	...	...	...	109	220	...	...	...
Do. do.	Hong Kong ...	,,	,, 2	...	...	...	...	...	...	...	...	...	40	...	663858 &£20	341256	...	...	228	1315	...	48815	...	...	...	...	...	...	...	...	...	...	280	...	...	25
Do. do.	Shanghai	,,	,, 2	...	...	...	5	...	...	...	...	...	...	...	1100385	147250	...	...	...	13004	...	...	...	...	...	...	...	...	...	12	...	10	...	...	...	...
Glaslyn	Java	Glasgow	,, 4	...	...	...	...	...	...	...	...	...	...	...	700800	731055	300	...	248	...	48	34010	...	...	...	...	...	...	246	...	...	...	82	...	227	1540

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship.	For	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		Cwt.	Cwt.	£	£	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
a Abbotsford, str. via S.C. (addl.)	Hong Kong.	...	...	133	85	...	1894	283	...	80	...	...	...	130	...	...	...	...	...	...
b Do. do.	Shanghai ...	...	...	...	...	...	...	15	10	...	75	...	...	...	81	...	...	...	...	...
c Ocean Beauty (addl.)	Colombo ...	...	...	56	100	...	135	181	50	...	90	...	...	19	...	...	25	...	...	...
d Angela (addl.)	Manila	...	...	...	...	...	...	...	...	...	68	55	75	...	...	...	...	96	...	140
e Coldingham (addl.)	Shanghai ...	...	...	192 & 5 cs.	63 & 14 cs.	...	29	9	50	...	26	...	...	35	218	121	...	...	...	...
f Thomas Bell ...	Do.	...	...	390	205	3	...	150	42	100	148	...	128	34	171	...	2130	...	...	...
g Fontenaye	Do.	...	...	61	...	...	100	89	...	...	...	34	...	15	9	...	...	...	...	...
h Prcss. of Wales	Tientsin.....	...	...	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chateaubriand	Batavia and Sourabaya	300	...	...	...	...	...	...	...	...	...	...	...	...	...	93	...	...	84	...
j Eldon, str., via Suez Canal	Singapore & Penang	...	...	...	34	...	...	81	...	...	34	...	...	...	...	...	...	210	...	...
k Do. do.	Hong Kong.	...	4½	...	...	...	...	20	...	...	...	441	...	...	...	...	...	145	...	...
Do. do.	Shanghai ...	...	...	...	...	...	103	...	...	...	...	...	...	...	...	...	5	...	...	...
l Glaslyn	Java	...	...	...	...	...	...	24	...	...	...	...	...	...	...	...	...	...	...	...

SUNDRIES.

a Flags, £20; (short shipped) plain cottons, 57,130 yards.
b Effects, £2 10s; velveteens, £21; cooking glass, £10.
c Safety fuze, £28; corks, £292; shoe thread, £11; sealing wax, £6; galvanised iron, 51 tons; carriage, £150; cement, 30 tons; tar and pitch, 25 runlets.
d Sugar mills, £120; brass wire, £280; log and lead lines, £43.
e Effects, £75; bricks, £10; clay, £10; galvanised iron, 1½ ton; iron wire rope, £300; carriages, £110.
f Alpaca, £43; refined sugar, 45 cwt.; iron wire, 15 tons; boiler tubes, £1,000; cotton velvet, £1,000; mineral water, £32; nautical instruments, £17; figured stuffs, £82; effects, £325; telescopes, £13; rum, 147 gallons; tar and pitch, 20 barrels; gunpowder, 100 lbs.
g Old boiler plates, £110; carriage, £60.
h Effects, £159; railway machinery, £1,320.
i Galvanised sheet iron, £675; patent steam packing, £20; iron boiler tubes, £600; bricks, £5; clay, £4; tilted cloth, £469; rice, 50 tons; liqueurs, 12 gallons; rum, 96 gallons.
j Mixed silk, £99.
k India rubber, £20; charcoal, £555; shoes and umbrellas, £20; frames, £50.
l Framed engravings, £16; jute manufactures, £60; pig iron, 200 tons.

NOTE.—Per Brockham, from London to Shanghai, cleared May 25 (addl.). — Cement, £16; tiles, £137. Per Evelyn, from London to Shanghai, cleared June 21 (addl.).—Cordage, 240 cwt.; yarn, 3,360 lbs.; linens, £50; lucifers 10 cases; glass, 550 cwt. Per Harrington, from London to Shanghai, cleared June 9 (addl.).—Woollens, £560; paper, 1 cwt.; candles and soap, 195 cwt.; plain cottons, 22,500 yards; hardware, £2; clay, £10; bricks, £20 (short shipped; bar and rod iron, 55 tons. Per Tordenskjold, Danish man-of-war (str.), from London to Shanghai, cleared June 13 (addl.).—96 miles telegraph cable, £19,940. Per Abbotsford (str.), from London to Singapore (via Suez Canal), cleared June 18 (addl.).—Cutlery, £131; leather goods, £113; (short shipped) plain cottons, 40,800 yards; to Yokohama woollens, £1,980. Per Everlyn, from London to Shanghai, cleared June 21 (addl.). — Mixed fabrics, £929; worsteds, £3,942; coloured cottons, 181,110 yards; plain cottons, 2,130,740 yards and £680; thread, 600 lbs.; iron pipes, £77; glass, £330; cheese, 10 cwt.; cordage, £330; cotton velvets, £1,413; haberdashery, £51. Per Magcala (str.), from Liverpool to Singapore (via Suez Canal), cleared April 13 (addl.).—Yellow metal, 3 tons; hams, 7½ cwt. Per Waverley (str.), from Liverpool to Singapore (via Suez Canal), cleared June 11 (addl.).—Yellow metal nails, £100. Per St. Louis, from Liverpool to Batavia, cleared June 30, coal, 410 tons.

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ARTICLES OF IMPORT.

TEA.

No material improvement can be quoted in the market which is without change since the date of our last report. There has been some inquiry for the fair qualities of Congou, and prices for these kinds are slightly firmer. The question as to abolition of the draft allowance still acts prejudicially against business. There have been no public sales.

Red-leaf Congous: Siftings and broken-leaf kinds have sold at fully former rates. Fair to good common are in a rather better position. Fair to good flavoury kinds have been more inquired for, but sales are small. Good to fine Kaisows are as last quoted; of finest there are few on offer. Paklin kinds are unchanged. Black-leaf kinds: The lower qualities have been saleable at the decline quoted in our last. Common kinds have also been taken at fully former rates. Good common have met with more inquiry, and the fair qualities have been saleable at 1s. to 1s. 1½d. In good to fine no change has taken place, and of finest the market is very bare. In Amoy kinds no business has been done. New-make Canton kinds are unchanged. Oolongs are unaltered; a few of old import, fair quality, sold at 1s. 1½d. Souchongs are difficult of sale. Scented Teas: Fair common Capers and Orange Pekoes have been in improved demand, and a few sales have been made at better prices. Good to fine Canton Capers are in demand at previous rates. Foochow Capers show no change. Canton Orange Pekoes, of fair to good quality, are still difficult to move at our low quotations. Foochow kinds of common to fair quality are neglected, and for good to fine the demand is limited. Uncoloured Japans are as before. Green Teas: Our market continues much depressed. The common to medium descriptions have been sold at very low rates. Finer grades are scarce, and therefore better supported. Canton-made kinds are unchanged.

The following is from Messrs. Shepard, Harrison, and Rehden's Circular:—The pressure to sell has subsided, but there have been ample supplies available to meet the limited demand which usually sets in at this time of the year. Prices for all kinds Congou may be advised as firmer, but without any general advance being so far paid. In reference to the 1 lb. draft question, numerous meetings have been held, without, however, arriving at a satisfactory settlement, and we understand the concessions importers are willing to make have not been received in the same spirit by the trade, who are content to adhere to the existing custom. Latest telegrams from Hong Kong extend to June 23, and advise active business at Hankow, but at Shanghai and Foochow the markets had not opened, and prospects looked favourable for moderate prices for Teas from Foochow. The shipments to date reach 8,000,000 lbs. From Canton, the Taiping, reported to have sailed with the new Scenteds.

BLACK.—The various grades of red leaf call for no detailed remarks, except that good flavoury kinds at 11d. to 1s. per lb. have been in more demand the past week, at a shade better prices. Imitation Kaisow, made from Tayshan leaf, has sold at 1s. to 1s. 2d. per pound for medium quality, strong malty burnt. Black leaf, ordinary to good common, at 9½d. to 11½d. per lb., has been in some request; preferable to medium kinds rule at 1s. to 1s. 2d. per lb.; of other grades supplies are well nigh exhausted. Souchong, which still rules at a very moderate standard, has attracted some attention, and led to more extended transactions. Oolong: No change. Scented Teas.—Canton Orange Pekoe: There is nothing new to advise; the bulk of this class offering consists of low common to fair quality at 7d. to 11d. per lb. Caper: There has been more inquiry at the low range current, but few transactions have taken place, importers declining business at prices offered. Foochow Orange Pekoe: Without change.

GREEN.—The extreme low prices for Nos. 3 and 4 Young Hyson has brought about speculation, and several parcels have changed hands at a slight advance; all other classes have continued difficult of sale, except finest grades of Ping Suey and Moyune.

SILK.

The apprehensions which are entertained of a war on the Continent has completely checked business, and the quotations must be considered almost, if not altogether nominal. Deliveries 1st to 13th inst. inclusive:—China, 1,314 bales; Japan, 242 bales; total, 1,556 bales.

LONDON QUOTATIONS, JULY 15.

CHINA.	
Tsatlee, No. 1	33s. 0d. —
,, ,, 2	32s. 0d. —
,, ,, 3	31s. 0d. —
Red Peacock	27s. 0d.
Yuenfaa, Nos. 1, 2, and 3	28s. 0d. to 27s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	22s. 6d to 27s. 0d.
Long Reel	20s. 6d. to 22s. 0d.
Canton	16s. 0d. to 22s. 0d.
Chinese Thrown	23s. 6d. to 26s. 6d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	27s. 0d. to 34s. 0d.
Idah, Nos. 1 and 2	None.
Sodai, Nos. 1 and 2	27s. 0d. to 30s. 0d.
Oshiu, Nos. 1, 2, and 3	28s. 0d. to 35s. 0d.
Koshiu, Nos. 1 and 2	26s. 0d. to 28s. 0d.
Eichizen	24s. 0d. to 27s. 0d.
Mashta	24s. 0d. to 26s. 0d.
Hatchoji	None.

COFFEE.

The present gloomy state of affairs on the Continent has exercised a depressing effect upon the market, and the public sales of Plantation Ceylon have gone off flatly, at prices showing an irregular decline of 1s. to 3s. per cwt., and in some instances rather more, the greater depression being for coloury kinds. The latest prices paid have been—Triage 47s. to 55s.; small grey to coloury, 56s. 6d. to 64s. 6d.; low middling 60s. to 68s. 6d.; middling, 64s. to 70s.; good middling, 72s. to 74s.; fine middling to good bold, 76s. 6d. to 80s. 6d.; peaberry, 76s. to 80s. In Native Ceylon and other East India there have been no transactions. The shipments of Plantation Ceylon so far exceed those in the corresponding period last year that a previous decrease of 700 tons in the total is superseded by an increase of 2,682 tons, but as Native still shows a falling off of nearly 3,900 tons, there is a decrease of 1,200 tons in the total of both sorts.

SUGAR.

The market exhibits a quieter tone than when we last reported, but prices continue to be firmly sustained. The following have been the sales during the week:—Penang, of 909 bags offered one-third sold, yellow (duty 5s. 3d.) at 29s. 6d. to 30s., low soft yellow at 27s. 6d, the remainder being bought in, white at 32s. to 33s., brown at 26s. to 28s. Java: Of 397 bags offered (duty 5s. 3d.) 109 bags sold at 32s.; 621 baskets (duty 4s. 9d.) were bought in at 26s. to 29s., but were subsequently sold at 23s. to 24s. A landed cargo 17,800 bags low brown Stroop Sugar (duty 4s.) sold at 18s., including washed. Manila, China, and Siam: No sales. The week's landings, which include 1,500 tons Manila, are moderate, but nevertheless exceed last year's by fully 1,500 tons, and although the stock is not greater than last week, the surplus is increased to nearly 17,000 tons.

CHINA MATTING.—In auction of 1,095 rolls per Dudbrook, chiefly bought in, 4/4 check at 28s., 4/4 white at 25s., only 300 rolls being sold, 4/4 white at 19s. 6d. to 20s., sea damaged first class 4/4 check at 20s. to 20s. 6d. Of 1,123 rolls finest contract matting from New York offered 150 rolls sold, 4/4 white at 27s., 4/4 red check at 30s., 6/4 ditto at 41s. per roll.

COIR GOODS.—At the last sales comparatively small quantities were offered; Yarn was taken off at last sales' rates. Fine qualities of Fibre sold more readily at some advance, but common sorts were again lower. There were no sales of Ceylon.

CHINA GRASS.—An offer of five bales was bought in at £70.

CUTCH.—The market is still quiet, and prices have given way; shortly after our last report 1,000 boxes fine Pegue at auction (Pagoda mark) sold at 22s. a few lots at 22s. 6d.; but since then there have been no sales, 1,000 boxes fine Pegue and 1,360 boxes from Penang being bought in at 22s. per cwt. Privately retail sales of Pegue are effected at 22s. 3d., but for important quantities not more than 22s. is obtainable.

CAMPHOR.—There are no transactions to report either in China or Japan descriptions.

COCOA NUT OIL.—There is no change to report, the market for Ceylon being quiet at last quoted rates, viz., 38s. 6d. to 38s. 9d. per cwt.

EBONY.—Of an offer of 164 logs (53 tons); Ceylon 80 logs (33 tons), sold at £10 15s.

GUMS.—Copal: 168 cases Manila sold at 30s. to 31s. Damar: 10 cases good Batavian sold at 70s; of 7,586 bags dust 4,000 bags sold at 15s. to 17s., chiefly at 16s. to 16s. 6d., blocky at 10s. to 10s. 6d.; 10 cases Singapore were offered and withdrawn.

GUTTA-PERCHA.—30 baskets and 19 bags Singapore were offered and bought in at 2s. per lb.

GAMBIER.—There have been no transactions effected.

HEMP.—There is but limited inquiry for Manila, and prices are lower; 1,091 bales in public sale met few offers, and were bought in, Boluzan at £56, fair at £53 to £53 10s., fine white at £66, except 150 bales sea-damaged, which sold at £50 to £55 10s., for third to first-class, and small lots of sound white at £60 15s. to £62 5s.

HIDES.—At the last sales there was rather more demand for East India Hides at the sales to-day, and over three-fourths of the quantity offered found buyers, the greater part of which were taken by the home trade. The bulk of those sold realised last sale prices to ¼d. per lb. decline, and the cleanest and best sorts met with the most competition. 8,269 Singapore and Penang Cow Hides offered, 5,161 sold—Extra heavy, 6d. to 6½d.; third small 6d.; thirds 6¼d; fourths 4½d. per lb. 2,909 Ceylon Hides offered, 588 sold—Heavy and extra heavy 5½d. per lb. 5,231 Singapore and Penang Buffalo Hides offered, 1,456 sold—Slaughtered, best 6⅜d.; seconds 5⅜d.; common to fair, best 4⅝d to 5¼d.; seconds 4¼d. to 5⅛d.; light 5¼d. per lb. 456 Siam Buffalo Hides offered, none sold.

INDIA-RUBBER.—There is little demand; 56 baskets Borneo were offered at auction, and bought in at 1s. 10d. per lb.

JAPAN WAX.—Prices have declined; 118 cases saucers sold—middling to good middling, at 65s. 6d. to 68s.; common mixed, at 57s.

PLUMBAGO.—A slight improvement in the demand has taken place. Of 420 barrels Ceylon offered, 131 barrels sold—common lump, at 12s.; chips, at 6s. to 9s.; fine dust, at 8s.; medium, at 5s. to 6s.; the remainder being bought in—good lump, at 17s. 6d. to 18s. 6d.; medium, at 15s.; ordinary, at 10s.

PEPPER.—Black: There is no inquiry, and no attempts being made to force business, there are no transactions to report; an offer of 207 bags Singapore was bought in at 5¼d. per lb. White: Prices are slightly lower; at auction 489 bags Singapore met a moderate demand, and 350 bags sold at 6⅛d.; 45 bags Penang salvage, ex Benvenue sold at 5⅜d. to 5½d.

RICE.—The market since our last report has continued to exhibit a dull tone; there have been no sales on the spot, and only two of floating cargoes, viz., 860 tons Rangoon per G. K. von Hoogendorf arrived off coast, sold for the Continent, terms are not reported, but supposed at 9s. 10½d.; and 800 tons field Siam in bags, per Emerald, at 8s. 4½d. landed.

RATTANS.—At auction, 4,056 bundles Penang sold, sound at 3s. 8d., mouldy at 3s. 4d. to 3s. 5d., first and second class sea and sugar damaged at 3s. 1d. to 3s. 3d.

SPICES.—Cassia Lignea: 100 cases unsorted sold at 103s. to 105s., being a further decline. Cassia Vera: 84 packages slightly mouldy, Padang of good quality sold at 77s. to 78s. Cinnamon: Of 122

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bales Ceylon offered 84 bales, low spurious sort, sold at 3d. to 3½d., one lot 4¾d., the remainder common being bought in at 1s. to 1s. 6d. Cinnamon Chips: Of 254 bags Ceylon offered 44 bags middling sold at 4d., the remainder being bought in at 5d. Nutmegs: 1 case 88's sold at 2s. 4d., and 4 casks low at 1s. Mace: 6 cases fair Penang sold at 3s. 1d., 11 cases salvage ditto, ex Benvenue, at 2s. 7d. to 2s. 10d.

SHELLS.—Mother-o'-Pearl: 15 cases Macassar bought in at £11, and 58 cases Manila at £9. Tortoise: 11 cases (1,552 lbs.) Manlia were sold at 13s. to 15s., and 1 case (124 lbs.) Singapore at 7s.

SAGO.—At auction 322 bags small pearl sold at previous prices, viz., fair to good, 17s. 3d. to 17s. 9d.; medium, 17s. per cwt. Flour: No business.

SAPANWOOD.—Of 57 tons Siam offered 18 tons slightly dirty sold at £7, the remainder being bought in at £8 10s.; also 11 tons Ceylon, at £8.

TAPIOCA.—At auction 362 bags Singapore fine white Rio kind were bought in at 2½d., except 70 bags, which sold, very fine at 2¾d., small at 1¾d. Pearl: 540 bags Singapore sold at lower rates, small, 22s. 6d.; medium, 21s. to 22s.; large, 20s. 6d. to 21s. 6d.; extra large, 21s. 6d. to 22s. Flour: 94 bags Penang sold at 2d. to 2¼d.

TIN.—There is scarcely any demand for Straits, and prices have again declined, the quotations being £130 to £131 on the spot and £128 afloat. Banca is quoted £133 to £134, and Billiton £130 to £131 per ton.

VEGETABLE TALLOW.—An offer of 38 casks Singapore was bought in at 41s. to 42s.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Inactivity and irregularity have been the prevailing features in this market during the past week, and prices of Yarns and Goods still continue to decline. The extent of the transactions has not been sufficiently large to test values fairly, but the few offers that are making are generally at prices which producers are at present disinclined to accept.

QUOTATIONS.

GREY GOLD END SHIRTINGS, CHINA AND JAPAN QUALITIES.

Width	39 in.	...	...	...	...	...	44 in.
Weight	7 0	7 0	8 4	9 0	9 4	9 12	9 0
Count	14 by 12½	14 by 13	16 by 15	16 by 18	19 by 19	19 by 19	16 by 15
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Pillar Ticket ...	8 7½	8 7½	10 3	11 7½	12 4½	—	—
Horse & Jockey Ticket... ...	8 10½	8 10½	10 6	12 0	12 7½	13 1½	11 3
Hand & Branch Ticket... ...	9 0	9 0	10 9	12 3	12 10½	13 4½	11 9

T-CLOTHS, CHINA AND JAPAN QUALITIES.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14 by 13	15 by 15	15 by 15	18 by 18	18 by 18	18 by 18	18 by 18
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Horse and Jockey Ticket	6 4½	6 7½	7 3	7 4½	8 0	9 1½	9 4½
Hand and Branch Ticket	6 6	6 9	7 6	7 7½	8 1½	9 4½	9 6

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	10 9	(nominal)
Maddapollams	3 10½	—
Long Cloths	10 1½	—
White Spot Shirtings ... (nominal) ...	11 9	—
,, Brocade ... ... do. ...	12 0	—
,, Damasks ... ... do. ...	20 6	—
Cotton Yarn, Nos. 16-24 China	1 1 to	1 2
Nos. 28-32 do.	1 2 to	1 3
No. 40 do.	1 2½ to	1 3½
No. 40 Mule Twist	1 2½ to	1 4½

WOOLLEN GOODS.

The following are the latest Bradford quotations:—62-inch, 19 yards, Spanish Stripes—Elephant chop, scarlet, 2s. 11d. per yard; black 3d. per yard less, other colours in proportion. 30 to 31 inch, 24 yards, Long Ells—Lion chop, scarlet, 30s. per piece; black 3s. per piece less. 30 to 31 inch, 58 yards, Camlets, best SS—Elephant chop, scarlet, 58s. per piece; black 4s. 9d. per piece less. 31 inch, 30 to 31 yards, Lastings—Lion chop, gentian, 56s. per piece; dark blue do., 55s. per piece; black do., 53s. per piece. 31-inch, 29 yards, Brocades, cotton warp—Half-moon, scarlet, 22s. per piece; black 2s. per piece less.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
July 6	Protector	Maroni	Rangoon, for Rotdm.	Off Folkestone
— 9	Colmbatore	Houstan	Do.	Liverpool
— 7	Lichstraal	Hansen	Batavia	Brouwershaven
— 4	Erato	—	Rangoon, for Copgen.	Off Scilly
— 7	Westward Ho!	Watson	Singapore	Do.
— 9	Peerless	Flavin	Rangoon	Do.
— 10	Decision	Stanhope	Do.	Queenstown
— 10	Lizzie	Peak	Canton	Falmouth
— 10	Germania	Ebeds	Rangoon	Do.
— 10	Victoria	James	Do.	Do.

ARRIVALS—*Continued.*

Date.	Ship.	Captain.	From.	At.
— 9	Madura	Fransden	Sourabaya, for Rotdm	Off the Lizard
— 8	Cornelis W. Eduard	Swart	Batavia	Brouwershaven
—	Pleiades	Pearse	Ba-sein, for Liverpool	Off Queenstown
— 8	Bengale	Noge	Akyab	Gironde
— 11	Hugh Browne	Falconer	Galle, &c.	London
— 11	Dovercourt	Hughes	Rangoon, for Koogerpolder	Falmouth
— 12	Martin Luther	Barfred	Akyab	Do.
— 12	Bussorah	Turnbull	Rangoon	Do.
— 12	O'Thyen	Hashagen	Do., for Brake	Off do.
—	Assunta Gianello	Martino	Akyab	Schelde
June 1	John Pratt	Stenson	Yokohama	Callao
July 12	Grecian Queen	—	Pasaroeang	Falmouth
— 11	Altair	Sidey	Sarawak	Off do.
— 13	Zurich	Grange	Rangoon	Deal
— 13	Helpmeet	Reed	Colombo	Do.
— 12	Weljeket	—	Sourab., for Rotrdm	Off I. of Wight
— 12	Helen Denny	—	Rangoon	Liverpool

DEPARTURES.

Date.	Ship.	Captain.	For	From
July 9	Coulnakyle	Japp	Yokohama	London
— 7	Louise Struve	Rhode	Hong Kong	Cardiff
—	Prinz Hendrikder Nederlanden (str.)	Meyer	Batavia, via Suez Cnl.	Amsterdam
— 9	Ugland	Dalberg	Shanghai	Cardiff
Jne. 15	Camille Cavour	Astorquia	China	Callao
— 15	Orion	Hall	Macao	Do.
July 8	Madura	Whitewell	Singapore	Bordeaux
— 12	Staffa	Japp	Cardiff and Manila	London
My. 16	Dona Maria Pia	—	Macao	Callao

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—For Yokohama and Hiogo: Pride of the Thames. For Yokohama: Lothair, Benmore, Solent, Eastern Chief. For Hiogo and Nagasaki: James Paton, Lunan. For Shanghai: Portland, Albuera, Carmarthenshire, Loudoun Castle, Antipodes. For Hong Kong: Fusi Yama, John O'Gaunt, Mirella, Penrith, Holmsdale, Neville, Western Chief, Sir Harry Parkes, Canaan. For Hong Kong (*via* Suez Canal): Cella (str.), Great Northern (str.). For Singapore: Callisto, Belle of Southesk. For Singapore and Sarawak: Otter. For Singapore, Hong Kong, Shanghai, and Japan (*via* Suez Canal): Ercillia (str.). For Penang: Amelia Ross. For Bangkok: Anita. For Batavia and Sourabaya: Lord Raglan, Hedwig. For Batavia and Singapore: Hibernia. For Colombo: Seafield, Palmerston. For Colombo, &c.: Macedon, Langstone.

At LIVERPOOL.—For Yokohama and Hiogo: British Empire. For Nagasaki and Hiogo: Dolphin. For Cronstadt and Amoor River: Spirit of the Age. For Shanghai: Malacca. For Manila: Catalina. For Singapore: Mount Vernon. For Batavia and Sourabaya: Stavers. For Penang, Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Alonso (str.). For Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Delaware (str.).

At GLASGOW.—For Hong Kong: Loch Ken. For Manila: Alejandro. For Batavia and Sourabaya: County of Stirling. For Batavia and Samarang: County of Lanark. For Java: Professor Vander Buon Mesch. For Bangkok: Radania.

SPOKEN.

HONDORA (?), London to Hong Kong, off the I. of Trinidad, 33 days out.
OSCEOLA (American ship), bound to Hong Kong, 35 S., 4 W.
ALPHONSINE (French barque), Japan to Boston, May 27, off Cape Recife.
CHINGLOO, London to Chefoo, 3 N., 22 W.
TEVIOT, Ceylon to London, May 25, off Cape Agullas.
BENTINCK (Dutch ship), Newcastle to Batavia, June 3, 16 S., 33 W.
DARTMOUTH, Yokohama to New York, 36 days out, April 10.
DON PAULO, Macao to Hamburg, March 29, 9 N., 110 E.
MELROSE, Bangkok to Mauritius, April 3, 1 S., 107 E.
GALATEA, from Ilo Ilo, April 8, 5 S., 106 E.
HELENDALE, Foochow to New York, April 23, 11 S., 101 E.
CYCLONE, Padang to Boston, April 23, 11 S., 101 E.
CARRISBROOKE, Ceylon to London, April 22, 17 S., 83 E.
JAVA PACKET, Batavia to Amsterdam, June 20, 110 days out.
ANTRIM, Manila to Falmouth, June 21. 30 N., 41 W.
ROTTERDAM, Batavia to Rotterdam, April 27, 34 S., 28 E.
MARY ENGLAND (ship), Cardiff to Yokohama, May 12, lat. 5, lon. 107 E
DOUNE CASTLE, Liverpool to Shanghai, May 7.
SCOTT, Colombo to London, April 15, 27 S., 58 E.
CHRISTAL, Cardiff to Shanghai, in the Straits.
NYASSA, for Singapore, June 25, 45 N., 13 W.

FREIGHTS AND CHARTERS.

We have no change to note in freights eastward, rates continue very low.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight: 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £35. For Hiogo: £35. For Hong Kong: £29. For Singapore: £25. For Galle: £27. From New-

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port, Cardiff, or Swansea per ton.—For Hiogo: £1 14s. For Yokohama: £1 12s. 6d. For Shanghai: £1 16s. For Hong Kong: £1 8s. For Singapore: £1 4s. For Galle: £1 6s.

CASUALTIES.

The Shepherd, Armstrong, which arrived at St. Helena, June 6, from Colombo, had lost bulwarks, stanchions, &c., having experienced very violent weather eastward of Mauritius and off the Cape of Good Hope.

Advices from Capetown, dated June 4, state that the Blackadder, Robinson, from London to Shanghai, put into Simon's Bay, May 26, and reported that on the May 8, 40 S. 21 W., the wind suddenly shifted from N.E. to S.W., when the main and mizen masts were carried away by the deck, and she lost yards, sails, &c., and had part of her main deck torn up.

Advices from Port Elizabeth, dated May 31, state that the Hanover, Burges, from Colombo to London, put into Algoa Bay, May 23, for supplies, and with decks leaky, having experienced very heavy weather between the 15th and 22nd May, off Natal. At the recommendation of surveyors the cargo was being discharged, and a portion of it proved to be more or less damaged, by sea water.

MISCELLANEOUS.

At MALTA.—July 2, Abbotsford (steamer), Mann, from London, left for Singapore, China, &c., *via* Suez Canal; 6, Tordenskjold, Danish man-of-war (steamer), from Copenhagen, and left for Port Said and Shanghai, *via* Suez Canal.

At ST. HELENA.—June 2, Maria Elise, van Deursen, from Batavia; 9, Shepherd, Armstrong, from Colombo; 15, Dartmouth, Elsden, from Shanghai, for London; 17, Banian, Shore, from Shanghai, for Liverpool.

The following is a further list of goods recovered from the wreck of the Benvenue, Penang to London:—184 slabs tin, 28 packages india-rubber, 19 bags pepper, 1 puncheon rum, 1 bag copra, 96 bundles rattans, 3 hides, 1 empty puncheon, and 1 bundle rope.

THE "MANNELITA" AT HONG KONG.—Reports have been made, signed by Mr. Green, the superintendent engineer of the P. and O. Company, by Captains Madden, Stanhope, and Hewitt, and by Messrs. Vincent, Cairns and Minto, upon the twin-screw gunboat Mannelita, built by Messrs. Dudgeon and Co., on the Thames last year. The Mannelita is built upon the composite principle, with iron frame and teak planking, is of 700 tons burthen, with engines of 200-horse power. At a trial trip a speed was attained of thirteen knots, with a steam pressure of twenty-five pounds. The reports state that the vessel is highly suitable to the purpose for which she was designed, the protection of Chinese property from pirates, that everything connected with her construction affords evidence of the employment of the best materials and workmanship, and that she is likely to prove a very efficient and useful vessel. In noticing the Pepita in our last number, the tonnage was misprinted 57 for 357 tons.

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London, June 14, 1870. By Order, JOHN T. BURT, Secretary.

ART,
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No. 1 (now ready) contains the following Illustrations:—

1. "Pour la Petite Chapelle" (Painting) ... ... *L. Perrault.*
2. St. Jerome in his Study (Engraving) ... ... *A. Durer.*
3. The late Earl of Derby (Statue in Marble) ... ... *Theed.*
4. Flora (From Prince Demidoff's Collection) ... ... *Greuze.*
5. Studies of Heads (In the Oxford Galleries) ... ... *Michel Angelo*
6. Ely Cathedral (Transept: Interior View).

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SUB-MANAGER.—Theod. Dromel.

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NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.
Mr. F. LANCKEN and Mr. C. W. SIEGFRIED hav been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. NINIAN CRAWFORD in our Hong Kong Firm CEASED on the 31st March last, and Mr. JOHN FAIRBAIRN and Mr JOHN SAMUEL COX have been admitted Partners therein from the said day
Our said Firm now consists of DAVID ROBERT FENTON CRAWFORD, JOHN SAMUEL COX, and JOHN FAIRBAIRN

LANE, CRAWFORD and CO.

Hong Kong, May 4, 1870.

NOTICE.

THE undersigned, the Sole Surviving Partner of the firm of HUNTER, HOUGHTON, and Co., of Batavia (now in liquidation), has ESTABLISHED, under the firm of J. PEET and Co., and has admitted Mr. H. S. HOWLETT a PARTNER.

JOHN PEET.

Batavia, 30th April, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr JOHN PEET in our Firm CEASED on 30th April, 1870, except for the purpose of liquidation. The BUSINESS will be conducted as heretofore under the same style by G. A. HOUGHTON, W. W. COOK, and D. MACNAIR; the London Agents bein CLARENCE, HOUGHTON, and Co., 2, Jeffreys square, London.

HUNTER, HOUGHTON, and Co.

Batavia, 30th April, 1870.

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Point de Galle ...	J. GIBSON, THOMSON, & Co. / FREDR. PITERS.
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Singapore, Labuan, and Sarawak ...	JOHN LITTLE & Co., Singapore.
Penang ...	SANDILANDS, BUTTERY, & Co.
Saigon ...	RIBEIRO & Co.
Batavia ...	HUNTER, HOUGHTON & Co.
Samarang ...	DE GROOT, KOLFF, & Co.
Sourabaya ...	
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Silk, Woollen, and Manchester Warehousemen (Wholesale and Retail), India, Colonial, and Foreign Outfitters,

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Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds, superintended by resident Europeans.

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THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

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WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, June, 1868.

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ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
*BOMBAY	,, ,,	,, ,,
GALLE.....		
MADRAS.....	Saturday, July 9, 2 P.M.	Sunday, July 17, 7 A.M.
CALCUTTA ...		
PENANG.....	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
SINGAPORE ...		
CHINA.....		
JAPAN		
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July 24, August 21, Sept. 18 } For { Port Said, Ismailia, Suez, Aden, Point de Galle, Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

9th, 19th, and 29th of every month for Alexandria.

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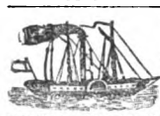
*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.



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J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

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Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Singapore, Hong Kg., Shanghai, and Japan	ErlKing.s.s., via Suez Canal	B in A1	SWID	Aug. 23
Hong Kong.	Mirella	A in A1	SWID	With des.
Do.	Canaan	A1 13 yr.	SWID	With des.
Shanghai ...	Antipodes ...	A1 13 yr.	SWID	With des.
Yokohama ..	Benmore ...	A in A1	SWID	With des.
Nagasaki & Hiogo.....	Lunan (new)	A1 10 yr.	SWID	With des.

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CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	LoudounCsl.	A1 16 yr.	E.I.D.	July 20
Hong Kong	Fusiyama ...	A1 16 yr	E.I.D.	With des.
Do, ...	Sir H. Parkes	A1 13 yr.	W.I.D.	With des.
Yokohama (Kanagawa)	Solent.....	A1 13 yr.	W.I.D.	With des.
Hiogo and Nagasaki..	Jas. Paton...	A1 11 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

CHINA AND JAPAN.

THE following high-classed Clipper SHIPS will be despatched as under from the East India Docks:—

Port.	Ship.	Class.	Tons.	Last Shipping Day.
Shanghai ...	Carmarthenshire	A1 14 yr.	812	With des.
Hong Kong.	Westn. Chief	A1 13 yr.	750	With des.
Yokohama (Kanagawa)	Lothair	A1 16 yr.	795	With des.

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Steam via the Suez Canal.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking Cargo for transhipment to Japan, at through rates, the splendid new full-powered screw steamer LORD OF THE ISLES, A100, the highest class at Lloyd's; 1,753 tons net register; 240 h.p. nominal, 1,200 indicated (just launched by R. Napier and Sons, Glasgow), RICHARD ROBINSON, Commander (late of the clippers Fiery Cross and Sir Lancelot), will load in the South-West India Docks, and be despatched about the 15th August. Has elegant accommodation for passengers, including cabin fittings, bedding, and linen; carries a surgeon and stewardess.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship With despatch.

FOR HONG KONG, the well-known clipper ship NEVILLE, A1; 715 tons register; JOHN HEMSWORTH, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, MAXTON and Co., 2, Royal Exchange Buildings, London, E.C.

Malabar Coast. Second Season Ship. Will meet with the usual quick dispatch

FOR COLOMBO, COCHIN, CALICUT, and MANGALORE, the magnificent clipper ship MACEDON, A1 13 years, 496 tons register. W. SUMMERFIELD, Commander, lying in the West India Docks. This splendid vessel is well known for her rapid passages and the good order in which she always delivers her cargo, and from her high class can be strongly recommended to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

A regular trader. Will meet with the usual quick despatch.

DIRECT for COLOMBO, the favourite frigate-built ship, PALMERSTON, A1 15 years; 894 tons register; J. N. SEAGROVE, Commander; South West India Docks. This magnificent high-classed vessel, so well and favourably known in the Ceylon trade, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

FOR BATAVIA AND SOURABAYA, the fine British-built ship LORD RAGLAN A1 13 years, 725 tons; Captain, J. N. BEAVER; loading in the West India Docks. Having a great part of her cargo engaged will have good despatch.

For Freight or Passage apply to W. ARNOLD and Co., 53, Gracechurch-street; or to BERRY, BENNETT and Co., 140, Leadenhall-street.

JAPAN from LIVERPOOL, for YOKOHAMA and HIOGO. Has a large part of her cargo engaged, and will have quick despatch. Loading east side Prince's Dock; the splendid clipper barque BRITISH EMPIRE, Captain G. ROWE, 496 tons, A1 at Lloyds, only two years old, and is favourably known for her good passages and delivery of cargo.

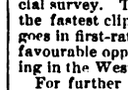
For Freight, &c., apply to E. C. FRIEND and Co., 2, Tower Chambers, Old Church-yard.

The Merchants' line of Packets for Japan.

FROM LONDON, FOR YOKOHAMA and HIOGO, with immediate despatch, the splendid A1 clipper barque PRIDE OF THE THAMES, 400 tons register; JOHN TONKIN, Commander; built under special survey. This fine vessel is well-known as one of the fastest clippers, and has always delivered her cargoes in first-rate order, and, as such, presents a most favourable opportunity for shippers of fine goods. Loading in the West India Docks.

For further particulars apply to MORS LE BLANCH and Co., 7, East India Avenue, London, or The Albany, Liverpool.

With quick despatch.



FOR BATAVIA and SOURABAYA, the clipper ship HEDWIG, 5-6ths LII; newly coppered and copper-fastened; 450 tons register; P. B. LUNDSTEN, Commander; loading in the London Docks. This ship is well known for her good passages, and the first rate condition in which she always delivers her cargo.

For Freight or Passage apply to MORS LE BLANCH and Co., the Albany, Liverpool, and 7, East India-avenue, London; or to LEVESON, LEWIS, and Co., 6, Lime-street, London, E.C.

Direct for the Malabar Coast. Under engagement to the Council of India. Will meet with the usual quick despatch.

DIRECT FOR MANGALORE, CANNANORE, TELLICHERRY, CALICUT, BEYPORE, AND COCHIN, the magnificent China clipper ship SPIRIT OF THE NORTH, A 1 10 years, 571 tons register, A. MATHEW, Commander; lying in the West India Docks. This fine vessel, so well known for her rapid passages, and the fine order in which she invariably delivers her cargoes, offers the best opportunity to shippers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, July 18, 1870.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 360.] LONDON, WEDNESDAY, JULY 27, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	—	—	May 31
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki	—	—	„ 23
CHINA — Peking	—	—	„ 24
Tien-tsin	—	—	„ 25
Chefoo			
New-chwang			
Hankow	—	—	„ 27
Kiu-kiang			
Chin-kiang			
Shanghai	April 15	May 29	June 2
Ningpo			
Foochow	„ 15	27	„ 4
Formosa			
Amoy	—	—	„ 6
Swatow			
Hong Kong	„ 22	„ 31	„ 9
Canton			
Macao			
PHILIPPINES—			
Manila	„ 15	June 1	„ 2
COCHIN-CHINA—			
Saigon			
SIAM — Bangkok	—	—	„ 2
BORNEO—Labuan			
Sarawak	—	—	„ 10
JAVA — Batavia	—	—	„ 10
Samarang			
Sourabaya			
MALACCA STRAITS—			
Singapore	May 13	„ 12	„ 17
Penang	—	—	„ 19
CEYLON—Galle	—	—	„ 28
Colombo	—	—	„

THE MAILS, &c.

The present mails should have been delivered on the 25th. The detention is to be attributed to delay at Alexandria and some derangement of the engines of the *Ripon*. We understand that it is her last trip.

The next inward mails (French) are due on the 1st Aug., with one week's later dates. Correspondence from Japan to 22nd June, *via* San Francisco and New York, is due here on the 4th prox.

Telegrams from Shanghai to 5th July, *via* Kiachta, and from Hong Kong 7th, *via* Galle, were received on the 25th.

Grant's telegrams report that a Chinese general is ordered to France to settle the outrage on French subjects at Tientsin.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Ripon*, arrived July 24.—From Shanghai: Mr. Hargreaves, Captain Lodge, and two second-class passengers. From Hong Kong: Mr. W. Jackson. From Galle: Mr. Sendall, and Mr. Douglas.

To Southampton, per P. and O. steamer *Ceylon*, expected to arrive July 30.—From Shanghai: Mrs. Hargreaves, four children and servant. From Hong Kong: Capt. A. P. de Mellow, Captain J. Roskell, Mr. Heywood, Mrs. Woollen and child, Mr. Stewart, and two second-class passengers. From Singapore: Senor Jose Viletti and Mr. Cowie. From Galle: Mr. McLachlan, Mr. Greig, Major Waugh, and one second-class passenger.

PASSENGERS OUTWARD.

Per P. and O. steamer *Pera*, from Southampton, July 23.—To Shanghai: Mrs. Birt and child. To Hong Kong: Mr. A. M. Case. To Singapore: Mr. J. P. Holdich. To Ceylon: Mr. Stewart Jolly.

Per P. and O. steamer *Ripon*, from Marseilles, July 31.—To Hong Kong: Mr. H. J. Tripp, Hon. Justice and Mrs. Ball, Mr. A. B. McEwen. To Shanghai: Mrs. Birt and child.

Per P. and O. steamer from Suez, Aug. 7.—To Batavia: Mr. Bennett Pell.

Per P. and O. steamer *Pera*, from Southampton, Aug. 6.—To Ceylon: Mr. and Mrs. C. Morrison.

Per P. and O. steamer *Poonah*, from Marseilles, Aug. 28.—To Ceylon: Mr. W. Bissett.

Per steamer from San Francisco, for China and Japan, July 1.—Wm. Watson and wife, Pompeo Mazzochi, Geovanni Ghirardi, John Pastenas, G. Guiseppa, C. Nicholas, Carlo Chinpelle, J. H. Adams, M. Kuhn, Vincent Corni, A. Cordes, G. Nontan, M. Nellini, M. G. Geel, Mrs. Wm. Ried, M. Burchard, V. Vueltich, G. H. Farley, J. S. Alexander, C. D. Munsfield, U.S.N., M. Botts.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates by this opportunity extend to May 31. The outward mail of April 8 arrived on May 27.

The Mikado was present at a review of eighteen regiments of infantry, a small body of cavalry, and a battery of artillery at Kioma-ba-no-hera, about five miles from Yedo; and here his Majesty for the first time openly showed himself to his subjects who were on the ground. Not only many of the lower classes, but a number of high officials of the two-sworded class were permitted to gaze on the "Son of Heaven" together for the first time—an occurrence which testifies to the enlightened views of the present Government. The Mikado was on horseback, and attended, as we have been informed, by a guard of Tosa Lancers. Among the regiments reviewed were those belonging to the following class:—Satsuma, Chosiu, Hizen, Tosa, Tayasu, H'totsubashi. The political and historical significancy of this fact will be estimated differently, as readers are more or less acquainted with the causes which produce and affect the advance of nations, and have studied the disappearance or growth of ideas or customs among them. But it cannot be doubted that this public appearance of the Mikado is an event foreshadowing a change in the national mind of Japan, the importance of which it is impossible to overrate.

The railway works are being pushed on rapidly. The section between Yedo and Yokohama is now being commenced at both ends simultaneously, the land in the capital chosen for the site of the station is being cleared and levelled, and every possible facility is afforded to Mr. Morel in prosecuting the work. The Yokohama station will be erected on the large piece of unoccupied ground near Tobe, at the lower end, or Benten side of the settlement. The railway itself will be carried along the shore embankment already made, in the direction of Kanagawa, thus avoiding the first hill, and will proceed by a bold sweep round Kanagawa Bay, on a prolongation of the same embankment about three chains in width, affording space for a wide carriage drive facing the sea, and for valuable building plots, by the sale of which the Government will recoup itself, in part at least, for some of the extra outlay which this section of the line will involve. At Kanagawa it will cross, at a comparatively low level, through a gap in the range of hills at the back of the town, and from thence the ground will be fairly easy until reaching Yedo. The line crosses the Tokaido (the grand trunk road of the Empire) twice; once at Kanagawa, and once just below the British Legation at Yedo. The railway will be constructed on a three feet six inch gauge, the gauge suggested by Mr. Morel, and approved of by the consulting engineers at home, whose opinions upon the subject were requested. This gauge has, after great experience of its advantages, been recommended as preferable for the purposes sought to be subserved by this line to any broader gauge.

The Japanese have further evinced their interest in this undertaking by founding a college where scientific engineering in all its branches is to be taught. A handsome building is in course of erection, and the names of many pupils are already enrolled.

The officers of the U. S. squadron met on board the *Idaho* and formed a committee to choose a design and to erect a memorial shaft over the remains of the officers and crew of the *Oneida*, a sufficient sum of money having been subscribed by the officers and men of the fleet to pay the expense of its construction.

Rear-Admiral Dupre arrived per Messageries Imperiales steamer

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Dupleix, and has taken command of the French squadron in Japanese waters.

Earthquakes have been the order of the day. Captain Peterson, of the *Anna*, experienced a shock on the 13th, while coming up the Gulf of Yedo. In the vicinity of Vries Island he observed large fields of pumice-stone floating about, and secured some samples.

It is reported that a certain native prince is desirous to procure a loan of $100,000, for the purpose of improving the silk culture and facilitating the silk trade in his district. His territory is near Yedo, and may be reached by small flat-bottomed steamers in ten or twelve hours from Yokohama, and his plan is to buy and put on such a line of steamers, to run daily between his capital and this place, so that Yokohama merchants, and (if the Commercial Department permit) foreign merchants, too, may visit the regular sales at the market in his capital.

NAGASAKI.

(FROM A CORRESPONDENT.)

May 28, 1870.

My last, dated 14th inst., was sent *via* San Francisco. The event of the fortnight has been the anniversary of the birth of Her Majesty Queen Victoria. Throughout the day the men-of-war and merchantmen of all nationalities were decorated with flags, and at noon H.B.M. gunboat *Grasshopper*, North German corvette *Hertha*, and the Japanese battery fired a salute of twenty-one guns. In the evening H.B.M. Consul, Mr. Annesley entertained a large number of the residents, and among whom were Mr. Von Brant, Consul-General in Japan for the North German Confederation, the Consuls of the Powers having treaties with Japan, the commanders and officers of the *Hertha* and Russian corvette *Haydamaack*, and the Governor of Nagasaki.

The Consular buildings and grounds were brilliantly illuminated; on the former was the motto "God Save the Queen," in glass lamps, which device, owing to the darkness of the evening, showed to great advantage. Several of the residents also illuminated their buildings; the most striking ones being those of the China and Japan Trading Company and the Commercial Hotel. By permission of Captain Koehler and officers, the band of the *Hertha* was in attendance, which greatly contributed to make the evening an agreeable one. Although the number of ladies present were only nine (nearly all Nagasaki can muster at the present time) the dancing was kept up until the morning.

The English mail of the 11th March arrived here on the 17th inst. by the British brig *Rose of Australia*—67 days.

The English mail of the 25th March arrived here on the 25th inst. by the North German steamer *Taipanggo*—61 days.

The English mail of the 8th April arrived here on the 27th inst. (its due date) by H.I.F.M. corvette *Dupleix*—49 days.

The houses now being erected in Naminshira, it is said, are to be turned into "Tea houses," and this seems to trouble certain folks here. The Nagasaki *Shipping List* is endeavouring to urge the Consular authorities to compel the local officers to order them to be removed or used for other purposes, but I fear his efforts will be in vain, as the buildings in question are not in the settlement. The locality where they are has for years past been a rendezvous for all the thieves, rowdies, and other bad characters; and is, in fact, the hotbed of vice, and seems to have been tolerated as such by the Japanese authorities, who no doubt think it better that such characters should be driven together rather than allow them to be scattered about the native town Considering that the present state of things are not of recent growth, and that European Governments do not interfere with the domestic affairs of the Japanese, I am unable to see what the Consuls can do to remove the evils complained of.

The movements of the vessels of war have been as follows:—

H.B.M.S. *Sylvia* arrived from Hong Kong on May 20, and sailed again on the 22nd (after coaling) for Hiogo.

H.N.M. corvette *Marnix* arrived from Yokohama and Hiogo on May 26, having on board his Excellency the Netherlands Minister to Japan.

H.I.R.M. corvette *Hadaymaack* arrived from Hong Kong on May 23, and sailed again on the 26th (after coaling) for the Russian Possessions in the North.

H.I.F.M. corvette *Dupleix* arrived from Shanghai May 27.

The North German corvette *Hertha* left this on the 25th inst. for Kagosima, and has on board the North German Minister, who goes on a visit to the Prince of Satsuma.

H.B.M. gunboat *Grasshopper* still remains in harbour.

The meeting of creditors of Rainbow, Lewis, and Co., bankrupts, which was arranged to take place to-day, has been postponed *sine die*, in consequence of the trade assignee being absent from Nagasaki.

A wooden pier is in course of construction here (which is fast approaching completion) for the P.M.S S. Company, and will have sufficient depth of water at the end to allow their steamers to come alongside and discharge cargo. In addition to this, godowns are being constructed, and it is said that the agency will be removed to them when they are finished. The spot selected for them is at the extreme end of the settlement, and very inconvenient for persons who may have to transact business with the company; besides which the surrounding locality is a very crowded one, and this makes the risk of fire greater than it ought to be, considering that every one who sends goods to the company's wharf previous to the arrival of the steamers has to run his own risk against fire.

Business remains in the same unsatisfactory state, which renders all quotations nominal; and are likely to remain so until the new season's teas commence arriving; these the natives say may be expected in twenty days.

EXTRACTS FROM NAGASAKI NEWSPAPERS.

Shipping List, May 11, 1870.—In our issue of 28th December last we called attention to the fact that the Japanese Government had given permission for the erection of seven dens of iniquity (tea-houses) in Naminshira. The foreign Consuls had no sooner been informed of this than a meeting at the Custom-house was immediately convened, at which the Governor was present; and who, after the strongest remonstrances having been exhibited by the representatives of all the foreign Powers against such a step, finally decided to abolish the idea, and to issue instructions that the buildings should not be proceeded with. We have already expressed that we have no faith in the promises of the Japanese Government, but hardly anticipated that a resolution, passed at a meeting of foreign Consuls, and sanctioned by the Governor, should have been violated with impunity. But such we are bound to admit to be the case, for two of these wretched hovels, with which may be associated everything that is immoral and infamous, are in course of construction in Naminshira. Those who have resided here for years, and even those whose sojourn amongst us has been of a much shorter duration, cannot but be sensible to the deeds (some of them of the foulest nature) which have, and doubtless will continue to emanate from these hotbeds of crime.

Now is the time we think for our Consuls to take action; to nip the evil in the bud, and we feel assured that they will again, not only advocate to the Japanese Government how very undesirable it is that such places should be erected, but will issue the most positive instructions that within the limits of the foreign settlements they shall not exist.

Shipping List, May 21, 1870.—Although in our issue of the 11th instant we drew attention to the erection of the tea-houses at Naminshira, representing the evils that emanate from these most disreputable establishments, we find that two have not only been opened and their tenants pursuing that which will eventually produce great disturbances, and in all probability serious crimes, but also that the erection of others of a similar nature are rapidly being proceeded with. It is needless for us to further dilate upon the evils which will arise if our Consuls do not only at once emphatically protest against the erection of such places, but also issue immediate and most positive instructions that those already erected must either be taken down or employed in a business, that to say the least does not present so iniquitous an appearance.

Shipping List, May 18, 1870.—A disturbance took place yesterday evening in the house on Lot 25 Oura. Gambling, we are informed, was the origin, and so formidable an aspect did it assume that knives, clubs, and bricks were freely used. Not resting satisfied with these weapons of defence, they commenced throwing kerosine lamps at each other. So soon as the matter was reported to the Secretary of the Municipal Council, that gentleman immediately informed the Custom-house authorities, who, with the assistance of the police, managed to secure some of the Chinamen, and conveyed them to gaol. It is surely high time that such tumults should be put a stop to. Gambling houses should not be allowed to exist in the foreign settlement; and we trust that the most stringent measures will be taken to prevent a recurrence of the same. We have been given to understand that the premises are rented by Ceaupseng for the purpose of carrying on a gambling establishment.

Nagasaki Shipping List, December 28, 1869.—We have been informed that the native authorities have given permission for the erection of seven large tea-houses in Naminshira, and if such is the case we trust that the consular body will jointly protest against it. We have already enough scandal in the settlement with the number of little shanties that have sprung up in Oura and Naminshira within the last twelve months. If the Japanese Government wishes to establish tea houses at Naminshira let them first pay for a strong body of European police to protect us from the drunken two-sworded fellows who will be passing through the settlement at all hours of the day and night, as it will not be safe for anyone to be out of doors without a revolver. Besides, it must be a great nuisance to those who have their bungalows about Naminshira to have tea houses just under their windows. We think now is the moment that the consular body should show the Japanese that before they give permission for anything within the limits of the foreign settlement they must first get their consent, and we hope that they will now insist upon the removal of all those little shanties just under the British Consulate and at Naminshira, which are a great nuisance.

Nagasaki Express, May 28 1870.—We understand the Prince of Chosiu arrived here a few days ago, in his gunboat *Henda*. Nothing, so far as we can make out, is definitely known regarding the object of his visit, which is strictly "incognito," but it is rumoured that it has something to do with a proposed to open Simonoseki to foreign trade. We hope there may be some truth in the report.

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HIOGO.

From the *Hiogo News* we extract the following :—

The Hong Kong and Shanghai Bank commence business here, under the management of H. Smith, Esq. Strange that Kobe should have passed through two and a half years of its existence without any bank starting a branch here. However, better late than never. The Oriental is soon to follow the example of the Hong Kong and Shanghai Bank. Business premises are already erected, and everything appears ready for the commencement of business. The want of banking establishments has been much felt here, and now that they are established, they will prove a convenience to many of the community, and doubtless a profit to themselves.

Messrs. Lehmann, Hartmann and Co. have launched another small iron steamer. The new boat is named the *Habicht—Anglice*, the *Hawk*—and, like the *Adler*, was imported piecemeal by the owners from Europe. The *Habicht* is a very small boat, as the following particulars will show, but nevertheless will be found very useful in navigating the shallow rivers of Japan. Length, 57 feet; beam, 13 feet; draught, 39 inches; burthen, 50 tons.

It is matter of satisfaction that Kobe has at last been considered of sufficient importance to cause the removal of H.M.'s Consulate from Osaka to this place. Established originally here, the Consulate was transferred to Osaka when that city was opened as a port of entry, but the reason it has been so long kept at that place has for some time past ceased to be evident. Business could there make but few calls upon it, and the advantages of being near the higher Japanese officials seemed certainly overrated when the expense of the Consulate establishment was taken into consideration. The removal has been for some time due to Kobe, as it is fast becoming of considerable business importance.

The last sale of land on the present Kobe Concession has taken place at the Eastern Custom-house. Competition was very spirited, and the prices realised were much higher than those at the previous sales. The auction was conducted by Messrs. J. Collins and Co., and the only hitch that occurred was caused by the authorities objecting to receive a packet of nibus as payment of the deposit fee, soliciting kinsatz instead thereof.

CHINA.

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PEKING.

The Tsung-li-yamen has sent a circular to the Foreign Ministers on the subject of the demise of Mr. Burlingame, acknowledging the importance of his services, and paying a graceful tribute to his memory. The sum of Tls. 6,000 is to be paid to Mrs. Burlingame to be expended on the obsequies of her late husband, and Tls. 10,000 more for her own use, in token of the high estimation in which Mr. Burlingame was held by the Yamen

SHANGHAI.

The outward mail of 15th April arrived on the 30th May. The dates are now down to the 2nd June.

The following summary of news is from the *North China Herald* of May 28th and June 2nd :—

The election of Municipal Councillors for the French Concession took place on the 29th and 30th ult. The following gentlemen were elected :—Messrs. Millot (135), Voisin (118), and Morel (112) votes—French ; and Messrs. F. B. Forbes (187) and Arosenius (182 votes)—Foreigners. 190 electors voted. Messrs. Groom, Aymeri, and Martin, who remain in office, complete the list of Councillors.

Our readers will be interested te know that the erection of a municipal telegraph, between the Central, Lowza, and Hongkew police stations, has been commenced. Mr. L. D. Bishop has undertaken the contract ; and to teach one or two of the police staff the mode of working the instruments. The repair of the Woosung-road, and the construction of a new one along the river bank, have also been commenced.

The Queen's birthday was kept as a holiday in the various public offices. The French vessels of war in harbour were decked in honour of the occasion, and H.I.M. corvette *Dupleix* courteously fired a royal salute at noon. There is no English vessel of war in port. A number of merchant ships of different nationalities were gaily decked, and we noticed that the Astor House was illuminated in the evening.

Mr. Walters, of H.B.M. Consular service, has published a work entitled "Laotzu, a Study of Chinese Philosophy." It is, in great measure, a reprint of essays which have appeared in the *Chinese Recorder*. They are here revised, added to, and offered in a compact form. The book contains much valuable information regarding the Chinese philosophy.

Our attention has been drawn to a paragraph about the adventures with pirates of the little steamer *Rocket*, which reads unfavourably for Captain Roper until another story is told. The *Rocket*, a little tug steamer of small tonnage, has just arrived from England *via* the Suez Canal. Off the Arabian coast she was approached by two dhows, each containing seventy or eighty men. Suspecting them to be pirates, she fired at them with Snider rifles until they retired. The circumstances lead strongly to the inference that, if Captain Roper had not acted as he did, the *Rocket* might now have been numbered among the list of "missing" craft.

The special agent of the China Submarine Telegraph Company (of London), whose appearance amongst us we noticed some weeks ago, has returned from Peking. His application for leave to land the end of the telegraphic cable in this Settlement was refused ; the Chinese, it would seem, apprehending that concession of small beginnings on shore might be interpreted as a concession of a right to lay lines inland, to which point they are not yet able to bring themselves. But provided the line is *bona fide* submerged, no opposition will be made to its introduction into the inner waters ; and Mr. Dunn is therefore in a position to make arrangements which will suffice for his purpose. We may predict that in a year's time the line will be working from Shanghai to London —and that the connections with India, the Straits, and Australia will also be complete then.

The *Fenella* returned to Ningpo, after a cruise among the Chusan Islands, on the 30th ult. She had fallen in with one of the Shanghai arsenal steamers at the Raffle Islands ; and Colonel Cooke's men had routed out one nest of pirates in that neighbourhood, and captured several men and boats. It is likely that they will start again in a few days for a cruise about Chipoo and Wanchow and the neighbouring islands ; the *Paoshun*, however, taking the place of the *Fenella*.

Three fires have occurred during the week—one in Foo Chow road, nearly opposite the German Club, by which three Chinese hongs were burned down ; another near the French Cathedral at Tung-ka-doo, by which some 150 houses were destroyed. The later occurred in a densly populated quarter ; and the ruin caused would have been immense, but for the exertions of the fire Brigade ; and a third, at the junction of the Canton and Fohkien roads, by which half-a-dozen houses only were burned ; the fire was completely subdued an hour after it broke out.

We have received, from the Customs office, a return showing the trade of Shanghai for the 1st quarter of 1870. The most remarkable feature is the falling off in the import of Grey Shirtings, which has been less than during either of four previous years, and not half that of 1869.

	1867	1868	1869	1870
1st Qr.	822,588	1,248,418	2,072,868	816,765

The import of White Shirtings also also shows a slight decrease, and T-Cloths have fallen from 981,000 to 879,000 pieces—the latter figures, however, being still three times larger than the import in 1867 or 1868. The import of Jeans and Chintzes has quintupled and decupled respectively. Cotton handkerchiefs have doubled. All woollen goods show a considerable increase—the import of Lastings, for example, having doubled, and that of Long Ells and Lustres risen to 68,000 and 89,000 pieces, from 44,000 to 75,000 pieces, respectively. The import of brown sugar is thirteen times greater than the highest figure during four years, while that of white sugar shows a steady decline, and has fallen off one-half since 1869. The import of raw silk from Ningpo and Hankow also shows a large increase. 6,750 pieces of Grey Shirtings, and 3,785 pieces of T-Cloths have been conveyed into the interior, under transit pass, during the quarter.

There have been various rumours flying about, lately, in regard to the progress of the Mahommedan rebels in Shense. A rumour even found its way into circulation, that Li had encountered, and been defeated and killed by the insurgents. There seems, however, no foundation for this. Hardly sufficient time has elapsed for him to reach the seat of war ; much less to assume command and engage in a battle. We believe, however, that there is little doubt the Imperialists have suffered a second reverse ; and that grave anxiety prevails at Peking in regard to the Mahommedan successes.

The *Maggie* again returned from the wreck of the *Hamilla Mitchell* with 100 boxes of treasure, valued at $101,000, making $180,000 in all saved from the ship.

We understand that from and after the 1st of July the management of the North China Steamboat Company will be transferred from Messrs. Trautmann and Co. to Messrs. Pustau and Co.

NORTH GERMAN CONSULATE.

PENDER AND CO. (MANCHESTER), v. C. GUSTSCHOW AND CO. (SHANGHAI).—This was an action for Tls. 6,023.14, with interest, being the proceeds of the shipment of goods belonging to a Leeds firm, advanced upon by the plaintiffs, and consigned by them to the defendants in Shanghai, on the understanding that the net proceeds should be remitted direct to the plaintiffs. The defendants acknowledged the agreement, but—1st, claimed a set-off as to £500 ; and, 2nd, pleaded a tender of the balance in Hamburg. The claim of set-off was in respect of commission, which might have accrued to the defendants from the sale of goods promised to be consigned to them under an agreement with Mr. F. Gutschow, of Hamburg, acting for defendants. Mr. Ahlers, for defendants, handed in a copy of the agreement in question, and also letters referring to the case. He acknowledged the liability for the capital sum claimed ; but rebutted the claim of Tls. 375.67 interest thereon. Mr. Bird, for the plaintiffs, consented to allow the question of set-off to stand over until the original agreement could be procured from Hamburg, and the Court then gave judgment for £1,500, with interest, from the time of liability on the part of defendants, at the rate of six per cent. per annum. It was a special rule in German law that no higher rate could be claimed. Further, plaintiffs could bring the remaining £500 into Court another time.

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AMOY.

(FROM A CORRESPONDENT.)

JUNE 6.

A new Custom House is in course of erection. It is on the Amoy side, next to Messrs. Elles and Co.'s compound. Yesterday, the 5th of June, the dictator of the destinies of the Custom's service, Robert Hart, Esq., arrived here from Formosa. He is on a tour of inspection. Anent Mr. Hart and the Customs, and the Lekim, I should like to see a committee of impartial men (for the Customs has still fiery haters) assembled and discussing the cause of this port's decline.

The Lekim of Amoy is the bastard child of the Customs—there is no denying it. The case should be brought into court and the paternity proved, for I am convinced that until the Customs is compelled to contribute a certain weekly or monthly allowance for the maintenance of the bereaved, so as to prevent her committing raids upon foreign commerce, no better state of things can be looked for. I hear that the pruning knife of our Government has been at work in Amoy. A saving of £122 a-year has been effected in cutting off some of the Consul's perquisites in the shape of servants. There is said to be great lamentation and bitter weeping in the camp. The pill appears to be a bitter one to swallow, but with such a champion for economy as our Consul is set forth to be in the Blue-book, no doubt he will on reflection bow to the higher wisdom of his superiors. The mandate for retrenchment has gone forth, whatever the Consular body may think to the contrary, and with the present Government is as unalterable as the laws of the Medes and Persians. We are, however, glad to see further on in the Blue-book that our Consul is likely to have his salary increased £100 a year.

New Consular offices and jail are to be at once erected on Koolungsoo, near the dock.

HONG KONG.

Mr. George Baranoffsky, agent to the Russian Steam Navigation and Trading Company, which has been long established in Europe running steamers to the Baltic Ports and to other ports on the Continent, has arrived during the past fortnight, and has proceeded north to ascertain the prospects with regard to extending the line of steamers to China *via* the Suez Canal. It is already decided to commence next year running steamers from Odessa to Bombay, Calcutta and Galle, and, if the result of the present enquiries is satisfactory, the line will also be brought on to China.

An interesting case—Liebert and Another *versus* the Oriental Banking Corporation—was decided in the Supreme Court on the 3rd June. This was a hearing on a Bill of Complaint to recover the balance of moneys received by defendants as proceeds of sale of goods deposited by Messrs. Lyall, Still and Co. with the defendant company, and retained by them in liquidation of a dishonoured bill for $3,615. An answer was put in, and most of the allegations admitted. The facts of the case were that the Oriental Bank held goods against advances made to Lyall, Still and Co., and on the goods being realised a balance remained after these advances were met. A bill, however, had been drawn by Still on Lyall, Still and Co. for $3,600, and had been purchased of Still by the defendant company in London. When dishonoured, the amount, with notarial charges, was appropriated by the defendant company out of the balance. Plaintiffs said that this was an unauthorised proceeding, and sued for the recovery of the sum. Mr. Hayllar, for the plaintiffs, having explained that the bill was drawn to pay Mr. Still's ordinary expenses in proceeding to Hong Kong, Mr. Pollard, for the defendant company, said that it was a general account. Mr. Hayllar contended that a special lien overrode any general lien or hypothecation; that, in this case, no lien ever attached in favour of the defendants; and that, if it did so attach, it was not until notice had been given. The Chief Justice, after expressing his regret that instructions from England did not admit of an arrangement in China, this being pre-eminently a case for reference, gave judgment in favour of the defendant company, dismissing the bill with costs, but giving leave to the plaintiffs to file an amended bill within seven months.

A meeting of the members of the Hong Kong Yacht Club took place on the 3rd June, Mr. Hawke, Vice-Commodore, in the chair. The accounts for the past year showed a balance of $265.75 to the credit of the Club, which numbers nine yacht and forty-six non yacht members. The Secretary intimated that he had received a letter from Commodore Jones, expressing, in very courteous terms, the pleasure which his connection with the Club had always afforded him, and tendering his resignation in view of his departure from the Colony. It was proposed, seconded, and carried by acclamation, that Commodore Price be invited to take the post of Commodore of the Club. It was then proposed, and carried unanimously, that the present officers and committee be re-elected. The Chairman observed that the past season had been very satisfactory. Some admirable matches had taken place, and for a place like Hong Kong the meetings had been very large, and had brought forth some very good sailing. He hoped that at next meeting there would be some new yachts, and that the competition would be even better than in the past. It was announced that it was intended to have the next meeting somewhat earlier in the year.

A general meeting of the Indo-Chinese Sugar Company was held in the City Hall on the 28th May. Present—Messrs. Hitchcock (in the chair), Crichton, Helland, Dickie, Styles, E. Sharp-Sherwood, Pollard, Ortuno, Murray, M.D., Morison, Melchers, Kresser, Jameson, Hazeland, G. F. Heard, Hubener, Francis, Ede, Dodds, M.D., Cox, Coughtrie, Coxon, Barrington, and Boyd. The Chairman read the manager's report, for the information of the shareholders of the company. Respecting the condition of the property of the company at Bien Hoa, near Saigon, and in regard to the prospects of purchasing cane and manufacturing sugar during the present season, the report of Mr. Costeker speaks very hopefully, adding that there are over six thousand acres of cane now planted in the immediate vicinity of the factory: he describes the country as possessing the finest sugar growing soil he has ever seen. He further states that there will be no difficulty in purchasing cane at eight cents per picul; and from his report generally the main requirements to the success of the company appeared to be definitely assured. Mr. C. gave it as his opinion, under the circumstances, that no less than 4,000 tons of raw sugar would be produced during the next crushing season. Most encouraging statistics and data (continued the Chairman) had also been received as to the prospects of the company at Swatow. Regarding Amoy, Takao and Wampoa, it is not settled whether operations will or will not be commenced this season.

THE LOSS OF THE "SLANEY."

The *Daily Press* gives the following account of the loss of Her Majesty's gunboat *Slaney*, which is more circumstantial than the official report forwarded to the Admiralty and published in our issue of the 11th inst.:—

The *Slaney* left Singapore on the 14th April, for Hong Kong. On the morning of the 4th a gale commenced from the north-east, the wind having been from the south-west previously, and the vessel running with studding sails. On the 5th and 6th it continued to blow very heavily, the barometer falling to 28.04. The ship hove-to with storm maintopsail very easy, but with the sea breaking heavily over her. On the 7th the gale was more violent, but the wind remained steady at the north-east. On this day she lost the jolly-boat, captain's gig, and dingy, and at midnight the whale-boat was washed away. On the morning of the 8th the foremast went over the side, taking with it the jibboom and maintopsail, the wind continuing strong and heavy, and the barometer standing at 28. During the gale, which was indeed a typhoon, the *Slaney* made very bad weather and laboured heavily, being most time under water. On the 9th was lying to, with the fires banked, heading to the N.W.; at nine o'clock P.M. got steam up and proceeded, steering N.E., the gale abating. At twenty minutes after midnight the ship struck, going about two knots at the time; the engines were stopped, but before they could be backed the ship was fast upon the reef, the sea pooping and flooding the whole afterpart of the hull in such a manner that one engineer was drowned in his berth. All hands were engaged until daylight on the part of the upper deck in the construction of a raft. At daylight saw land on both bows, small islands, distant about ten miles apart, and from five to six from the wreck, but the surf was breaking and washing over all as bad as before. About six o'clock launched the raft over the starboard bow, when its painter parted. Orders were passed that all who could not swim should take to it to reach the shore; those who could swim went to it, although all did not reach it, and those who could not swim stuck to the hull, and their lives were saved. When the raft left the ship it got well over that part of the reef on which the rollers were heaviest; those on it then appeared to have cast adrift the lashings, and to have divided it among them, but all failed to reach the shore save three, one European and two Chinese. At the time the raft left the Commander, Lieutenant Elwin, called out, "Yon must do the best you can for your lives, lads; I am no raftsman;" and he then plunged into the water, accompanied by Pink, quartermaster. They were seen clear of the reef in smooth water, with what was supposed to be a good prospect of fetching the land; but they have not been heard of since. The survivors, that is, the seven who remained by the wreck, did not leave it until the P.M. of the 14th, during which time they were without food and water, having only a little tobacco; when a fishing junk came and said that there was another wreck not far off, and carried three of the party to it, the rest coming afterwards. Here the survivors of the *Slaney* found the master and crew of the *Curactacus*, also wrecked like themselves, but having clothes and provisions saved from the vessel, and the two parties became one, until an engagement was made with one of the junks for a passage to Hainin. During the gale, when the wind was N.E., and blowing at the hardest, the barometer fell to 28·04, and after midnight of the 8th commenced to rise slowly.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates by this opportunity extend to June 17. The outward mail (French) of May 13 arrived on the 12th June.

We extract the following from the summary of the *Straits Times*:—

The P. and O. steamer *Orissa*, with the London mails of 6th May, arrived here on the 6th inst., and the M.I. steamer *Peiho*, with London letters to the 13th May, on the 12th inst. The *Emeu*, which takes the present mail, left Hong Kong on the morning of

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the 9th inst., and arrived here yesterday morning. The last English mail, as will be seen from the datesgiven above, reached this on the thirty-first day from London, being, we believe, the quickest passage on record by the overland route. The Ocean line now offers to convey first-class passengers from this to London for £65, and other steamers have similarly lowed their rates. The result will be, that although at the outset the number of passengers obtained may not appear to warrant the reduction, in the end these low fares will create a traffic for themselves.

Among the passengers by the last outward mail was Mr. J. W. W. Birch, the new Colonial Secretary of the Straits Settlements, who immediately assumed the duties of his office. Captain Shaw, who has been Acting Colonial Secretary since the death of Colonel Macpherson, has returned to his post as Lieutenant Governor of Malacca, and Mr. C. J. Irving, who has been filling Capt. Shaw's place, has resumed charge of the Auditor General's Office. Mr. Birch comes to us highly recommended from Ceylon. While on the subject of official changes, we may mention that the Acting Attorney General, Mr. Aitken, will go home by next mail on private affairs, and that his duties will be taken over by Mr. R. C. Woods, a legal practitioner of long standing here.

No questions of political importance have arisen during the fortnight. There have been two meetings of the Legislative Council, on the 8th and 14th inst., but its time has been wholly occupied with the consolidation and amendment of the Excise Act. At the meeting on the 8th inst., several despatches of the Secretary of State for the Colonies came up for consideration. Those relative to the introduction of the Post-office money order system between this colony and the United Kingdom, and the proposed alteration of the scale of progression in the rates of postage, were heartily concurred in, and the Council expressed its desire that the changes might be made with as little delay as possible. The Hon. W. H. Read also suggested the adoption of the money order system between the three settlements of the colony, of which the Council approved,—a measure that will prove of great public benefit. With regard to the amendments suggested by Earl Granville in the pilots and the volunteer corps ordinances, the Council was of opinion that it was undesirable to make any changes in the existing laws. As, however, the volunteer corps ordinance was referred by Earl Granville to the War Secretary, who remarked that clause 3 was "foreign to English law and practice," and suggested that some provision should be made whereby "commissioned and non-commissioned officers should not be tried by their inferiors in rank," and Earl Granville, while giving assent to the ordinance, recommended the alteration to the consideration of the council—their adherence to the existing law may possibly be deemed by that officer as a want of courtesy; but as there is at present little probability of a court-martial, we suppose the question to be in reality a mere matter of form, and of little moment. On the motion of the Honourable Thomas Scott, the correspondence between the former Government and Tan Kim Seng, Esq., on the subject of the Waterworks, has been begun to be laid before the Council. It is somewhat curious that, out of the voluminous correspondence that passed on this subject, the two or three letters which have so far been published should prove so favourable to H. E. the Governor's views, and tend to discredit the action of the former Government in the matter. When the balance of the correspondence is forthcoming, the question may appear in a very different light.

Commercial Report.

(*For dates see First Page.*)

STRAITS, JAVA, AND CHINA IMPORTS.

SHANGHAI.—Piece Goods: A variety of causes had conduced to check business. The natives were passing through a sort of monetary crisis, and great difficulty was experienced by the native bankers in raising the Sycee to meet their liabilities. The advices from Tientsin were of crops almost ruined from prolonged drought, and of general depression; and the nature of those from the river was not much more encouraging. In addition to these there were increasing stocks, and telegrams of an enormous export of Plain Cottons from home. Grey Shirtings: Medium weights saleable in small lots at a slight concession to buyers. Light and heavy makes very difficult to place, and quotations are to a great extent nominal. Stock on 31st May, exclusive of supplies brought by ships, whose cargoes had not been circulated, about 400,000 pieces. White Shirtings: Small business at previous rates. Stocks, 81,000 pieces. T-Cloths: Best kinds of 7-lb. Mexicans in strong demand during the early part of the fortnight, with large transactions; but anxiety of holders to sell checked any tendency to improvement in value. In medium and common descriptions very little done, and market closed quiet and weak. Stocks 1,120,000 pieces. Drills again easier, and tendency of the market still favoured buyers. Stock 350,000 pieces. Jeans: A large sale to natives of mixed chops, English goods, at Tls. 2.30 per piece, proportion, would indicate returning confidence. A considerable quantity of Jeand has gone into consumption, and their cheapness seemed to be gaining for them the place of heavy Shirtings and T-Cloths. Stock, 190,000 pieces. Sheetings: Few sales, prices unchanged, holders very firm. Fancy Cottons: Market generally worse. A heavy sale of Gentian Shirtings, at Tls. 2.40 per piece, and some forced transactions in Chintzes were the chief features of the fortnight. Woollens: Long Ells attracting more attention. For favourite Chops and good assortment, prices firmer, and in some instances higher; ordinary not been wanted. C P H assorted quoted Tls. 5.80 to 5.85 per piece, but holders firm for an advance. H H Scarlets regaining their former position, Tls. 6.1.0 having been repeatedly refused for them. Camlets, Lastings, Crapes, and Spanish Stripes neglected. A sale of Figured Orleans, of finest quality and patterns, at a reduced rate is reported. Generally the market for Woollen manufactures continued in a most unsatisfactory state. Metals—Iron: Nothing done since last report; quotations nominal. Lead: Heavy arrivals had caused further depression; common chops changed hands at 4.20 and 25; L.B. at 4.35; market closed very weak. Quotations:—G.E. Grey Shirtings, 7 lbs., Tls. 1.9.5 to 2.0.0 per piece; 8¼ lbs., Tls. 2.2.5 to 2.3.0; 9 lbs., Tls. 2.3.5 to 2.4.0; G.E. White Shirtings, Tls. 1.9.5 to 2.5.5; American Drills, Tls. 3.5.0 to 3.6.5; Jeans, Tls. 2.6.0 to 2.7.0; English Drills, Tls. 3.2.0 to 3.3.5; Jeans, Tls. 2.2.5 to 2.3.2; Sheetings, Tls. 3.3.5 to 3.6.0; Dutch Drills, Tls. 3.1.0 to 3.2.0; Jeans, Tls. 2.2.0 to 2.3.5; T-Cloths, 6 lbs. Mex., Tls. 1.5.9 to 1.6.1; 7 lbs., Tls. 1.6.7 to 1.8.1; 8 to 8½ lbs., 1.9.5 to 2.1.4; X X., Tls. 2.4.0.

HANKOW.—Cotton Goods: Grey Shirtings, only inquiry for 8¼ lbs. at a slight decline; prices, Tls. 2.60 to 2.03 for 7 lbs., 2.25 to 2.30 for 8¼ lbs., 2.60 to 2.85 for 9 to 10 lbs. T-Cloths: Low prices induced a fair demand for good makes of 7 lbs. Mexicans at Tls. 1.68 to 1.72 per per piece; common very difficult to place. Woollens and Worsteds: Camlets without improvement, prices extremely weak; Lastings not inquired for; Long Ells, fair sales, prices easier; Spanish Stripes, small sales at a decline of 2 candareens per yard; Cloths, no business. Figured Orleans neglected. Metals: Lead, sales very small, at a further concession of 1 mace per picul; Quicksilver, Tls. 51.50 to 51.60, a small quantity sold.

FOOCHOW.—The sales had been about 400 pieces 8½ lbs. Grey Shirtings, at $3.12½; 500 pieces 7 lbs. Grey Shirtings at $2.82½; 1,700 pieces 7 lbs. T-Cloth, at $2.27½ to 2.50; and 600 pieces 6 lbs. T-Cloth, at $2.10 per piece.

HONG KONG.—Cotton Yarn: The demand had entirely ceased. Dealers were holding back, pending the arrivals of shipments advised *via* Suez Canal. Auction sales, 129 bales Nos. 16 to 24, and 19 bales Nos. 28 to 32. Grey Shirtings: A moderate demand continued at quotations. Auction sales, 1,500 pieces 7 lbs.; 1,850 pieces 8.4 lbs. White Shirtings: Market very dull, prices declining. Auction sales, 100 pieces. T-Cloths: 6 lbs. very dull. No demand for ordinary and medium 7 lbs. Best goods inquired for at an advance of 5 to 10c. 36-inch very flat. Auction sales, 8,750 pieces 6 lbs.; 3,900 pieces 7 lbs.; and 3,270 pieces 8.4 oz. Spotted Shirtings: No alteration. Turkey Reds: Auction sales, 950 pieces. Brocades: Less doing. Chintzes, Scarlet: No change. Assorted: Market lower, through forced sales. Auction sales, 300 pieces. Velvets much depressed. Auction sales, 1,250 pieces. Handkerchiefs: Business confined to sales at auction. Drills: Market much depressed, through heavy sales at auction. Unsaleable by private contract. Auction sales, 4,010 pieces. Spanish Stripes: No improvement. Auction sales, 2,310 yards. Long Ells: Some demand at quotations. Auction sales, 1,680 pieces. Camlets: Some business at a decline. Auction sales, 200 pieces. Lastings very dull. Auction sales, 20 pieces. Orleans not wanted. Blankets: No demand. Auction sales, 270 pairs. Metals—Iron: Demand very small for all descriptions. Lead: Market overstocked; no demand. Coals: Arrivals—one cargo, 1,700 tons, English, and one cargo, 1,000 tons, Cardiff, for consumers. Quotations:—Cotton Yarn, Nos. 16 to 24, $135 to 140 per bale; 28 to 32, $143 to 146.50; 38 to 42, $165 to 170. Grey Shirtings: 7 lbs., $2.55 to 2.57½ per piece; 8.4 lbs., $2.85 to 2.90; 9.12 to 10 lbs., $3.50 to 3.70. White Shirtings: $2.35 to 3; fine, $3.25 to 5.50. T-Cloths: 6 lbs., ordinary, $1.85 to 1.90; Mexicans, $2 to 2.05; 7 lbs., ordinary, $2.05 to 2.10; Mexicans, $2.15 to 2.50; 8 to 8.4 oz., $2.55 to 2.70. Spotted Shirtings, $2.50 to 3.60; Turkey Red Shirtings, $2.35 to 2.50 per piece; Chintzes, $1.90 to 2.0; Assorted, $1.95 to 2.10; Velvets, Black, 22 in., $0.23 to 0.24 per yard; American Drills, 40 yards, 15 lbs., $4.90 to 5 per piece; English and Dutch, 40 yards, 13½ to 15 lbs., $4.25 to 4.40; Spanish Stripes, Scarlet, $0.67 to 0.72 per yard; Assorted, $0.65 to 0.72; Cloths, $1.40 to 3.35; Long Ells, $7 to 7.10 per piece; Camlets, SS Scarlet, $14.75 to 15; Assorted, $14.25 to 14.50; Lastings, $13 to 14.50; Iron, Nail Rod, $2.30 to 2.40 per picul; Round, Square, and Flat Bar, $2.60 to 3.40; Lead, $6 to 6.10; Coals, English, $7.50 per ton; Welsh, $8.50 to 9.

BATAVIA.—We derive the following from Messrs. Hunter, Houghton, and Co.'s Circular:—Cambrics, 45 inch by 12 yards: Transactions limited, prices still low; best quality, 15/16s, f.4.80 to f.4.90; medium, f.4.70 to f.4.75; ordinary, f.4.50 to f.4.60 per piece. No. 24s, f.3 to f.3½ per piece. Shirtings, White, 40 yards: In 45 inch not much doing; favourite makes f.10½ to f.10¾ per piece; 40/41 inch quieter, at f.9⅝ to f.9⅝ per piece; 36 inch, 64/6 reeds, f.8½ to f.9 per piece. Shirtings, Grey, 38½ yards: Demand for 39 inch 7 lbs. somewhat subsided, but still placed at f.7½; 39 inch, 8¼ lbs., f.8⅜ to f.8½; 45 inch, 8 lbs., quiet, at f.8¼ to f.8⅜ per piece. Madapollams, 24 yards: Stocks of Dutch continue to decrease; arrivals limited; no advance in price. 33/34 inch, f.5.35 to f.5.50; 40/41 inch, f.6 to f.6.50; Grey without material change. 34/35 inch, f.5.25 to f.5.50; 43/44 inch, f.6 to f.6.25 per piece. English Grey, 32/33 inch, 3 lbs., f.3.10 cash per piece. Prints, 9/8 by 24 yards: Considerable sales ex County of Lancaster, but prices obtained reverse of remunerative. Pink Pads, f.7¾ to f.8; Purple Pads, f.7⅜ to f.7½; Green Grounds, f.7¼ to f.7½; White Grounds, f.6¼ to f.6½; and Steams, Imitation Madders, f.4⅝ to. f.5 per piece. Turkey Red Cloth: Stocks heavy; little demand. Dutch, 30/33 inch, f.8 to f.8.50; English, f.6½ to f.6¾ per piece. Drills, Grey, 27/28 inch by 30 yards, in fair request, dealers unwilling to pay any higher price. Dutch, f.9 per piece; English, f.8 to 8¼ per piece. Twist, Grey: 40's in less demand, at f.450 to f.455 per bale. Other numbers scarcely in such good request lately. 30's still placed at f.395 to f.400; 24's, at f.370 to f.380; and 20's, at f.340 to f.350 per bale.

SINGAPORE.—We extract the following from Messrs. Boustead's Circular:—39-inch Grey Shirtings: Considerable quantities of 8¼ lb. forced on the market, and price declined to $2.90; 7 lb. inquired for, but importers being anxious to push sales, price gave way to $2.40 to 2.42½; 6 lb. in limited inquiry, at $2.07½ to 2.10. 45-inch in large supply—demand almost nil. 32-inch Grey T-Cloths: Light weights only in limited inquiry—prices weak. 5 lb. in small supply and fair demand, at $1.55 to 1.57½; 6 lb. dull, at $1.80 to 1.82½; 7 lb., superior quality,

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wanted, at $2.05 to 2.10. 32-inch Grey Madapollams moving slowly, at lower rates; 2¾ lb. worth $20 per corge. 36-inch Grey Long Cloths nominally unaltered. 36-inch White Shirtings: All descriptions in less inquiry; values very weak. Sales of Common at $2 to 2.05; Medium and Fine not inquired for. White Spots forced at $2.95 to 2.87½; demand limited. White Cambrics in small request, and declining; 24's ordinary, $19½ to 19¾; 15/16's, $30.75 to 31. White Jacconets not inquired for. White Madapollams quite unsaleable. Dyed Shirtings in hardly any request. Camlets unsaleable. Scarlet Long Ells: A small sale of 12 lb., at $7.75. Spanish Stripes very dull. Lastings, both Assorted and Black, out of request; quotations nominal. Grey Yarns of all kinds dull of sale, except at a considerable reduction on last prices. 18's and 24's worth $105, 30's 130. Turkey Red Yarn, of 10 lb. Glasgow dye, sold at $140; 12 lb., at $150 to 152.50. Coloured Yarns: Green, $86; Imperial Red, $74. Iron: The larger sizes of Round and Square, as well as of Flat Bar, in some request; sales at $2¼ to 2.42½. Nail Rods, $2.32½ to 2.40. Pig Lead very dull, at $5.92½.

PENANG.—Grey Shirtings, business small; 6 lbs., $43; 7 lbs., $51; 8¼ lbs., $60 per corge. Grey Long Cloths small enquiry for 10 lbs. at $67 and $67¼ per corge. In other weights no business. Grey Madapollams very quiet, small transactions in 3 lbs. at $21¼ per corge. Grey T-Cloths in some little request, but without advance. Prices, 6 lbs., $37½ to 39; 7 lbs., $43 to 48 per corge. White Shirtings, very dull, especially fine qualities. Prices from $44 to 96 per corge. White Cambrics, business small. Sales of Low at $21. Medium at $27 and 26½; of Nos. 15/16 at $32½ and 32 per corge. Grey Sheetings in some little demand at $85, 90, and 100 per corge. Dyed Goods of all descriptions very dull. Yarn, sales reported of a few bales only. Grey Mule, No. 24, at $125 per bale; No. 30 at $132½ to 134; No. 44 at 144 per bale. Only one sale of Turkey Red Yarn, No. 20/24 at $134¼ per bale. Imperial Red sold to some extent at $76 for No. 40; $71 for No. 30; $69 for No. 20. Not much done in Iron; sales of Hoop at $2.30, Bar at $2.40 per picul. Pig Lead sold at $5.62½ to 6 per picul. In Sheet nothing done.

STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

TEA.

SHANGHAI.—No business had been done in Black Teas; a muster of 200 half-chests Ningchows had been shown on the market, which were said to be new Teas. Green: No transactions.

HANKOW.—The following report of the opening of the market is from Messrs. Drysdale, Ringer, and Co.'s Circular:—We have to advise the opening of our tea market, which took place unexpectedly the day on which the musters were first shown, being four days earlier than in any previous year. On the 18th May a few musters of fine Ningchow received from Kiukiang were offered, two of which were settled late in the day at Tls. 40 per picul, laid down in Shanghai. On the following morning further musters were shown, and 10 chops found buyers at opening rates; the finest parcels were then actively competed for, and large settlements made at from Tls. 34 to Tls. 37 delivered here, and Tls. 38 to Tls. 43 laid down in Shanghai, the latest settlements showing an advance of fully Tls. 3 per picul. Business commenced in teas from our own districts on the 21st by the purchase of an Oanfar at Tls. 31½. For two or three days but little was done in Oopacks, and only such taken as were fit for the Russian market, as much as Tls. 34 to Tls. 35 being paid for three or four fine chops: other grades remained neglected till heavy arrivals compelled teamen to reduce their demands, when numerous settlements were made at gradually declining rates, till we quote a reduction of Tls. 3 to Tls. 4. As a crop we consider it superior to last year's, the improvement being most noticeable in the leaf, which seems to have been more carefully manipulated. The Ningchows, we think, will again rank as the finest of the year, whilst of teas from our own districts we give the preference to the Oanfas, which are fine and strong in cup and freer from admixture of leaf from other districts than last year, but not perhaps of so distinctive a character. The Cheong-sow-kyes, although showing less improvement in make, are superior in cup; whilst in the Young-low-toongs and Nip-car-sees the superiority is most apparent in the leaf. Only a few musters have arrived from Soong-yong, but for these we form a favourable opinion of the growth. We quote finest Oanfas 29 to 30; Oopacks, fine to finest, 24 to 30; medium to fine, 22 to 23½; and Ningchows, 28 to 31 taels per picul—choice parcels would, however, realise higher figures. Quality considered, we think rates now current are lower than at same period of last season. Of Ningchows 43,300 half-chests have been offered, of which 32,800 have found buyers. Rates paid for Oopacks at exchange here of 6s. 3d., and freight per steamer £7 for 40 feet, are equal to 1s. 7½d. to 2s. 4d., and for Ningchows 2s. to 2s. 3d. per lb.

FOOCHOW.—Messrs. Westall, Galton, and Co. report as follows:—The first of the new season's Teas reached this market on the 20th May, and to date (4th June) the arrivals amount to 100,144 chests, against 164,050 at the same time last year. Expressions of opinion as to the quality of the crop must be limited at present to the descriptions known as "low country teas" and "Paklings," as the musters from the distant districts are, so far, too few to allow of a correct judgment being formed of them. Taken as a whole, the "low country teas" can scarcely be considered as superior to those of last season. The comparative far smaller admixture of old leaf and greater strength are points strongly in their favour; but, unfortunately, the improvement in these respects is nullified to a lamentable extent by the general roughness of the leaf and extreme rawness—almost amounting to coarseness—of the bulk in water, attributable, no doubt, to the delay which took place in the first picking of the leaf. As regards "Paklings," although but few musters have been shown which can be classed as "finest," the quality generally must be pronounced as superior to that of last year's crop, inasmuch as it appears to be genuine, *i.e.*, free from mixture with other kinds. A few musters of inferior Oolong have been shown. The new Scented Teas may be looked for in a few days. The opening rate of freight has not yet been settled. The SS. Achilles, Thermopylæ, Windhover, Everest, Falcon, Wylo, Eme, and Norman Court are in port ready to load, and several other vessels are daily expected. Exchange on London, 4/7½ for six months' sight credits, nominal.

CANTON.—The market was opened on the 24th May by the settlement of some 10,000 boxes Scented Caper, at Tls. 24 to 26 for good medium grades, which prices were from Tl. 1 to 1½ below the opening rates of last season. Since the opening, a fair business had been continued daily. The settlements reported of Scented Orange Pekoes were at full rates compared with the first purchases of similar medium kinds last year. The musters lately offered showed no improvement in quality over those first exhibited on the market, the Tea being almost without exception badly made and mixed with old leaf. No District Congou or new Canton Greens had found buyers. The small parcel of Imperial reported had been purchased for shipment to the Continent. Some rather large contracts of Pouchong for future shipment to the United States were reported to have been entered into during the fortnight. The Taeping carries home the first cargo of new tea. She cleared from Whampoa on the 4th June, and completes her cargo at Macao, from whence she will probably depart on the 9th June. Canton settlements from 21st May to 4th June:- Country Congous and Country District Congous, *nil*; Scented Orange Pekoe, 15,000 boxes, at Tls. 22 to 34; Scented Caper, 39,000 boxes, at Tls. 18 to 32. Canton Greens—Gunpowder: *Nil;* Imperial, 800 boxes, at Tls. 15; Young Hyson, *nil.*

SILK.

SHANGHAI.—The following is from Messrs. Skeggs and Co.'s Circular:—Hank musters of the new silk arrived on the 23rd May, and bale musters were shown on the 30th; the silk from Nanzing shows a great improvement both in size, colour, and quality on that of last year, while that from Linhoo and Hoochow is most decidedly inferior, being very coarse, mixed, and cased. On the 31st May the market was opened by the purchase of No. 4½ Linhoo Silk at Tls. 520 to Tls. 530, and was immediately succeeded by one of Blue Flags, at Tls. 585, and some good Nanzing Four Tsatlee, at Tls. 545; from that moment buying became general, and we hear the Phœnix and Blue Peacocks Chop has been sold at Tls. 545; Old Cat Chop Tingsfung, Tls. 580; Pagoda Chop, Tls. 585 to Tls. 590, while for Chooping Sequence of Check Chop, Tls. 630 is asked for the No. 3, and the rest in proportion. Only two or three musters of Red Peacocks have been shown, but no price fixed, as it was impossible to get any quantity down for this mail; both the Checks and Red Peacock's are unusually good this season, and far exceed both in quality and size those of last. Hangchows have met with some little attention, but, although the quality is better than last season, it is far from satisfactory. Kahings and Chinceum: Only a few of the lower grades, say thirds to inferior quality, have arrived on the market and found purchasers at Tls. 420 to 460. Skeins: Some good black ties sold at Tls. 405 to 415. On account of the unusually fine weather, some 1,400 bales have arrived from the interior, out of which 1,000 bales have found buyers. The opening prices are unprecedentedly high, being fully 1s. 6d. to 2s. over last telegraphic advices. The yield for season is not expected by the best informed natives to exceed 40,000 bales. The past season has ended more fortunately for all concerned in the article than could have been anticipated. The market was opened about the 9th June, 1869, at fairly moderate prices, say 24s. for Red Peacocks and 28s. 6d. to 29s. 6d. for Chops, but, on the arrival of the silk in London and Lyons, manufacturers would not respond to these rates in consequence of the European yield being larger than that of late years, stocks were therefore allowed to accumulate until some importers forced sales at losses ranging from 1s. to 3s. per lb. Even this proved no discouragement to buyers here, who continued operations, and were at last rewarded by a favourable turn in the home market about the end of November, since when it has gradually improved; the impetus thus given caused a rapid advance in prices here, and the parity of home rates was soon exceeded, sanguine buyers taking almost any description of silk offered, so that many of the native manufacturers preferring to realise their supplies intended for local consumption, the export was unexpectedly swelled to a total of 42,804 bales. The outturn of the whole season has been mostly in favour of shippers, although such must be attributed more to good fortune than to any reasonable foresight on the part of buyers, and it is to be hoped that this unexpected success may not engender over-sanguine expectations for the coming year.

CANTON.—The market had continued active, and prices had further advanced. The Silk of the first crop had been sent down rather too hurriedly, and it was difficult to speak so favourably as regards size and cleanliness of thread. The present mail steamer would take forward nearly all that was likely to be received from the first yield. Concerning the second crop, reports were rather contradictory, but it was estimated that about 2,000 bales would be available for export. Very high prices continued to be asked for America, and consequently buyers were few in number. At 4/7 exchange, the following were the laying down costs in London per Overland route:—Tsatlee-reel, best selected, none; ditto, No. 1, $5.25 to 5.30 per lb.; ditto, No. 2, $5.10 to 5.15 per lb.; Loonkong, best selected, $5.50 to 5.55 per lb.; ditto, No. 1, $5.20 to 5.25 per lb.; ditto, No. 2, $5.05 to 5.10 per lb.; Cumchuck and Lacklow, No. 1, $4.85 to 4.90 per lb.; Re-reeled and Lacklow, No. 1, $5.45 per lb.

JAVA AND STRAITS PRODUCE.

BATAVIA.—Arrack: Current worth may be taken at f.77½, equal to f.118 per leaguer, f.o.b. Coffee: A very trifling business; second quality Bali sold at f.28 per picul. For "good ordinary" Java, f.30 to f.31 per picul would still be paid, equal to f.29.75 per 50 kilo, or 51s. 3d. per cwt., f.o.b. Gum Dammar: An average amount of business at f.38 to f.86 per picul for clean picked best quality Sumatra, equal to f.33.77 per 50 kilo, or 56s. 8d. per cwt., f.o.b. Hides: Demand for Buffalo steady at former prices, upwards of 1,500 skins of second quality changed hands at 24 to 25 cents per American lb.; about the same quality superior at 27 cents. Rice: Supply of new and old grain considerable and increasing. Values had consequently further receded. Quotations:—First Batavia, f.145 per coyan; Second do., f.130; Cargo do., f.105. Tin: The third bi-monthly auction of Billiton Tin was held on the 3rd June, when the 6,000 piculs offered were taken at an average price of f.76.44 per picul, equal to f.69.21 per 50 kilo, or 117/5 per cwt., f.o.b.

SINGAPORE.—There was not much alteration in the position of the market; business had been limited and quotations showed little change. Gambier, about 1,050 tons sold at $3.20 to 3.17½ per picul, but telegrams

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of low prices on home market caused a decline. Tin had fallen in value but there had been a fair inquiry and a good business had transpired. Supplies of Black Pepper small, prices firmer. White Pepper is coming in slowly and had advanced. Pearl Sago dearer and in demand. Sago Flour firm, supplies readily taken up. Gutta Percha fallen considerably. India Rubber in good demand, arrivals small. Nutmegs risen in value. Mace in moderate request. Hides in fair inquiry, quotations unaltered. Horns in good demand, prices firmer. Rattans best qualities wanted and readily taken up at full rates. Rice quiet, few sales. Tapioca receded in value. Sticklac offering more freely, price easier. Closing prices: Gambier, $3.12½; Pearl Sago, $3.17½; Sago flour, $2.55. Black Pepper, $8.15; White Pepper, $11.75; Tin, $30½.

PENANG.—Tin: The bulk of the business done had been at $31 to 31.10 per picul, which may be taken as the closing price. On the arrival of the news that the British bark Andes, with a cargo of Pepper from Sumatra had been totally lost, the price suddenly rose to $8½ per picul for West Coast, but in face of fresh arrivals had gone back to $8.10. Supplies of East Coast and Acheen taken at $7.80 to 8.10 per picul. White Pepper, in moderate supply, and purchased at $11.40 to 12 per picul. Sugar: Few transactions, No. 1, extra, sold at $7.50, ordinary at $5¾ to 6.30; No. 2 at $5; No. 3 at $4½ per picul. Tapioca and Cassava Flour, no change in value. Hides, Buffalo taken at a slight advance. The prices ranged from $10 to 10.25 per picul. Cow rather scarce, arrivals purchased at $14 to 14.55.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	—	—	—
Shanghai ,, ,, ...	6s. 0¼d.	6s. 0⅜d.	6s. 1d.
Canton ,, ,,	4s. 6½d.	4s. 6⅝d.	4s. 6⅞d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6¾d.	4s. 7⅛d.	4s. 7⅛d.
Manilla ,, ,, ...	4s. 4d.	4s. 4½d.	4s. 4½d.
Colombo ,, ,, ...	½ to 1 prem.	2 to 2½ dis.	2 to 2½ dis.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	312 to 313	234
,, Hong Kong	24¾ to 25¼ dis.	—
Bar silver	111.5.0	5 prem. (nominal)
Mexican dollars	74.8.0	½ prem.

Bons, at Yokohama, 335 to 337 per dol

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 27; Old, 38 to 39 per cent. premium.
Hong Kong Gas Company, 45 dols. per share.
Hong Kong and Whampoa Dock, 5 per cent. discount.
China Traders' Insurance, 1,700 dols. premium.
Hotel shares, 65 per cent. discount.
Hong Kong and Macao Steamboat Company, $34 premium.

Mr. E. Mellish's Hong Kong circular remarks:—Since the last fortnightly mail left for Europe, Sterling Exchange has advanced about ½ per cent., and closes firm at above quotations. The Pacific Mail steamer *China*, from San Francisco and Japan, arrived on the 1st instant, bringing Treasure to the value of $700,000, comparatively a small portion only of which consisted of Mexican Dollars. Notwithstanding advices from India of a higher Sterling market, Rupee Paper both on Bombay and Calcutta has been sold at rates more favourable to buyers than those ruling at the close of last mail. Tenders were invited for H.M. Treasury Bills at 30 days' sight, and offers were accepted at rates varying from 4/6 to 4/6 3-16. Estimated amount of business—Bank Bills, £160,000 to £170,000; Private Paper, £200,000.

COMMERCIAL POSTSCRIPT.

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THE Post-office officials have apparently but just become alive to a fact which we pointed out in our issue of the 27th ultimo, namely, that the Pacific mail steamers for China and Japan now leave San Francisco on the 1st instead of the 4th of each month, and that correspondence posted here must consequently reach New York by the 22nd or 23rd of the previous month. A notice to this effect was issued from the Post-office on the 25th inst.

A private telegram, dated Foochow, June 29, reports the Tea Market at that port still unopened.

The following vessels outward bound passed through the Suez Canal from the 19th to the 25th inst.:—The English steamers *Bellona*, *Evora*, *Sulina*, *Eldon*, *Otterburn*, *Emma Ash*, *Agamemnon*, and *Chinditetah* (?); the French ironclad corvette *Belliqueuse*, the Messageries steamer *Hoogly*, and the Danish frigate *Tordenskjold*, with a portion of the Great Northern telegraph cable.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—July 19, at Glasgow, from Singapore, Lochleven Castle; 18, at Texel, from Batavia, Java Packet; 19, at Texel, from Sourabaya, Launceston; 16, off Dungeness, from Rangoon for Bremen, Gysbert Karel Graf van Hogendorf; 23, at Falmouth, from Bassein, Daphne; 24, at London, from China, Portland; 13, at Portland, Oregon, from Hong Kong, Garibaldi; 26, at Liverpool, from China, Antrim; at Falmouth, from Singapore, Elliots; 22, at Boston, from Yokohama, Alphonsine.

DEPARTURES.—July 19, from Glasgow, for Java, Prof. Vander Buon Mesch; 20, from Cardiff, for Galle, Breiz Izel; from Cardiff, for Singapore, Silence; 21, from Liverpool, for Manila, Catalina; 22, from London, for Hong Kong, Fusi Yama; 21, from Liverpool, for Penang, Singapore, Hong Kong, and Shanghai, *via* Suez Canal, Alonso, str.; June 5, from Buenos Ayres, for Batavia, Wallace; July 23, from London, for Shanghai, Portland; from London, for Cardiff and Galle, James Lister; from Cowes, for Singapore, Lady Cecilia; from Rotterdam, for Batavia, India; 24, from Shields, for Batavia, J. L. Enthoven; 26, from London, for Colombo, Seafield; 25, from Cardiff, for Singapore, Venus.

SPOKEN.—Maria, Batavia to Nieuwe Diep, June 30, 22 N., 38 W.; John Lidgett, London to Hong Kong, June 22, 9 N., 24 W.; Maria Elisa, Batavia to Amsterdam, June 27, 18 N., 31 W.; Samuel D. Carlton, Cardiff to Hong Kong, May 22, 3 N., 26 W.; Cornelia, Newcastle to Batavia, May 22, 3 N., 26 W.; Lady Jane, Manila to New York, June 3, 35 S., 20 E.; Phillis, Ceylon to Gibraltar, June 3, off Cape Agulhas; Tewkesbury, Manila to New York, June 18, 19 S., 2 W.; Juviata (?), Shanghai to New York, May 6, 24 S., 55 E.; No. 0,974 3rd d.p., Manila to New York, May 27, 34 S., 29 E.; No. 9,363 3rd d.p., Sourabaya to Middelburg, June 7, 35 S., 21 E.; Carisbrooke, from Colombo, June 3, 35 S., 21 E.; Dartmouth, Yokohama to New York, April 10, in the Java Sea; Cœur de Lion, Japan to New York, May 26, 32 S., 28 E.; Robert Burns, Foochow to New York, May 29, 34 S., 27 E.; Gladiateur, Singapore to London, June 7, off Mossel Bay; Panama, Manila to New York, May 23, 33 S., 34 E.; Korteenar, Rotterdam to Batavia, July 5, 10 S., 36 W.; Cyclone, Padang to Boston, May 27, 33 S., 30 E.; Rajpoot, Colombo to London, May 18, 30 S., 34 E.; Cœur de Lion, Japan to London, May 30, 35 S., 23 E.; City of Agra, Manilla to New York, May 15, 28 S., 44 E.; Eliza (?) (Dutch ship), Batavia to Amsterdam, June 17, 13 N., 24 W.

CASUALTIES.—The Lady Cecilia, Tate, from Newcastle to Singapore, put into Cowes, July 22, with damage to windlass. The Bengal, Burgess, Cardiff to Singapore, which put into Rio Janeiro, June 12, with part of the crew of the Royal Berkshire, was disabled. The Henry Grenfell, Penrose, from Singapore to Liverpool, which arrived at St. Helena June 25, encountered on April 20, in lat. 15 S., long. 102 E., a cyclone, the centre bearing N.W.; the vessel, which was under bare poles, was under water for seven hours. The Zeenimph, Van Roggen, from Batavia to Amsterdam, which arrived at St. Helena June 24, experienced heavy weather from April 15 to 20, in lat. 8 S., long. 104 E., during which her foretopmast was carried away; off Cape Good Hope, from June 2 to 5, she experienced severe weather, with a very heavy sea, during which her sails were blown away, and a boat knocked to pieces. The City of Agra, Ellwood, from Manila to London, which arrived in Table Bay on the 9th June, put in for repairs, having sprung her bowsprit and carried away her bobstay in the gales off the coast. Advices from Port Elizabeth, dated 15th June, state that two sales have taken place of damaged coffee, ex Hanover, Burgess, from Colombo to London, which put into Algoa Bay on the 23rd of May, leaky; one realised £1,146, and the other £1,499. The Jacob and Christine, from Amsterdam to Sourabaya, arrived at Falmouth on the 26th July, with damage through collision with a steamer.

MISCELLANEOUS.—At Malaga, July 20, Palos (s.), Beardslee, from Boston and Fayal, and was to proceed the same night for Suez Canal and China; at Malta, July 9, Terdenskjold (s.s.), Lund, left for China, via Suez Canal; 17, Eldon (s.s.), Asker, from Liverpool, and left for China, &c.; at Suez, —, Bellona (str.), from Liverpool, and left July 21 for Colombo; July 23, Agamemnon (str.), from China; at St. Helena, June 17, Banian, Chase, from Shanghai, for New York; 20, Corea, Thom, from Batavia, for London; 21, Baron v. Heemstra, Nepperus, from Sourabaya, for Middelburg; 22, Aldebaran, Meyboom, from Batavia, for Amsterdam; 24, Esperanza, Wilson.

☞ *For Mail Shipping and Latest Telegrams see page* 502.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

CLARKE—On the 7th May, at Newchwang, Mrs. G. C. Clarke, of a son.
COYSH—On the 18th July, at 48, Palace Gardens-terrace, Kensington, the wife of John Strode Coysh, Esq., of a daughter.
DUNBAR-SCHULTZE—On the 15th July, at Villa Sorrento, Colombo, Ceylon, the wife of Naylor Dunbar-Schultze, Esq., of a daughter.
KAUFFMANN—On the 5th June, at Hong Kong, the wife of Harold Kauffmann, Esq., M.D., of a son.
MOOYER—On the 7th June, at Mount Elizabeth, Singapore, the wife of Oscar Mooyer, Esq., of a daughter.
RILEY—On the 17th June, the wife of R. Riley, Esq., of a daughter.
WILLIAMS—On the 27th May, at Shanghai, the wife of Mr. M. Williams, of a daughter.

MARRIAGES.

ISEMONGER—MAXWELL.—On the 6th June, at St. Andrew's Church, Singapore, Edwin Empson Isemonger, Esq., to Louisa Sophia, eldest daughter of Sir P. Benson Maxwell.
RYCKEVORSEL—PARISH.—On the 14th July, at the Roman Catholic Church, Darmstadt, Alphonse Francois Gisbert Maria van Ryckevorsel, only son of Baron Van Ryckevorsel van Rysenburg, Utrecht, Holland, to Cecilia Justine, daughter of the late John Parish, Esq., of Hamburg.
ZETTERLUND—PETERSEN.—On the 27th May, at the house of G. G. Graham, Esq., Bangkok, by the Rev. D. B. Bradley, M.D., Captain C. Zetterlund to Miss M. Petersen.

DEATHS.

BRAGA—On the 16th May, at Nagasaki, Luiz Maria, son of F. Braga, proprietor *Nagasaki Express*.
EMMEL.—On the 20th May, at Shanghai, F. Emmel, aged 30 years.
ELLERBROOK—On the 15th June, at Singapore, Mathilda Ellerbrook, of Hamburg.
GANNO—On the 12th June, at Singapore, Hermina Marie, infant daughter of J. W. Ganno, Esq., aged two months.
MACLEAN—On the 15th July, at Clifton, William Congreve MacLean, Esq., aged 62.
RAPHAEL—On the 13th May, at Shanghai, the infant son of R. S. Raphael.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.
Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The London & China Telegraph.

LONDON: WEDNESDAY, JULY 27, 1870.

THE TIENTSIN MASSACRE.

OWING to the declaration of war by France against Prussia, it has been impossible to get any sort of hearing for this occurrence at the French Foreign-office. All we can assume is that the French Chargé d'Affaires at Peking, M. ROCHECHOUART—whom it was at first conjectured was killed—has been instructed to demand satisfaction for this atrocity, and, failing to obtain the most complete and sincere action at the hands of the Peking Government by the immediate punishment of the offenders and a disavowal of any complicity, the French Government would be left free to take such measures as they may deem necessary—probably the infliction themselves of retribution on the town of Tientsin. The feeling of exasperation on the part of the French will be intense, and we fear that the Chinese will find them far harder masters than the English, notwithstanding the character our officials in China bear in the opinion of the peace party—Sir CHARLES DILKE and Mr. RYLANDS. The Chinese are so subtle that it is extremely difficult to form an opinion as to their complicity in this last affair or the murder of Mr. WILLIAMSON, one of our own missionaries, who, it will be remembered, was attacked and murdered while travelling in a boat, and up to this hour we have no satisfaction for the injury. Our Government have admitted the claim of the Chinese to the ordinary usages of international courtesy, and, as we have often pointed out, have committed a great mistake in so doing. It is simply impracticable. We have no doubt that this Tientsin tragedy has been instigated by the Literati and Mandarins, who are simply one remove from the actual Government. We know well enough that the mercantile classes of the Chinese are quite content with the presence of foreigners. Extraordinary as it may appear, our Foreign-office did not receive any information on the affair *via* Kiachta. Perhaps the spirit of economy has extended to forbidding the use of the telegraph wires. The *Journal Officiel* of France publishes a telegram from Peking, which states that the victims were M. FONTAINE (the French Consul), M. SIMON, M. and Mdme. THOMASIN, eight Sisters of Charity, two priests, Fathers CHEVRIER and DE CHALMAISON —in all, fourteen French subjects.

On the 20th inst. the following telegram was received from St. Petersburg :—

The Chinese murdered the Consul of France and his secretary, all the Roman Catholic priests, nine sisters of charity, two merchants and their wives, and two young Russians. The French Consulate, the Roman Catholic Church, and the Hospital of the Sisters of Charity have been burned down. The other Europeans were unmolested. On the next day order had been re-established by the authorities.

By later telegrams it appears that our authorities in Hong Kong were sending up troops to Tientsin to protect foreigners from further outrage. But later still we have a telegram that a Chinese general has been despatched to France to atone for the massacre; this is certainly a novelty in our relations with China.

THE SUEZ CANAL AND THE WAR.

ONE of the most interesting phases of the war just declared by France against Prussia is whether in the course of events which must arise out of it, France will find a pretext for interfering with the navigation of the Suez Canal. At the Conference held by the delegates at the opening ceremony the inviolability of the Canal, whether in war or peace, was very emphatically urged by Mr. WM. PUSTAU, the North German delegate, which at this moment is very significant. Our readers may also remember that in April last we alluded to the proposed alteration in the charges of the Suez Canal Company, *i.e.*, to charge on the cargo conveyed, which would have given the company a pretext for examining the hold of a vessel, and thus have violated one of the articles specially stipulated. In fact, the delegates made "neutrality" a standing and leading item in the compact.

THE WAR AND ITS CONSEQUENCES.

FRANCE, or rather NAPOLEON III., believes she is waging war against Prussia or the North German Confederation, but she is mistaken. The invasion of the Rhine by an enemy will assuredly be the means of bringing and binding together both North and South Germany. It will kindle a flame of love. All will unite, and the cry of "Vaterland" will be universal against the old enemy, the battalions of NAPOLEON. Patriotism in its most extreme enthusiasm will be roused by the thoughts and recollections of bygone days and the injuries and insults of the first NAPOLEON. Neither one, two, nor three defeats will suffice to curb the ardour of the Germans, who will come forward and join the ranks to the soul-stirring strains of our "Vaterland." No other is necessary. To all observers of French politics it is transparent that this war is to NAPOLEON III. one of expediency, not dictated by any real grievance, but the state of France and home affairs have of late so encroached on his popularity that a war was the *last card* to avoid a revolution, which would end in his abdication or flight. The alternative is one of the most wicked ever perpetrated, and the Duc DE GRAMONT and other Ministers who have given effect to the decision are not worthy of the name of Ministers. They are the mere tools of a despot. We rejoice at the expression of opinion in the House of Commons by Mr. DISRAELI. Sure are we that such views boldly enunciated are the surest way of gaining the respect of the whole world. They will be handed down to posterity, and future generations may take counsel from them.

The words of Mr. DISRAELI are golden, and well deserve to be engraven in gold. Of all the wise and patriotic utterances of our great men, including the celebrated *civis Romanus suum* of Lord PALMERSTON, we doubt if any come up to the high intellectual and thoroughly English tone of Mr. DISRAELI. The speech is unique; while most emphatically and unmistakably proclaiming the position and what is due to this country, it does not exhibit any petty feeling of slight towards France. Of course, had Mr. DISRAELI held the office of Prime Minister he would have been unable to express his views so independently; but nothing is more calculated to put him in office when the course of events bring about a change in our Ministry. The Conservatives may, however, treasure up "Mr. DISRAELI'S speech on the declaration of war by France" as one of the most potent influences to promote their cause on the hustings. The war will give an undoubted supremacy to our flag by throwing out the Mercantile Marine of France and Germany. Notably amongst those who will chiefly benefit by this are the P. and O. and Cunard Companies. The old game of registering vessels under neutral flags has been repeated, and we hear of arrangements to place the German steamers to New York under the American flag. If the Hamburg, Bremen, and St. Nazaire boats should venture to ply as usual to New York, Brazils, and other places, they certainly will not command either freight or passengers with the same readiness as steamers under the English flag. It will also be a check on the French steamers on the Pacific lines, and will greatly affect the various services of the Messageries Imperiales; but we presume they will keep up their line to India and China, as it is unlikely that the French Government will require their boats for transport services, the war being almost entirely a land one, and the risk of capture insignificant. The large number of German vessels in the Straits, China, and Japan waters will also be thrown out of employment, as the local underwriting offices could not accept war risks at a rate to allow of employment at a paying rate. Another inconvenience will arise to the various communities in the East, and that is the unemployed seamen cast on shore. The annoyance on this score will be well-nigh intolerable, for by the last mail we have lamentable accounts of European vagrancy in Ceylon. The French navy being so much superior in numbers, Prussia, like Russia in the Crimean War, will make no effort to cope with France by sea, and cannot but submit to be blockaded by the superior strength of the French navy. Not that the Prussian navy is by any means contemptible, but it would be a waste of the time, strength, and resources of the Prussians to attempt an engagement at sea which could not inflict an injury on her antagonist of any value in the struggle. The great study of Prussia must be to husband resources, and be more cunning, cautious, and patient, than valorous. Let the French, as is their wont (and losing feature) do the impetuous. Germans must resemble the English, and be able to stand transient defeat but utterly unable to be beaten. With the French

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temperament success is absolutely indispensable to final victory. Defeat—even but temporary—utterly demoralises them. The effect on our Money Market at the outset will be rather beneficial than otherwise, as Continental people of all classes, from princes to peasants, will be sending their spare capital to England. Our rates of interest are therefore likely to rise but little; but this condition of things will be of short duration, for we shall have France out with loan upon loan, and although the financial strength of Prussia is much superior to France, she must also come on the market, although she did not in her struggle with Austria. The present war with France is, however, on a far more gigantic scale, and consequently involves an immeasurably larger expenditure. Still the financing tactics and the credit of Prussia are infinitely superior to the French, and they will obtain their loans on much better terms. Money being said to be the real arbiter or sinew of war, Prussia stands at an immense advantage over France, which is well nigh bankrupt before she commences the lavish expenditure attendant on war.

The Corn Market has promptly shown a sympathy, and transactions in wheat have taken place at an advance of 15s. per quarter; and as our crops will be exceedingly light, owing to the want of rain, and the ports of the Baltic will doubtless be blockaded, we may look for very dear bread next winter. Coal, being contraband of war, cannot now be exported to France, and as this forms a large branch of our trade with that country it will throw out of employ a considerable amount of tonnage, as well as the firms and hands engaged in the trade. Saltpetre, hemp, tallow, and lead have risen in value, while coffee, which is so largely consumed on the Continent in time of peace, has fallen 8s. to 10s. Sugar has not fallen, as there are many chances of supplies being interrupted from Cuba and other places. The present low range of prices for Tea will be maintained if not further depressed, as our orders from the Continent have always been a great support to prices. Taking a general view of the effects of the war on our industry and trade, a falling off by one cause will be made up by another; we shall be freed from the competition of France and Belgium in railway and other iron works. There are many other commodities which are alike produced in this country and on the Continent, but our neighbours will have their facilities for production and export cut off, which must increase our field. Our railway dividends should also increase, as at this season of the year thousands would be arranging for a holiday in Switzerland and such like places who will now prefer the peaceful fields and lakes of their own country.

THE Austrian Lloyd's have not up to the present time found sufficient inducement to increase the cargo service from Trieste to Bombay by the Canal. Nominally it is once a month, but not on a fixed date. The weekly line from Trieste to Alexandria, connecting with the P. and O. Company' steamers to and from India and China, remains the same.

HONG KONG IN 1870.

(Continued from our last.)

BARRACKS.

The additional barracks are planted in four several ranges on the face of the hill, immediately in the rear of the Military Hospital, and should be cool, for they are well placed to catch the breezes either from east or west. But why so many soldiers are required here I can hardly divine, and no wonder the mercantile community grumble at having to pay £20,000 a-year towards their support.

SEAMEN'S HOME.

It is hardly correct to speak of this as a Government institution, for it has been mainly established by the enterprise of mercantile firms, prominent among whom is that of Jardine, Matheson and Co., who hold a mortgage on the premises for $40,000, or about half the cost. It is a fine building, facing the sea at a point where the Queen's-road takes off towards Pokfoolum, and is capable of accommodating over a hundred men. The charges for seamen ($8 a-week) are moderate, and there is a bar, at which the inmates can obtain whatever liquor they require at cheaper rates than they would have to pay in taverns. Unlike the Shanghai Home, where men sleep in bunks, and in the full sense of the term "rough it," here each boarder has his iron-frame bed, mattrass, sheets, &c., with a small cupboard at each bed's head to store their little knicknacks, which sailors like to have about them. Officers of ships are domiciled in a separate room, and pay something extra for perhaps a trifle better food or style of cooking. Under the superintendence of Captain Overbury, many years master of ships trading in these waters, but few complaints of mismanagement are heard—a marked contrast to the growl continually emanating from the Northern Home. There is this difference between the two, too, that in Shanghai (by sparser liberality) the accounts show a surplus annually for appropriation towards the discharge of an encumbrance also held by Jardine, Matheson, and Co.; here there is not a sufficiency of balance on the right side to pay for fire insurance. The lower part of the house, built for the superintendent, is used as an office (offices) for the Harbour-master in that branch of his department which relates to the shipping of seamen. The Colonial Chaplain performs divine service in the lower rooms every Sunday evening.

TELEGRAPHS.

The first series of wires laid was from the offices of Messrs. Jardine, Matheson, and Co., at East Point, to their establishment in town. After that Government put lines of poles from the Central Police Station to Shiwan, these running along the beach, another series going up the Gorge, entering at Hospital-hill, and over the mountain to Stanley; a third line extending from the Central Station to the Peak, and thence down to Aberdeen; the whole length of wire being over forty miles, I should think.

SEAMEN'S HOSPITAL.

This, again, is an institution founded on private rather than on public enterprise. It stands on the same site as the hospital built in 1842, and for many years managed by the late Dr. Harland, on funds named but never paid by Heerjebhoy Rustonjee, a Parsee merchant, who fancied he had $12,000 in the hands of Messrs. Jardine, Matheson, and Co., but had not (the firm liberally gave the money, however). It is a very well-designed building, of two stories, in four blocks, on the sides of a centre open quadrangle—the north front and west side blocks being occupied by the house surgeon, apothecary, house steward, and first-class patients. For the latter the accommodation may not be boasted of, the rooms, ten or twelve feet square, without closets, being too small. The boarding is good, however, and for a convalescent requiring quietness and generous feeding rather than close medical treatment, the Seamen's Hospital is preferable to an hotel—the rate, $3 a-day (without liquor), being about the same—hot or cold baths at any hour of the day being great advantages. Consequent on the number of cases of small-pox and typhus fever (invariably brought in ships from Yokohama) a building is about to be erected apart from the main block, so as to keep such contagious afflictions entirely separate. At present patients with these diseases are placed in a temporary house on the west wing.

WATERWORKS.

These may be designated the great muddle—the grand drain—of the colony. Although the name of the island in Chinese signifies fragrant streams, the waters from which it takes its appellation are to be found chiefly on the south side of the mountain; and though, until the native population increased to an unreasonable extent, water enough could be procured from springs and wells on the north face to satisfy all wants, those of the shipping included, it then became necessary to provide against droughts, to check fires, &c., and so it came about that the Government offered a premium for the best scheme to supply all wants, at all times and seasons. Mr. Rawlings, an officer of the Royal Engineers' Works Department, was the successful competitor, and, on application made, was permitted to leave the service, and see his plan carried out. After he left, the works came under the Surveyor-General's Department, and such a heap of money as it has since cost, and is yet costing, to perfect the original plan, must be a caution. From first to last the scheme was wrong, as thus. Pokfoolum, the place selected for a reservoir, is a gorge, in a confluence of hills, the flow of which is about, I should think, 600 feet above the level of the sea, and may be likened to a trapezium, with lengths of sides about double the extent of the spread or base—the fall, from the apex, being such that it would be possible to make a series of tanks, with eight feet outside wallings, sufficiently large to retain enough water after each heavy rainfall to keep the town supplied for a year. Instead of any such tanks, however, the plan in work is the erection of a huge barrier across the mouth of the gorge, an earthwork containing, I estimate, a cubical content of some four millions of feet, and it is in the basin behind this barrier they purpose to have a small sea of something like seventy feet in depth. If, after all, this barrier should be insufficient for the pressure against it, the consequences of a burst would indeed be terrible. As regards the cost, I find that instead of contracting for digging, as was the practice in the old economical times, they pay labour after the rate of four men per dollar, this being just twice the price paid for coolies in the days of cutting a gap into the Wangneichung Valley in 1843.

[*Query.*—How is it the cost of labour has increased to such an extent as this? Who enjoys the difference? Not the actual earth-cutters, that we may be sure of.]

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Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Liverpool, May 18, Isolina.

At SHANGHAI.—From London, May 21, Flying Spur; 23, Whiteadder; 26, Weymouth; 29, Huntley Castle, J. R. Worcester; 31, Cutty Sark; June 1, Thyatira; from Plymouth, May 26, Wild Deer; from Cardiff, 31, G. F. Haendel; from Rotterdam, Mexicana; from Hamburg, 31, Anna; from London (reported by telgram), Magdala (str.).

At HONG KONG and CANTON.—From London, May 25, Nile (str.); 30, Hopewell; June 3, Seawfell; 4, Craigforth (str.); from Liverpool, Helen Morris; from Cardiff, May 25, Salvadora de Manila; from Bremen, 28, Humbolt, Devana, W. Fruing; from Clyde, Moning (str.) (reported by telegram).

At PENANG.—From Liverpool, June 17, Mahratta (str.) (reported by telegram).

At MANILA.—From Liverpool, May 28, Estrella.

At SINGAPORE.—From London, June 9, Fuh Le (steamer), Kingdom of Belgium; 15, Far East (steamer); from Liverpool, 5, Danube (steamer); 6, Priam (steamer); 13, Lizzy, Ellen Lamb, W. G. Russell; 14, Magdala (steamer); from Cardiff, 7, Kahagawa; 12, St. Anne; from Rotterdam, 5, Adriana Petronella; from Newcastle, 6, Johanna Antonia.

At PENANG.—From Glasgow, June 10, Far East (steamer); from Liverpool, 11, Magdala (steamer).

At BATAVIA.—From Glasgow, June 6, County of Lancaster; from Amsterdam, May 11, Nicot; 30, Oceaan; from Bordeaux, 26, Mirzapore.

DEPARTURES.

From SHANGHAI.—For London, Forward Ho, Serica, Ethiopian, Craigforth (str.), reported by telegram; for London, June 25, Cutty Sark; 23, Oberon (str.), Titania, United-service (str.), Ajax (str.); July 5, Lauderdale, Geraint (reported by telegram).

From FOOCHOW.—None.

From HONG KONG and CANTON.—For London, June 5, Taeping; 29, Sir W. Wallace (by telegram).

From MANILA.—For London, May 31, Resalie; for New York, June 1, Horatio Harris; for London, May 24, Saga.

From SINGAPORE.—For London, June 4, Joseph Haydn; 7, Sree Singapura; for Liverpool, June 8, Athena; for Marseilles, 3, Moses Williamson; for Cadiz, 15, Delia; for Boston, 2, Edinburgh Castle; for London, July 5, Ellenborough (reported by telegram).

From PENANG.—For Boston, June 15, Agnes.

From BATAVIA.—For Holland, May 13, Pieter Adolf; 23, Gerard P. Servantius; 24, Nicolette, Betty; 25, Australic; 29, Gutenburg; June 2, Petronella; 5, Willem Kr. der Nederl., Nieuw Waterweg II.; 2, Amstelstroom.

VESSELS LOADING.

At YOKOHAMA.—For London, Ambassador.

At SHANGHAI.—For London, J. R. Worcester, Weymouth, Ethiopian, Undine, Argonaut, Serica, Whinfell, Forward Ho, Eliza Shaw, Ajax (str.); for New York, Benefactor (full). Telegraphic advices report several of these vessels as left; see Departures.

At FOOCHOW. — For London, Thermopylæ, Windhover, Everest, Achilles (str.), Falcon, Wylo, Eme, Norman Court.

At HONG KONG and CANTON.—For London, Belted Will, Deerhound; for New York, Sarah E. Kingsbury.

At MANILA.—For London, Robert Fletcher, Balmacara, Kate Winifred; for Cadiz, Concepcion, Olano; for Boston, Mutlah, Sooloo.

At SINGAPORE.—For Liverpool, Howden, Kinfauns Castle; for Channel, Egmont en Hoorn; for Marseilles, Evangeline, Serte; for Hamburg, Condor; for New York, Kingdom of Belgium; for Boston, Mercur.

At PENANG.—For London, Medusa, Octavia, Herald of the Morning; for New York, M. A. Evans.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, £4 asked for sailing vessels, and £7 from Hankow per steamers, with 10s. per ton extra for ship home. Rates subsequently reported by telegram of July 5. Steamers 90s, sailing ships 50s.

At HONG KONG and CANTON.—To London, £3 per ton.

At MANILA.—To London, sugar £3 2s. 6d. Hemp £3 10s.

At SINGAPORE.—There is but little inquiry for tonnage either for coasting or for home. The two vessels on the berth for Liverpool are filling up at previous rates, but there is very little cargo offering; to New York via Padang, the rate is £2 10s. to £3 5s.; for Marseilles, the Tertse is getting £3 5s. dead weight.

At PENANG.—Rates remain unaltered.

At BATAVIA.—Rates to Holland are follows:—Tobacco, f.70 per last; sugar, f.75 in bags; 100 to f.105 light freight.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
May 23	Banda	Singapore	Liverpool
„ —	Mirzapore	Bordeaux	Batavia
„ 24	St. James	Liverpool	Yokohama
„ —	County of Bute	Sourabaya	Rotterdam
„ —	Blair Athol	Singapore	London
„ 25	Samuel Russell	New York	Hong Kong
„ —	Jonge Jan	Flushing	Batavia
„ —	Geraint	London	Shanghai
„ —	Jonge Cornelis	Sourabaya	Holland
„ —	st. Amsterdam	Batavia	Mewbay
„ —	Kanagawa	Cardiff	Singapore
„ —	Berend	Bordeaux	Yokohama
„ 26	Veronica	Liverpool	Hong Kong
„ —	Frederick Tudor	Cardiff	„
„ —	Nicolette	Batavia	Rotterdam
„ 27	Bolivia	Shanghai	New York
„ 30	Calcutta	Bordeaux	Saigon
„ —	Professor Suringar	Singapore	Boston
June 31	Lord of the Isles	Shields	Batavia
„ 1	Singapore	Liverpool	Yokohama
„ 2	Ystävät	Singapore	London
„ —	County of Lancaster	Glasgow	Batavia
„ 4	Queen of the East	New York	China
„ —	Oscar	Hamburg	Amur River

LATEST TELEGRAMS.

CHINA.

(RECEIVED VIA KIACHTA, JULY 25.)

SHANGHAI, JULY 5.—Silk: Market quiet; No. 3 Tsatlees, 31s. to 32s; No. 4 Red Peacock, 28s. 3d.; total export, 9,500 bales; stock, 5,000 bales. Tea: Market less active, prices easier; total export, 17,300,000 lbs. Freights: Steamers, £4 10s.; sailing vessels, £2 10s. Grey Shirtings, 8¼ lbs., Eagle chop, Tls. 2.16. Exchange: Bank bills, six months, 6s. 1d. London telegrams to June 14 received July 3.

(RECEIVED VIA GALLE, JULY 25.)

HONG KONG, JULY 7.—Intelligence has been received here stating that the Chinese at Tientsin rose against the foreigners on the 21st of June, and murdered the French Consul and the Sisters of Mercy. They also destroyed the Consulate and the cathedral. It is rumoured that the French Minister and several Russians have been murdered at Peking. Great excitement prevails at Nanking, and Her Majesty's gunboats *Opossum* and *Dwarf* have been despatched to the north. At Shanghai the Volunteers have been called out, and the troops here are ready to proceed to the north at a moment's notice. The French authorities have sent despatches to Saigon to call up troops. War appears unavoidable.

(REUTER'S TELEGRAM, RECEIVED VIA GALLE, JULY 26.)

HONG KONG, JULY 7.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.85, Water Twist, $1.30. Tea, quiet; total export (China and Japan), 18,000,000 lbs. Exchange on London, six months' Bank Bills, 4s. 6¾d.

SHANGHAI, JULY 1.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 2.20. Cotton, Shanghai, Tls. 18. Silk, large business done at former prices; settlements since departure of last mail, 4,700 bales. Export to date (China and Japan), from commencement of season, 13,000 bales. Exchange on London, six months' Bank bills, 6s. 1½d. Freights, tea, £2 10s.

BOMBAY, JULY 26.—Intelligence has been received here by the last China mail that an insurrection has broken out at Awa, in Japan; 1,400 persons are believed to have been massacred. The Daimio of Awa is said to have declared that he will exterminate all the inhabitants.

STRAITS SETTLEMENTS.

(RECEIVED VIA GALLE, JULY 26.)

SINGAPORE, JULY 15.—Grey Shirtings, 8¼ lbs., $2.82½; T-Cloths, 6 lbs., $1.77½; Mule Twist, 40's, $134. Exchange, Bank bills, six m.s., 4s. 6¾d.

Monetary and Commercial.

At the meeting of the East and West India Dock Company a dividend of 3 per cent., free of income-tax, was declared for the half-year. The directors' report, which was adopted, mentioned that the shipping shows an increase of 25,709 tons as compared with the first six months of 1869, and that from the West Indies, Mauritius, China, and Australia, the additions to the tonnage account are in excess of this amount of increase. The reduction in the number of miscellaneous shipping and grain-laden vessels has, however, operated in abatement of the general account, so that the full value of the increased Colonial business is not shown in the report of the tonnage. The importations of West Indian and China produce have been in excess of those of the first six months of 1869, but the importations of East Indian produce, as well as the amount of East Indian shipping, seem to correspond very nearly with those of 1869.

At an extraordinary general meeting of the shareholders of the Chartered Mercantile Bank of India, London, and China, held on the 19th inst., Mr. Edward James Daniell, of the firm of Messrs. Daniell and Co., East India merchants, London, was unanimously elected a director in the place of Mr. Ellis James Gilman, resigned.

According to a statement just issued by Messrs. Pixley, Abell, Langley, and Blake, the bullion brokers of Old Broad-street, the imports of bullion into London, during the six months ending the 30th ult., amounted to £8,768,110, against £9,711,077 in the corresponding period of 1869, while the exports reached £6,269,298, against £8,437,331.

The steamers *Erl King* and *Diomed*, with the first cargoes of new teas, may be expected here about the 4th proximo.

The tenders for £400,000 on India were received at the Bank and the amounts alloted were—to Calcutta, £297,500; to Bombay, £100,000; and to Madras, £2,500. The *minimum* price was fixed, as before, at 1s. 10½d., on all the Presidencies, and tenders on Calcutta and Madras at 1s. 10½d. will receive about 18 per cent.; those above in full. Tenders on Bombay at 1s. 10¾d. will receive in full. These results show that remittances to the East have been checked by the war and the uncertainty of the Money Market.

Mr. Sam Mendel has issued a circular calling for the co-operation of merchants and brokers to declare their shipments more promptly, and thus avoid the after entries, which are sometimes a month old.

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ARTICLES OF IMPORT.

The excitement which has attended the declaration of war on the Continent has imposed a serious check upon business, and transactions have been extremely limited in extent, while in many cases prices have declined.

TEA.

The Circular of Messrs. W. J. and H. Thompson says:—

The slight improvement noticed in our last on the 14th inst. no longer exists. The dealers are holding off from buying, on account of the "new terms" proposed by importers, and the market is also suffering from the effects of the war on the Continent. Foochow Congous: Siftings and Dust are unaltered; Broken-leaf may still be quoted at 8d. to 9d., inferior common at 9d. to 10d. per lb., common to good common at 10½d. to 11½d. per lb., and fair has been sold to a small extent at 1s. per lb. Black Leaf Congous: Common is still at 10d. to 11d., and good common to fair 11¼d. to 1s. 0¼d. per lb, but these prices are quite nominal; a parcel of fine has been sold at 2s. 1¼d. per lb. Tayshan Congous: The few at present on the market are without enquiry. Souchongs and Oolongs are quite neglected. Scented Teas: A slight demand continues for the finer grades at about former rates, but the present stock of these kinds is very limited. In Green Teas there is not any alteration to report, few sales having been made since our last. There have not been any Public Sales during the past week.

	1870.		1869.
	lbs.		lbs.
The United Kingdom stock was, on the 30th ult., estimated at	92,000,000	against	86,000,000
Amount "on the water," advised by the last mail	2,898,400	„	2,445,000

SILK.

The market, which had previously been extremely quiet, pending the first arrival of the new China Silk, has, since the political anxieties of the last ten days, relapsed into general stagnation. The lamentable outbreak of war between France and Prussia has quite put a stop to business, and we can only record the smallest possible transactions, and those by country buyers. Quotations are under the circumstances nominal, and are likely to be so until some definite result of the approaching struggle takes place which might restore peace to Europe and security to commerce; the few transactions of the past week have been generally at about 1s. decline. The deliveries are less satisfactory, owing of course to the all but general cessation of orders from the Continent to forward Silk. The total clearances from the 1st to 20th instant are as follows:—China, 1,440 bales; Japan, 357 bales; Canton, 415 bales; Bengal, 180 bales; total, 2,392 bales.

COFFEE.

The market is in a most unsatisfactory condition. Although only a small supply of Ceylon has been brought forward at the public sales, the greater portion had to be withdrawn, and so severe has been the depression in the market that the small business effected establishes a decline in Plantation of 10s. per cwt. on last mail's prices, the last rates paid being—Triage, 39s. to 48s.; small, 47s. to 53s.; low middling, 53s. to 54s. 6d.; middling, 56s. to 62s.; good middling, 67s.; peaberry, 67s. to 73s. No transactions are reported in Native Ceylon or in other East India, and at the close business in all kinds appears to be entirely suspended. The landings for the past week are heavy, and consist chiefly of Ceylon, but being 400 tons less than last year, and the deliveries 360 tons in excess of 1869, the surplus in the stock is brought down to 1,240 tons.

SUGAR.

The business since our last report has been unimportant, but prices continue to be sustained. The only sale of East India has been 300 bags Penang at 27s. to 28s. 6d. An offer was made of 35,760 bags clayed Manila, just arrived, per Cleughs, which were all bought in, duty 4s., at 23s. 6d., a small part fine (duty 4s. 9d.) at 26s. The landings for the past week consist chiefly of Colonial sorts, and are 650 tons less than last year; but as the deliveries are also 300 tons less, little difference occurs in the position of the stock, the surplus being still about 17,000 tons.

COIR GOODS.—The last sales, although not heavy, contained a large proportion of undesirable and second-hand parcels, which met little demand, and were chiefly withdrawn. Of 826 bales 11 tons Cochin Yarn only a small part sold, low £18 5s., medium £25, good to fine, £31 15s. to £35 5s.; 128 bales Ceylon were bought in, fine £45, superior £65; of 127 tons ditto the greater part sold, low and common, £17 15s. to £20, good common to medium, £21 to £24, good medium to good, £26 to £28 5s. Of Fibre, 6 bales 7 tons Ceylon met few offers, and were all withdrawn. Kitool Fibre, 8 bales 15 bundles Ceylon, sold at 6d. to 6¼d.

COCOA NUT OIL.—The market for Ceylon is quiet but steady at £38.

CUTCH.—A further slight decline has occurred, 534 boxes fine Pegu having been sold at 21s. 6d. to 22s. per cwt.

ESSENTIAL OILS.—The only sale to report is of 10 cases Cassia at 4s. 3d.

HEMP.—There has been no business in Manila.

ISINGLASS.—At the last sales there was a fairly active demand, and the prices realised showed some advance upon those previously current. Of Penang 11 cases sold, fair tongue at 8s. 6d., ordinary at 2s. 9d. to 3s. per lb.

OILS.—A parcel of Japan Fish, 56 tons, realised £33.

PEPPER.—The market continues dull. Of Black, 71 bags Singapore sold at 5d., showing a decline of ¼d., and 240 bags Batavia were offered and bought in at 4¼d. per lb. Of White, 164 bags Singapore were bought in at 6¼d., except 60 bags sea-damaged, which sold at that price. Privately about 500 bags Singapore have sold at 6d. cash to 6¼d. prompt, being a decline on last mail's rates.

RUM.—There is an active demand at advanced rates; we note the sale of 150 puncheons Penang at 1s. 7¼d. per proof gallon.

RICE.—The demand is not active, although prices are well maintained. An important rise which has taken place in the Corn market has not exercised any improving influence. The inquiry on the spot has run exclusively upon Siam, in which there have been somewhat extensive transactions, comprising 1,800 tons field in mats—400 tons at 8s. 1½d., 400 tons at 8s. 3d., 1,000 at 8s. 4½d.; and 40,000 mats (1,200 tons) garden, at 8s. 7½d. to 8s. 9d. The landed cargo of 800 tons garden Siam in mats, per W. W. Smith, has been sold at 8s. prompt two months. Afloat the cargo of 660 tons Necranzie, per George Avery, May sailing, has been sold at 10s. ex ship, or 10s. 6d. landed; and the cargo of 900 tons Necranzie Arracan, per Hannah Maria, at 10s. for the Continent. Landed last week 347 tons, delivered (exclusive of the quantity ex ship), 1,049 tons; stock, 40,314 tons, against 52,120 tons at this time last year.

SPICES.—There have been no transactions.

TIN.—The demand continues limited, and prices have suffered a further considerable decline, the current quotations being—Straits, on the spot, £124; Banca, £125; Billiton, £124; being £4 to £7 lower than those last given.

NEW YORK MARKET REPORT.

COFFEE.—The demand is still restricted, but prices are maintained at the former range, viz.:—Java, 20c. to 22c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. gold. The sales have been 715 bags superior Java per Regina Maris at 22½c. gold, 4,400 mats Singapore per Nabob, and 1,760 bags Singapore, vessel not named, the two last parcels being on private terms. The stock of Manila on the 1st July was estimated at 1,700 bags, against 6,769 bags on July 1, 1869; of Java (Government), at 850 bags, against 1,995 bags; of Java mats, 49,362, against 66,691 bags; of Ceylon, 250 bags, against 1,884 bags; of Singapore 5,171 bags, against *nil*.

CAMPHOR.—China is quoted 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2; Cassia, $1.25 gold.

FIRE CRACKERS.—There is now little or no demand, and prices have further receded, the closing quotations for Extra No. 1 being $3.10

GAMBIER.—The current quotation is 3¾c. gold (duty paid); stock, 7,000 bales.

GUNNY CLOTH.—The market is quiet at 20½c. to 21c. for Borneo.

HEMP.—There is a large supply of Manila and but little demand; the price is nominally 13½c. to 13⅝c. gold, but no transactions are reported, and business could be done in inferior qualities at lower rates. The stock of Manila on the 1st July was estimated at 17,935 bales, against 5,744 bales at the corresponding date of 1869, and 25,157 bales in 1868. The imports into the United States from the 1st January to the 30th June, 1870, were 85,121 bales, against 61,235 bales during the corresponding period of last year, and the quantity afloat on the 30th June was 25,409 bales, against 38,700 bales at the same date last year.

INDIGO.—The market continues quiet, and no transactions are reported.

PRESERVED GINGER.—China is quoted $8 currency (duty paid).

RHUBARB.—The quotation for China is $1 to $1.75 currency (duty paid).

RICE.—There is more activity in the market, and Rangoon has realised higher rates, the sales being 2,800 bags for home consumption at $6.87½ to 7, and 3,500 bags in bond for export, part afloat, at $3 to 3.25 gold.

SPICES.—There is a fair demand, and with moderate stocks and favourable foreign advices the market remains very firm. Two invoices say 1,600 bags, Pimento, sold on private terms; and 3,000 bales Cloves just received, were sold before arrival. We notice besides, in lots to the trade, 200 cases Nutmegs at $1.7½ to 1.10; 10 to 15 cases Mace, $1.22½ to 1.30; 400 to 500 bales Cassia, 47c. (and 27c. in bond); 800 to 900 bags Pepper, $26¼ for Sumatra, and 27 for Singapore; and 80 to 90 bags Wild Cinnamon $45½ to 46, all gold.

TIN.—The demand is limited, and is confined exclusively to Straits, which maintains the former price; we note the sale of 1,100 slabs at 38c. gold. In Banca no business has been done. The nominal quotation is 39c. to 39½c. gold.

TEA.—Not a single transaction has been effected since our last report, and prices for all kinds are consequently nominal.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SINGAPORE to LONDON, per "Westward Ho," entered July 13.—4110 bags pepper, 1056 bags 491 boxes pearl sago, 511 baskets gutta-percha, 2180 bales 838 bags gambier, 4043 buffalo horns, 38 cases india-rubber, 195 cases gum damar, 344 cases 494 boxes gum copal, 22 cases gamboge, 41 cases gum benjamin, 135 bundles cassia vera, 23 casks vegetable tallow, 92 bags nutmegs, 910 buffalo hides, 6 packages merchandise, 10,733 bundles rattans, 200 bags sugar—Order.

From SARAWAK to LONDON, per Altair, entered July 16.—222 baskets gum, 525 tierces ore, 646 bags sago flour, 350 bags pearl sago, 45 bundles canes, 55 bundles rattans—R. and J. Henderson.

From SINGAPORE to GLASGOW, per Lochleven Castle, entered July 19.—500 bags sago flour, 883 bags 425 boxes pearl sago, 717 pieces sapanwood, 32 bags black pepper, 51 bags white pepper, 85 bags and 36 packages tapioca, 36 baskets gutta-percha, 2376 rattans, 2 boxes toys—Order (part cargo landed at Liverpool).

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Tin Plates.	Spelter.	Zinc.	Steel.	Shot.	Machinery.	Hardware and Ironmongery	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy	Rum.	Geneva.	British Spirits	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.
				Tons.	Tns.	Tons	Tons.	Tns.	Bxs	Tns.	Tns.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.
Evora, str., via Suez Canal	Colombo	London.	July 4	...	...	...	...	...	...	...	...	...	...	10	270	455091	358753	...	...	...	158	...	8000	...	...	...	...	...	...	10	58	18	132	16	736	...
Salisbury	Shanghai	,,	,, 6	...	327	1½	1½	217	...	...	...	13	...	250	448	3183410	165372	773	...	...	5975	...	...	...	1	...	400	...	...	...	34	192	...	...	58	...
County of Stirling	Batavia and Sourabaya	Glasgow	,, 14	...	...	...	£1149	...	...	...	...	...	...	...	...	...	47600	...	...	...	...	...	6090	...	...	31	...	...	...	...	...	...	...	90	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship.	For	Rope, Cordage, and Twine.	Tar and Pitch.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Beef and Pork.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	Brls.	£	Cwt.	Cwt.	Cwt.	£	£	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
a Evora, str., via Suez Canal	Colombo ...	...	...	10	...	9	18	162	93	...	148	122	8 gls.	86	107	35	74	4	228	7	30	24	21	...
b Salisbury	Shanghai ...	...	...	72	100	...	...	86	20	...	85	189	31	499	45	...	45	138	33	60	...	...	...	...
County of Stirling	Batavia and Sourabaya	...	...	187	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

SUNDRIES.

a Galvanised iron, £646; coffee machinery, £10; foreign spirit, 1,830 gallons; printing machine, £366; iron wire rope, £35; engravings, £25; effects, £20.

b Chalk flints, £49; iron buoys, £370; iron wire, 12½ tons; galvanised iron plates, £8; lighthouse apparatus, £300; bruising mill, £16; printing type, £60; seltzer water, £8; grindstones, £19; cement, 9 tons; india-rubber, £22; bricks, £136; clay, £32.

NOTE.—Per L'Imperatrice, from London to Hong Kong, cleared May 20 (addl.).—Cement, 20 tons; soap, £50. Per James Shepherd, from London to Hong Kong, cleared June 17 (short shipped).—Yellow metal, 15 tons; nail rod iron, 50 tons. Per Kate Carnie, from London to Hong Kong, cleared June 18 (addl.).—Iron bedsteads, £7; domestic utensils, £50; oilman's stores, £49; confectionery, £138; drugs, 6 cases; plain cottons, 2,500 yards; glassware, £200; coloured cottons, 24,000 yards. Per John Nicholson, from Liverpool to Shanghai, cleared June 3 (addl.).—Sheathing felt, £35. Per Waverley, str., from Liverpool to Yokohama, via Suez Canal, cleared June 11 (addl.).—Plain cottons, 1,600 yards; woollens, £218; electro plate, £40; haberdashery, £542. Per Bellona, str., from Liverpool to Colombo, via Suez Canal, cleared June 29.—Worsteds, £37; leather belts, £188; coloured cottons, 17,460 yards; beef, 88 lbs. Per Eldon, str., from Liverpool to Hong Kong, via Suez Canal, cleared July 2 (addl.).—Plain cottons, 10,400 yards; coloured cottons, 25,100 yards. To Shanghai: Worsteds, £1,373. To Japan: Plain cottons, 29,172 yards; coloured cottons, 480 yards; worsteds, £510; stationery, £270. Per American, str., from Liverpool to Yokohama.—Stationery, £30.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
July12	Eensgezindheid	De Waal	Batavia for Amstdm.	Off Dungeness
— 12	Waterloo	Abrahams	Do.	Do.
— 14	Scott	Layclock	Ceylon	Deal
— 14	Antrim	White	Ilo Ilo	Falmouth
— 14	Arlington	Newcomb	Rangoon	Flushing
— 15	Altair	Tidey	Sarawak	London
— 15	William Carvill	—	Akyab	Liverpool
May25	Conceicao	Oliveira	Macao	St. Paul de Lo-
—	Deutschland	Seeman	Rangoon	Deal [ando
July16	Launceston	Purdy	Batavia	Do.
— 14	Dahlkarlsa	—	Java, for Amsterdam	Off Dungeness
— 14	Java Packet	Trappen	Do.	Do.
— 11	Cleopatra	Druscovich	Maulmain, for Trieste	Malaga*
— 17	Reigate	Norris	Colombo	London
— 11	6 Gezusters	Rutgers	Tjilatjap, for Rotdm.	Off Dungeness
— 11	Rotterdam	Jansen	Batavia, for Rotrdm.	Do.
— 17	Maury	Wiese	Rangoon	Cowes
— 16	Bellatrix	Haacke	Banjoewangie	Texel
— 18	Hippolyta	—	Rangoon	Liverpool
— 18	Emma	Ollivier	Akyab	Bordeaux
— 18	Beau Uamha	—	Colombo	Off St. Alban's Hd.
— 20	Mary Ann	Wickberg	Bassein	Falmouth
— 19	Annie Storey	Pegny	Batavia	Brouwershaven

* Short of provisions.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jly. 14	Amelia Ross	Bower	Penang	London
—	Mr. Jacob v. Leunep	—	Batavia	Amsterdam
—	Mina	Van Bruggen	Do.	Rotterdam
— 14	County of Stirling	Dalgarno	Do., and Sourabaya	Glasgow
—	San Francisco	—	Hong Kong	Hamburg
—	Jason	Rusman	Batavia	Rotterdam
— 15	Ottolina	—	Do.	Shields
— 15	Syringa	—	Do.	Do.
— 13	Titania	Lemmermann	Do.	Hamburg
— 18	Ercilla (str.)	Liley	Sing. Hg. Kg., Shang., & Japan, via S. Cnl.	London
— 18	Woodville	Laurence	Cardiff & Singapore	Do.
— 15	Empress of India	—	Singapore	Swansea
—	Laurens Koster	Zweede	Batavia	Rotterdam
— 13	Java	—	Do.	Shields
—	Oscar Vidal	Kessel	Shanghai	Hamburg
—	Wandrahm	Fruchtenicht	Java	Do.
— 18	Maria	Tofield	Sourabaya	Liverpool
—	Kennemerland	—	Batavia	Amsterdam
— 15	Auguste Reimers	Reimers	Singapore	Hamburg
— 19	Holmsdale	Quin	Hong Kong	London
—	Erasmus	Hulshoff	Batavia	Rotterdam
— 11	Rene d'Anjou	Provost	Singapore	Cardiff
— 17	Schaldis	Kimper	Galle	Do.
— 18	Leicester	Rowe	Hong Kong	Do.
— 14	Lizzie H.	Spring	Galle	Penarth
— 15	Sri Sarawak	—	Singapore	Glasgow
— 28	Esmeralda	Koppelmann	Hong Kong	Cuxhaven
— 20	Leopold Graf v. Limburg Stirum	—	Batavia	Shields
— 20	Delaware (str.)	Fisher	Sing., H.K., & Shang. via Suez Canal	Liverpool

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—For Yokohama and Hiogo: Pride of the Thames. For Yokohama: Lothair, Benmore, Solent, Eastern Chief. For Hiogo and Nagasaki: James Paton, Lunan. For Shanghai: Portland, Albuera, Carmarthenshire, Loudoun Castle, Antipodes. For Hong Kong: Fusi Yama, John O'Gaunt, Mirella, Penrith, Neville, Western Chief, Sir Harry Parkes, Canaan. For Hong Kong (*via* Suez Canal): Cella (str.), Great Northern (str.). For Singapore: Callisto, Belle of Southesk. For Singapore, &c. (*via* Suez Canal), Scanderia (str.). For Singapore and Sarawak: Otter. For Penang: Bristow. For Bangkok: Anita. For Batavia and Sourabaya: Lord Raglan, Hedwig. For Batavia and Singapore: Hibernia. For Colombo: Seafield, Palmerston. For Colombo, &c.: Macedon, Langstone.

At LIVERPOOL.—For Yokohama and Hiogo: British Empire. For Nagasaki and Hiogo: Dolphin. For Shanghai: Malacca. For Singapore: Mount Vernon. For Batavia and Sourabaya: Stavers. For Penang, Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Alonso (str.).

At GLASGOW.—For Hong Kong: Loch Ken. For Manila: Alejandro. For Batavia and Samarang: County of Lanark. For Java: Professor Vander Buon Mesch. For Bangkok: Radama. For Ilo Ilo: Priam. For Singapore: Wemyss Castle.

SPOKEN.

MINISTER FRANZEN VAN DE PUTTE, Rtdm. to Smrng., July 8, 50 N. 40 W.
ROYAL ARCHER (brq.), from China, July 7, 46 N., 29 W.
MILLBROOK (ship), China to London, June 18, 31 N., 40 W.
CAERNARVON CASTLE (brq.), Liverpool to Japan, June 13, 13 N., 27 W.
JANNETJE (Dutch brq.), Newcastle to Batavia, July 9, 50 N., 5 W.
CATHARINA MARIA, Rtdm. to Smrng., July 10, off St. Catharine's Point.
VRIESLAND (ship), Newcastle to Batavia, May 30, 3 S., 28 W.
HORATIO, New York to Anjer, May 22, 18 N., 37 W.
BLENCATHRA, Colombo to Sandy Hook, April 16.
LOUISA, Cochin China to London, July 6, 48 N., 9 W.
FRANCESCO (N.G. bq.), Hamburg to Hong Kong, July 9, 52 N., 21 W.
MAASLUIS, Newcastle to Batavia, May 26, 3 N., 26 W,
ELDON (s.s.), Liverpool to China, July 10, off Lisbon.
BURGEMEISTER V. MIDDELBURG, Flushing to Bat., June 11, 7 N., 22 W.
CECILIA, Macao to Callao, May 17, 24 N., 126 E.
VYF VRIENDEN, Rotterdam to Samarang, 25 N., 17 W.
GAN (?) (N.G.), Cardiff to Shanghai, May 30, 13 S., 32 W.

FREIGHTS AND CHARTERS.

Freights to the East are at present in a very unsettled state, owing to the war.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight: 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. mea t At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £35. For Hiogo: £35. For Hong Kong: £29. For Singapore: £25. For Galle: £27. From Newport, Cardiff, or Swansea per ton.—For Hiogo: £1 14s. For Yokohama: £1 12s. 6d. For Shanghai: £1 16s. For Hong Kong: £1 8s. For Singapore: £1 4s. For Galle: £1 6s.

MISCELLANEOUS.

Off GIBRALTAR.—July 11, Eden (s.s.), from Liverpool, for China.

At PORT SAID.—Abbotsford (str.), Mann, from London, for Singapore, Hong Kong, &c.

ISMAILIA, SUEZ CANAL.—Between July 14 and 18 the following vessels passed:—Erl King (str.), from China; Diomed (str.), from China; and Paris Port de Mer, from Hong Kong.

The Bengal, Burgess, from Cardiff to Singapore, put into Rio Janeiro June 12.

At MALTA, July 13, Bellona (s.s.), Wilkinson, from Liverpool, and left for Colombo (via Suez Canal). The Committee of Lloyd's are advertising for information concerning the Catherine Rankin, Petersen, which is reported to have sailed from Banjoewangie for Amsterdam, Nov. 26, and been spoken with on the 8th Dec., since when she has not been heard of.

CASUALTIES.

Advices from Rotterdam, dated July 14, state that the Voorlichter, Duinker, from Batavia, capsized at the quay July 12, and was still on her beam ends, but preparations were being made to raise her; there was some water in the hold to be pumped out. At the time of the accident the vessel was lying with topmasts and topgallantmasts out, and the whole cargo had been discharged, with the exception of 200 slabs of tin. The damage and expense would be considerable.

The Fetisch (N.G. barque), Greiff, from Hamburg to Hong Kong, which put into Rio Janeiro on the 13th June, was leaky, making six inches of water per hour, and would have to discharge to discover the leak. A preliminary survey decided that the vessel was tight above the water-line.

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Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

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NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.

Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. NINIAN CRAWFORD in our Hong Kong Firm CEASED on the 31st March last, and Mr. JOHN FAIRBAIRN and Mr. JOHN SAMUEL COX have been admitted Partners therein from the said day.

Our said Firm now consists of DAVID ROBERT FENTON CRAWFORD, JOHN SAMUEL COX, and JOHN FAIRBAIRN.

LANE, CRAWFORD and CO.

Hong Kong, May 4, 1870.

NOTICE.

THE undersigned, the Sole Surviving Partner of the firm of HUNTER, HOUGHTON, and Co., of Batavia (now in liquidation), has ESTABLISHED, under the firm of J. PEET and Co., and has admitted Mr. H. S. HOWLETT a PARTNER.

JOHN PEET.

Batavia, 30th April, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. JOHN PEET in our Firm CEASED on 30th April, 1870, except for the purpose of liquidation. The BUSINESS will be conducted as heretofore under the same style by G. A. HOUGHTON, W. W. COOK, and D. MACNAIR; the London Agents bein CLARENCE, HOUGHTON, and Co., 2, Jeffreys square, London.

HUNTER, HOUGHTON, and Co.

Batavia, 30th April, 1870.

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London, June 14, 1870. By Order, JOHN T. BURT, Secretary.

ART,

PICTORIAL AND INDUSTRIAL.

No. 2, for August (now ready), contains the following Illustrations :—

1. Girl Reading (From a Water-colour Drawing) ... ... *W. Cave Thomas.*
2. Mont St. Michel, Normandy (From a Painting) ... ... *J. Webb.*
3. Study of an Interior (From a Drawing in the British Museum) ... *Rembrandt.*
4. Holy Family (From the Engraving by W. Sharp) ... ... *Sir Joshua Reynolds.*
5. External Pulpit at St. Lo (An Architectural Sketch).
6. Study of a Foreground (From Nature).

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35, RUE D'ARGOUT, 35,

(ANCIENNE RUE DES VIEUX AUGUSTINS).

PARIS.

COMMISSION. | THE house of GELLE FRÈRES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygienic, refreshing, and tonic preparations as for its delicate and distingué perfumes. | EXPORTATION.

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REGENERATEUR GELLÉ FRÈRES, a superior pomade.
CUCUMBER SOAP for the skin.
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EAU DES COLONIES, extra fine for the toilet.
CONCENTRATED ESSENCE for the handkerchief.
SPECIAL PERFUMERY from Parma violets.
EAU D'ALBION for the toilet.
COLD CREAM, to soften and refresh the skin.
ESSENCE BOUQUET, GELLÉ FRÈRES.
EAU DE TOILETTE—Bouquet de l'Impératrice.
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NIGRITINE VEGETALE dye for the hair and beard, instantaneous and inoffensive.

UNIVERSAL EXHIBITION, 1867.

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Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds, superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS, and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

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The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Marseilles
GIBRALTAR ...	Every Saturday, at 2 P.M.	—
MALTA.....	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
*BOMBAY	,, ,,	,, ,,
GALLE		
MADRAS	Saturday, July 9, 2 P.M.	Sunday, July 17, 7 A.M.
CALCUTTA ...		
PENANG	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
SINGAPORE ...		
CHINA		
JAPAN		
AUSTRALIA ...	Saturday, July 9, 2 P.M.	Sunday, July 17, 7 A.M.
NW. ZEALAND	And every fourth Saturday thereafter.	And every fourth Sunday thereafter.

And all ports touched at by the British India Steam Navigation Company's steamers.

* The following reduced rates will be charged to Bombay :—

From Southampton... £72 first class ; £45 second class
From Marseilles ... 70 ,, 43 ,,

exclusive of transit through Egypt. A corresponding reduction will be made in the rates from Bombay to Europe.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London ; or Oriental-place, Southampton.

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THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 5th and 21st, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,

Passengers for California and intermediate points of this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent steamers of the Pacific Mail Company.

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Amsterdam Exhibition, 1869. First Prize, being above the Gold Medal. Supplied to the British, French, Prussian, Russian, Italian, Dutch, and other Governments. Dr. Lancaster writes regarding Extract of Meat:—"But there is a difference in flavour, and here, as in all other kinds of food, it is the flavour that makes the quality." It is essentially on account of the fine meaty flavour, as distinguished from the burnt taste of other Extracts, that LIEBIG COMPANY'S EXTRACT defeated all Australian and other sorts at Paris, Havre, and Amsterdam, and is so universally preferred in all European markets.

One pint of fine-flavoured Beef-tea at 2½d. Most convenient and economic "stock."

CAUTION.—Require Baron Liebig's, the inventor's, signature on every jar, and ask distinctly for LIEBIG COMPANY'S EXTRACT.

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ALL WORK CONNECTED THEREWITH, AS ALSO IN THE

SHIPWRIGHTS JOINERS, BOAT BUILDERS, SPAR MAKERS', AND GENERAL DEPARTMENTS

IS UNDER

THE SUPERINTENDENCE OF EXPERIENCED EUROPEANS.

The Slip has been most substantially built, in a perfectly landlocked and secure position, and has been pronounced by competent authority to be equal to any existing construction of the same kind.

Charge for three days' use of the Slip, $1 per ton, and all labour, material, &c., supplied on moderate terms.

For further information apply to

GLOVER AND CO., MANAGERS,

NAGASAKI, JAPAN.

OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

SUEZ CANAL.

July 10 August 7 September 4	For	Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Singapore, Saigon, Hong Kong, Batavia, Shanghai, & Yokohama.
July 24 August 21 Sept. 18	For	Port Said, Ismailia, Suez, Aden, Point de Galle, Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

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Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Co any's new line of mail steamers from that port.

Passengers will find excell accommodation, and the fares more reasonable than y any other route.

For terms, &c., apply to th Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havr or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

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ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Singapore, Hong Kg., Shanghai, and Japan	Earl King, s.s., via Suez Canal	B in A1	SWID	Aug. 23
Hong Kong.	Mirella	A in A1	SWID	With des.
Do.	Canaan	A1 13 yr.	SWID	With des.
Shanghai ...	Antipodes ...	A1 13 yr.	SWID	With des.
Yokohama ..	Benmore ...	A in A1	SWID	With des.
Nagasaki & Hiogo.....	Lunan (new)	A1 10 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Loudoun Csl.	A1 16 yr.	E.I.D.	July 30
Hong Kong	Sir H. Parkes	A1 13 yr.	W.I.D.	With des.
Yokohama (Kanagawa)	Solent.....	A1 13 yr.	W.I.D.	With des.
Hiogo and Nagasaki ..	Jas. Paton...	A1 11 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

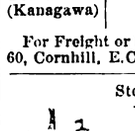
CHINA AND JAPAN.

THE following high-classed Clipper SHIPS will be despatched as under from the East India Docks:—

Port.	Ship.	Class.	Tons.	Last Shipping Day.
Hong Kong .	Westn. Chief	A1 13 yr.	750	With des.
Yokohama (Kanagawa)	Lothair	A1 16 yr.	795	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

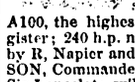
Steam via the Suez Canal.



FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking Cargo for transhipment to Japan, at through rates, the splendid new full-powered screw steamer LORD OF THE ISLES, A100, the highest class at Lloyd's; 1,753 tons net register; 240 h.p. nominal, 1,200 indicated (just launched by R. Napier and Sons, Glasgow), RICHARD ROBINSON, Commander (late of the clippers Fiery Cross and Sir Lancelot), will load in the South-West India Docks, and be despatched about the 15th August. Has elegant accommodation for passengers, including cabin fittings, bedding, and linen; carries a surgeon and stewardess.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship. With despatch.



FOR HONG KONG, the well-known clipper ship NEVILLE, A1; 715 tons register; JOHN HEMSWORTH, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, MAXTON and Co., 2, Royal Exchange Buildings, London, E.C.

Malabar Coast. Second Season Ship. Will meet with the usual quick dispatch.

FOR COLOMBO, COCHIN, CALICUT, and MANGALORE, the magnificent clipper ship MACEDON, A1 13 years, 496 tons register. W. SUMMERFIELD, Commander, lying in the West India Docks. This splendid vessel is well known for her rapid passages and the good order in which she always delivers her cargo, and from her high class can be strongly recommended to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

A regular trader. Will meet with the usual quick despatch.

DIRECT for COLOMBO, the favourite frigate-built ship, PALMERSTON, A1 15 years; 894 tons register; J. N. SEAGROVE, Commander; South West India Docks. This magnificent high-classed vessel, so well and favourably known in the Ceylon trade, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

FOR BATAVIA AND SOURABAYA, the fine British-built ship LORD RAGLAN, A1 13 years, 725 tons; Captain, J. N. BEAVER; loading in the West India Docks. Having a great part of her cargo engaged will have good despatch.

For Freight or Passage apply to W. ARNOLD and Co., 53, Gracechurch-street; or to BERRY, BENNETT and Co., 140, Leadenhall-street.

The Merchants' line of Packets for Japan.

FROM LONDON, FOR YOKOHAMA and HIOGO, with immediate despatch, the splendid A1 clipper barque PRIDE OF THE THAMES, 400 tons register; JOHN TONKIN, Commander; built under special survey. This fine vessel is well-known as one of the fastest clippers, and has always delivered her cargoes in first-rate order, and, as such, presents a most favourable opportunity for shippers of fine goods. Loading in the West India Docks.

For further particulars apply to MORS LE BLANCH and Co., 7, East India Avenue, London, or The Albany, Liverpool.

With quick despatch.

FOR BATAVIA and SOURABAYA, the clipper ship HEDWIG, 5-6ths LII; newly coppered and copper-fastened; 450 tons register; P. B. LUNDSTEN, Commander; loading in the London Docks. This ship is well known for her good passages, and the first rate condition in which she always delivers her cargo.

For Freight or Passage apply to MORS LE BLANCH and Co., the Albany, Liverpool, and 7, East India-avenue, London; or to LEVESON, LEWIS, and Co., 6, Lime-street, London, E.C.

Direct for the Malabar Coast. Under engagement to the Council of India. Will meet with the usual quick despatch.

DIRECT FOR MANGALORE, CANNANORE, TELLICHERRY, CALICUT, BEYPORE, AND COCHIN, the magnificent China clipper ship SPIRIT OF THE NORTH, A 1 10 years, 571 tons register, A. MATHEW, Commander; lying in the West India Docks. This fine vessel, so well known for her rapid passages, and the fine order in which she invariably delivers her cargoes, offers the best opportunity to shippers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

PERMANENT PHOTOGRAPHS.

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EDWARDS AND KIDD,

22, HENRIETTA-STREET, LONDON, W.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Wednesday, July 27, 1870.

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FRENCH MAIL EDITION

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 361.] LONDON, MONDAY, AUGUST 1, 1870. [Price 9d.—Subscription, £3 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received on July 30.
JAPAN — Yokohama	—	—	June 5
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking			
Tien-tsin	—	—	„ 2
Chefoo			
New-chwang	—	—	„ 4
Hankow	—	—	„ 4
Kiu-kiang			
Chin-kiang			
Shanghai	April 22	June 5	„ 9
Ningpo			
Foochow	—	—	„ 10
Formosa			
Amoy			
Swatow			
Hong Kong	—	—	„ 16
Canton			
Macao			
PHILIPPINES— Manilla			
COCHIN-CHINA— Saigon	May 13	June 16	„ 21
SIAM — Bangkok	—	—	„ 8
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	„ 19
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	May 20	June 21	„ 24
Penang			
CEYLON —Galle	—	—	July 5
Colombo			

THE MAILS, &c.

The above mails arrived at Marseilles, per *Hooghly*, on the 27th, and were delivered on the 30th July. The next mails (P. and O.), with a week's later dates, are due on the 8th inst. Correspondence from Japan, *via* San Francisco, to June 22, is due on the 4th inst.

Telegrams from Shanghai to the 9th July, *via* Kiachta, were received on 29th. *Via* Galle, Hong Kong dates to 14th July are due to-morrow

List of Passengers.

PASSENGERS INWARD.

Per *Hooghly*, arrived at Marseilles July 27.—From Shanghai: Messrs. de Serra and Gémoise. From Yokohama: Mr. Restelic and ten marines of the State From Hong Kong: Messrs. Rodriguez, Bosch, Bellido, Barrelet, Porte and wife, Barras, Ituriage, and Julien. From Saigon: Messrs. Dizac, Andrieu, Peyre, and B Andrieu. From Batavia; Messrs. Metmans, C. de Mattos, wife and four children. Meyen, Schuzeler, and Errani. From Singapore: Messrs. Hennekind, Marples, Krabbe and child.

PASSENGERS OUTWARD.

Per P. and O. steamer *Pera*, from Southampton, July 23.—To Shanghai: Mrs. Birt and child. To Hong Kong: Mr. A. M. Case. To Singapore: Mr. J. P. Holdich. To Ceylon: Mr. Stewart Jolly.

Per P. and O. steamer *Ripon*, from Marseilles, July 31.—To Hong Kong: Mr. H. J. Tripp, Hon. Justice and Mrs. Ball, Mr. A. B. McEwen.

Per P. and O. steamer from Suez, Aug. 7.—To Batavia: Mr. Bennett Pell.

Per P. and O. steamer *Pera*, from Southampton, Aug. 6.—To Ceylon: Mr. and Mrs. C. Morrison. To Singapore: Mr. W. Johnston and Mr. T. Johnston.

Per P. and O. steamer *Poonah*, from Marseilles, Aug. 28.—To Ceylon: Mr. W Bissett. To Penang: Mons. Hottinger and Mdlle. A. Hottinger.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

(FROM A CORRESPONDENT.)

JUNE 5.

All is activity, and the weather charming. The Public Gardens have been opened, and are universally admired, owing to the beauty of their situation; the oppositionists are now won over. Lamp-posts are being erected in the settlement, and streets and drains progressing well. The Yedo Railway is to be finished in about eight months. The line will probably go straight across from Benten to Kanagawa.

The Yokoska Docks are likely to be opened for ships within six months. An intelligent Japanese officer, who was five years with Messrs. Napier, of Glasgow, is superintending officer of the Yokoska Dockyard, the French foundry at Yokohama, and the arsenal at Nagasaki. Yedo land sales took place last week, and several lots were sold at prices which I think will hardly remunerate the purchasers, as Yedo can never be of importance to foreigners, Yokohama having too much of a start.

The natives are looking forward to a very successful year of sales of tea, silk, and silkworms' eggs; but the foreigners have met with severe losses in rice, oil, beans, and sugar.

In Yedo all is quiet, and I hear of no changes. The Daimios still remain in their countries, but some will probably come to this capital for their Parliamentary duties. A Chinaman has been detected in forging *kinsats*, and is to suffer death. The races are over, and passed off well. A fine organ, built at New York, is on its way for our church, and great credit is due to Mr. Pearson for his exertions in obtaining it. One of Liebe's ice machines has been introduced into the settlement, and is greatly appreciated. It turns out one or two tons daily. The new theatre is to be opened in a month by Messrs. Merry and Pearson, and other well-known amateurs.

TWO WEEKS LATER VIA SAN FRANCISCO.

The steamship *China*, from Hong Kong, June 11 and Yokohama June 22, arrived on July 13. She brought 1,097 packages of tea, 130 packages of silk, and 20 packages of general merchandise for New York by the Pacific Railroad. She also brought 7,814 packages of tea, 171 packages of silk, and 40 packages of general merchandise for shipment *via* Panama. The *China* had 660 passengers, including 67 United States sailors, 560 Chinamen, and 7 Japanese.

A Japanese conspiracy to fire the city of Osaka had been discovered, and numerous arrests of people implicated in the plot had been made.

Doubts had been expressed whether the Japanese Loan can be legally raised in the English markets. The Oriental Bank refuses to accept any responsibility in regard to the transaction.

The principal Government officials were debating whether to assist the Coreans in expelling foreigners from Corea, and assisting that country as a dependency of Japan.

A treaty of commerce would soon be made between Japan and Peru.

The advices of the new crop of silk were satisfactory. A number of sales had been made at $770. The export of silkworm eggs was expected to fall short of the estimate, on account of the ravages of disease. Some of the provinces near Yokohama will scarcely produce a card this year.

CHINA.

TIENTSIN.

(FROM A CORRESPONDENT.)

Taking it for granted that anything showing Chinese life and character may be useful to you at present, I give you an account of how rice is conveyed from Tientsin to Tungchow. The account was given me by the crew of the boat in which I came down from Tungchow the other day.

The boatman received notice on the ninth day of the second moon that his boat was required for service by Government; in fact, impressed. On the thirtieth day of the third moon he left Tientsin for Tungchow with 80 tons of rice. Had there been sufficient water in the Peiho his boat could have taken 150 tons. He was thirteen days in getting to Tungchow, a distance of 400 li by water, or 70 miles or 210 li by land. The boat received as freight 230 cash per ton (1250 cash to the dollar) for 80 tons, equal to cash 18,400.

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	Cash.
At Tientsin he was charged coolie hire for putting on board the boat and measuring the rice 250 per ton	2,000
At Tungchow to Mandarins	7,500
Entering boat at Tungchow	350
Mandarin's boy (son), who had charge of fifty boats to see that no rice was stolen, each boat paid	500
Two Mandarins for the same purpose, 250 each...	500
Measuring and coolies carrying rice at Tungchow, 8 cash bags ...	640
Two coolies lifting bags	200
Use of plank between boat and shore	820
Clearing boat	750
Extra for being allowed to lie in the canal after having discharged her cargo	250
Petty Mandarins and Ti-fangs between Tientsin and Tungchow too numerous to particularise	4,000
Charges on boat and cargo between Tientsin and Tungchow ...	17,010
Boat earns freight as above	18,400
Leaving in favour of boat a balance of	1,390
To account of wages and food for three men for 2½ months, and for interest on cost of boat, &c.; these may amount in all for the 2½ months to	50,000
Leaving a balance against him of...	48,610
To make up in part for this heavy loss he purloins, by the way, about five tons out of his cargo of eighty tons, and sells it, by the way, at the rate of $5 per ton	25,000
He also belongs to a community some 30 li W. of Tientsin, who render each other mutual assistance; they have 300 boats; of these 170 were pressed; the 130 boats not pressed allow to the pressed on his first trip 200 cash per ton; he therefore gets from this source...	16,000
Still leaving a balance against him of	7,610
Fare of $6 a passenger to Tientsin	700
Balance against him after 2½ months	610

To make up the measurement of the rice stated he puts in water enough to swell it up to the mark. This was white rice; had it been the common brown, or red rice, they would have added finely pounded earth to make up the measurement. They at one time tried sand, but it was too heavy, and the sand, on the rice being measured, fell to the bottom, and was seen by the mandarins, and being of such a glaring description, the parties got punished.

On several of the boats I saw women pounding the earth, but at first could not conceive with what object; it was openly done on the deck of the boat.

The river is very shallow at present in places, only 1 ft. 7 in. in some parts of the Peiho, boats going up with less than half cargo—the larger ones. The river is full of sandbanks and spits, and it would cost as much to dredge it as to make a railway between Tientsin and Tungchow. While a railway would have taken up the rice in four hours, the boat took *thirteen days*. While six per cent. of the rice was stolen, and a large portion of the rest damaged by boat, the railway would have taken up every grain of it uninjured.

From the above account you can easily see who are the parties who profit by this state of things; no one but the mandarins and their hangers-on, from highest to lowest. As a proof that even high mandarins engage in such practices, I give you a story that can be vouched for.

At Peking on one occasion, not very long ago, the mandarin in charge of the granaries there went in state, as is usual on such occasions, to open a granary and distribute rice to the poor. The door was opened, and the granary found empty. My informant said that Prince Kung was very wroth at this, and on being asked why the mandarin was not punished, the reply of my informant was that the mandarin was of too high rank to be easily punished. Again I ask you, who gains by these thefts and squeezes? It is not the poor who are ground to the dust. Set your moralist to work; he cannot be too hard on these rapacious wretches, who thus rob the poor under the name of benefiting them.

SHANGHAI.

Dates by this opportunity extend to the 9th June. The outward mail of 22nd April arrived on the 5th June. Telegrams to the 17th May had been received.

The *Erl King* from Hankow arrived outside Woosung, and proceeded to sea early on the 8th, with 11,540 chests 5,332 half-chests and 2,458 boxes tea on board. She is the first steamer to get away with the new teas. The *Diomed* followed on the 9th.

The first report of the new Anglo-American Council has been published. The principal points referred to are the extension of the Broadway to Yang-tze-poo, the erection of a police telegraph; and the intention to enforce the erection of gutters on houses in the Settlement. It is also proposed to follow the example of the French Council in erecting railings along the face of the Yang-king-pang. Reference is made to a plan for bunding the face of the Soochow Creek; we hope this will be so arranged as to work in with a new bund line for the river. The latter seems to us to be the more pressing requirement.

M. Millot has been elected President, and Mr. Forbes Vice-President, of the French Municipal Council.

Much dissatisfaction is expressed at the withdrawal of the P. and O. Company's steamer announced to load at Hankow for London.

A new era is, we understand, this season to be inaugurated in the Hanhow tea trade, by the despatch of a ship, the *Albyn's Isle*, for Australia direct. Hitherto the supply for that country has been drawn, almost exclusively, from Foochow.]

We have the unexpected news from Yunnan that the Imperialists are really making vigorous headway against the Mahomedans. The two Imperialist armies, says our informant, commanded respectively by Tang-ta-men and Chen-foo-tay, have been victorious both at Chao-chong and near the capital. "Some strong and important forts, together with several rich and powerful Mahomedan chiefs, have fallen into the hands of the Imperialists. But the victors are pitiless towards the vanquished, and put all to the sword. There hardly seems any hope left to the Mahomedans, save in their capital city of Tali, where their petty ruler Tou-wen-sion is ensconced. And I believe that this will soon fall before the cannon of Mr. Mourens. The capture of a celebrated fort near the capital, which had previously kept in awe all the Chinese army, is entirely attributed to the khai-haophao (grape shot, *lit.* blowing-flowers-cannon) which this officer directs. There is thus a glimpse of peace shining over these foggy mountains; and we may hope ere long to see the most important places of the province cleared of the rebels and reopened to the Imperialists." The Mr. Mourens named is, we believe, an Englishman, formerly in charge of a Chinese gunboat at Canton, who lately left Hankow with one foreign (Greek) companion for Yunnan, with some European firearms destined to help the Viceroy against the Mahomedan rebels. There, as in the case of the Taipings, foreign cannon seem to be deciding the day.

The following from Hankow, is from a letter from that port on the opening of the tea market:—"What will people think of us? In the face of a stock much larger than anticipated, brought about by a less demand for tea than we calculated on, we ship, through the Suez Canal, on the top of a stock under which the unfortunate merchants are already groaning, full cargoes by the the steamers *Erl King*, *Diomed*, *Agamemnon*, and, I am given to understand, *Sunda* and *United Service* also; to be further followed by several other steamships from Shanghai, and a fleet of clippers from the same place. Had the produce the merit of great cheapness, some slight extenuation of the aggravated circumstances might be advanced; but when it is known that much of the tea is just at the old-fashioned scale of price, and that produced purchased in Shanghai last year greatly cheaper, resulted unsatisfactorily, what will be thought of the present operations?"

THE CONVENTION OF PEKING.

At a meeting of the Asiatic Society, held on the 16th of May, Mr. Michie, Vice-President, in the chair, Mr. J. Barr Robertson, of Bull, Purdon and Co., read the following paper on "The Convention of Peking":—

It has been frequently remarked of late that now for the first time we are negotiating a treaty with the Chinese Government on terms of equality, and in a time of profound peace. The treaty of Tientsin opened up the north of China, and the lower Yangtse, to foreign commerce, and thus gave us access to all the more important commercial cities on the seaboard, and to 600 miles of the great artery of the empire. Fortunate was it, both for foreigners and Chinese, that the events at Canton in 1856 raised in the minds of the British and French Governments the question of the necessity of dealing with the central government at Peking, and of still further opening the empire to foreign enterprise. With the Treaty of Tientsin, the era of extorting concessions by force of arms has closed, and it is fortunate that all the more important concessions were obtained before the change in the views of British statesmen. The field of Treaty revision is practically limited by two conditions, namely, by the extent of the concessions which the Chinese are likely to yield, and by the limits within which the British Government are willing to accept any further extension of Treaty rights that may be obtainable by their representative.

The Treaty of Tientsin provides for two distinct objects: first, for security of life and property; and, secondly, for certain trading privileges, and a certain tariff of duties, &c., to be charged. Now, it is in respect of the first of these two objects that China differs from every civilised country. The security of life and property, to which the Chinese are accustomed, falls so far short of the Western standard that we have been unable to accept it; and, therefore, the Treaty Powers have been compelled to reserve all jurisdiction over their nationals and their property. This special jurisdiction, unknown amongst civilised nations, is indispensable here; and it is because it is indispensable that the British Government cannot leave anything relating to the security of the lives of British residents to the discretion of the Chinese officials. In respect of this provision for necessary protection, Lord Clarendon's published instructions do not, in my opinion, meet the wants of the case; and on this phase of our Treaty relations there is room for a firm remonstrance.

But, turning now to the second object of the Treaty, namely, that of trading privileges and tariff of duties, we find that in these matters China stands more nearly on an equality with foreign countries. On this question of trading privileges, and tariff also, the Treaty Powers do not all stand on the same footing. Great Britain represents the principle of free trade for itself, and of protection for its colonies; the United States represent the principle of protection in a very exaggerated form; France, Germany, and Spain follow in a milder strain; and Russia represents the exclusive political economy of the last century.

We cannot conceal from ourselves that nothing but the unexampled inertness of the Chinese Government stands in the way of their dictating the terms of a much higher tariff than the existing one; and, as the Chinese are by no means behind the

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age in the amount of their levies, we would have extreme difficulty in offering a satisfactory vindication of any attempt we might make to interfere with whatever tariff they were determined to institute.

However, to pass the main features of the Convention the case may be summarised thus:—in return for an increased duty on opium and on silk the Chinese Government undertake to permit all foreign imports (opium excepted) to pass freely into the nine treaty-port provinces without any restriction or exaction whatever, and into the other provinces (excepting Manchuria) under transit-passes, to be granted without charge on payment at the port of entry of full import duty as at present, and half import duty in lieu of all transit duties. Chinese produce intended for foreign export is to be brought from the interior and shipped without other charge than tariff duty and a half; so that the predominent stipulations of the Convention are increased duty on opium and silk, against a fixed charge on the foreign trade of the tariff duty and a half.

The duty on opium is to be raised from Tls. 30 to Tls. 50 per picul, and is to remain under its present exceptional conditions as to transit. It is impossible to object to it on economical grounds, because the Indian Government derive from the opium exported about Tls. 200 per chest, and, therefore, it is laid down at the ports of China at an enormous advance upon its cost of production; and the question in reality is, whether is the Indian or the Chinese Government to get the benefit of the immense difference in price, between the cost of production and the rate at which it sells in the markets of China, namely, in taxes alone, about Tls. 230 per picul? India finds the producers and the drug, China finds the consumers; ought India to have large duties or China, or ought they to share them equally? At present, China is content to allow India to have Tls. 200 of the spoil; and, in order that this sum may not suffer any diminution by competition, the Chinese Government are sufficiently accommodating, as we learn from the Chamber of Commerce delegates' report on the trade of the Upper Yangtse, as to impose duties on the native grown opium, passing from Sze-chuen to Shanghai, to the extent of nearly Tls. 150 per picul.

It will, doubtless, be argued that the British Minister was not entitled to stipulate for the payment of a higher import duty, without coming to some satisfactory arrangement on the question of the barrier duties, to be levied in transit. I can see no necessary reason which imposed upon Sir Rutherford Alcock any such course. Opium is one of those articles which ought to be subjected to the highest taxation that it can bear, and China will do well to extract from it the maximum revenue.

The next point to be considered is that of the proposed increase in the silk duty, namely from Tls. 10 to Tls. 20. This is objected to because China silk has to compete with European silk, and an addition to the export duty must place the former, by so much, at a disadvantage in the European market.

If the defenders of the increased duty insist that the Chinese are resolved to have Tls. 20 per picul, and that there are advantages in the Convention that outweigh this additional tax, then, I think, we have no option but to agree with them.

There are, however, much more conclusive reasons in favour of consenting to double the silk duty than the simple wish of the Chinese Government, than the necessity of conforming to the 5 per cent. *ad valorem* basis, or than the opinion which has been expressed that silk can afford to pay the additional burden. On the question of transit dues, in connection with silk, I will deal separately; and I, therefore, conclude that, as the Convention provides for the legalisation of rather less than the amount of the duties with which silk is at present charged, the proposed nominal increase of tariff duty ought to be approved.

The commutation of all transit dues whatever, on a basis of 2½ per cent. *ad valorem*, has been pronounced a failure, and three principal reasons have been alleged as producing this result—first, that the fiscal system of the Empire being founded on taxes on goods in transit, the native authorities have been unable, and in many cases unwilling, to adapt themselves to a change which, by a single payment, commutes all these charges; secondly, that many of the local authorities are unwilling to forego taxes that have been farmed out to them, and that the corruption of the mandarins is too deep-seated for them to abandon sources of revenue which they can continue to profit by, without regard to the wishes of the Peking Government; and, thirdly, that all the proceeds of the transit pass system, or, as has been held more recently, at least a considerable part of them, are transmitted to Peking, thus depriving the provincial Government of part of their appropriate revenue. But I am by no means satisfied that inland taxation is so heavy as is generally assumed.

The conclusion, therefore, at which I think there are ample grounds for arriving, is that the amount of inland taxation has been exaggerated, and that in Hoonan, Szechuen, Shantung, Shansi, and Shensi, foreign goods are offered at prices but little enhanced by taxation; and in Hoonan especially we can scarcely expect, under any circumstances, to lay down our goods at prices lower than those now current there.

The British Government propose to commute all inland taxes whatever by payment at the port of entry of a fixed duty. If this fixed duty were merely a fraction of the various taxes for which it was offered as an equivalent, there would be little hope of its being voluntarily accepted by the Chinese authorities, and I think the British Government would refrain from pressing it. But from the fact that it will be impossible for goods to evade this duty at the port, and that, consequently, all imports and exports will be subjected to it, a commutation on a basis of 2½ per cent. *ad valorem*, or, more correctly, half the tariff duty, will, in reality, probably not be very much less than an equivalent for the inland taxation now levied. The Chinese will have the advantage of the full tax on every parcel of goods, the proceeds will be placed in their hands without any of the expense, uncertainty, and irregularity of the present system, and this maximum of benefit from the commuted duty of 2½ per cent. will be equivalent to a higher amount levied in their more primitive and less economical fashion. Thus, I regard this proposed levy of 2½ per cent. at the port as an advantage both to ourselves and the Chinese.

I am, therefore, bound to conclude that, so far as Mr. Johnson and others maintain that the Treaty of Tientsin did not contemplate the distinctive privileges of foreign and native ownership of goods, their views will not bear examination. How far this differential stipulation in favour of foreigners could be founded on any just principle it is unnecessary for me to consider now that the removal of the distinction is provided for by the Convention. It is well, also, not to overlook the fact that the transit system, even as limited to foreign ownership, is extending. When the Treaty of Tientsin was framed, foreigners were impressed with the idea that they could, if permitted, appropriate at least a considerable share of the internal trade in articles entering into foreign commerce, and therefore Lord Elgin stipulated for the permission. But since that time opinion has undergone considerable modification, and we are now tolerably well convinced that we cannot compete on equal terms with the natives; and that, therefore, the provision that excludes natives from the benefit of the transit pass system is one of the great obstacles in the way of extended commerce. Still, even with the limitation to foreign ownership only, the transit pass system has, contrary to the opinion that we have been accustomed to accept, on insufficient grounds, gone on progressing; although, of course, it is needless to say it has not been carried out in its integrity in terms of the Treaty. The following are the figures pertaining to it for the last six years:—

AMOUNT COLLECTED IN COMMUTATION OF TRANSIT DUTIES.

1864	Tls.	39,048
1865	„	87,693
1866	„	27,248
1867	„	66,892
1868	„	118,308
1869	„	147,343

Thus we see that the system is extending; and as the amount of internal trade done by foreigners is insignificant, it can only be from an extension of the operation of the commutation to native ownership that we can hope for any much more important results.

Passing now to the non-Treaty-port Provinces, it is provided that there the Transit Pass system shall have effect, without, however, any further payment than the Tariff duty and a half at the port of entry. No additional tax whatever is to be paid; but, as in these provinces less is known of foreign goods and foreign methods than in the others, the Transit Pass system is to continue in them for the better protection of the foreign trade, where the Peking Government seem to be less confident of their ability to carry the system of free transit into successful operation.

As to the remaining stipulations in the Convention, the opening of Wuhu and Wenchow; the right of carrying goods into the interior in vessels not propelled by steam, and of residing there under passport; bonded warehouses; steam tug on the Poyang Lake; certain changes as to tea bonds, drawbacks, manifests, tonnage dues, &c.; reduction of duty on a few minor articles, and abolition of duty on materials used in docks for repair of ships; certain of the advantages of a Treaty port to be extended to Hong Kong; the appointment by China of Consuls in any of the ports in the British dominions, &c.—as to all these, I repeat, there is little to be said; they are so insignificant that it is scarcely necessary to do more than name them.

It is impossible not to regret that steam communication has not been extended by the Convention; and that one or two more leading centres of trade on the vast water-ways that intersect the empire, have not been added to the list of open ports. But we cannot control these tendencies. We have passed into a stage of international relations where the influence of pressure has ceased to pervade our policy, and where the weak and obstructive opposition of the Chinese rulers to beneficial changes is accepted as the enlightened conduct of progressive statesmanship. And as the question of revision can, by the Convention, again be raised at any time, I think it would be a mistaken policy to reject the terms that are now offered.

After some remarks by Mr. Hertz, and the Rev. E. Syle,

Mr. Kingsmill remarked that circumstances in China, in 1869, were not very unlike what they were before the breaking out of the *Arrow* war, and that we were rapidly drifting into the same path which had proved so disastrous in those years. He felt that, in this assemblage, there were few who did not agree with him in condemnation of a Convention made, as Mr. Robertson suggested, at the instance of a feeble Ministry at home. With no other nation were treaties required for the conduct of trade, and he did not see why China should be the only exception. The alleged

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benefits of the Convention were that our goods were to penetrate into the interior, in return for which they were to pay a much heavier rate of taxation. Here he differed from the principle of this instrument; in the one case we gave up to China a large additional tax, while, in return, we gained nothing but a bare promise.

Mr. Medhurst, H.B.M. Consul, would wish to point out one or two important considerations in connection with Mr. Robertson's able paper. In the first place, much stress had been placed by Mr. Robertson, and all other persons in favour of the Convention, on the fact that it had been voluntarily conceded by the Chinese, and had not been the result, like previous treaties, of warlike pressure. So far from the Chinese deserving any credit in this respect, he thought it was very much the other way.

The second point worthy of notice Mr. Medhurst considered to be the unreliableness of all treaties with China, owing to the disadvantageous circumstances under which these are concluded, as far as foreigners are concerned. This, at any rate, had been the experience of past years; and the speaker thought the day was still far distant when both parties could be said to enter into such compacts upon a common footing, and with the same commendable, reliable spirit actuating both sides.

Mr. Hanbury, of Bower, Hanbury and Co., said he had listened with much pleasure to the valuable and elaborate paper of Mr. Robertson, with much of which he entirely agreed; and he was glad to find some one with the courage fairly to set before them the arguments that could be adduced on what might be called the unpopular side of the question. An immense difference existed between the circumstances attending the signing of the treaty of Tientsin, ten years ago, and those obtaining at the time of the conclusion of the Convention of Peking; in the one case, the Chinese were ready to sign anything and everything to secure peace from their victors; now, however, the pressure had been removed, and the Convention was the result of two years' hard work and earnest endeavour, on the part of Sir Rutherford Alcock, to obtain the best terms possible for the mercantile interests he represented. It was useless for the China merchants to shut their eyes to the fact that a position of equality in negotiating treaties had been conceded to the Chinese by European nations, and by the United States. And what did equality mean?—As regards the tariff, it meant the right that no statesman would for a moment question in the case of Greece, Portugal, Turkey, and other weak nationalities, that of fixing the rate at which they would admit the manufactures of other countries, without so much as consulting the other countries.

We have heard much, in the present day, of the need for progress, and the acceptance of Western ideas, among the Chinese. Speaking as a merchant, and from a selfish point of view, he trusted there might be, in one sense, no more progress until the Convention was ratified; for it was only the ignorance and inertness of the Chinese Government that kept them from perceiving that their tariff is the lightest in the world, and the amount of revenue raised by it insignificant when compared with other nations. Let them become a little more enlightened and they would not be slow to see that the English Government raises from the two articles, tea and opium, double the amount the Chinese derive from the whole foreign trade. He (Mr. H.) dreaded the day when the Chinese would find out that they, too, had native manufactures to protect; and, taking example from what many consider the most advanced foreign nation—the United States—would demand 20, 30, or even 50 per cent. on textile fabrics. Nor could we conceal from ourselves the fact, however unpalatable, that neither the English nor any foreign nation was at all likely to go to war to compel the acceptance, by the Chinese, of a low tariff. Having, therefore, a moderate tariff in the Convention presented to us, he would counsel its acceptance.

The Chairman, Mr. A. Michie, of Chapman, King, and Co., said that it had been observed that such rapid changes had taken place in political opinion that ten years later the treaty of Tientsin would have been impossible. We were now astonished at the determination of Great Britain and America to treat China as their equal, though they made the rather important reservation of declining to trust it with the lives of their people. But the records of British intercourse with China show that, in the days of the East India Company, Great Britain dealt with China as with a superior, so that the present temper of our Government is not really so retrograde as appears. We must fight our way as we have done before, expecting steady opposition on the part of those who ought to be wiser; but there is no doubt we shall succeed in opening up China sooner or later. It is a mistake to suppose that future Treaties with China must necessarily be worse than those that have preceded them.

Mr. Robertson briefly replied to Mr. Kingsmill. He entirely agreed with Mr. Hanbury in thinking that the entire burdens on the foreign trade were not such as we could complain of, and that so long as civilised governments impose prohibitive tariffs it was difficult to see how we could compel the Chinese to reduce or not to raise their low tariff. He did not think the Convention the best arrangement that could be proposed, but that was not the question. It was the best that we were likely in the meantime to get, and he considered it would be a mistake to refuse it, and to have to continue under the stipulations of the Treaty of Tientsin.

FOOCHOW.

Dates from this port are to the 10th June. Teas were coming in slowly and said to be less mixed, but the leaf shows want of care in manipulation, and is not satisfactory in general appearance and quality. No prospect of market opening. Freights and Exchange nominal; eleven vessels on for London, and steamer *Achilles*. [Telegrams to 1st July report market still unopened.]

HONG KONG.

Dates by the present opportunity are up to the 16th June, but our files have unfortunately missed.

COCHIN CHINA.

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SAIGON.

The following is from the Circular of Messrs. W. G. Hale and Co., June 20:—

The M.I. steamer *Pehio* arrived here on the 16th inst., with advices from London to 13th ult.

Rice.—The advices from Japan continue most discouraging, and the demand here having in consequence ceased entirely, prices are fast declining. We are to-day able to quote round grain at $1.70, and long at $1.50 per picul; but ere long rates must go very considerably lower. The exports to date are as under:—

	Since May 24th. Piculs.	Previous. Piculs.
China	20,250	201,978
Japan	291,923	1,547,996
Singapore	5,000	59,864
Mauritius	—	37,943
Europe	—	17,500
	317,173	1,864,781
		317,173
Total exports since Jan. 1, 1870		2,181,954

Tonnage—Is now in no demand whatever, it being ruinous to ship rice to Japan. The freight offering to Hong Kong and Singapore is now almost entirely taken by steamers.

Exchange.—London, 6 m.s., with documents, 4s. 7d. nominal; Paris. 6 m.s., do., f.5.80; Paris, 1 m.s., Government, f.5.45; Hong Kong, 1 m.s., with documents, 4 per cent. discount; Yokohama, 1 m.s., do., 4½ per cent.; Singapore, 3 d.s., par.

The Circular of Messrs. Behre and Co. is as follows:—

Rice—Owing to the continued and more and more unfavourable news from Japan and China, our market has been very quiet, settlements by Europeans being limited to about 25,000 piculs round grain at prices varying from $1.88 to $1.75 per picul, and some 20,000 piculs long rice at $1.54 per picul. Since the arrival of the steamer *Sawonada* business is at a regular standstill, and prices so weakly maintained that round rice is nominally to be quoted $1.65, whilst long grain would be obtainable at $1.50 per picul. A further decline is confidently anticipated. The greatest part of the vessels in port and still expected are for account of Chinese merchants. Exports since our last are:—

	Tons.	Total since Jan. 1. Tons.
China	1,446	16,164
Jdpan	14,823	111,405
Europe	—	1,042
Mauritius and Bourbon...	—	2,516
Singapore	298	4,257
Sundries...	—	357
	16,067	135,741

Piece Goods.—8¼ lbs. have slightly declined; T-Cloth, light weight, in fair demand. We quote:—Grey Shirtings, 8¼ lbs., $3.22½ per piece; do., 7 lb., $2.65; T-Cloth, 5 lb., $1.65; do., 4½ lb., $1.60 to 1.57½; Irish Linen, No. 120, $2.20; do., No. 150 $2.25.

Freights.—In harmony with the news from the North, the demand for tonnage, still pretty fair shortly after our last issue, has greatly fallen off, and to-day it would be difficult to close operations except at very reduced rates.

Exchange.—On London, Credit bills, 6 m.s., 4s. 7½d.; documentary bills, 6 m.s., 4s. 8d.; Paris, Treasury bills, 30 d.s., f.5.45; Bank bills, 30 d.s.. f.5.45; credit bills, 6 m.s., f.5.80; documentary bills, 6 m.s., f.5.82½; Hong Kong, Bank bills, 3 d.s., ½ per cent. prem.; documentary bills, 30 d.s., 3½ per cent. discount; Yokohoma, documentary bills, 30 d.s., 4½ per cent.; Singapore, Bank bills, 3 d.s., par to ½; Bourbon, documentary bills, 60 d.s., f.5.90; Mauritius, documentary bills, 60 d.s., f.6.

SIAM.

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BANGKOK.

The dates are up to the 8th June. We extract the following items from the *Siam Weekly Advertiser*:—

The grand and imposing ceremony of fixing the summit of the Prachedi was effected on the 25th May, at 9 A.M. His Majesty the Supreme King of Siam graced the heathen temple and act with his presence. The assemblage that gathered together to witness the imposing act was immense. His Majesty returned *via* the canal in a stately barge on the 26th ult. The finest steam yachts in the kingdom were in readiness and at their stations to

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convey his Majesty to Bangkok by sea, had it been his Majesty's pleasure.

It is currently reported that an invitation has been sent to our friend, A. Nelson, Esq., to return to Siam and help the Siamese to fit up a machine shop, so that they can repair and manufacture their own machinery.

A large concourse of priests and people assembled at Prâtom to witness the placing of the summit of the spire on the 25th May.

With reference to Treaty Rights, a very able letter has been printed from Mr. D. K. Mason, Consul for Siam in London, headed "Siam and the Western Powers," and addressed to "His Excellency Chow Phya Sri Suriwongsee, Regent of Siam."

The following is the report on the Bangkok Produce Market :—Rice has considerably declined in value, owing to the last advices from China and Japan and the present scarcity of foreign shipping in our harbour. Chinese are not now willing to pay over $1.20 per picul for Namuan, and $1.40 per picul for Nasuan mill cleaned Rice, put on board in the river in mat bags. Paddy has continued firm during the past few weeks, the natives being most unwilling to make any abatement in rates, owing to their fears as to the shortness of this crop and the possibility of stocks becoming too scanty before the arrival of the next. As there is, however, very little work for the steam mills, and a comparatively small demand for Rice, we hope to see an easier market very shortly, although we are not sanguine of any very material fall taking place. A slight decline in the prices of Paddy shows that the news from Hong Kong is beginning to be felt among those who supply us with the grain, but under any circumstances we do not expect this season to see Namaun Rice much below $1.20 per picul.

At Exchange 4s. 7d. per dollar, Namuan Rice now costs, inclusive of commission and lighterage to the bar, but exclusive of insurance, 5s. 1½d. per cwt. and 5s. 11d. per cwt. for Nasuan. If shipped in gunnies there is an additional cost of 3d. per cwt., and on such part of the cargo as the vessel may be able to take inside the bar there is a saving of 3d. per cwt.

SUGAR continues to be scarce and dear. The demand is chiefly for the north of China. We quote quality equal to No. 16 D. S. at Tic. 10 per picul ($6.53 per picul f.o.b.). Good Brown has been placed at Ticals 6 per picul ($4.00 f.o.b.).

SAPANWOOD.—For China is in very little demand at Ticals 3 to Ticals 3½ per picul ($2.21 to $2.49 per picul f.o.b.).

STICKLAC.—Our market is still without supplies worth speaking of.

TEEL SEED.—The early crop should come in before the close of this month. Small quantities are bought for local consumption at Tls. 100 per coyan.

GAMBOGE AND GUM BENJAMIN.—Our market is still without supplies.

BUFFALO HIDES are in fair supply at Tls. 11 per picul.

BUFFALO HORNS can be bought at Tls. 13½ per picul.

BLACK PEPPER is by no means plentiful, and the price is firm at Tls. 12 per picul ($7.94 per picul f.o.b.).

COTTON.—The bulk of the crop is expected to come to our market towards the close of the month, and prices are likely to be firm at about last year's rates.

JAVA.

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BATAVIA.

The *Java Bode*, 27th May, says: "In the matter of the subsidy asked for by the Netherlands India Railway Company, an extraordinary credit of f.175,000 has been opened in favour of the company. The works on the Batavia Buitenzorg Railway progress extremely slowly. The expropriation of some land, formerly belonging to natives, but lately bought up by European speculators, gives rise to the greatest difficulties.

Rhio—official report for April :—"In Assahan some disorders were committed by Battas, who were incited to it by a Datu in the lowlands. The said Datu has, consequently, been suspended, and is under *surveillance*. The greater part of the Batta chiefs have co-operated in preserving tranquillity, and endeavoured to capture the leader of the disaffected, but failed to effect it. Further complications of any importance are thought to be improbable, from the check given to the disaffected. Forty-nine natives concerned in the Bekajsie disturbances have been condemned to death, and one was acquitted. The remainder died in prison. The produce of gambier and pepper at Rhio and Lingga may be called favourable, taking into consideration the state of the weather."

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates by this mail extend to the 24th June. The outward mail of the 20th May arrived here on the 21st June. The homeward M. I. mail steamer *Hooghly*, from Hong Kong, 16th, and Saigon, 21st, arrived here on the 24th.

Among the papers laid before the Council on the 22nd is a return of the convicts, effective and non-effective, at present in the Settlements, with particulars of how they are employed :—

	Singapore.	Penang.	Malacca.	Total
Present strength	1,571	650	533	2,754
Deduct ticket of leave	454	183	41	678
Number under gaol discipline	1,117	467	492	2,076
Invalids and sick	111	35	53	199
Lunatics	8	—	—	8
Public works and conservancy within the gaols	354	112	143	609
Public works beyond the gaols	298	45	44	387
Brick fields and stone quarries	64	19	—	83
Public roads	49	116	161	326
Scavengers under police and municipality	4	8	20	32
Messengers, orderlies, and punkah pullers	229	132	71	432
Total	1,117	467	492	2,076

The distribution of the convicts is here set down with great plainness; the only division not quite clear is under the head of public works—namely, public works within the gaol and public works outside the gaol. What public works, beyond the hewing of a few stones and the fitting of wood work, can possibly be carried on inside the goal? and yet it would seem from the table that 609 men are so employed, against 387 employed on public works outside the gaol. But the item which will most attract attention is the number of convicts set down under the head of messengers, orderlies, and punkah pullers. Out of the 2,076 effective convicts, no less than 432 are employed in these vocations.

The *Mohr* reports that on the 21st June, when off the Little Carrimons, she sighted a schooner lying on her beam ends. The vessel was boarded and found to have been abandoned. Two Europeans and four of the crew were left in charge, until the *Mohr* could come to New Harbour and coal; after doing which she returned to the Carrimons and brought the schooner in tow. The vessel is evidently the one that had been abandoned on Friday last, by a Nacoda and his crew. The former states that whilst on his passage from Samarang to Singapore, with a cargo of rattans and other produce, valued Rs. 50,000, and when abreast of the Carrimons, it being dark, he resolved to pass the night there, he therefore took in sails and let go the anchor, on which the vessel capsized and settled on her stern; he and his crew then took to their boats and came to Singapore.

The average amount of Notes in circulation at the branch of the Chartered Mercantile Bank, for the month ending May 31, was $245,190.

The following are the totals of the receipts and disbursements of the Municipal Fund for the year 1869 :—

RECEIPTS.		DISBURSEMENTS.	
Assessment on houses	$90,649.12	Police	$48,257.64
Assessment on land ...	1,537.27	Commissioner's establishment and charges	9,935.14
Taxes on carriages, horses, and carts ...	18,183.36	Conservancy establishment and charges ...	5,051.82
Magistrates' fines, fees, &c.	13,701.36	New works	39,252.41
Licencers' fees ...	1,666.00	Repairs	14,477 25
Portions of reserve fund withdrawn from banks	29,704.75	Gas	9,581.00
Sundries	7,877.67	Cleansing the town ...	7,459.60
		Interest on loans ...	7,101 50
		Miscellaneous	18,029.20
		Balance	8,523.97
	$163,269.53		$163,269.53

PENANG.

The cargo of coal of the *Ystavat*, Russian vessel, which caught fire at sea and was towed in here on the 2nd of March last by the P. and O. steamer *Travancore*, has been sold by auction. The coal only realised $1.75 per ton all round. This for Cardiff coal may be considered cheap.

The barque *Andes*, belonging to Penang, on the night of May 20, grounded on a sand bank near point Pedro, on the north coast of Acheen, and by noon of the following day she was found to have sprung a leak and was full of water. She was surrounded by a number of Achinese, when three or four hundred men boarded the ship and took possession of her. The Nakoda had gone to Acheen, which was only a few hours' distance, to procure assistance, and the Sultan sent one of his officers; but he seems to have been unable to exercise any effectual control over the natives, who removed everything on board that could be got at, and cut and carried away the rigging. The Chief of the place near which the wreck occurred made an agreement with the Nakoda, by which the latter was to receive a third of the property saved, and this arrangement is said to have been observed as regards the articles which came to the Chief's own hands, but it is asserted that a number of the other persons engaged in saving the cargo, &c., refused to abide by it. The crew were brought to Penang by the *Therese*, which arrived here on the 14th instant. The colonial steamer *Rainbow* left this on the 3rd June for Acheen, and it is to be hoped that she may have made some inquiries into the matter. The story of the Nakoda is probably exaggerated, but it is very desirable that some immediate investigation should be made on the spot by a Government officer into the circumstances, and if it is found there was the pillage alleged, that a requisition should be made on the Sultan of Acheen for restitution or compensation.

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EXPORT OF TEA AND SILK, SEASON 1869-70.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to May 31, 1870	74573	71626722	50285884	1349918	16403096	139740193	45429
Corresponding period last season	970654	70638837	53654588	...	15790745	141054824	50709

Shipments Since :

May 12 per Ellora (ml. str.)	From Shanghai, &c.	—	637*
— 19 ... Donnai (ml. str.)	... Do.	—	382*
— 29 ... Sir Wm. Wallace	... Canton	194,862*	

* Included in above total.

TO THE CONTINENT.

		Bales.
From June 1 to May 31, 1870	4128270	18378
Corresponding period last season	4096139	20208

Shipments Since :

May 12 per Ellora (ml. str.)	From Shanghai, &c.	—	252*
— 19 ... Donnai (ml. str.)	... Do.	—	294*

* Included in above total.

TO UNITED STATES.

		Pcls.
From June 1 to May 31, 1870	40283667	1006
Corresponding period last season	43837255	1832

TO AUSTRALIA.

From June 1 to May 31, 1870 ... ... 13,640,823 lbs.
Corresponding period last year 16,936,649

Shipments Since :

May 5 per Henry Miller — From Canton ... 52,962*

* Included in above total.

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan
From 1843 to 1844	51,022,600	...*
,, 1845 to 1846	57,334,200	18,604
,, 1850 to 1851	63,972,000	22,143
,, 1853 to 1854	77,327,800	61,280
,, 1855 to 1856	92,240,300	50,481
,, 1857 to 1858	76,990,255	68,315
,, 1858 to 1859	65,789,792	83,134
,, 1859 to 1860	85,560,452	64,169
,, 1860 to 1861	90,066,160	70,644
,, 1861 to 1862	109,854,040	79,199
,, 1862 to 1863	121,273,580	72,887
,, 1863 to 1864	117,463,586	46,603
,, 1864 to 1865	121,236,870	32,313
,, 1865 to 1866	118,333,042	62,890
,, 1866 to 1867	118,423,290	50,052
,, 1867 to 1868	116,890,430	57,449
,, 1868 to 1869	142,789,804	70,917

* Including the Continent.

LIST OF SILK SHIPPERS FROM SHANGHAI TO SOUTHAMPTON AND MARSEILLES.

From June 1st, 1869, to May 25th, 1870.

	Bales.		Bales
Adamson, Bell, and Co. ...	70	Hogg Brothers	765
Barnet and Co.	2,463	Holliday, Wise, and Co. ...	10
Birley, Worthington, & Co.	2,027	Jardine, Matheson, and Co.	799
Birt, W.	114	Jarvie, John, and Co. ...	1,806
Bland, J.	320	Meynard and Co.	20
Blum Bros.	235	Milsom and Tod	919
Borneo Company	100	Nachtrieb, A., and Co. ...	1,023
Borntraeger and Co. ...	545	Parsees	91
Bourjau, Hubener, and Co.	227	Pustau, Wm., and Co. ...	164
Bovet, Brothers and Co. ...	753	Reid and Co.	54
Bower, Hanbury and Co....	1,822	Reiss and Co.	178
Brand, Monro, and Co. ...	3,950	Russell and Co.	2,559
Bradwell, Bloor, and Co. ...	23	Remé, Wm., and Co. ...	773
Bull, Purdon, and Co. ...	8	Sassoon, D., Sons, and Co.	232
Carter and Co.	1,714	Sassoon and Co., E.D. ...	46
Chapman, King, and Co. ...	512	Sayn, H.	113
Chinese	122	Scheibler, Matthaei, and Co.	1,073
Coutts and Co.	122	Seare, Essex, and Co. ...	396
Cumine and Co.	522	Shaw Brothers and Co. ...	1,017
Dickinson and Co. ...	213	Siemssen and Co.	954
Fogg and Co.	108	Skeggs and Co.	1,801
Framjee, Hormusjee and Co.	50	Smith, Archer, and Co. ...	244
Gamwell, F. R.	1,359	Textor and Co.	1,524
Gibb, Livingston, and Co ...	1,790	Thorne Brothers and Co. ...	1,179
Gilman and Co.	1,127	Trautmann and Co. ..	269
Glover, Dow, and Co. ...	221	Westall, Brand, and Co. ...	289
Gutschow and Co.... ...	241	Sundries	2,807
Heard, Augustine, and Co.	760		
Helbling and Co.	866	Total bales... ...	42,933

SHANGHAI SILK SHIPPERS.

From 1st June, 1870.

	Bales.		Bales.
Adamson, Bell, and Co. ...	20	Hogg Bros.	12
F. H. Balfour	80	Jarvie, John, and Co....	75
Barnet and Co.	50	Russell and Co. ...	27
Birley, Worthington, and Co.	10	Remé, Wm. and Co.	85
Borntraeger and Co.	45	Siemssen and Co.	106
Bovet Bros. and Co.	10	Skeggs and Co.	216
Bower, Hanbury, and Co. ...	74	Textor and Co.	64
Brand, Monro, and Co. ...	98	Turner and Co.	16
Cumine and Co.	10	Westall, Brand, and Co. ...	14
Gamwell, F. R.	20	Sundries	50
Gilman and Co.	21		
Heard, Augustine, and Co. ...	6	Total bales ...	1,004

OLD SEASON'S TEA VESSELS EXPECTED.

Date.	From.	Ship.	lbs.
March 14	Shanghai...	Dartmouth	837,742
April 4	Canton ...	Clymene	715,500
,, 9	Shanghai...	Shakspeare	573,187
May 29	Foochow / Shanghai	Sir Wm. Wallace ...	949,793
	Total		lbs. 3,076,222

NEW SEASON TEA VESSELS EXPECTED.

From	Ship.
Hankow...	Erl King (str.)
,, ...	Diomed (str.)
,, ...	Agamemnon (str.)
,, ...	United Service (str.)
,, ...	Oberon (str.)
,, ...	Nile (str.)
,, ...	Ajax.
,, ...	Titania.
Shanghai	Cutty Sark.
,, ...	Serica.
,, ...	John R. Worcester.
,, ...	Lauderdale.
,, ...	Weymouth.
,, ...	Argonaut.
,, ...	Priam.
Canton	Taeping.

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From London, June 2, Min, Eleanor (reported by telegram)—From Newcastle, Susanna Johanna—From London, Rocket, (steamer) (reported by telegram).

At Shanghai.—From London, via Hong Kong, &c., June 4, Nile—From Liverpool, Donne Castle—From Shields, 5, China—From Cardiff, 2, Christal Wave.

At Hong Kong and Canton.—From London, Devana; William Fruing—From Clyde, Moning, (str.) (reported by telegram)—From Liverpool, June 14, Priam (str.); 15, Danube (str.)—From London, 13, Maiden Queen—From Clyde, 13, Sunshine (str.)—From Cardiff, 11, Glenallan.

At Singapore.—From London, Chieftain (str.)—From Clyde, Roslin Castle (reported by telegram).

At Saigon.—From Bordeaux, May 30, Amaranth; June 13, Couronnement—From Marseilles, 2, Isaure.

DEPARTURES.

From Yokohama.—None.

From Shanghai.—For London, June 8, Erl King (str.); 9, Diomed. For New York, 7, Benefactor, J. R. Worcester, Weymouth, Argonaut, Priam (str.) (reported by telegram).

From Foochow.—None.

From Hong Kong and Canton.—For London, June 12, Erl King (str.)

From Singapore.—For London, June 20, Erl King (str.), Diomed (str.). For Marseilles, Evangeline. For Liverpool and Glasgow, 22, Kinfauns Castle.

From Saigon.—None.

VESSELS LOADING.

At Yokohama.—For London, Ambassador.

At Shanghai.—For London, J. R. Worcester, Weymouth, Ethiopian, Undine, Argonaut, Serica, Whinfell, Forward Ho, Eliza Shaw, Ajax (str.), Cutty Sark, Thyatira, Lauderdale, Duke of Abercorn. Telegraphic advices report several of these vessels as left.

At Foochow. — For London, Thermopylæ, Windhover, Everest, Achilles (str.), Falcon, Wylo, Eme, Norman Court, Maitland, Kelso, Flying Spur.

At Hong Kong and Canton.—For London, Belted Will, Deerhound; for New York, Sarah E. Kingsbury.

At Manila.—For London, Robert Fletcher, Balmacara, Kate Winifred; for Cadiz, Concepcion, Olano; for Boston, Mutlah, Sooloo.

At Singapore.—For Liverpool, Howden; for Channel, Egmont en Hoorn; for Marseilles, Serte; for Hamburg, Condor; for New York, Kingdom of Belgium; for Boston, Mercur, Fearless.

At Penang.—For London, Medusa, Octavia, Herald of the Morning; for New York, M. A. Evans.

FREIGHTS AND CHARTERS.

At Shanghai.—For the first few chops £4 per ton. By telegram of July 9 rates for steamers are quoted 70s. and 90s. per ton.

At Foochow.—Nominal, no rate fixed.

At Hong Kong and Canton.—To London, £3 per ton.

At Singapore.—There is no alteration to report.

SHIPPING POSTSCRIPT.

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Arrivals not in the Tables.—July 26, at Liverpool, from Ilo Ilo (not China, as reported in the tables) Antrim; 29 at Plymouth, from Colombo, Shepherd; 27, at Palais, B. J., from Saigon, Anna Adamson.

Departures not in the Tables.—July 28, from London, for Shanghai, Carmarthenshire; from Amsterdam, for Batavia, Bestevaer; 26, from Penarth, for Manila, Havfruen; 28, from Glasgow, for Bangkok, Rodama; 27, from Sunderland, for Singapore, Eliza Laing; June 13, from Callao, for China, Fray Bentos.

Laid On.—At Glasgow, for Ceylon, &c., City of Perth; for Galle

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and Colombo, Mary E. Ray; at London, for Penang and Madras Edinburgh (str.)

SPOKEN.—Union (brq.), for Shanghai, April 17, 31 S.; Crested Wave (brq.), for Shanghai, May 24; Trade (?), Shanghai to Liverpool, May 28, 72 days out, off Cape Agulhas; Janet (?) (Amer. brq.), Shanghai to New York, May 6, 24 S., 55 E.

MISCELLANEOUS.—At St. Helena, June 25, Zeenimph, from Batavia, sailed for Amsterdam; Henry Grenfell, from Singapore, sailed for Liverpool, both after repairing. The Titania, Lemmermann, from Hamburg, to Batavia, put into Dover, July 27, to avoid capture. At Mauritius, June 16, Aggie, M. Myers, from Ilo Ilo, and sailed 21st for London.

CASUALTIES.—Mauritius advices, dated 1st July, state that the Maria Louisa Antoinette, from Samarang to Holland, which put in there leaky 16th May, had been docked and recoppered, and would commence reloading in a day or two. The Stagshau (str.), Baker, from Colombo to Trieste and Havre, put into Mahe, Seychelles, 5th July, to clean her bottom and obtain coals.

LATEST TELEGRAMS.

(PER GRANT'S LINE VIA KIACHTA.)

SHANGHAI, JULY 4.—Further advices from Tientsin relative to the massacre state that the attack of the Chinese was entirely upon the French. The Russian subjects were killed accidentally, having been mistaken for Frenchmen. The French behaved most bravely. The French Consul went out in full uniform, and was killed by the mob. Great indignities were committed on the Sisters of Mercy. The river is not barred. Chung Ho proceeds to Paris as special Ambassador on this matter.

SHANGHAI, JULY 9.—Silk: Unchanged; market firmer; export of China from Shanghai since commencement of season, 11,850 bales; stock of China, 4,000 bales. Tea: Market dull and drooping; settlements decreasing; exports, black, from Shanghai 23,000,000lbs., being 5,000,000 in excess of last season. Foochow: Market unopened on 1st July. Freight by steamer, 70s. to 90s. Shirtings: In better demand for Tientsin. Dewhurst's Eagle chop, Tls. 2.2.6. Exchange on London: Bank Bills, six months', 6s. 0¾d. Telegram from London of 14th June, by Grant's line, arrived in Shanghai 3rd July.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

WHITE.—On the 1st June, at Ningpo, the wife of Francis William White, Esq., Commissioner of Customs, of a son.

CHARLESTON.—On the 3rd June, at Yokohama, Mrs. Charleston, of a daughter.

BLAIRE.—On the 25th July, at The Woodlands, near Hooton, Cheshire, the wife of John Blaire, Esq., of a daughter.

DEATH.

BRASH.—On the 24th May, at Kobé, Japan, of typhoid fever, James Brash, late of Shanghai.

HOUSE OF COMMONS.

MASSACRE OF CHRISTIANS IN CHINA.

(July 25th.) Colonel SYKES asked the Under-Secretary of State for Foreign Affairs whether it had come to the knowledge of the Foreign-office, officially or otherwise, that the Chinese had perpetrated outrages on Christians in China, attended with loss of life.

Mr. OTWAY regretted to say that it had come to the knowledge of the Foreign-office both officially and otherwise, that the Chinese had perpetrated outrages of the nature described by the hon. and gallant gentleman. A telegraphic despatch from Sir Andrew Buchanan, dated St. Petersburg, July 14, stating that "official confirmation had been received of an insurrectionary movement at Tientsin against Frenchmen and Catholic missionaries. Fourteen Frenchmen and three Russians had been killed. French consulate and missionary residence destroyed by fire. Outrage excited by suspicion that children had been put to death by missionaries." The Lieutenant-Governor of Hong Kong had telegraphed by another route: "Serious disturbances at Tientsin. French consulate destroyed. Missionaries and Sisters of Charity attacked and murdered. Great excitement in northern ports. Gunboats left last evening from Hong Kong with 600 troops, to land if required." This despatch was dated Tientsin, 6th July, and arrived at the Foreign-office on the 23rd.

Colonel SYKES: Have you any reports from our consular agent at Peking?

Mr. OTWAY: No; the outrage took place at Tientsin, and not at Peking.

THE DIPLOMATIC AND CONSULAR SERVICE IN CHINA.

(29th.) In reply to Colonel SYKES, Mr. OTWAY stated that Mr. Wade did not receive his full salary of £6,000 a-year at Peking.

Mr. HOLMS, who had given notice of his intention to move a reduction in the vote of £7,850, withdrew his motion, because he could not do justice to it without occupying more time than could be spared at this late period of the session. Unless, however, there were a very marked decrease in the Estimates next year, he should bring the whole question before the House. He did not object to pay consuls well, but there were dozens of consuls more than were required.

Mr. OTWAY said that some of the consuls had been already reduced, and that one or two others would not appear again in the Estimates. Upon the China Consular Estimates this year there was a saving of £9,903 as compared with last year.

THE P. AND O. COMPANY.

(29th.) The Marquis of HARTINGTON said notice had been given to the P. and O. Company that they would, in a given time, be required to establish a service by Brindisi. Information had been received by the Post-office that the tunnel under Mont Cenis would be completed in the autumn of next year; and, when it was, he did not know why that route should be subject to greater uncertainty than any other. The examination of the accounts of the P. and O. Company had led to a considerable difference of opinion between the Post-office and the company as the mode in which those accounts ought to be kept. The question was still under consideration, and, as it might be referred to arbitration, he would say no more at present. It was not yet settled what they would have to pay the company for last year, much less was it possible to say what they should have to pay for this year. It was true that the postage to India was very high, but even with the present high rate the service was not a profitable one; nor could he hold out any hope at present that the rate should be reduced.

CAPTAIN EYRE AND THE "ONEIDA."

The following remarks relative to the judgment of the Court upon Capt. Eyre, of the *Bombay*, are from the *Broad Arrow*:—From beginning to end the whole affair is a singularly disastrous and unfortunate one, and it is due to the American Government to state that a most generous view has been taken of the case. Frankly admitting their own vessel was the cause of the collision, they merely make the complaint that Captain Eyre should have steamed away without ascertaining the extent of the injury suffered by the *Oneida*; while, on the other hand, the sentence pronounced by the court of inquiry at Yokohama, is, in this country, deemed by the authorities so mild that the Board of Trade has declared it "fell far short of what might have been pronounced." In doing justice to the impartiality of the official tribunals, we must not altogether forget that there are two sides to the question, and that much may be said in behalf of Captain Eyre. It is stated that the *Oneida* was a vessel converted into a sloop of war during the struggle between the North and the South, and at the time of the collision was in charge of a midshipman who, when the danger threatened, put her helm "a-starboard," contrary to all the rules of recognised navigation. On the other hand, the *Bombay* was, according to the testimony of Sir John Elphinstone—no mean authority by the way—a well-appointed ship, handled in the best way to avoid the collision, and also to mitigate the shock when the collision was inevitable; and it was quite possible that the quarter gallery might have been carried away without any material damage having been supposed to have taken place. Then, again, it is just possible that the *Oneida* by continuing her course for at least five minutes—some say fifteen—after the collision, was out of earshot of the *Bombay* when she fired her guns, and this may account for Captain Eyre or his crew not hearing them, and consequently, not keeping a stationary position longer than he did. Under any circumstances, the incident is most painful, view it from whatever quarter we may. The error—if error there be—was momentary; still it must not be forgotten that these errors must be visited with severity when there is even a suspicion of negligence in the preservation of human life. The imperious necessity of the public interests of navigating nations requires that no efforts should be spared to prevent shipwreck or loss of life; and in a matter affecting the deaths of 120 persons, it ought not to be surprising that every atom of evidence should be carefully sifted, and the utmost pains taken to arrive at a decision which should not condemn Captain Eyre if he is blameless, or shield him if he is culpable. We have no wish to lighten the censure passed upon Captain Eyre if he is guilty of the grave act of inhumanity laid to his charge. But it is difficult to understand the sentence. If he deserted a vessel which he believed to be sinking, through injury caused by his own ship, then no amount of censure or reprobation can be sufficiently severe, and the mere suspension of his certificate is a parody upon justice; but if this grave charge cannot be proved—and for the honour of our countrymen we trust it will not—he is entitled to an acquittal, or, to say the least of it, that the Board of Trade should investigate anew and upon fresh evidence a charge which so seriously affects our reputation as Englishmen as well as that of Captain Eyre's as a British seaman.

THE bones of about 1,200 Chinese lately reached San Francisco, on their return to the Celestial Empire. They had been gathered up along the line of the Central Pacific Railroad, and were all there was left of a regiment of the labourers on that great work. They are taken home in pursuance of the contract by which they were originally brought into the country.

THE *Army and Navy Gazette* states that the health of Vice-Admiral Sir Henry Kellett, the Naval Commander-in-Chief in China, has been affected by the climate, and is, therefore, not so good as his friends could wish.

AN Italian periodical, *Filosofia delle Scuole Italiane*, contains a highly interesting paper on Japan and its inhabitants, and on the language and literature of the Japanese, by Prof. Anselmo Severini.

LIEUTENANTS H. H. EDWARDS, late in command of H.M.S. gunboat Leven, and H. W. Richards, senior Lieutenant of H.M.S. Princess Charlotte, have arrived in England.

MESSRS. CASSELL have brought out a book with the title of the *Log of the Fortuna*, a Cruise in Chinese Waters, by Captain Augustus Lindley, author of *The Taiping Revolution*, which contains about as much rubbish as that book did.

THE CIVIL SERVICE.—Colonial-office: Messrs. E. H. Watts and F. A. Swettenham have been appointed to be Straits Settlements cadets.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, AUGUST 1, 1870.

THE TIENTSIN MASSACRE.

It will be seen in our Parliamentary intelligence that at last Government is able to announce that they have received intelligence relating to the Tientsin massacre. The first information respecting this horrible affair was received by us through Grant's Circular on the 4th inst., and our office was daily besieged by anxious inquiries from friends of those resident in Tientsin. What can Mr. Wade, the British representative at Peking, have been doing to omit the despatch of a telegram *via* Kiachta, and also by Galle? Surely one of the principal functions of our Ministers abroad is to keep Government *au courant*. Had Mr. Wade only been at the Foreign-office or occupied a seat in Parliament at the time the news reached us, and seen the miserable exhibition our Secretaries were driven to, it would have been such a lesson to him that any danger of a repetition of the error would most certainly have been removed. Again we have received, through Grant's Circular, on 25th inst., an announcement that a Chinese ambassador had been despatched to France, and even this important and novel event is not officially known. It is a shrewd move on the part of the Chinese Government, and may be the means of saving them from the wrath of the French. We believe the Ambassador is Chunghow, a superintendent of trade, well known to be favourable to foreigners, and who assisted at the negotiation of the Treaty of Tientsin. We cannot rely on the correctness of the telegram, which reports that 600 troops had been despatched to Tientsin from Hong Kong. We trust it is so, as there is nothing equal to a prompt demonstration in these cases to avoid ulterior consequences, which are always fraught with more injury to both sides. If Mr. Wade has really taken this step of ordering up troops we must congratulate him on his boldness; it is an immense relief to all interested to know that he has so much altered in his conduct of our interests at Peking. We can assure him of support at home, should our Foreign-office be disposed to cavil at the step.

THE TEA QUESTION.

The disagreement between tea importers and the dealers or buyers has at last been settled by the latter consenting to the merchants' terms in regard to the abolition of the super-tare. It is well that the dispute has been settled before the arrival of the new season's teas, expected in a few days, per *Erl King* and *Diomed*, but we cannot congratulate the merchants on the manner in which these negotiations have been conducted nor the manner in which they have yielded step by step at the dictation of the dealers. It forms a very bad precedent for any future difficulty which may crop up. While on the subject of tea we may notice with satisfaction that up to the latest telegrams from Foochow (June 29) the market had not been opened. This exhibits such determination and admirable arrangement on the part of the representatives in charge of the firms, to protect the interests of their employers, that we most heartily congratulate them. At last they have found it practicable to check their own impatience and allow stocks to accumulate until reasonable prices were accepted by the teamen. We know that in former years Foochow has had managers on the spot who have fought hard to carry out these views which we have so often reiterated, and we hope this season to see its utility.

COOLIE LABOUR IN CEYLON.

The latest advices from Ceylon suggest grave apprehensions that the increasing scarcity of coolie labour, unless speedily and earnestly counteracted, will operate most unfavourably on the growing prosperity of the country. Various causes, and some remedies, for the present unsatisfactory state of things are suggested by the *Colombo Observer* and its correspondents; and the figures quoted in illustration of the apparent discontent of the coolies are very startling. For the first five months of the present year the arrivals of immigrants at ports in the Northern Province have been only 10,000, against 21,000 departures; though this fact must not be taken in all its apparent importance, the present being the season when departures always exceed arrivals to a certain extent. Nevertheless, when it is remembered that a good coolie can pick 10 cwts. of crop during the season, and that new estates are continually being brought under cultivation, it is evident that the slightest actual decrease in the number of coolies must be attended with wide-spread evil. The first and most obvious remedy for scarcity of labour is, of course, advanced wages; but, with coffee at 65s. in the home market, this is a step which can only be taken with extreme caution. The evil appears to us to lie deeper than the mere question of wage; and, indeed, the means hitherto adopted by the planters to secure a regular supply—heavy coast advances, increased wages to head canganies, and even advanced rates of coolie pay—have generally failed of the desired effect. As a rule, able-bodied coolies now earn 8d. a-day, women 7d., and children 6d. to 5d., according to age and strength. A coolie, if he is prudent and in full work, can live with comfort, and save four or five shillings a month. The evil appears to us to lie in the want of *united action* among the planters and agents. It is to be feared that, in many cases, the spreading discontent of the coolies is caused by irregular work, occasionally arbitrary reductions of pay, the bad practice of keeping four or five months' wages "in hand," and the serving out of inferior or adulterated rations. It is said that on some estates men can only get four days' work a week, a greater number being employed on them than they can support, while other plantations are starving for want of labour. If the planters and agents would unite in establishing one uniform rate of wages, and agree to divide their surplus hands among those who require them, a great step would be taken towards securing increased harmony between both masters and coolies. The least imposition by superintendents in supplying coolies with unwholesome or adulterated rice, or in "marking off" half-day's time without reason or warning, reacts to the disadvantage of the whole body of planters. Every coolie who returns to his country disgusted with such practices deters many others from coming to Ceylon at all. Hence the late increase in coast-advances, which is practically only the coolie's guarantee for full wages. But there are other evils which equally demand the attention and united action of the planters. The coolies are gradually becoming more and more addicted to drink. Arrack-shops, and places where the most poisonous so-called gin and brandy are sold without restraint, have sprung up in every village, with the most injurious consequences to industry, health, and even life. It is necessary that these places should be put down, or at least strictly regulated by the Government, if the coolie is not to be thoroughly demoralised. Nor should another precaution for the social well-being of the coolies be neglected; marriage should be encouraged, and the means of marriage be supplied by the importation of women coolies in greater proportion. There are still plenty of coolies to be found in the districts from which Ceylon has hitherto drawn her supplies, but it must be remembered that the increasing demand for labour in India increases the reluctance of coolies to emigrate to a place where they are not sure of increasing their comfort. Relatively, we believe that coolies are not indisposed to prefer Ceylon to their own country, but such practices as we have alluded to have somewhat shaken their confidence in the promises of the emigration agents. Let that be restored by the enforcement of the laws of moral and political economy, and there need be no fear that the magnificent resources of Ceylon will lack development for want of labour.

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While we have been noticing, in almost every issue for some months, some item of progress by the Japanese, we are now startled by a telegram announcing that an insurrection had broken out in the territory of a Daimio, and that 1,400 people had been killed. The telegram comes *via* Galle, but no date is given, and as it was not reported *via* San Francisco as part of the news conveyed by the steamer which arrived there on the 13th inst. (with dates to 22nd June), we are disposed to doubt its correctness.

M. Geofroy has definitely accepted the appointment of Envoy Extraordinary and Minister Plenipotentiary of France to the Court of Peking. It was arranged when the offer was made to that gentleman that he should leave France for China in October, and it does not appear that any change has been made in that arrangement. M. Geofroy has been diplomatically engaged in the United States, and is well acquainted with the English language.

Mr. Brown and the Chinese Commissioners have left Paris for Madrid.

THE CHINESE CONVENTION.

We have some weeks since already announced that it was the intention of Her Majesty's Government not to ratify the Convention of Sir R. Alcock, and this has been confirmed in Parliament by the Under Secretary for Foreign Affairs. The following despatch has been sent by Lord Granville to the Committee of Merchants, which very happily concludes the matter :—

Her Majesty's Government have given their most attentive consideration to the representations that have been made to them by the merchants of London interested in the trade with China, and by different commercial associations in this country, and also in China, urging them to advise Her Majesty to withhold her ratification from the Convention signed at Peking on the 23rd of October last by Her Majesty's Plenipotentiary and those of the Emperor of China, and having for its object to improve and extend the commercial relations between the two countries, by securing for them advantages not provided for in the Treaty of Tientsin.

Her Majesty's Government have received with much regret this general expression of dissatisfaction with the proposed arrangement. It was hoped that it might secure, at an inconsiderable sacrifice on the part of England, great immediate, and still greater prospective advantages. It would, in their judgment, have promoted the textile industry of the manufacturing districts by facilitating the importation of its products into the most important provinces of China; and, not to dwell on other minor advantages by which commerce might have eventually been developed, it would have relieved Chinese produce on its way from the interior to British markets from undue exactions on the part of local authorities.

Her Majesty's Government have had to decide whether they should abide by their own impressions, and advise Her Majesty to ratify the Convention, or should defer to the adverse opinion which has been insisted upon by the mercantile community more directly concerned in thequestion.

Although they are not free from doubt whether the decision which they take is calculated to promote the real interests of the commercial and industrial classes, Her Majesty's Government have, nevertheless, determined to defer to the wishes expressed by the commercial bodies who have so urgently appealed to them, and they have accordingly advised Her Majesty to withhold her ratification from the Convention of the 23rd of October last; and they will forthwith announce to the Chinese Government, and to the Governments of other Powers having Treaties with China, that the Convention will not be ratified by the Queen.

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, July 25.

As the inhabitants of this city are more devoted to commerce than war, one of the most interesting and important questions was to ascertain, as soon as possible, the intentions of the belligerents with regard to privateers, blockades, and other subjects of international law, that naturally crop up when a war breaks out. Prussia, with praiseworthy promptitude, has already make known her line of conduct, which is the same as she observed in the war of 1866: viz., to respect private property at sea as well as on land. It is therefore decided that no German ships of war can capture any French vessels or their cargoes, without any reference to reciprocity, and orders to that effect have been issued accordingly. It may be said in objection to this that they are mere empty words, as the Germans have no cruisers to capture, nor the French any merchant ships to be captured, which is no doubt true to a certain extent; but at all events it shows the good feeling that animates the German policy. Up to the present time nothing is known of the intentions of the French, further than the notice in the *Journal Officiel*, that German vessels would be allowed thirty days to quit French ports. But it is feared there is but little chance of reciprocity with regard to the respecting of private property at sea as a general principle, though they are bound by the Paris Declarations of 1856 to admit the rights of neutrals; that the flag covers the cargo, that enemy's goods in neutral vessels are inviolable, and that blockades, to be respected by neutrals, must be effective.

It is believed here that the French intend to blockade the Elbe, the Weser, and the Eyder, in the North Sea, and also some of the Baltic ports; but unless the blockading ships have very good pilots on board —which it is well known the French do not possess—they will not be able to effect an entrance into the rivers, far less come up to Hamburg and Bremen, as measures have been taken to prevent that by the removal of the floating lightships, beacons, and buoys that mark the navigable channel, which makes it extremely difficult even for the experienced local pilots to bring vessels up and down the rivers in safety; in addition to which I may add that at the mouth of the Elbe and of the Weser stone ships have been moored in position, which can be scuttled and sunk in ten minutes on the actual approach of the enemy's ships of war, and thus still more effectually prevent their entrance.

Though Hamburg is so pre-eminently a commercial city, it looks at present much more like a garrison; for trade is altogether lamed, and the streets are enlivened by the presence of large bodies of troops arriving from the surrounding country, and after being fitted out with their uniforms, accoutrements, and arms, they are sent on to the frontier provinces, which are likely to become—at all events in the first instance—the theatre of a long and sanguinary conflict, for no one places any faith in the delusion that it will be short and decisive, because it was so in 1866. That this state of affairs should tend still more to cripple business is not to be wondered at, and under ordinary circumstances it would create great inconvenience, as most of the clerks in mercantile offices have received orders to join their regiments. I may here instance one of our principal houses, who is thus deprived of no less than thirteen of their young men; but the principals have everywhere behaved in the most patriotic spirit, having intimated that their situations thus vacated will be kept open till their return, and, moreover, that their salaries will be continued to be paid to them whilst with the army. It is no doubt an inconvenience to domestic comfort to have strange soldiers billeted upon private families, but in the present spirit of patriotic enthusiasm no one seems to mind, and cheerfully give the best they have to the defenders of the Vaterland. Thus, in the house I inhabit there are no less than eighteen at this moment, three of whom are billeted on your correspondent. I must say they behave themselves well, and give no cause of complaint.

With regard to the alleged treaty between France and Prussia the semi-official *Correspondance* of Berlin says the draft is in the handwriting of M. Benedetti, and is in the archives of the Ministry for Foreign Affairs. The paper goes on to say, "Already, before the war of 1866, France had offered her alliance to Prussia, with a promise to declare war against and to attack Austria with an army of 300,000 men, provided that Prussia would consent to make certain territorial cessions to France on the left bank of the Rhine." It is officially announced that the Prussian Government has informed the British Ambassador, Lord Loftus, that the draft in M. Benedetti's handwriting, with which Lord Loftus is acquainted, was open to his lordship's inspection at any moment.

COMMERCIAL.

Trade is paralysed for the moment, and the only articles that are in demand, and dearer, are those required for war purposes or wanted for the clothing of the troops—such as sulphur, saltpetre, lead and leather.

SHIPPING.

Arrivals.—Deutschland and Nydia, from Rangoon.

Sailed.—Auguste Reimers, to Singapore; Titania, to Batavia; Esmeralda, to Hong Kong.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Rotterdam, July 27.

The main question of the day is whether Holland will be dragged into war, and be made to fight entirely against her will because war suits the purposes or gratifies the passions of one or more nations of the Continent. That Holland will do her utmost to keep out of the war is certain, but the question is—will it be possible to keep aloof from a conflict which may affect our interests in a most important degree? Some days ago there seemed a very fair probability that we should not be involved, as both combatants had given the most positive assurances that they should respect the neutrality of both Holland and Belgium. But what is to be thought since *The Times* published the draft of the treaty between France and Prussia? It cannot be a matter of indifference to us that within the last four years France should have proposed to Prussia to conclude an offensive and defensive alliance, one of the objects of which should be to bind Prussia to give the Emperor armed assistance in case he should be led to undertake the conquest of Belgium, and to support France with the whole army and navy of Prussia against every Power which in that event might declare war against her. Indeed, this prospect is most alarming, the more because the French official press does not cease to direct attention towards Holland. Whilst one portion of it pretends to see in the firm assertion of our neutrality an anti-Prussian tendency, the *France* continues to pour out accusations upon our kingdom. The *Correspondence au Nord Est* says openly that France is not quite sure about the neutrality of Holland. Intelligent Dutchmen cannot help seeing a significance in these incessant attacks. If I had to sum up the feeling prevailing here I could only say that, if fear for the independence of the country is entertained, it is not fear of danger from the Germans, but that France will seize an opportunity to violate our neutrality. In the meanwhile, the whole country still rings with military preparations.

Of course, there is but little except war news; topics of the day are that Mr. van Naamen van Eemnes, M.P., has presented a horse to the army; that Mr. Knoop, M.P., has resigned his seat to have command of a division; that Mr. So-and-so has given twenty rifles, &c. I only pick up from the *Nederlandsche Industrieel* a very remarkable report upon the East India Railways, made by the engineer, Mr. Grol. He states

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that the disappointment could not be obviated, because it was obvious that the capital of fourteen millions was too small to construct the works, and that the engineers did not know the state of the grounds so well but that now and then some accidents happened. Mr. Grol, however, is of opinion thot these misfortunes could not be prevented, and that a minute examination and boring of the ground, if this had been possible, would have cost more than is spent in repairs.

I need not say that business has come to a complete standstill, and at the Bourse a panic prevails day after day. The Bank of Holland has again raised its rate of discount by ½ per cent. Fears prevail that we shall hear shortly of many failures. Till now only some houses of small standing have stopped payment. The transport by our steamers to England is enormous. Thousands of passengers and school-children come down the Rhine from various places and proceed to England. The noble river is now, instead of being crowded by tourists, left utterly desolate, not a single craft being allowed to pass either up or down.

The Dutch Missionary Society has held its annual meeting. The report was not very favourable. The accounts showed a deficit, which, however, was covered by the favourable balance of last year. The expenses for 1871 are estimated at f.88,000.

The Duc de Chartres is residing at Amsterdam.

PRODUCE MARKETS.

The greatest dulness prevails in our Colonial Produce Market. The war has stopped all activity. The Bank of Holland raised its rate of discount another ½ per cent., in order to check the export of silver.

Coffee.—There are no transactions to report; prices are nominal.

Sugar.—The Trading Company offered for public sale 52,269 mats, but only 18,071 mats were sold, the rest being bought in. The price paid was about 1f. to 1½f. under May value. No private transactions are reported. Stock in bond 51,862,068 kilo.

Tea.—The valuation of the 10,244 chests finest Kaisow Congo, imported per Red Riding Hood, from Foochow-foo is as follows:—QJT, 80c. to 82c.; QET, 88c. to 90c.; QHT, 83c. to 85c.; AGT, 78c. to 80c.

Tobacco.—The announced sales of Java tobacco are postponed.

Tin.—The nominal price of Banca is 71½f.

Hides.—324 pieces Padang Rinder, ex St. Jan; 48 pieces do., ex Padang Packet; and 2,000 pieces Sourabaya Rinder, ex Susanna Elisabeth, have been sold.

SHIPPING.

Arrivals.—July 20, at Brouwershaven, from Bassein, Ocean Chief.

Departures.—July 24, from Texel, for Batavia, Bestevaer.

THE FRENCH IN CHINA.

(THE GLOBE.)

It is to be hoped that amid all the cares and anxieties that harass and perplex France at the present crisis, she will yet find time and means to avenge the insult that has lately been offered to her flag and religion by the massacre of the French Consul and priests at the hands of the Chinese mob at Tientsin. The position of the French beyond that of any other foreign people in China requires that such insult should be promptly and fully avenged. The French diplomatist succinctly and truthfully expressed the relative positions occupied by the various nationalities when he said, "The English come to China with their commerce, we with our ideas." Unfortunately for France, the matter-of-fact Chinaman has a decided preference for our commerce over her ideas. It is the one thing that makes our presence at all endurable to the mass of the people. The Government derives a large revenue from our trade, and the mercantile and lower classes fatten on our substance. But to none of these large sections of the community do the French bring anything but vexation of spirit. In time of war they are in the habit of acting on the unpleasant principle of making war support war, and when peace reigns they neither help to enrich the merchants nor to fill the Imperial exchequer. Their only interest in China is the Roman Catholic religion, which next to or even before opium the Chinese Government look on as the greatest curse to the country, and which, from its very nature, is more difficult to support and protect than the commercial interests of other countries. With self-abnegation beyond all praise the priests have wandered into the very heart of the Empire; but, with less discretion, they have very constantly shown themselves only too willing to interfere between their converts and the native authorities; which, added to the isolated position of their mission establishments, has frequently invited attack, an invitation which the Chinese mob has never been loth to accept, and hence have arisen those cruel massacres which have periodically multiplied martyrs and shocked the civilised world during the last two hundred years.

Suffering under these disadvantages the task of raising the popular fury against the priests is an easy one. They are in the habit of buying young children to adopt and educate as Christians. This is quite enough to supply the mob leaders with materials for the wildest charges against them. "Don't think," they say to the people, "that these foreign devils buy your children for any good purpose. Their object is only to murder them, that they may bury their bodies under the foundations of their houses for good luck, and make medicines from their brains and charms from their blood, to pervert the ignorant from the religion of Confucius to their own deceitful teachings." These, or similar words, we shall find have been used to instigate the mob to attack the French missionaries at Tientsin and Nanking. And now, what steps will the French Government probably take to punish the offending nation? Fortunately for it, both places are situated on navigable rivers, and are neither of them defended by any formidable works. As far, then, as the local mobs are concerned, the French, with the naval forces at their command, which they possess at Shanghai and Japan, will have no difficulty in inflicting the well-merited chastisement. But the situation requires that something more than this should be done. The Central Government should be held responsible for such outbreaks, and should be made to feel, by the presence of a French army at Peking, that they have sinned. An expedition to Peking would present fewer obstacles to the French than to any other nation. At Saigon they have a considerable force of "Zephyrs," who, though morally speaking they are the scum of the French army, yet can never be accused of having ever, either in Algeria, Saigon, or China, the enforced scenes of their service, shown any backwardness to fight. An army of these men might be landed within eighty miles of Peking in little more than a fortnight from Cochin China, and, a landing once effected, they could make their own terms. What those terms will be remains to be seen. France has long had a hankering after the Island of Chusan, and the recent outrages form a very plausible pretext for the necessity of having some basis for operations either in or in the immediate neighbourhood of China.

THE INDIA AND CHINA LAND ROUTE.

The last number of the *Gazette of India* gives publicity to a correspondence between the Viceroy and the King of Burmah in regard to the extension of trade in the direction of South-Western China. The Viceroy, after referring to the edict in which his Majesty promised that the expedition organised under Major Sladen in 1868 for the exploration of the old caravan route between the Irrawaddy and Yunan should be furthered and assisted by every available means at his disposal, expressed his regret that, though several of the objects for which it was instituted had been accomplished, the officers who composed it had met with serious opposition at Bhamo and Ponsee, both of which places are situated in the King's territories. Apart from this opposition, the Viceroy intimated his assurance that the various tribes through whose country the expedition passed were in favour of the renewal of the old trade, and that they had given evident proofs of their disposition to co-operate in a work as interesting as it was likely to be profitable to themselves. His Excellency preferred to believe that those who threw obstacles in the way of the undertaking had acted in disobedience of the royal proclamation and in disregard of his Majesty's orders. In his opinion it was only necessary for the King to express his desire and determination to favour the project in order to induce his officials to do likewise. His Majesty had shown what was his own inclination by placing one of his own steamers at the disposal of the party when they left Mandalay, and the Viceroy was persuaded that the King was as solicitous as he had been in the commencement to give his active support. He concluded his letter by declaring how great was the interest of the British nation in the development of commerce with the districts bordering on Her Majesty's dominions, and how anxious the British Government was to co-operate with his Majesty in so noble an enterprise. By the appointment of a British officer to reside at Bhamo, to which the King had agreed, great hope was entertained that good would result to the merchants of both nations. The King, in his answer, alludes to the prosperous times previous to the outbreak of the war between the Chinese and the Panthays, when an ambassador came once in ten years from China with royal letters and presents, and when the opening of the "gold and silver road of commerce" gave a vast impetus to the trade of the country, and a corresponding increase to the customs revenue. When peace had been established between the belligerents he entertained no doubt that trade would again revive, and intercourse be as secure as formerly. Whenever a suitable opportunity occurred his Majesty was ready to help to the utmost of his power any English expedition that might hereafter be deputed to investigate further the Chinese route. As to the "misunderstanding" between the English officers and the Governor and other officials at Bhamo, his Majesty was inclined to ascribe it to the mutual ignorance of each other's customs and rules of etiquette. He hoped that the Viceroy would take the same view of the matter. For his own part, far from making any invidious distinction between Burmese and English, he looked forward to increasing prosperity for the latter in his own dominions, and he was convinced that the wealth which the subjects of both countries now enjoyed might fairly be attributed to the improved state of intercourse and the amicable relations which treaty alliances had brought about between the two Governments. At present, I may remark, nothing would be gained by a further expedition. We know that we have nothing to fear from the Khakhyens and the Shans, whenever we endeavour to revive the trade. They look forward to the advantages which will accrue to them as carriers and purveyors. Up to Momien, the extreme point to which Major Sladen penetrated, we are sure of our ground. Beyond that all is uncertainty. The Mahometan rebels have still to establish themselves firmly in Yunan. Solitary towns, like Talifoo, are said to be in their possession. But the Chinese Government is still contending for the mastery of the province, and disputing the occupation of every district by their rivals. Till civil war is at an end, any advance on our part beyond Momien would not only be dangerous but futile, for we can expect no interchange of commodities with a population whose country is being harried, and who with the greatest difficulty provide themselves with the bare necessaries of life.

SILK IN CALIFORNIA.

The *Alta California* of the 30th ult. contains the following remarks upon the progress of silk culture in California:—The demand in Europe for raw silk and silkworms' eggs is constantly on the increase, in the double ratio of greater number of people and larger distribution of wealth, which allows a greater consumption of silk. Nevertheless, the damage done to the culture in the silk countries by disease among the worms is such as to make manufacturers dependent, to a greater extent annually upon foreign countries for the raw material. Europe collectively now purchases annually a value of $160,000,000, of raw silk, and $10,000,000 worth of eggs. This is the season for the purchase of the latter, and this year there is an unusually great demand. We published a few days since a notice of a letter from Bersiges, in France, directed to Mayor Selby, asking the price of silkworms' eggs

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and yellow cocoons in the State. The railroad has now brought us a number of agents for French, Italian, and other silkworm industries, who are on their way to Japan by the steamer of the 1st, to make purchases of eggs, and their orders will reach some $6,000,000, to be drawn in favour of Japan. We have commented upon this exchange operation under the commercial head of this day's paper. These gentlemen have been very active in visiting the various companies of this State, and have expressed the greatest admiration for the prospects of that interest. Among others they have visited the California Silk Culture Company, near Sacramento, which is exceedingly flourishing this year. They have raised 3,000,000 worms. The cocoons attracted great attention. They have for sale some 4,000 ounces of eggs, of the well known French variety. These are worth in the neighbourhood four dollars per ounce, and the raw silk ten dollars. All the silk establishments in the State have not done well this year. From some undefined causes failures have been met with. As a whole, the interest is very growing. The French variety generally propagated is the best known and most admired in Europe. It is larger and more marketable, and it is that which in Europe has most suffered from disease in the last few years. The outlet for the sale of the eggs is immense, and the development of the interests here will lead to great results. For instance, the California Silk Culture Company, from the present stock, will, with a fair season next year, have 170,000 ounces of eggs disposable, which is a value of $700,000, and in five years they may raise 1,500,000 eggs. The causes of failures in some places will be constantly discovered and removed, until a uniform large crop may be obtained, and there is no reason why we should not at least rival Japan in the sales.

LABUAN.

The *Pall Mall Gazette* says:—An admirable practice seems to have prevailed until quite lately at Labuan with regard to destitute sick, and which is well worth the attention of boards of guardians in this country. Among the reports just printed "exhibiting the present state of Her Majesty's colonial possessions" is a copy of a despatch from Governor Pope Hennessy to Lord Granville, dated January 25 last, in which, speaking of the establishment of a civil hospital, he says that on his arrival in Labuan in 1867 he found it was the practice to treat the destitute sick as if they were criminals. In the absence of any civil hospital they were always sent to prison. The following memorandum was made in the early part of 1868 by Mr. Warren, gaoler, in reply to an inquiry on this point:—"Sick people are regularly committed and sent into prison for treatment, in general for one month, but in some cases for two or three months. Sometimes they are further detained by order of the colonial surgeon. They wear prison clothes and use prison bedding. They receive full rations, as the able-bodied convicts, besides extras as hospital comforts, by order of the colonial surgeon. They occupy the prison cells, which are only adapted for prisoners." We might improve on this plan by sending our convicts to our lunatic asylums. Instead of sentencing a garotter to be flogged the judge might send him to Hanwell for a month; if he returned to his associates with his ribs smashed and his breastbone mysteriously broken we should hear little more of deeds of violence outside the walls of an asylum.

THE TEA TRADE IN AMERICA.

The following particulars are from our Consul's report at New York. We do not correct here the inaccuracies which appear:—

In the tea trade the consumption was as under:—

	Green. lbs.	Japan. lbs.	Black. lbs.	Total. lbs.
1868 ...	15,577,505	7,153,304	12,584,635	35,315,444
1867 ...	14,231,271	7,027,459	13,600,212	34,858,942
1866 ...	13,138,226	5,348,609	11,402.703	29,889,538
1865 ...	13,227,628	5,646,571	10,979,234	29,853,433

The Consul remarks that "the tea trade during the year 1868 was notable for its entire freedom from speculation, business being confined wholly to the requirements of the demand for consumption. An increased consumption of Japan teas during 1867 and 1868, as compared with the two preceding years, is attributed to the defective quality of Oolong from China, with which dust was largely mixed, creating a prejudice against this description. Considerable parcels of tea were received during the latter part of last year by the Pacific Mail Steamship Company, *via* San Francisco and Panama. This is a new feature, and by this route it is shown that the new crop can be laid down here two or three months earlier than by sailing ships. The receipts through this channel amounted to 510,454 lbs. Green, 201,837 lbs. Japan, 188,957 lbs. Black—a total of 901,248 lbs., the first of which were on market as early as September. But the completion of the Pacific Railroad will doubtless supersede the importation of teas by way of the Isthmus of Panama, and already, at the time I now write, shipments are being forwarded from San Francisco overland to the Western cities. Much will depend on the rate of railway freight. Should this not exceed five cents per lb. in gold, New York could be supplied more advantageously and cheaply by this than by the sea route. Even at a considerably higher toll, the Mississippi Valley, Chicago, and the North-West will before long receive their whole supplies through San Francisco, one striking advantage being the freshness and consequently superior quality of the article. Indeed, the time cannot be distant when, by increasing the facilities and cheapening the cost of the transportation of teas across the Continent, the trade in teas at New York will be converted from an import into an export trade, and when this city will form a chief entrepot of teas, as well as of silks and other light Asiatic products, for the supply of Europe."

San Francisco advices mention that two Chinamen had been arrested there for counterfeiting notes of the Chartered Bank of India, Australia, and China. A sum equal to about £7,500 of these notes, almost exactly like the genuine ones, was seized.

Monetary and Commercial.

A return issued by the Suez Maritime Canal Company gives the following as the receipts since the opening in November last down to the end of June:—November, 1869, f.75,119; December, f.241,596; January, 1870, f.258,030; February, f.340,727; March, f.647,588; April, f.377,270; May, f.486,982; June, f.817,117—total, f.3,244,616.

On the question of draft and tare on Tea, which we have noticed in another column, we extract from the *Produce Markets Review* the following on super-tare, which it is now agreed shall be abolished:—

The meaning of the first change resisted by the dealers, which is called the "super-tare" question, is, perhaps, very little understood by the trade, and it is therefore well to explain in what it consists, that the retailers may be able to arrive at a decision on the point. Grocers will no doubt have observed that, in addition to the pound draft allowed them on tea, the merchants' tare is occasionally one pound in excess of that granted by the Customs, and that the allowance is, for instance, 23, 24, and 1 lbs., the first being the Customs' tare, and the second being the trade tare and draft. The difference is accounted for as follows:—A certain number of chests, say twelve, are selected for taring; the tea is emptied out, and the twelve empty chests are found to weigh 280 lbs., or an average of 23⅓ lbs. per chest. The fractions of a pound, being less than half-a-pound, are not allowed for by the Customs, and their tare is called 23 lbs. The practice hitherto pursued with the merchants' tare has been to allow all fractions of a pound to count as one pound, and the trade tare fixed in the case in question would thus be 24 lbs. Had the weight of the twelve chests been 286¼ lbs., or an average of over 23⅔ lbs., the Customs' and trade tare would both have been 24 lbs. By looking through their books, the grocers will notice that the cases in which the merchants' tare (apart from the draft) exceeds the Customs' tare are rare, but the proposed assimilation of the trade and Government methods of taring will of course, so far as it goes, be a loss to the retailers.

The following circular has been issued in regard to the settlement of the Tea dispute, signed by Messrs. Magniac, Adamson, and Deacon. They also recommend, by a circular, that in future any proposed alterations in the Tea trade should be a matter of reference between importers and buyers:—

Having conferred with Messrs. Peek, Harrison, and Edwards in regard to certain differences which have arisen respecting the terms of sale of Tea, we agree to recommend to the importers the following conditions, as suited to the present circumstances of the trade:—

Tea to be sold on Customs' weights and tares. The prompt of Teas weighed to be the first Friday on or after the expiry of three months from the day of sale. On Teas not weighed an additional week to be allowed. The allowance for draft to be made as at present, viz., 1 lb. upon every package weighing over 28 lbs. gross. Other terms and conditions as customary at present.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices
£10	Agra Bank, A shares	All	9 to 10
10	Do. Prov. Certificates	All	9 to 10
25	Bank of Egypt	All	40 to 42
20	Chartered Bank Ind., Aust., and China	All	16 to 17
25	Chartered Merc. of India and China ...	All	26 to 28
20	City Bank	10	11 to 12
100	Colonial Bank	25	41 to 43
500fr.	Comptoir D'Escompte of Paris	—	715
£28½	Hong Kong and Shanghai Bank ...	All	37 to 39
28½	Do. Do. new	11¼	5 to 5½ pm.
100	Imperial Bank	20	18 to 19
50	London and County	20	48 to 50
50	London Joint Stock	15	31 to 33
100	London and Westminster	20	59 to 61
25	Oriental Bank Corporation	All	38 to 40
—	Union of London	15	35 to 37
	Telegraph Companies.		
10	Anglo-Mediterranean	All	14 to 14⅛
10	British Indian Submarine	All	6⅞ to 7⅛
10	British Indian Extension	All	4⅝ to 5⅛
10	British Australian	3	4⅛ to 4⅜ dis.
10	China Submarine	2	5 to 4¼ dis.
10	Falmouth, Malta, and Gibraltar ...	All	8⅞ to 9⅛
10	Great Northern	All	9¼ to 10¼
10	Do. China and Japan Extension	6	4 to 3 dis.
25	Indo-European	All	13 to 17
10	Mediterranean Extension	All	5⅝ to 6⅛
20	Telegraph Construction Company ..	All	22¼ to 22½
50	Indiarubr., Gutta Percha, & Tel. Works Co.	45	38 to 40
	Miscellaneous.		
20	British India Tea Company	All	3 to 4
—	Ceylon Deb., 6 per cent., May & Nov. 1878	100	106 to 108
—	Do. Do. 1872... ...	100	101 to 103
—	Do. Do. 1882-3 ...	100	110 to 112
20	Ceylon Company	10	5 to 4 dis.
20	Do. A shares	5	3⅛ to 2½ dis.
50	Colonial Company	20	1⅛ dis. to ¼ dis.
10	Credit Foncier and Mobilier of England	All	⅜ to ⅛ dis.
10	General Credit and Discount Company	7½	⅜ to ⅝ pm.
10	International Finance Society	5	2½ to 1½ dis.
—	Japan Loan	75	6 to 5 dis.
20	London and Prov. Marine Insurance Co.	2	⅛ to ⅜ pm.
50	Merchant Shipping Company	All	27 to 32
25	National Discount Company	5	10⅛ to 11⅛
25	Ocean Marine Insurance Company ...	5	11 to 13 pm.
20fr.	Messageries Imperiales of France ...	All	715
50	P. and O. Steam Company	All	39 to 41
50	Do. Do. 1867	10	5 to 3 dis.
100	Royal Mail Steam Company	60	48 to 50
20	Thames and Mersey Marine Insur. Co.	2	2⅝ to 3⅛ pm.
20	Universal Marine Insurance Company	5	3⅝ to 4⅛ pm.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Tin Plates.	Spelter.	Zinc.	Steel.	Shot.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.
				Tons.	Tns.	Tons	Tons.	Tns.	Bxs	Tns.	Tns.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.
Coulnakyle	Yokohama	London.	July 9	...	140	...	...	50	...	...	...	...	...	...	...	974592 &£3968	66650	650	840	...	6883	...	300268	...	...	99	342	840	358	85	394	1164	283	34	480	...
Amelia Ross	Penang	,,	,, 14	...	70½	...	...	5	...	...	...	10	...	...	323	28800 &£1396	31150	...	...	300	...	...	...	...	25	...	201	...	7	...	26	1155	...	...	117	...
Ercilla, str., via Suez Canal	Singapore	,,	,, 18	...	...	...	...	...	...	...	...	...	...	...	524	181940 &£247	12350	120	80	...	1332	17	7700	3	...	...	10	...	...	...	60	20	...	...	...	...
Do. do.	Hong Kong	,,	,, 18	...	...	...	7½	...	...	...	...	...	...	...	70	148920	13500	200	...	...	6331	160	46000	...	...	...	...	...	...	33	18	81	...	285	...	...
Do. do.	Shanghai	,,	,, 18	...	..	...	...	...	...	...	...	...	...	50	836	964150 &£465	33650 &£190	1125	...	...	19071	...	...	25	...	...	...	...	...	...	...	51	...	410	591 &1cs.	...
Do. do.	Japan	,,	,, 18	...	...	...	...	...	...	...	...	...	...	...	...	22342 &£2250	24000	120	200	...	5823	...	...	100	...	...	...	...	...	1cs.	...	12	...	152 2cs.	225	...
Fusi Yama	Hong Kong	,,	,, 22	200	60½	1½	24½	100	...	...	...	...	...	...	...	735560	14303	...	...	...	...	33	229410	20	...	4	...	...	...	...	224	680	...	120	10	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship.	For	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Beef and Pork	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.
		£	Cwt.	Cwt.	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	lbs.
a Coulnakyle ...	Yokohama...	16	29	...	...	91	47	94	353	30	278	450	...	20	20	400	...	45	...	1736
b Amelia Ross ...	Penang	870	5 &£8	...	...	32	84	...	36	25 & 116 gls	60	11	...	...	129	...	63	1442	20	115
c Ercilla, str., via Suez Canal	Singapore ...	...	...	5½	27	28	15	100	115	6 &1cs.	47 &1cs.	87	...	10	35	...	58	25	...	...
d Do. do.	Hong Kong.	62	¼	8¾	...	366	45 &10cs.	...	68	12	512	210	50	...	...	99	...	300	...	...
e Do. do.	Shanghai ...	30	...	...	36	64 &5cs.	70	860	555	72	724	1620	395	...	472	...	1cs.	43	1700	...
f Do. do.	Japan	...	...	...	...	349	...	80	160	3 gls.	361	65	...	...	93	44	...	36	200	648
g Fusi Yama.....	Hong Kong.	177	...	...	...	...	...	47	...	...	...	...	...	...	...	...	...	12	...	...

SUNDRIES.

a Cotton velvet, £1,294; chimney-pieces, £80; cod liver oil, 300 gallons; condensed milk, 113 cases; effects, £40; cement, 150 cwt. and £25; matches, £70; clocks, £94; ultramarine, £75; velocipedes, £30.

b Wire rope, £80; wax vestas, 10 cases; matches, £1,047; perambulators, £77; clocks, £40; flints, £38; sheathing felt, £45; bone meal, £100; cordials, 8 gallons; sponge, 1 case; sugar manure, £60; guano, 50 tons; tar and pitch, 100 barrels; gunpowder, 34,600 lbs.

c Clocks, £35; coffee machinery, £4; pianos and musical instruments, £15.

d Marble, £25; telegraph materials, £60; insulator instruments, £60; philosophical instruments, £200; clocks and clockworks, £65; effects, £420; steam engine, £210.

e Needles, £499; liqueurs, 1 case; effects, £230; spectacles, £30; clocks, £53; gilt buttons, £98.

f Effects, £62; wooden blocks, £8; ultramarine, 8; cotton velvet, £140.

g Muntz's metal, £1,600; picture frames, £120; gunpowder, 10,000 lbs.

NOTE.—Per Rollo, from London to Yokohama, cleared May 7 (addl.).—Woollens, £338; wax candles, 12 cwt. Per Ada, from London to Japan, cleared June 14 (addl.).—Apothecary wares, £275; steam engine, £400. Per Angela, from London to Manila, cleared June 29 (addl.).—Oilman's stores and provisions, £62 and 2 cases; blankets, £80; woollens, £535; plain cottons, 72,000 yards and £35; glass beads, 300 lbs.; butter, 27 cwt.; ironware, £110. Per Coldingham, from London to Shanghai, cleared June 30 (addl.).—Glassware, £40; dyed cottons, 29,450 yards; woollens, £440. Per Thomas Bell, from London to Shanghai, cleared July 1 (addl.).—Felt hats, £105; hosiery, £15; blankets, £136; plain cottons, 61,816 yards and £1,473; confectionery, £26; oilman's stores and provisions, £211 and 13 cases; nail rod iron, 50 tons; toys, £50. Per Salisbury, from London to Shanghai, cleared July 6 (addl.).—Bar iron, 47¾ tons; lead, 10 tons; woollens, £1,200; sewing machines, £6; oilman's stores, £10. Per Maria Teresa, from Liverpool to Manila, cleared June 10 (addl.).—Writing paper, £110; yarn, 10,000 lbs. Per Bellona, str., from Liverpool to Colombo, via Suez Canal, cleared June 29 (addl.).—Printed cottons, 16,140 yards. Per Chateaubriand, from Liverpool to Batavia and Sourabaya, cleared June 30 (addl.).—Gutta percha, £19; plain cottons, 56,400 yards; cotton yarn, 2,400 lbs.; earthenware, £657. Per Eldon, str., from Liverpool to Singapore, via Suez Canal, cleared July 2 (addl.).—Plain cottons, 60,000 yards. To Hong Kong (addl.): Plain cottons, 130,290 yards; linens, £60; saddlery, £40; cotton handkerchiefs, £50. To Shanghai (addl.): Plain cottons, 1,087,435 yards; coloured cottons, 52,000 yards; woollens, £582. Per Graafstroom, from Liverpool to Batavia, cleared July 12.—Coal, 880 tons. Per Maria, from Liverpool to Sourabaya, cleared July 13.—Coal, 1,000 tons. Per Bohemian, s.s., from Liverpool to Alexandria, for overland to Colombo, cleared July 18.—Plain cottons, 78,409 yards. Per County of Stirling, from Glasgow to Batavia, cleared July 14 (addl.).—Red wine, 344 gallons; printed cottons, 668,640 yards; yarn, 2,200 lbs.; plain cottons, 67,248 yards; linens, £420; muslins, £50; galvanised iron, £56; blankets, £780; painter's materials, £130. Per Prof. van der Buon Mesch, from Glasgow to Java, cleared July 19.—Sugar machinery, £2,500; coals, 700 tons beer in glass, 2½ barrels.

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ARTICLES OF IMPORT.

TEA.

Transactions have been on a very small scale, and quotations are quite nominal. The dispute between importers and dealers about conditions of sale, referred to elsewhere, and the withdrawal of all shipping orders in consequence of the war, together with the absence of arrivals, are the causes of the dulness which has prevailed.

Messrs. Lloyd and Cheshire's Circular is as follows:—Congou—Red Leaf: We have no change to report in siftings; low and dusty common is worth nominally 9d. to 10d., and common 11d.; small sales of good common have been made at 1s. to 1s. 0½d.; the few parcels of medium sold have brought full prices, and the stock in first hand is firmly held, no doubt owing to the fact that telegraphic advices to the 2nd instant report the Foochow market unopened. Souchong: There is very little doing in common to medium; quotations are unchanged. Black Leaf: Siftings remain without change; small sales of common have been made at 11½d. to 1s., and of medium at 1s. 2d. to 1s. 3d.; the better kinds are neglected, as the Erl King with the first of the new crop is expected next week. There is nothing doing in new makes. Oolong: Transactions have been very trifling; offerings are confined chiefly to parcels of seasons 1868-69. Scented Tea: Spurious Sc. Caper is worth nominally 6½d. to 7d., but there is little demand for anything but medium up to 1s. 6d. S. O. Pekoe continues dull of sale. There has been a little inquiry for Foochow Pekoe. Green: Moyunes are still in request, but all other kinds of country Teas are neglected. Cantons are not in demand. Deliveries from the 13th to the 26th instant—5,113,477 lbs.

Messrs. Kinnear, Hawes and Hertz's Report says:—Our Tea market has been almost bare of any transactions during the past fortnight, chiefly owing to the discussions between the merchants and dealers, which have now fortunately resulted in a satisfactory settlement. We may therefore be justified in anticipating a more lively market, as the dealers, having withheld from buying to a great extent, must now replenish their reduced stocks.

SILK.

There is a complete suspension of business in the market; quotations are purely nominal, and to effect sales a considerable reduction would have to be submitted to. Red Peacocks can be bought at 25s., and a few parcels of Tsatlee have been sold at a reduction of about 3s. per lb. Deliveries 1st to 27th inclusive; China, 2,263 bales; Japan, 412 bales; total 2,675 bales.

COFFEE.

The market is without change. Since our last report there have been no public sales of Ceylon, and the private business therein has been of limited extent at prices which show a decline of 10s. to 15s. per cwt. for Plantation, and of 7s. to 8s. for Native compared with those ruling previous to the declaration of war on the Continent. In other East India kinds there have been no transactions. The landings are 2,000 tons less than last year, the deliveries, although showing some decline from those in the previous week, being 270 tons in excess; the stock now shows a decrease of 1,000 tons, being the first for some time past.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation 314,255 cwt., against 280,342 cwt. at the corresponding date of 1869; Native, 24,927 cwt., against 39,857 cwt. The quantity afloat for the Continent is 22,952 cwt. Plantation, against 11,346 cwt., and 9,031 cwt. Native, against 22,155 cwt. The quantity of Coffee landed in the twenty-nine weeks ended July 23, 1870, was, of Ceylon, 20,600 tons, against 21,513 tons during the corresponding period of 1869; of all descriptions, 32,411 tons, against 37,896 tons. The quantity entered for home consumption was, of Ceylon, 5,932 tons, against 6,276 tons; of all descriptions, 10,213 tons, against 10,411 tons. The quantity exported was, of Ceylon, 15.616 tons, against 13,621 tons; of all descriptions, 24,455 tons, against 23,711 tons. The stock on July 23 was, of Ceylon, 12,916 tons, against 12,611 tons; of all descriptions, 21,962 tons, against 22,994 tons.

SUGAR.

The business in East India is still very limited, there having been no public sales since our last report; prices on the spot are however maintained, but for floating cargoes easier rates have been accepted. By private contract, 600 baskets fine strong Java have been sold at 35s. 9d. (duty 5s. 3d. to 6s.), and 15,000 bags low brown Manila at 20s. 6d. per cwt. Although the landings at this time last year were large they are exceeded by those in the present, which consist almost wholly of British West India, by 2,000 tons, and the deliveries being 250 tons less, a further accumulation is caused in the stock, the surplus now being about 19,000 tons.

The quantity of Sugar landed in the twenty-nine weeks ended July 23, 1870, was, of Penang, 2,277 tons, against 1,995 tons in the corresponding period of 1869; of Manila, Java, and China, 13,761 tons, against 19,780 tons; the quantity entered for home consumption was, of Penang, 1,437 tons, against 1,443 tons; of Manila, Java, and China, 14,224 tons, against 8,975 tons. The quantity exported was, of Penang, 95 tons. against 64 tons; of Manila, Java, and China, 1,775 tons, against 635 tons. The stock on July 23 was, of Penang, 3,075 tons, against 817 tons; of Manila, Java, and China, 33,552 tons, against 39,054 tons.

Cocoa Nut Oil.—The export trade being interfered with, there is little or no inquiry; the price is nominally maintained at £38. The quantity afloat is estimated at 20,120 cwt., against 13,847 cwt. at the same time last year, and 13,623 cwt. in 1868.

Cardamoms.—Of Ceylon 16 bags fair quality were offered and bought in at 3s. 3d.

Cutch.—The tendency of prices has again been downward; 475 boxes fine Pegu at auction were bought in at 20s. 6d. to 21s. 6d., and private sales have been effected of 680 boxes at 20s. to 21s. per cwt.

Essential Oils.—Of 10 cases Cassia 1 case sold at 4s. 3d., the remainder being bought in at 4s, 4d.; 1 case very ordinary Cinnamon sold at 2¾d. Of 27 cases Lemongrass 4 cases good sold at 3d.; 4 cases Nutmeg chiefly bought in at 8½d.; 2 tins Cassia settlings sold at 2s. to 2s. 9d.

Ebony.—An offer of 17 logs (138 cwt.) Ceylon sold at £11.

Gums.—Benjamin: 4 cases Siam, brown thirds, bought in at £9 10s., and 36 cases Sumatra, thirds, rather dark to good almondy, at 70s. to 90s. Copal and Damar: No offers have been made.

Gambier.—There is scarcely any inquiry; the nominal quotation is 15s. 9d. to 16s. for fair block; privately 300 mats Cubes have been sold at 21s. per cwt.

Hemp.—We note the sale of 250 bales good roping Manila at £54 to £54 15s.

Japan Wax.—Of 126 cases Japan saucers offered, 123 cases were bought in at 61s. to 72s. for medium to good hard quality, and the remaining 3 cases were sold at 73s. per cwt.

Musk.—Prices show a decline of 2s.; the sales have been 24 caddies Tonquin—good shaped pods with some rather bally at 30s. to 32s., more or less bally and skinny, &c., 13s. to 19s.; 9 tins grain bought in at 50s. to 52s. 6d., inferior 26s.

Orchella.—An offer of 42 bales Ceylon was bought in at 52s.

Pepper.—Black: The market is still dull; the only sale has been 340 bags sea damaged Singapore at 4⅛d. for first-class quality, 1,639 bags sound being offered and bought in at 5d. to 5½d. White: A steady tone is maintained, and the sales have been 412 bags Singapore at 6d. to 6½d., and 61 bags Penang salvage, ex Benvenue, at 5¼d. to 5⅝d. per lb.

Plumbago.—Of 272 barrels Ceylon offered 32 barrels good dust were sold at 7s., the remainder being bought in, common lump at 8s. 6d., dust at 5s. 6d.

Rice.—There is but little inquiry, and few sales have been effected either on the spot or afloat; prices are, however, firmly maintained; the business in East India has again been confinad to Siam, of which 5,000 bags fine garden have realised 9s. 3d., and 250 tons field in mats 8s. 7½d. short prompt; afloat the cargo of 350 tons Bassein per Mary Ann, arrived off the coast, has been sold at 10s. 3d. landed terms for London.

Rhubarb.—Prices exhibit a decline of 3d. to 6d. per lb.; of 157 cases offered, 40 cases sold; fair round 3s. 2d. to 3s. 5d.; flat 2s. 10d. to 3s. 1d.; flat and round 3s. to 3s. 3d.

Spices.—Cassia Lignea: 125 boxes sold, first pile 110s., second 102s. to 104s., unsorted 100s. Cassia: 38 boxes coarse China bought in at 30s. Cassia Vera: 200 packages Padang bought in at 75s. Cinnamon Chips: 57 bags good middling sold at 5¼d. Cloves: 21 boxes fine Amboyna bought in at 7d. Nutmegs: 23 cases Penang 121's bought in at 1s. 11d. and 30 casks limed Java 109's at 1s. 10d., 7 cases ditto 95's sold at 1s. 11d. Mace: 5 cases common Java bought in at 3s. 3d.

Sago.—At auction 257 bags small pearl were offered and bought in—good at 17s. 9d., ordinary at 17s.; 50 bags large sold at 22s. Of Flour 500 bags Borneo sold at 14s. 9d., with short prompt.

Sapanwood.—An offer of 24 tons Manila was bought in at £7.

Soy.—At public sale 50 casks China were offered and bought in at 2s. 6d. to 2s. 9d. per gallon.

Tapioca.—No transactions are reported.

Tin.—There is a good demand, but owing to pressed sales prices have further given way; but the stocks in the market being so reduced, and the consumption being good, they will probably recover. The current quotations are: Fine Straits, on the spot, £119; afloat, nominal; Banca, £120; Billiton, £119; showing a decline of £5 upon our last quoted rates.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Jly. 19	Lochleven Castle	M'Diarmid	Singapore	Glasgow
— 18	Java Packet	Trappen	Batavia	Texel
— 19	Launceston	Purdy	Sourabaya	Do.
— 16	Gysbert Karel Graf van Hogendorp	Fabritius	Rangoon, for Bremen	Off Dungeness
— 23	Daphne	Olsen	Bassein	Falmouth
— 24	Portland	—	China	London
— 13	Garibaldi	Noyes	Hong Kong	Portland, Oregon
— 26	Antrim	—	China	Liverpool
— 26	Elliots	Douglas	Singapore	Falmouth
— 22	Alphonsine	Henri	Yokohama	Boston
— 13	Blencathra	Doran	Colombo	Off New York

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jly. 19	Prof. v. d. Buon Mesch	Wyman	Java	Glasgow
— 20	Breiz Izel	Jego	Galle	Cardiff
— 20	Silence	De Foy	Singapore	Do.
— 21	Catalina	Ansuategui	Manila	Liverpool
— 22	Fusiyama	Borup	Hong Kong	London
— 21	Alonso, str.	—	Peng., Sing., H.K., & Shang., via Suez C.	Liverpool
Jne. 5	Wallace	Adams	Batavia	Buenos Ayres
Jly. 23	Portland	Coster	Shanghai	London
— 23	James Lister	Hunter	Cardiff and Galle	Do.
— 23	Lady Cecilia	Tate	Singapore	Cowes
—	India	—	Batavia	Rotterdam
— 24	J. L. Enthoven	—	Do.	Shields
— 26	Seafield	Tough	Colombo	London
— 25	Venus	Christiansen	Singapore	Cardiff
— 27	Hibernia	Welch	Batavia & Singapore	London
— 27	British Empire	—	Yokohama	Liverpool
— 28	Belle of Southesk	Stronach	Singapore	London

(See Commercial Postcript and Correspondents' Letters.)

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LOADING.

At London.—For Yokohama and Hiogo: Pride of the Thames. For Yokohama: Lothair, Benmore, Solent, Eastern Chief. For Hiogo and Nagasaki: James Paton, Lunan. For Shanghai: Albuera, Carmarthenshire, Loudoun Castle, Antipodes. For Hong Kong: John O'Gaunt, Mirella, Penrith, Neville, Western Chief, Sir Harry Parkes, Canaan. For Hong Kong (*via* Suez Canal): Cella (str.), Great Northern (str.). For Singapore: Callisto. For Singapore, &c. (*via* Suez Canal), Scanderia (str.). For Singapore and Sarawak: Otter. For Penang: Bristow. For Bangkok: Anita. For Batavia and Sourabaya: Lord Raglan, Hedwig. For Colombo: Palmerston. For Colombo, &c.: Macedon, Langstone.

At Liverpool.—For Nagasaki and Hiogo: Dolphin. For Shanghai: Malacca. For Singapore: Mount Vernon. For Batavia and Sourabaya: Stavers. For Manila: Victoria.

At Glasgow.—For Hong Kong: Loch Ken. For Manila: Alejandro. For Batavia and Samarang: County of Lanark. For Bangkok: Radama. For Ilo Ilo: Priam. For Singapore: Wemyss Castle.

FREIGHTS AND CHARTERS.

The war has not as yet much disturbed the freights to the Eastern Ports, although there has naturally (owing to charterers being adverse to German and French vessels) been a general rise in rates; the arrivals have not been very numerous, but the berths are pretty well supplied with tonnage.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight: 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £35. For Hiogo: £35. For Hong Kong: £29. For Singapore: £25. For Galle: £27. From Newport, Cardiff, or Swansea per ton.—For Hiogo: £1 14s. For Yokohama: £1 12s. 6d. For Shanghai: £1 16s. For Hong Kong: £1 8s. For Singapore: £1 4s. For Galle: £1 6s.

CASUALTIES.

The Lady Cecilia, Tate, from Newcastle to Singapore, put into Cowes, July 22, with damage to windlass.

The Bengal, Burgess, Cardiff to Singapore, which put into Rio Janeiro June 12, with part of the crew of the Royal Berkshire, was disabled.

The Henry Grenfell, Penrose, from Singapore to Liverpool, which arrived at St. Helena June 25, encountered on April 20, in lat. 15 S., long. 102 E., a cyclone, the centre bearing N.W.; the vessel, which was under bare poles, was under water for seven hours.

The Zeenimph, Van Roggen, from Batavia to Amsterdam, which arrived at St. Helena June 24, experienced heavy weather from April 15 to 20, in lat. 8 S., long. 104 E., during which her foretopmast was carried away; off Cape Good Hope, from June 2 to 5, she experienced severe weather, with a very heavy sea, during which her sails were blown away, and a boat knocked to pieces.

The City of Agra, Ellwood, from Manila to London, which arrived in Table Bay on the 9th June, put in for repairs, having sprung her bowsprit and carried away her bobstay in the gales off the coast.

Advices from Port Elizabeth, dated 15th June, state that two sales have taken place of damaged coffee, ex Hanover, Burgess, from Colombo to London, which put into Algoa Bay on the 23rd of May, leaky; one realised £1,146, and the other £1,499.

The Jacob and Christine, from Amsterdam to Sourabaya, arrived at Falmouth on the 26th July, with damage through collision with a steamer.

The Liverpool (Amer. ship), from New York to London, was in collision at three A.M., 26th July, off the Lizard, with the Fusi Yama, bound from London to Hong Kong, which sunk almost immediately: master, two men, and two boys drowned; the remainder of the crew got on board the Liverpool.

MISCELLANEOUS.

At Malaga.—July 20, Palos (s.), Beardslee, from Boston and Fayal and was to proceed the same night for Suez Canal and China.

At Malta.—July 9, Tordenskjold (s.s.), Lund, left for China, via Suez Canal; 17, Eldon (s.s.), Asker, from Liverpool, and left for China, &c.

At Suez.—Bellona (str.), from Liverpool, and left July 21 for Colombo; July 23, Agamemnon (str.), from China.

At St. Helena.—June 17, Banian, Chase, from Shanghai, for New York; 20, Corea, Thom, from Batavia, for London; 21, Baron v. Heemstra, Nepperus, from Sourabaya, for Middelburg; 22, Aldebaran, Meyboom, from Batavia, for Amsterdam; 24, Esperanza, Wilson, from Hiogo, for New York; T. B. Ord, Walker, from Colombo, for London; Allendale, Grey, from Foochow, for New York; Zeenimph, v. Roggen, from Batavia, for Amsterdam; 25, Henry Grenfell, Penrose, from Singapore, for Liverpool; 26, Maria Catherina, Blom, from Banjoewangie, for Amsterdam; 28, Clymene, Morgan, from Macao, for London.

Off St. Helena.—June 25, Perpetua, from Sourabaya.

At Simon's Bay.—June 26, Bernicia, Nicholson, sailed for Hong Kong.

The following is a further list of goods recovered from the wreck of the Benvenue, Penang to London:—28 slabs tin, 11 packages india-rubber, 165 bundles rattans, 1 case fishmaws, 2 empty puncheons, gang rigging, 1 anchor stock, and sundries, 1 bag copra, 31 cases cutch, 3 bower anchors, 1 wire stay, 1 bag pepper, 6 blocks 1 chest 2 bundles rope, 2 ladders, 16 cases gambier.

At Ismailia, Suez Canal, passed since July 19, Eldon (screw-steamer), from Liverpool, for China; Agamemnon (screw-steamer), from China; Emma Ash (screw-steamer), from Colombo to London.

The following is a list of cargo ex Benvenue, Penang to London, forwarded to London since last report: 1 half-bag pepper, 39 horns, 1 slab tin, 14 bundles rattans, 9 hides, 27 boxes 3 bags cutch, 22 puncheons 1 hogshead rum.

DIRECT SUBMARINE TELEGRAPH TO INDIA, VIA FALMOUTH.

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London, June 14, 1870. By Order, JOHN T. BURT, Secretary.

ART,

PICTORIAL AND INDUSTRIAL.

No. 2, for August (now ready), contains the following Illustrations:—

1. Girl Reading (From a Water-colour Drawing) ... ... *W. Cave Thomas.*
2. Mont St. Michel, Normandy (From a Painting) ... ... *J. Webb.*
3. Study of an Interior (From a Drawing in the British Museum) ... *Rembrandt.*
4. Holy Family (From the Engraving by W. Sharp) ... ... *Sir Joshua Reynolds.*
5. External Pulpit at St. Lo (An Architectural Sketch).
6. Study of a Foreground (From Nature).

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THE PHŒNIX,

A MONTHLY MAGAZINE

FOR

CHINA, JAPAN, & EASTERN ASIA.

EDITED BY

THE REV. JAMES SUMMERS,

Professor of the Chinese Language in King's College London.

No. 1. July, 1870.

Subscription £1 1s. Per Annum.

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Mr. F. LANCKEN and Mr. C. W. SIEGFRIED hav been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. NINIAN CRAWFORD in our Hong Kong Firm CEASED on the 31st March last, and Mr. JOHN FAIRBAIRN and Mr. JOHN SAMUEL COX have been admitted Partners therein from the said day.

Our said Firm now consists of DAVID ROBERT FENTON CRAWFORD, JOHN SAMUEL COX, and JOHN FAIRBAIRN.

LANE, CRAWFORD and CO.

Hong Kong, May 4, 1870.

NOTICE.

THE undersigned, the Sole Surviving Partner of the firm of HUNTER, HOUGHTON, and Co., of Batavia (now in liquidation), has ESTABLISHED, under the firm of J. PEET and Co., and has admitted Mr. H. S. HOWLETT a PARTNER.

JOHN PEET.

Batavia, 30th April, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. JOHN PEET in our Firm CEASED on 30th April, 1870, except for the purpose of liquidation. The BUSINESS will be conducted as heretofore under the same style by G. A. HOUGHTON, W. W. COOK, and D. MACNAIR; the London Agents bein CLARENCE, HOUGHTON, and Co., 2, Jeffreys square, London.

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SUEZ CANAL.

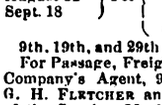
July 10, August 7, September 4 } For { Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Singapore, Saigon, Hong Kong, Batavia, Shanghai, & Yokohama

July 24, August 21, Sept. 18 } For { Port Said, Ismailia, Suez, Aden, Point de Galle, Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.



ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

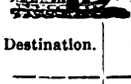
THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

SINGAPORE, CHINA, AND JAPAN.



ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Singapore, Hong Kg., Shanghai, and Japan	Erl King, s.s., via Suez Canal	B in A1	SWID	Aug. 23
Hong Kong.	Mirella	A in A1	SWID	With des.
Do.	Canaan	A1 13 yr.	SWID	With des.
Shanghai ...	Antipodes ...	A1 13 yr.	SWID	With des.
Yokohama ..	Benmore ...	A in A1	SWID	With des.
Nagasaki & Hiogo.....	Lunan (new)	A1 10 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Loudoun Csl.	A1 16 yr.	E.I.D.	Aug. 5
Hong Kong	Sir H. Parkes	A1 13 yr.	W.I.D.	With des.
Yokohama (Kanagawa)	Solent.....	A1 13 yr.	W.I.D.	With des.
Hiogo and Nagasaki..	Jas. Paton...	A1 11 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

CHINA AND JAPAN.

THE following high-classed Clipper SHIPS will be despatched as under from the East India Docks:—

Port.	Ship.	Class.	Tons.	Last Shipping Day.
Hong Kong .	Westn. Chief	A1 13 yr.	750	With des.
Yokohama (Kanagawa)	Lothair	A1 16 yr.	795	With des.

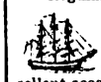
For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking Cargo for transhipment to Japan, at through rates, the splendid new full-powered screw steamer LORD OF THE ISLES A100, the highest class at Lloyd's; 1,753 tons net register; 240 h.p. nominal, 1,200 indicated (just launched by R. Napier and Sons, Glasgow), RICHARD ROBINSON, Commander (late of the clippers Fiery Cross and Sir Lancelot), will load in the South-West India Docks, and be despatched about the 15th August. Has elegant accommodation for passengers, including cabin fittings, bedding, and linen; carries a surgeon and stewardess.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship. With despatch.



FOR HONG KONG, the well-known clipper ship NEVILLE, A1; 715 tons register; JOHN HEMSWORTH, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, MAXTON and Co., 2, Royal Exchange Buildings, London, E.C.

Malabar Coast. Second Season Ship. Will meet with the usual quick dispatch.

FOR COLOMBO, COCHIN, CALICUT, and MANGALORE, the magnificent clipper ship MACEDON, A1 13 years, 496 tons register. W. SUMMERFIELD, Commander, lying in the West India Docks. This splendid vessel is well known for her rapid passages and the good order in which she always delivers her cargo, and from her high class can be strongly recommended to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

A regular trader. Will meet with the usual quick despatch.

DIRECT for COLOMBO, the favourite frigate-built ship, PALMERSTON, A1 15 years; 894 tons register; J. N. SEAGROVE, Commander; South West India Docks. This magnificent high-classed vessel, so well and favourably known in the Ceylon trade, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Direct for the Malabar Coast. Under engagement to the Council of India. Will meet with the usual quick despatch.

DIRECT FOR MANGALORE, CANNANORE, TELLICHERRY, CALICUT, BEYPORE, AND COCHIN, the magnificent China clipper ship SPIRIT OF THE NORTH, A 1 10 years, 571 tons register, A. MATHEW, Commander; lying in the West India Docks. This fine vessel, so well known for her rapid passages, and the fine order in which she invariably delivers her cargoes, offers the best opportunity to shippers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

FOR BATAVIA AND SOURABAYA, the fine British-built ship LORD RAGLAN. A1 13 years, 725 tons; Captain, J. N. BEAVER; loading in the West India Docks. Having a great part of her cargo engaged will have good despatch.

For Freight or Passage apply to W. ARNOLD and Co., 53, Gracechurch-street; or to BERRY, BENNETT and Co., 140, Leadenhall-street.

The Merchants' line of Packets for Japan.

FROM LONDON, FOR YOKOHAMA and HIOGO, with immediate despatch, the splendid A1 clipper barque PRIDE OF THE THAMES, 400 tons register; JOHN TONKIN, Commander; built under special survey. This fine vessel is well-known as one of the fastest clippers, and has always delivered her cargoes in first-rate order, and, as such, presents a most favourable opportunity for shippers of fine goods. Loading in the West India Docks.

For further particulars apply to MORS LE BLANCH and Co., 7, East India Avenue, London, or The Albany, Liverpool.

With quick despatch.

FOR BATAVIA and SOURABAYA, the clipper ship HEDWIG, 5-6ths LII; newly coppered and copper-fastened; 450 tons register; P. B. LUNDSTEN, Commander; loading in the London Docks. This ship is well known for her good passages, and the first rate condition in which she always delivers her cargo.

For Freight or Passage apply to MORS LE BLANCH and Co., the Albany, Liverpool, and 7, East India-avenue, London; or to LEVESON, LEWIS, and Co., 6, Lime-street, London, E.C.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 362.] LONDON, MONDAY, AUGUST 8, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received on July 30.
JAPAN — Yokohama	May 6	June 19	June 22, *via* San Francisco.
Yedo			
Osaka and Hiogo	—	—	June 17
Hakodadi			
Nagasaki	—	—	„ 14
CHINA — Peking			
Tien-tsin	—	—	„ 10
Chefoo	—	—	„ 9
New-chwang			
Hankow	—	—	„ 11
Kiu-kiang			
Chin-kiang			
Shanghai	April 22	June 5	„ 16
Ningpo			
Foochow	—	—	„ 17
Formosa			
Amoy			
Swatow			
Hong Kong	May 13	June 20	„ 28
Canton			
Macao			
PHILIPPINES— Manila	—	—	„ 18
COCHIN-CHINA— Saigon			
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	„ 25
Samarang	—	—	„ 22
Sourabaya	—	—	„ 20
MALACCA STRAITS— Singapore	May 20	June 21	July 1
Penang	„	„ 19	„ 3
CEYLON — Galle	—	—	„ 12
Colombo	—	—	„ 10

THE MAILS, &c.

The above mails arrived *via* Brindisi. The Marseilles portion will not be delivered until to-morrow, owing to detention at Marseilles. The next inward mail, with two weeks' later news, is due on the 22nd inst. Telegrams from Shanghai to July 16, *via* Kiachta, were received on the 1st, and *via* Galle, from Shanghai, 14th, Hong Kong, 21st, Singapore, 29th (this morning). The advices by these telegrams will be found in another column.

List of Passengers.

PASSENGERS INWARD.

Per Pacific mail steamer *China*, arrived at San Francisco, July 13.—From Hiogo: Mr. Edwards, Miss Woods. From Nagasaki: Mr. E Renard, Mr. Scherburne. From Yokohama, Messrs. Renard, Yernstrom, Schlemann, Ridley, Watkins, Tanner, Schut, Van Reed, George, McGregor, Henderson, Ford, White, Logrey, McCall, Montgolfier Despague, Mr. and Mrs. Simpson, Mr. and Mrs. Boyle, Mr. and Mrs. Dohmen, Mdme. Franc. From Shanghai; Messrs. Whittaker, Smith, Canham, Nichol, Mustard, Chapin, Falls, MacGreigor, Anderson, St. Pierre, Campbell, H. D. Carlisle, C. Carlisle, Leonard, Saurmann, McAdams, Mr. and Mrs. Broadhurst, Miss McCarthy. From Hong Kong: Messrs. Whitehouse, Fairbairn, Stronach, Speidel, Castenoda, Powolowsky, Lording, Botefuhr, Laforte, E. H. Pollard, Hefferman, Potguter, General La Gendre, Baron Snoy, Mr. and Mrs. Teitzel, Mrs. McCarthy, Mrs. Allen.

Per *Erl King*, from Hankow and Shanghai, arrived Aug. 4.—Mrs. Caine, two children, and servant. Mrs. Prendergast, five children, and servant, Mrs. Evans, two children, and servant, Mr. Hodges, Mr. Holyman.

PASSENGERS OUTWARD.

Per French mail steamer *Hooghly*, from Marseilles, August 7, booked from London.—To Hong Kong: Mr. S. R. Neate.

Per P. and O. steamer *Pera*, from Southampton, Aug. 6.—To Hong Kong: Messrs. T. Carline, T. T. Andrewartha, J. A. Cowper, and G. J. Weeks. To Singapore: Mr. W. Johnston and Mr. T. Johnston. To Ceylon: Mr. and Mrs. C. Morrison, Lieut. Calvert, Mr. and Mrs. D. G. Mantell and child.

Per P. and O. steamer from Suez, Aug. 21.—To Singapore: Mr. Sarnsen.

Per P. and O. steamer *Poonah*, from Marseilles, Aug. 28.—To Penang: Mons. Hottinger and Mdlle. A. Hottinger. To Ceylon: Mr. W. Bissett.

Per S.S. *Ercilia*, from Plymouth, July 21.—To Hong Kong: Mr. J. Masson, Mr. Lumley (R.N.). To Shanghai: Mr. E. Kleinder, Mr. O'Malin. To Singapore: Major Walter, family, and servant. To Japan: Ensign Meyrick, 1-10 Regt. To Yokohama: Miss Querfeldt.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates by the present mail extend only to the 14th June, but *via* San Francisco we have despatches to the 22nd. The London mail of May 6 arrived out on the 19th June.

The *Japan Weekly Mail* of June 18th furnishes an analytical summary of the Trade of Japan at all the open ports, distinguishing the foreign or direct trade from the local trade of each port. The latter, according to this statement, would appear to be chiefly confined to the redistribution of foreign goods, which it may be presumed have already been entered in the returns of the direct trade, and it is probable that no inconsiderable portion of the native produce carried between the open ports in foreign vessels is intended for reshipment, and is eventually included in the direct exports to foreign countries. It may be doubted, however, whether a correct estimate can be found from the Custom-house books of the extent of the local trade which affords such extensive employment to foreign shipping in Japanese waters. The marked disparity observable between the quantities of foreign goods stated to have been shipped from Yokohama to other ports and then returned as received at the latter, is sufficient to denote a very imperfect system of record in respect to these reshipments.

The direct trade for 1869 amounted to	Dollars.
Imports	17,356,932
Exports	11,485,645
Total	$28,842,577
and the local trade to	Dollars.
Imports	6,924,475
Exports	2,975,626
Total	$9,900,101

Total direct and local trade $38,742,678.

A comparison of the direct trade of the two years gives, it will be seen, the following results:—

IMPORTS.	1869.	1868.
Cotton Manufactures ...	$5,251,324 ...	$4,722,583
Woollen do. ...	2,010,553 ...	2,610,838
Metals	682,255 ...	698,780
Arms and Ammunition ...	1,857,625 ...	2,730,651
Miscellaneous	1,776,690 ...	1,491,043
Eastern Produce (as Rice, Sugar, Cotton, &c.) ...	5,828,485 ...	2,751,476
	$17,356,932	$15,000,871
Increase in 1869	$2,356,061	

EXPORTS.	1869.	1868.
Raw Silk	$4,864,990 ...	$10,638,041
Cocoons	177,805 ...	128,040
Silkworms' Eggs	2,728,500 ...	4,199,188
Tea	2,019,180 ...	3,084,580
Miscellaneous	1,685,220 ...	2,390,334
	$11,485,645	$20,435,333
Decrease in 1869	$8,949,688	

The Shipping Returns show a remarkable increase in the employment of foreign tonnage in 1869. British tonnage it will be seen has been more than doubled during the year, having advanced from 496 ships of 192,185 tons in 1868 to 897 ships of 410,105 tons in 1869; while the shipping of other nations has increased from 461 ships of 389,581 tons in 1868 to 713 ships of 659,293 tons in 1869. The large capacity of the Pacific Mail steamers contributes materially to the augmentation of American tonnage. The total tonnage entered at all the ports under all flags in 1869 amounted to 1,610 ships of 1,068,107 tons, as against 957 ships and 582,396 tons in 1868.

A burglary was attempted upon the premises of the Orienta

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Bank Corporation. Admittance to the Bank was obtained through a window, from which one of the protecting bars had been removed, the first padlock of the outer door of the treasure room was tried, but with no result.

The *Japan Gazette* of June 21, speaking on the subject of Mr. Barnard, says, that among the few notable events that have occurred in our midst during the last fortnight has been the decided course taken by H. M. Consul, Mr. Lowder, in suspending a barrister, Mr. F. J. Barnard, from practising in the Court over which he presides. Mr. Barnard has a curious mania for calling his opponents and their witnesses by such epithets as "liar," "swindler," &c. The Consul has done all he could to check him, and to bring him to his bearings, lately going so far as to order him out of court. Mr. Barnard has been assaulted publicly three times, for this one thing—calling men "liar." But having crowned his folly one day last week by inserting an advertisement in a local newspaper, in which he calls on the public to disbelieve the Consul himself, the cup of his iniquity was full, and the Consul at once announced in the public newspapers that Mr. Barnard is suspended from practising in H. M. Court. Irrepressible indeed is this extraordinary "limb of the law." He talks now of proceeding against the Consul, and obtaining fabulous damages from him.

A libel case was lately tried in H.M. Provincial Court, in which a M. Bertrand, a French subject, claimed $1,000 damages from Mr. Howell, Editor of the *Japan Mail*, for an alleged and admitted libel. Mr. Howell had written in error, and on discovering himself to be in the wrong, did everything he could to repair the evil he had done—even offering to pay any sum three men appointed by Mr. Bertrand and approved of by himself should award. Indeed, his conduct after his mistake was pointed out to him was so straightforward and manly, that everyone rejoiced to see he was only cast in nominal damages.

The Yokohama Library and Reading Rooms are now opened, with every prospect of success.

The following is a correct account of a circumstance to which we referred last week:—It appears that a man, by name A-ho, took advantage of the absence of Sir Harry and Lady Parkes, on their late excursion, to introduce into one of the upstairs bedrooms as a place free from observation, another Chinaman, who had plotted with certain Japanese to make a quantity of false *Kinsats*. The Japanese supplied the paper and copper plates to this latter Chinaman, who bribed the steward A-ho to provide him with a safe place to work in. The proceedings being mentioned to Sir Harry Parkes on his return from the country he discovered proofs of the crime in the possession of A-ho. These consisted of paper, copper plates, and implements necessary for the fabrication of the false money, and also about 100 rios worth of the latter. A-ho was at once arrested and delivered over to the Japanese authorities. The real forger, that is the man who made the kinsats, was not a servant of Sir Harry Parkes, but lived at a place much frequented by Chinamen.

(FROM A CORRESPONDENT—BY AMERICAN MAIL VIA SAN FRANCISCO.)

June 22.

A great number of our friends from China and Japan are returning home by this opportunity, some say as many as a hundred, and more are spoken of, but they do not all go by this route, probably not being aware of the communication. Mr. Pollard, the Q.C. from Hong Kong, is amongst the number, and it is rumoured that he will succeed Sir Edward Hornby. Japan is quiet. Lots of rumours about difficulties in the commercial department have been started by the *Herald*, but they are unfounded. No foreigner knows much about this company, which, from all I can learn, seems calculated to be of great benefit both to natives and foreigners, and to be conducted on very sound principles. They have already purchased steamers, put foreigners in command of them, and begun to run them as passenger and cargo boats calling at various ports. They have also purchased foreign cattle, oil, machinery, &c. They will, in time, have the Yedo Hotel, and they will make a good thing of it if they are wise enough to recognise the fact that foreigners are the right people to manage foreigners. The company will also be interested in reporting and checking produce.

News from England states that the loan is arranged, so that the line will be finished in six months, and it is sure to pay well under good management. All imports are cheap; exports dear. The season is favourable, and the Japanese must be making a prosperous year. Yokoska Dock is progressing well; all the machinery, &c., at work. The meeting at the Public Gardens passed off well. I carried my proposal, and the Gardens are to be opened to the public. The Civil Hospital on the hill is a great boon to the settlement and shipping. Mr. Brooke has taken charge of the *Herald*; the *Mail* is in Mr. Howell's hands.

HIOGO.

The *Hiogo News* describes the last meeting of the municipal board as more interesting than usual. The resolutions calling for plans and estimates for the extension of the roads and drains, and for building suitable municipal premises, naturally result from the council being placed in additional funds by the late land sale, amounting to boos 105,613,84, exclusive of the annual ground-rent. Although we do not anticipate any such reckless expenditure of funds as the council at one time appeared disposed to indulge in, we yet regret to see some considerable desire evinced to get rid of the haul which Providence, and rather too anxious bidders, have placed in their net. We feel it incumbent upon us to remind the members of the board that the money can be easily exhausted, and not so easily replenished; when the present supply is spent they have no power to raise more.

Lot No. 27 on the Foreign Settlement, containing 318½ tsubos, was offered at public auction by Messrs. Wainwright and Co., and after some spirited bidding was knocked down for $1,700 (Mex.). This lot cost about $860 (Mex.) at the land sale in June last year.

The ballot closed at the various Consulates for a member of the Municipal Board for the unexpired term of Ryle Holme, Esq., who has resigned, in consequence of an intended lengthened absence from the port. Franklin Blake, Esq., was duly elected, all but unanimously, having received 51 votes out of a total of 60.

NAGASAKI.

(FROM OUR CORRESPONDENT, VIA SAN FRANCISCO.)

June 14, 1870.

The French mail of 17th March and English mail of 22nd April have been received.

As yet we have had but little rain, but sufficient to relieve the minds of the natives, who were beginning to get very anxious about their grain crops; it is also a source of satisfaction to the residents, as another year of failure would be as great a misfortune to foreigners as it would to the natives. The natives account for the bad state of trade by saying that, owing to the high price of food, people have no money to spend for clothes; but this complaint must shortly (if it has not already) cease, as the quotation to-day for Saigon Rice is certainly not over $2¼ to $2½ per picul.

Some new tea has arrived here, but at present no settlements have been made, as the teamen say they cannot sell at the prices offered them, which show a considerable loss on prices ruling up country; but these statements, I am inclined to think, are greatly exaggerated, and it suits their purpose to spread these reports, as it often leads buyers to give higher prices.

You will see that the editor of the *Nagasaki Shipping List* has an article on the Chinese at this port, who are gradually getting all the business away from foreigners. It contains a great deal of truth, but is incomplete without an addition, which I will now make:—"They not only smuggle, and thus defraud the revenue of Japan, but they even carry this game as far as to infringe that of America. The *modus operandi* is this—say a Chinaman is about to go as a passenger by one of the Pacific mail steamers, he takes charge of all the letters of his 'cousin brothers,' who are on these occasions a very numerous body, as relationship is admitted under very extraordinary circumstances." I have no doubt that large numbers are conveyed in this manner, as a short time since I met a Chinaman carrying a lot, on which the postage would have amounted to several dollars; and I made the remark to him that they bore no postage-stamps, which he accounted for by saying that "a friend brought them over in his box"—a proceeding which I should say would not be agreeable to the Postal Department at Washington, who pay a large annual subsidy for the service.

The affairs of the Club seem to be the source of trouble to some of its members, and it is not to be wondered at, considering that the building in which the bowling-alley was situated has been taken down, and no provision made for the members during the rebuilding of the new one; who are thus deprived of the use of the alleys, but who I presume will be called upon to pay their "full subscription" as usual. The shareholders who benefit most have completely ignored the interests of the ordinary members who mainly contribute the dividend. "An Indignant Member" is complaining in the *Nagasaki Express* about the way in which the Club library is managed, and states that books belonging to it are to be found in nearly every hong in the settlement, and some have been there for years—this statement is to a great extent true. He also asks what does Mr. Stone the manager do all day long.

The British barque *Aztecs*, with coal from Sunderland, arrived on the 2nd inst.

The North German barque *Alida* has taken berth for London at current rates, which are quoted £3. 10s. per ton of 50 feet.

The North German barque *Catherine*, Capt. Molsen, which arrived here on the 9th inst. in ballast from Yokohama, was discovered to be on fire about one o'clock in the morning of the 10th. It broke out in the cabin, but was extinguished after a quantity of wearing apparel and furniture had been consumed. The origin of the fire seems to be unknown.

The movements of the men-of-war have been as follows:—

The North German corvette *Hertha* arrived 29th May from Kagosima, and sailed again 31st May for Yokohama, after coaling.

H.I.F.M. corvette *Dupleix* sailed 31st May for Kagosima, and returned again 11th June and re-sailed for——on 14th inst.

H.B.M. gunboat *Grasshopper* remains in port.

H.N.M. corvette *Marnix* sailed on 2nd June for Kagosima.

H.B.M. corvette *Rinaldo* arrived 7th instant from Hong Kong, and sailed again 9th inst. for Hiogo and Yokohama after coaling

A North German corvette just anchored as I write.

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SHANGHAI.

Dates by this opportunity extend to the 16th June. The London mail of 6th May was looked for on the 20th. The *North China Herald* has the following account of the disturbance at Nanking, which was telegraphed, and its importance overrated.

From Nanking we have news of intense excitement against foreigners; and here, again, kidnapping children is the cause. Five men have been beheaded for this crime, and for selling the eyes and other parts of their bodies to the missionaries. To such a point has the excitement reached, that the people have signified their intention to shut their shops on the 4th of the current Chinese moon, and not to open them again until the missionaries have been put out of the city. It was rumoured that the missionaries had left. The Mandarins, though apparently anxious to allay the excitement, do not go the right way to work, and rather increase than diminish it. Unless they succeed better before the examination comes on, it may be taken as nearly certain that a riot will occur; and the danger even now is imminent. We are not exaggerating, and rely fully on our information, when we say that the presence of a gunboat off the city is needed; and that it would be well the *Dwarf* should go to Nanking, instead of prosecuting her intended trip to Chefoo.

A correspondent at Tientsin writes:—There is no news from Kansuh and Shensi; but certain it is that the fighting there is assuming greater dimensions. It is difficult to get reliable information from the seat of war. There are many in Tientsin (amongst the Chinese) who have relations and friends with the Imperial army in the field there, but not one, strange to say, has heard or received intelligence thence since a year and a half. H. E. Chan-how was robbed of Tls. 2,000 the other night. Thieves broke into his treasury. For some time there have been certain people in the habit of kidnapping children. The interesting fact connected with this circumstance, as the Chinese tell it, is that the children are allured by sympathetical means, the children follow the men whether they like or not. On the 14th June three of these fellows were caught, and as they were transported to the Yamen for trial, they were lynched by the incensed and furious mob, and nearly half killed. What they are doing with these children thus captured I have not been able to ascertain. Trade is in an awful plight; the godowns are full of goods, and it becomes a serious question where to store the new supplies. Even at the reduced rates now ruling it is difficult to move off imports.

We hear than an office was opened at Soochow, and one outside the new north gate, at Shanghai, for sales of office, to get money for military purposes in Kweichow. Formerly, those who gave in their names and money received only a receipt for the same, and had to wait for order from Peking as to appointment to office; but now those thus contributing will receive both a receipt and an immediate appointment.

So far from being ruined by the competition of ocean-going steamers, the vessels of the two river steamer companies appear to be doing more work than ever. The *Moyune* brought down some 20,000 packages of tea from Kiukiang, and reports any quantity more awaiting shipment. It is to be hoped that the large arrivals in Shanghai will tend to lower prices.

We notice from the *Customs Gazette* that the Amoy Custom House is being pulled down, with a view to the erection of a new one. We wonder when a similar improvement will be effected in Shanghai. The present building is certainly picturesque; but it is ricketty, draughty, and inconvenient.

The Chinese authorities in Formosa are causing new trouble by insisting on foreign vessels chartered by Chinese paying a *mast-tax* (that is, so much for each mast), in addition to the treaty tonnage dues. Native vessels pay this mast-tax. The foreign vessels on which the impost had been first tried being American, the dispute was referred to Mr. Legendre, U.S. Consul at Amoy, who communicated with the Viceroy on the subject. The latter, in council with the Commissioner of Customs at Amoy, decided that the impost must be paid. Mr. Legendre demurring, the matter has been referred to Peking.

We learn that Capt. Howlett, who has so long and successfully commanded the *Tunsin*, has been compelled to retire temporarily by ill-health, and that his place has been taken by Captain Blatchley, late of the *Glengyle*.

The *News Letter* (American) has the following on the U. S. navy in China:—in 1867, under the late Admiral Bell, with his war-famous flag-ship, the *Hartford*, and afterwards under Admiral Rowan, with the equally fine man-of-war, the *Delaware*, made a formidable array of Uncle Sam's fighting material in these seas. Where is that noble squadron now? Its leader, Admiral Bell, with Lieutenant Reed and a boat's crew, drowned off the Osaka Bar in Japan. Captain Williams and his brave officers with the *Oneida*, sunk beneath the waves in Yokohama Bay. The *Idaho*, nearly lost in a typhoon, put back dismasted from sea, and condemned in Japan. The *Arvostook*, condemned and sold in Japan. *Unadilla* and *Maumee*, condemned and sold in Hong Kong. The *Monocacy*, on the Japan station, and the *Ashuelot*, on the Hong Kong station, are now all that are left of that proud fleet. The rest, as can be seen, are lost or gone homeward, broken up, sunk, or sold; A. D. 1870! Truly a flattering picture for foreign nationals in China to look upon. No wonder that an American Minister to China, within the past three years, had to creep through the gates of Peking as the servant of a member of his travelling party.

The *Cycle* is constantly affording us reason to be gratified at its existence. It is fulfilling the purposes we expected, and is presenting in every issue so far explanations in the nature of defence against foreign misrepresentation or ignorance, or both combined. We have already noticed its article on the Transit Dues. The Treaty of Tientsin provides that one payment, at the barrier or at the port, shall exempt goods from all further inland charges whatsoever. This the *Cycle* asserts was never intended, inasmuch as it interfered with the discretionary power of the inland Governors "to raise money according to their several requirements," and as the proposed Supplementary Treaty was intended in some way to remedy this grievance, it of course is advocated by our contemporary. The foreign merchants object to this revision of the original Treaty, and they now know, upon the best authority, what is the case they are fighting with. The *Cycle* says, in effect:—"We know we signed a Treaty, but we never intended that it should bear the interpretation which you have placed on this portion of it." And then the *Cycle* proceeds to advocate the barrier system, which the foreign merchants oppose.

The *News Letter* further says:—We hear that owing to the preoccupation of Congress, Consul-General Seward finds himself detained in Washington for at least another month. He had, until the arrival of the last mail, been expected on July 4, and preparations were being made to welcome him by firing a salute of 100 guns in front of the Consulate.

The *General Sherman* Corean affair is, we hear, to be made a subject for action by the American Minister at Peking, Hon. Mr. Low, so soon as the fleet under Admiral Rodgers arrives in China waters. We trust that the new squadron will not rendezvous in Hong Kong, under the delusion that that port is China. A station at Hankow, and one at Tientsin are among the absolute needs; not to speak of Shanghai, and other treaty ports, heretofore rarely visited by our men-of-war. The Tientsin station should be held by a steamer of sufficient power and speed to be of service to our Minister at Peking in time of need.

HONG KONG.

Dates by this mail are to the 23rd June. The London mail of 13th May (French) arrived out on the 20th June, with telegrams to the 4th.

The *Overland China Mail* has the following:—

A change is apparently impending over our police system; Mr. Creagh, who has been Acting Superintendent for many months, has obtained indefinite leave of absence—not to put too fine a point upon it—and has been succeeded by Mr. T. Fitzroy Rice, a gentleman who has had much practical experience in the police forces of Victoria and the Mauritius. It is significant, as following closely upon the departure of Sir Richard MacDonnell, that a piratical attack has been made in the harbour by one Chinese junk on another; the matter is undergoing inquiry before the Coroner, a Chinaman having died from wounds received in the attack.

The present movements of the American squadron in these seas are associated with circumstances of more than usual interest, if the information which has reached us is, as we believe it in the main to be, correct. The flag-ship *Delaware*, Capt. Earl English, bearing the flag of Rear-Admiral S. C. Rowan, will leave here for Singapore on the 16th inst., where she will remain until the arrival of the relieving squadron under the command of Admiral John Rogers. The flag-ship *Colorado* is expected in Singapore about the 1st of August, having left New York on the 9th of April. The *Colorado* is a fine first-rate, with full steaming powers, and by far the most powerful armed vessel the United States have ever had in Eastern waters. The *Benicia*, a new second-rate, ship-rigged, with auxiliary steaming powers, of the same class as the *Hartford*, which bore the flag of two flag officers on this station, once in 1859 and again in 1866; the *Alaska*, also a second-rate, but with full powers, and the first of her particular style that has been put in commission, and the *Pallas* tender (despatched *via* the Suez Canal), will constitute the subordinate vessels in the new Asiatic squadron. A full battalion of marines (distributed among the vessels), and several batteries of field artillery, accompany the squadron. On the arrival of Admiral Rogers, the sale of the *Monocacy* and *Ashuelot* will probably take place, as the Government has no further use for vessels of this class. We are informed that an expedition to the Corean group, consisting of a combined force of British, American, French, and Japanese vessels, will take place during the present year, and that preparations on a large scale are taking place in Japan to enable the Mikado to supply his contingent. The Americans have the *General Sherman* tragedy to punish, the French the murder of their missionaries and the repulse of their expedition to avenge; while Japan has some alleged treaty stipulations to enforce. We believe it is probable that some sort of demonstration is contemplated, especially on behalf of the American and French Governments.

A letter from Her Majesty's Consul at Canton says that the Chinese Government had done all they could in searching out and punishing the perpetrators of the piracy on the *Crofton*, which occurred a few months since off Macao.

We regret to hear of the death of Colonel B. P. Chenoweth, United States Consul at Canton, which event occurred on the 21st of June.

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We regret to hear that Mr. W. H. Dalmeida died very suddenly at Shanghai, of typhus fever. Mr. Dalmeida was an assistant in one of the principal American houses here, had been a resident of this colony since 1860, and was very generally respected and esteemed in our community.

We have been shown a ten-cent. coin, manufactured in Canton from the pattern of the Hong Kong coined pieces. It is very coarse in manufacture, having been moulded instead of struck, and contains about 20 per cent. of alloy. It is said to be a favourite way of disposing of the broken fragments of silver which accumulate in the Chinese hongs, and are too small to be used as objects of barter, without risk of loss, while the percentage of alloys amply repays the cost of "minting."

The *Overland Trade Report* contains a copy of the memorial of the merchants interested in the trade of Formosa, to which we alluded some time since.

THE CHAMBER OF COMMERCE.

The following is a summary of the report read at the half-yearly meeting of the Chamber of Commerce, held on the 14th June, Mr. J. B. Taylor, vice chairman, presiding:—

The Commercial Expedition of Mr. Moss.—The report states that, personally, Mr. Moss raised $2,010, making in all $4,010, for the expenses of the expedition. The expedition started from Canton on April 26, but no intelligence has as yet been received; $800 was spent for outfit, and $1,700 was taken to defray the expenses, a sum of $1,510 being left in hand.

Postal Communication with Foochow.—This paragraph contains simply a notice of the refusal to facilitate regular communication with Foochow.

Tea Freights.—A reference was here made to a reply forwarded to the General Shipowners' Society of London, on the question of unequal freights at different periods of loading.

Chopped Dollars.—An attempt has been made to do away with the mutilated currency here and at Canton, and a correspondence took place between the Chamber, the Colonial Secretary and Consul Robertson.

Room of the City Hall.—At a monthly rental of $75 per month, the Chamber congratulates itself upon being in possession of one of the finest offices in the colony.

Stocks.—In view of the satisfactory result arrived at by the last trial to obtain quarterly returns of stocks, another attempt was suggested at the end of the present quarter.

The Chamber's Market Circular Is still being published and improved.

New Members.—There have been elected, and require confirmation, as members—Messrs. Deètjen, Von Bergen, W. M. Morgan, J. C. Whyte, and J. J. Francis.

Funds.—To Mr. Whyte, for drawing memorial, $750; Printing, $338; gratuity to Mr. Wood, $300; Mr. Moss's expedition, $490; new furniture, $105. These sums amount to $1,983, which, with $1,510 of Moss's advance. sums a total of $3,493. To meet this one of the deposits of $5,000 will be converted, leaving a balance to credit of current account of $1,507.

The Secretary then read the letter addressed to the Colonial Secretary, requesting that something should be done towards obtaining more certain postal communication between this port and Foochow; together with an answer from the home authorities distinctly refusing any reform or improvement at the Imperial expense.

Mr. Pyke remarked that it was very unadvisable to allow such a question to drop; the fact that the Foochow Tea trade exceeded 50,000,000 lbs, producing a large revenue in Customs, had been overlooked.

Mr. Rowett thought they might address the P. and O. Company.

The Chairman observed that there was now a very small amount of revenue accruing from letters, though of course it would be much larger if the steamers were subsidised; still there was not much hope of bringing the amount up to a sum equal to the expenditure.

The report was passed unanimously, and the election by ballot of chairman, vice-chairman and committee was then proceeded with. Mr. Whittall was declared chairman, and the election of vice-chairman was left to the committee.

Commercial Report.

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(*For dates see First Page.*)

CHINA, AND JAPAN IMPORTS.

Yokohama.—There had been a slight improvement in the demand for Plain Cottons, and sales of 8¼ lbs. Grey Goods had been made at an advance of 10 cents per piece. Transactions had not been large, as holders were mostly disinclined to accept ruling rates. Cotton Yarns were rather lower, and Woollens and Fancy Goods had attracted but little attention. Quotations:—G.E. Grey Shirtings, 7 lbs., $2.50 to 2.55 per piece; Do. 8¼ to 8½ lbs., $2.90 to 2.92½; Do., 9 to 9¾ lbs., $3.15 to 3.20; G.E. White Shirtings, 3.05 to 3.20; T-Cloths, 6 to 7 lbs., $1.80 to 2.15; Brocades and Spots, White, $2.90 to 3; Do., Dyed, $3.75 to 4; Chintz, Assorted, $2 to 2.50; Handkerchiefs, 65c. to $1.10 per dozen; Turkey Red Shirtings, $2.85 to 3 per piece; Cotton Yarn, No. 16 to 24, $45 per picul; Do., 28 to 32, $45.50 to 46; Do., 38 to 42, $48 to 48.50; Camlets, S. and BBB., $13.50 to 14.50 per piece; Do., SS., $13 to 13.50; Do., SSS., $9.50 to 10.50; Cloth, Medium and Broad, 80c. to $1.60 per yard; Lastings, $12 to $13.50 per piece; Long Ells, Assorted, $8 to 8.75; Lead, $5.75 to 6.25 per picul; Tin Plates, $5.75 to 6 per box; Iron—Nail Rod, $2.60 to 3.40 per picul; Bars, $2.60 to 3.25.

Hiogo and Osaka.—The business done in Piece Goods during the month had again been very limited, but there were some slight signs of improvement at the close. Grey Shirtings were improved in demand at somewhat higher rates. Cotton Yarn had been placed at quotations, and there was continued disposition to purchase, but stocks were light. Turkey Red Cloth had attracted somewhat more attention. Other Cottons were neglected. Camlets had been sold to a limited extent. Plain Lustres were asked for, the demand being in favour of White, Gentian, and Ash. Mousselines de Laine had found buyers to a fair extent at low prices. Blankets in slightly improved demand. Quotations (in dollars, at 106½ rios to $100):—Cotton Yarn: Nos. 16 to 24, 140.84 per bale; 28 to 32, 145.54; 38 to 42, 162.32; G.E. Grey Shirtings, 7 lbs., 2.58 per piece; 8¼ to 8½ lbs., 2.99 to 3.06; 9 lbs., 3.16; G.E. White Shirtings, 56 to 60 reed, 2.58 to 2.82; 64 to 72 reed, 3.16; T-Cloths, 6 to 7 lbs., 2.58; Handkerchiefs, Assorted, 0.56 to 0.70 per doz.; Brocades and Spots, White, 2.70 to 2.82 per piece; Dyed, 1.88 to 3.29; Chintz, Assorted, 1.98 to 2.12 Turkey Red, 2.58 to 3.29; Turkey Red Cambrics, 2.92 to 3.04; Velvets' Black, 7.98 to 8.45; Victoria Lawns, 1.18 to 1.29; Taffachelas, Double Warp, 2.58 to 2.70; do., Single, 2.12; Woollens and Woollen Mixtures: Camlets, SS, Scarlet, 14.56 to 15.02; do. Black, 11.26 to 12.20; Iron, Bars, 2.34 per picul; Nail Rod, 2.58; Hoop, 2.58; Lead, 5.74; Tin Plate, 5.96; Spelter, 3.29 to 3.76.

Shanghai.—The Piece Goods market was daily becoming more unsatisfactory. Money was easier amongst the natives, but, in the utter absence of demand from the consuming marts, the dealers had been afraid to buy; whilst a rapidly advancing sterling exchange, coupled with extensive forced sales by one firm had given a marked impetus to realisation, and nearly every article of import had declined materially in price. Grey Shirtings: Large quantities of mildewed Shirtings offering at reduced rates. Some sales of 8¼ lbs., good makes but mildewed, at Tls. 2.1.7 to 2.2.1 per piece. For other weights inquiry was small, and the few sales reported show a serious decline on last mail's quotations. White Shirtings, T-Cloths, Drills, Jeans, and in fact almost every description of Cotton manufactures, were as a drug on the market, and could not be sold saving at a concession to buyers. Fancy Cottons: No business. Woollens: Forced sales injuriously affected trade, and the market for all kinds was weak at quotations. Metals—Iron: No business since last report. Lead: Slight improvement took place, L.B. changed hands in small lots at Tls. 4.5.5 to 4.6.0. Quotations:—Grey Grey Shirtings, 7 lbs., Tls. 1.8.5 to 1.9.1; do., 8¼ to 8½ lbs., Tls. 2.1.7 to 2.2.6; do., 9 lbs., Tls. 2.3.0 to 2.3.5; do., 10 to 9.12 lbs., Tls. 2.5.8 to 2.7.5; White Shirtings, Tls. 1.9.0 to 2.6.0; Camlets, English, SS., Tls. 10.5.0 to 11.5.0; do., SSS., Tls. 9.5.0 to 10; Spanish Stripes, Tls. 0.4.4 to 0.5.0; Medium Broad and Habit, Cloth, Tls. 0.9.0 to 1.5.0; Long Ells, Scarlet, C. P. H., Tls. 5.7.0; Assorted, H. H., Tls. 5.4.0 to 5.5.0; do., C. P. H., Tls. 5.5.0 to 5.7.0; Lastings, 30 yards, Tls. 8 to 10.5.0.

Foochow.—The sales had comprised:—Grey Shirtings, 2,000 pieces, 7 lbs., $2.82½ to $2.87½ per piece. T-Cloths, 500 pieces, 6 lbs., $2.10 per piece; 3,550 pieces, $2.40 to 2 65 per piece; 200 pieces, 8 lbs., $9.90 per piece. Lead, 1,500 pigs, $7.25 per picul.

Canton.—Lead was in heavy stock, and there being considerable pressure to sell, prices had suffered a decline of 25c. to 30c. per picul. Quicksilver, on the other hand, had slightly improved. Sales:—Lead, Common, 1,400 piculs, $6.15 to 6.20; W. B., 200 piculs, $6.35 to 6.40; Quicksilver, 200 flasks, $68.60 to 69.50.

Hong Kong.—Until within a few days preceding the departure of the mail dulness continued to prevail to as large an extent as has been reported for some time past. The attention of dealers was entirely confined to the auction sales, which continued without intermission, but subsequently stocks were so largely added to by arrivals per steamers *via* the Suez Canal, that some importers grew anxious to sell, and in order to effect sales reduced their prices for Grey Cottons about 5 cents per piece all round, and a fair amount of business then resulted. In Yarns and Woollens very little had been done, but prices must be considered nominally weaker. Cotton Yarn: Sales had been almost entirely confined to 16-24's, of which one special kind had been in request. Of these counts stocks were by no means heavy, and rates were generally upheld. 28-32's, on the other hand, were plentiful, and there was but a small demand for them. Of 38-42's large additions to stocks had been received from Singapore and other places, so that quotations were lower, and sales very difficult to effects. Grey Shirtings: The arrival of the steamer Priam with large supplies on board caused parcels of both 7 lbs and 8.4 lbs. to be forced on the market at reduced prices, and sales resulted to a fair extent. At auction prices had improved, owing to the increased attendance of country dealers. White Shirtings: Small sales only at about previous quotations. Grey T-Cloths: More inquiry after the finer qualities of 7 lbs., and holders had taken advantage of it to lighten their stocks. Common qualities declined in value to the low figure of $2.02½ per piece. Other makes are very quiet and call for no remark. Grey Twills: Dutch makes had been forced off at miserably low prices; English and American do not figure amongst the fortnight's sales. Dyed and Fancy Cottons: Only a little business doing. Woolen Cloths: Without any special inquiry there had been little done, viz., a sale of Superfine, Dark Blue, at $3.15 per yard, and of Medium Assorted, at $1.45 per yard. Spanish Stripes: The only reported transaction is a sale of the heavy German quality at 91 cents per yard. Long Ells: A small lot of H Scarlet forced off at $7.05 per piece. Camlets: Sales of SS quality in assortments more or less suited to the wants of dealers at $14.50 to 14.80 per piece. A transaction in S quality at $15 per piece involves a reduction upon quotations. Lastings: Uninquired for. Metals: Nail Rod Iron: Unchanged.; it was evident that the Chinese were working upon the stocks they had had the means of laying in so cheaply, and when these were reduced we should doubtless see better rates. Steel moved at irregular prices. Tin Plates sold at a decline. Quicksilver advanced. Lead not improved; a parcel of L.B. offered at $5.50 without sales. Quotations:—Cotton Yarn, Nos. 16 to 24, $135 to 140 per bale; 28 to 32, $140 to 146; 38 to 42, $160 to 163. Grey Shirtings: 7 lbs., $2.50 to 2.52½ per piece; 8.4 lbs., $2.85 to 2.87½; 9 to 10 lbs., $3 to 3.80.

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White Shirtings: $2.30 to 3.40; finer qualities, $4.25. T-Cloths: 6 lbs., 1.82 to 2; 7 lbs., $2.2½ to 2.40; 8 to 8.4 lbs., $2.50 to 2.60. Grey Twills: English, $4.20 to 4.30 per piece; American, $4.65 to 4.75; Dutch, $4.25; Jeans, $2.95 to 3.20: Spotted Shirtings, White, $2.60 to 2.70; Dyed, assorted, $3.40 to 3.60; Brocades: White, $2.70 to 3; Dyed, assorted, $3.50 to 3.85; Damasks: Dyed, assorted, $4.70 to 5.25; Turkey Red Cambrics, 3 lbs., $2.60 to 2.75; Chintzes, assorted, $2 to 2.20; Gentian Twills, $2.65 to 3.10; Handkerchiefs, per dozen, Turkey Red, $0.90 to 1; Assorted, $0.65 to 0.80; Velvets, Black, $0.22½ to 0.25 per yard; Blue, $0.23 to 0.24; Velveteens, Black, 18 in., $0.19 to 0.21; Iron Nail Rod, $2.40 to 2.60; Bar, $2.60 to 3.30; Hoop, 2.70 to 3; Lead, Inferior, $5.40 to 5; L. B., $5.50 to 5.60; W. B.; $5.80 to 5.90; Coal, English, $7.50 to 8; Welsh, $9 to 9.75.

CHINA AND JAPAN EXPORTS.

TEA.

Yokohama.—Business had continued brisk since the date of last advices, and the new Teas had been bought up on arrival at very full prices, ranging on an average at least $10 per picul over those at the same time last year. Settlements since the last American mail amounted to about 5,000 piculs of old and new leaf in about equal proportions, and consisted of all grades from medium to choice. Arrivals had been on a par with settlements; the new Teas had been all thin Shimosa leaf; heavy arrivals of other kinds were daily expected. Stocks were small and principally of old leaf. The prices quoted are for new Teas—Common and good common, nominal; medium, $35 to 37 per picul; good medium, $38 to 40; fine, $41 to 45; finest, $46 to 50; choice, nominal.

Hiogo and Osaka.—During the month about 800 piculs of old leaf had been settled at easier rates. Of the new crop some 500 piculs had come to hand, of which 400 piculs had been purchased at prices showing an advance of Rios 8 to 10 on last season's opening rates, fine being eagerly purchased at Rios 43, and for a parcel of choice extreme rates were demanded. From the interior advices reported that the crop was abundant, and the quality superior to last season; but the excessive prices asked by the growers would prevent any large arrivals for some time. The Edward Herbert was loaded and ready for sea, bound for New York, having 241,532 lbs. on board. Quotations—Common, Rios 13 to 18 per picul; good common, Rios 18 to 23; medium, Rios 24 to 32; good medium, Rios 33 to 36; fine, Rios 37 to 42; finest and choice, none.

Shanghai.—Black: the market for new season's teas had been opened, but not with any spirit, and the state of affairs was characterised by extreme depression, if not entire stagnation. Teas had come down from Hankow and Kiukiang in large quantities, and there was a stock at this port of nearly 100,000 chests. There had been no demand for Bank paper, owing to the dulness of the import trade; the banks had consequently improved the opportunity to such an extent that paper previously saleable at 6s. 1d. was quoted at 6s. 4½d. This had induced an exceedingly tight money market, and had not tended to smooth the way for Tea operations. A further examination of the new crop did not quite bear out the previous favourable impressions. There had been some very fine Teas, nearly all of which had gone forward from Hankow or as reshipments from hence; but the bulk of the Teas offering, though comprising some good parcels, was not equal to that available last season. There was much dust and broken leaf which should certainly not appear in teas of the first crop. Settlements, 8,650 chests. Reshipments, 21,000 chests. Stock, 98,000 chests. The following prices had been paid:—Oopacks, &c., Tls.29 to 31¾; Oonfans, Tls. 29 to 31; Ninchows and Hohows, Tls. 27¼ to 34. A comparison with prices ruling at the same time last year shows as follows:—Oopacks, &c., 1s. 5½d. to 1s. 9d. per lb.; Oonfas, 1s. 6½d. to 1s. 8½d.; and Ningchows, 1s. 5½d. to 1s. 8½d. per lb. Green: In old tea there had been no transactions, and the stocks still held would no doubt be mixed off with new Japan or Hoochow leaf as occasion offers. Some musters of new Pingsueys had been shown, none however of first-class quality. It was asserted that as much as Tls.35 has been offered. Stock: 4,200 ½-chests Fychows and Shanghai packed; 5,000 ½-chests Pingsueys. Total, 9,200 ½-chests.

Hankow.—A large business was done during the early part of the fortnight at prices favouring buyers, and the market had been cleared of all the first chops of fine teas. Common and medium had been quite neglected, and teamen had almost discontinued showing them on the market. Large shipments made to Shanghai were chiefly composed of these descriptions; prices of fine Oopacks must be quoted relatively higher, at the close sales of second chops of Yang-low-toong and Soonyong being reported at Tls. 19 to 22.5 per picul. The prices paid were as follows:—Oopacks and Cheong-sou-kais, finest, Tls. 24.50 to 34.75 per picul; medium to fine, Tls. 17 to 24; Oonams, medium to fine, Tls. 15.50 to 18.50; Oonfas, medium to fine, Tls. 20 to 28.50. The following is a comparative statement of statistics:—Settlements, 132,325; contracts, 6,847; shipments to Shanghai, 43,187; total shipments, 182,359; stock, 29,993; total arrivals, 212,352 chests.

Foochow.—The market was not yet opened, the only transactions reported being the private settlement of Pehling kinds at Tls. 20 to 32 (1s. 5½d. to 2s. 1⅜d.), but this was not looked upon as a market operation, and had had no effect upon buyers, by whom no eagerness to commence business was manifested. Rumours had been circulated of the immediate opening of the market, but these had not been verified. Some chops had, however, been taken by firms having control over them, namely, Changkee and Cheang-mow, by Gilman and Co.; Ee-hung and Suez-fung, by Phipps, Hickling, and Co.; E-yuen, by Turner and Co.; Teen-ching and others, by Jardine and Co.; and Chun-hing, by D. Morrison, but none of these Teas had been actually placed upon the market. The arrivals of Congous were 58,000 chests less than at the corresponding date last season; of Oolongs, 7,000 half-chests less; of Scented Teas, 28,000 boxes less. The Congous from the up-country districts, the bulk of which had arrived, were in some instances superior to those of last season, though not equal to the standard of former years. Total arrivals — Congou, 212,000 chests; Souchong, 3,000 chests; Pekoe, 800 chests; Oolong, 20,270 half-chests; Scented Teas, 7,000 boxes.

Canton.—The market had remained extremely quiet, buyers having shown a great amount of prudence in holding off and resisting the demands of the teamen. The very bad accounts of the London market offered no inducement to purchase, but at the same time there was more unanimity displayed than might have been hoped for. Canton Congous: Small parcels for the colonies and India had been taken. Scented Orange Pekoes: Settlements made on a small scale, at about 2 tls. lower than opening quotations. The qualities taken were principally fine to finest. Scented Capers: Grades above common scarce, and a concession of Tls. 2 to Tls. 3 per picul on these qualities had induced buying to a moderate extent. The lower kinds were held for too high prices to enable operators to purchase them. Canton Greens: There had been no settlements for England, but small chops had found buyers for the Continent and America. Quotations: Canton-packed Congou, Tls. 18 to Tls. 20; Scented Orange Pekoe, Tls. 22 to Tls. 34; Scented Caper, Tls. 20 to Tls. 30; Gunpowder, Tls. 15 to Tls. 25; Imperial, Tls. 14.50 to Tls. 20; Young Hyson, Tls. 24.

SILK.

Yokohama.—The business, amounting to about 400 bales, had been almost limited to the sweepings of the season, which had been sold at too irregular prices to make any absolute change in quotations. The tone of the market was very firm, and the new season was likely to open at a very high range of prices. One small parcel of three bales had been shown as new Silk, but was so mixed with old as to form no criterion of what the quality of the new season's produce may be; fair arrivals, however, were likely to be down in the course of a fortnight. The unsold stock was reduced to about 200 bales very mixed and inferior. Settlements of Hank sorts, 50 bales; Oshu, 100 bales; other sorts, 250 bales; total, 400 bales. Quotations (laid down in London at exchange 4s. 7½d.:—Hanks, Mybash and Sinchu, extra, nominal, 38s.; do. best, 35s. 7d. to 37s. 2d.; do. medium, 31s. 3d. to 34s.; do. inferior, 27s. 4d. to 28s.; Oshu, extra, nominal, 30s. 1d. to 40s. 8d.; do. best, nominal, 35s. 2d. to 37s. 2d.; do. medium, 32s. 5d. to 34s. 10d.; do. inferior, 27s. 4d. to 31s. 3d.; Coshu, best, nominal, 30s. 1d. to 31s. 8d.; do. medium, 27s. 4d. to 28s. 11d.; do. inferior, 24s. 7d. to 26s. 11d.; Sodai, best, 31s. 3d. to 33s. 8d.; do. medium, 29s. 4d. to 30s. 10d.; Etchesen, best, 29s. 4d. to 31s. 3d.; do. medium, 27s. 4d. to 29s. 4d.; do. inferior, 24s. 7d. to 25s. 3d.; Mashta, best., 27s. 4d. to 29s. 4d.; do. inferior, 24s. 7d. to 26s. 11d.

Hiogo and Osaka.—Supplies had been brought forward freely during the month, but they had been almost entirely confined to coarse and inferior descriptions, scarcely a parcel of fine Silk having been shown. Settlements were estimated at 190 bales of 80 catties. Prices had been irregular, but dealers had generally been disposed to accept easier rates for low and inferior Silks. The new crop was expected to be good, the weather having been favourable, but the general result would scarcely be known in this district before the middle to end of July. Quotations (in dollars at 106½ rios. per $100), Hanks, nominal; Idah, fine, 788.74 to 816.90, equal to 33s. 7d. to 34s. 9d., per picul, laid down in London; do. medium, 704.22 to 751.18, equal to 30s. 1d. to 32s. 1d.; Sodai, medium, 638.50 to 676.06, equal to 27s. 7d. to 29s. 2d.; Itchisen, medium, 610.32 to 638.50, equal to 26s. 5d. to 27s. 6d.; do. common, 525.82 to 582.16, equal to 22s. 1d. to 24s. 4d.; Oshu, Hamatki, best, 657.28 to 685.44, equal to 28s. 5d. to 29s. 6d.; do. medium and common, 563.38 to 629.10, equal to 23s. 6d. to 27s. 3d.

Shanghai.—During the early part of the fortnight, owing to the departure of two mail steamers for Europe (Messageries Imperiales and P. and O.), a good demand existed, but subsequently, owing to the rapid and great advance in the rate of exchange, business had been restricted; as the mail closed, however, the natives who held large stocks of Silk which had been purchased at the highest point of the markets in the interior, had become very anxious sellers, and as they were willing to accept of a decline more than the equivalent enhanced cost caused by the high rate of exchange, a fair business was being transacted, and settlements had increased to 5,000 bales (including 2,457 bales exported per Phase), giving a total from 1st June of 6,000 bales. For the French mail prices were Tls. 610 to 627½ per picul for chop third Tsatlees (the latter being the price of Koo-fong-sings); Tls. 590 to 600 per picul for Market 3; and Tls. 555 per picul for "Red Peacock." In Karshing Taysaams Tls. 520 to 525 were reported paid for No. 1, and Tls. 490 to 500 for No. 2; and when the steamer left on the 10th June the market was very firm at these rates, at which some 300 to 400 bales were purchased for this mail. At this date exchange was quoted 6s. 1½d. for credits, the following day the rate took an upward movement, and rapidly advanced to 6s. 4½d.; as Exchange advanced prices for silk receded, and at the close there was an irregular decline of Tls. 20 to 40 for market and lower Tsatlees, Tls. 20 to 30 per picul for Chops, Tls. 20 to 35 for Karshing Taysaams and all other descriptions. The arrivals had been on a somewhat liberal scale, induced no doubt by the very dangerously high rates paid for the last English and French mails, and the unsold stock was estimated at about 5,000 bales. The following chops had been purchased:—"Tso Pings," No. 3, Tls. 600; "Dragon" (reported on half account with natives) at Tls. 595; Donkey at Tls. 580, and Red Peacock Tls. 520 per picul. Silk generally appeared coarser in size this season than last, and Taysaams are inferior to last year's silk. Quotations:—Tsatlee, No. 2, 600 to 620; do., No. 3, 3580 to 600; do., No. 3½, 555 to 580; ordinary, No. 3¼ and No. 4, 530 to 555; do., No. 4, 490 to 510; do., No. 5 and com., 465 to 485; Karshing Taysaam, chop No. 1, 480 to 500; do., No. 2, 450 to 475; do., No. 3, 425 to 455; do., No. 4, 5, and com., 380 to 420; Chin Cum, Taysaam, No. 2, 425 to 440; do., No. 3, 405 to 415; Yuenfa and Hainings, No. 3, 505; Hangchow Tsatlee, 440 to 455; Laeyongs, 385 to 400; Sewhings, 395 to 410.

Canton.—Settlements had been on a very limited scale, as holders were very firm, and asking higher rates than those last advised, whilst buyers were not encouraged by their advices from home to continue purchasing. Quotations:—Tsatlee-reel, best selected, $565 to 570; ditto, No. 1, $500.25 to 5.30; ditto, No. 2, $510 to 515; Loong-kong, best selected, $500 to 560; ditto, No. 1, $525 to 530; ditto, No. 2, $510 to 515; Lacklow and Cumchuck, $500 to 505; Re-reeled Cumchuck, $560 to 565; Kowlong, $465; Seulam, $415; Punjum, $140; Waste Silk, No. 1 and 2, $75 and 57; Pierced Cocoons, $78.

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EXPORT OF TEA AND SILK, SEASON 1869-70.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to May 31, 1870	74573	71626722	50285884	1349918	16403096	139740193	45429
Corresponding period last season	970654	70638837	53654588	...	15790745	141054824	50709

Shipments Since:

June 1 per Ambassador	From Yokohama	... 10,826	
— 4 ... Erl King (str.)	... Shanghai, &c.	... 1,463,084	
— 5 ... Diomed (str.)	... Do.	... 1,929,709	
— 9 ... Emeu (str.)	... Do.	... —	1,520
— — ... Taeping	... Canton	... 1,210,378	
— 10 ... Agamemnon (str.)	... Shanghai, &c.	... 2,548,696	
— 16 ... Hooghly (str.)	... Canton	... 109,100	2,164
— — ... Deerhound	... Do.	... 661,762	
— 23 ... Orissa (ml. str.)	... Shanghai, &c.	... —	2,481

TO THE CONTINENT.

		Bales.
From June 1 to May 31, 1870	4128270	18378
Corresponding period last season	4096139	20206

Shipments Since:

June 9 per Emeu (ml. str.)	From Shanghai, &c.	... — 621
— 16 ... Hooghly (ml. str.)	... Do.	... — 548
— 23 ... Orissa (P. and O.)	... Do.	... — 825

TO UNITED STATES.

		Pcls.
From June 1 to May 31, 1870	40283667	1006
Corresponding period last season	43837255	1832

Shipments Since:

June 2 per Benefactor	From Shanghai	... 450,393
— 10 ... Golden Age	... Do.	... 55,317

TO AUSTRALIA.

From June 1 to May 31, 1870 ... ... 13,640,823 lbs.
Corresponding period last year 16,936,649

Shipments Since: None.

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan
From 1843 to 1844	51,022,600	...
,, 1845 to 1846	57,334,200	18,604
,, 1850 to 1851	63,972,000	22,143
,, 1853 to 1854	77,327,800	61,280
,, 1855 to 1856	92,240,300	50,481
,, 1857 to 1858	76,990,255	68,315
,, 1858 to 1859	65,789,792	83,134
,, 1859 to 1860	85,560,452	64,169
,, 1860 to 1861	90,066,160	76,644
,, 1861 to 1862	109,854,040	79,199
,, 1863 to 1863	121,273,580	72,887
,, 1863 to 1864	117,463,586	46,603
,, 1864 to 1865	121,236,870	32,313
,, 1865 to 1866	118,333,042	62,890
,, 1866 to 1867	118,423,290	50,052
,, 1867 to 1868	116,890,430	57,449
,, 1868 to 1869	142,789,804	70,917

* Including the Continent.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 7½d.	4s. 7⅝d.	4s. 7¼d.
Shanghai ,, ,,	6s. 3½d.	6s. 4½d.	6s. 4¼d.
Canton ,, ,,	4s. 7d.	4s. 7¼d.	4s. 7¼d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,,	4s. 6d.	4s. 6½d.	4s. 6¼d.
Manila ,, ,,	4s. 4d.	4s. 4¼d.	4s. 4¼d.
Colombo ,, ,,	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	322	235
,, Hong Kong	26 to 27 dis.	—
Bar silver	nominal	6 prem.
Mexican dollars	74.0.0	¼ to ⅝ prem.

Bous, at Yokohama, 339 to 340 per dol.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 26 to 26½; Old, 37 to 38 per cent. premium.
Hong Kong Gas Company, 45 dols. per share.
Hong Kong and Whampoa Dock, 6 to 7 per cent. discount.
China Traders' Insurance, 1,700 dols. premium.
Hotel shares, 65 per cent. discount.
Hong Kong and Macao Steamboat Company, 33 to 34 dols. premium.
Hong Kong Fire Insurance Company, 190 dols. premium.
Union Insurance Company, 1,500 dols premium.
China and Japan Marine Insurance Company, Tls. 25 premium.
China Fire Insurance Company, 43 dols. premium.
Victoria Fire Insurance Company, 25 dols. premium.
China Sea, Saigon, and Straits Steamship Company, 5 per cent. discount.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, 5 dols. premium.

OLD SEASON'S TEA VESSELS EXPECTED.

Date.	From.	Ship.	lbs.
March 14	Shanghai	Dartmouth	837,742
April 4	Canton	Clymene	715,500
,, 9	Shanghai	Shakspeare	573,187
May 29	Foochow / Shanghai	Sir Wm. Wallace	949,793
	Total		lbs. 3,076,222

NEW SEASON TEA VESSELS.

From	Ship.
Hankow	Erl King (str.) [arrived].
,,	Diomed (str.) do.
,,	Agamemnon (str.)
,,	United Service (str.)
,,	Oberon (str.)
,,	Nile (str.)
,,	Ajax (str.)
,,	Titania.
Shanghai	Cutty Sark.
,,	Serica.
,,	John R. Worcester.
,,	Lauderdale.
,,	Weymouth.
,,	Argonaut.
,,	Priam (str.)
,,	Craigforth (str.)
,,	Eliza Shaw
,,	Danube (str.)
Canton	Taeping.
Foochow	Statesman (str.)
,,	Achilles (str.)

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, June 16, Lochnagar; from Cardiff, 11, Merrie England.

At NAGASAKI.—From Sunderland, June 2, Aztees.

At SHANGHAI.—From London, June 12, Melbrek; 14, Craigforth (str.)—From Liverpool, 5, Doune Castle.—From Shields, 5, China.—From Cardiff, 2, Christal Wave.—From Sunderland, 11, Algernon.—From England, Clara, Hindostan, Nestor (str.), Riga (str.), Glenavon.—From New York, Mikado (reported by telegram).

At HONG KONG and CANTON.—From London, June 13, Maiden Queen; 19, Fuh Le (str.)—From Liverpool, June 14, Priam (str.); Danube (str.); 19, Veronica. — From Cardiff, 11, Glenallan; 20, Frederick Tudor.—From Shields, 18, William Clowes.—From Marseilles, 20, Peiho (str.).—From Callao, 19, Uncowah.—From Havana, 16, Macao.—From Hamburg, 13, Wohldurf.—From New York, 16, Samuel Russell.—From London, Lufra, Invincible.—From Liverpool, Leith (reported by telegram).

At MANILA.—None.

At SINGAPORE.—From London, Windermere, Maria, Diedruka (?) (reported by telegram).

DEPARTURES.

From YOKOHAMA.—None.

From HIOGO.—For London, May 18, Cymbeline; for New York, June 6, Arabella.

From SHANGHAI.—For London, June 10, Agamemnon (str.), Eliza Shaw, Danube (str.) (reported by telegram). In our last issue the following ships were reported as left for New York; it should have been for London: J. R. Worcester, Weymouth, Argonaut, Priam (str.),

From FOOCHOW.—For London, about July 10, Achilles (str.), Statesman (str.) (reported by telegram).

From HONG KONG and CANTON.—For London, 16, Deerhound.—For Hamburg, 19, Solo.

From MANILA.—For London, 4, Kate Winnifred; 13, Balmacarra.—For Liverpool, 4, Jessie.—For Boston, 5, Mutlah.

From SINGAPORE.—For London, July 23, Priam (str.); 24, Achilles (str.), Statesman (str.) (reported by telegram).

VESSELS LOADING.

At YOKOHAMA.—For London, Ambassador.

At NAGASAKI.—For London, Alida.

At SHANGHAI.—For London, Ethiopian, Undine, Serica, Whinfell, Forward Ho, Ajax (str.), Cutty Sark, Thyatira, Lauderdale, Duke of Abercorn, Nile (str.).

At FOOCHOW. — For London, Thermopylæ, Windhover, Everest, Falcon, Wylo, Eme, Norman Court, Maitland, Kelso, Flying Spur.

At HONG KONG and CANTON.—For London, Belted Will, Burdwan.—For New York, Sarah E. Kingsbury.

At MANILA.—For London, Robert Fletcher.—For Cadiz, Concepcion, Olano.—For Boston, Sooloo.

At SINGAPORE.—For Liverpool, Howden.—For Channel, Egmont en Hoorn—For Marseilles, Serte.—For Hamburg, Condor.—For New Nork, Kingdom of Belgium—For Boston, Mercur, Fearless.

At PENANG.—For London, Medusa, Octavia, Herald of the Morning.—For New York, M. A. Evans.

FREIGHTS AND CHARTERS.

At HANKOW.—To London, the United Service (str.) obtained £6 per ton.

At SHANGHAI.—For London the rate for steamers is £5 10s. per ton, and £3 10s. to £3 sailing vessels. By telegram of July 16 rates are quoted at £3 10s. for the former and £2 the latter.

At FOOCHOW.—Rates for home not fixed.

At HONG KONG and CANTON.—To London, £3; to New York, £2 5s.

REPORTS AND CASUALTIES.

HONG KONG.

The British steamer Priam, from Liverpool via Suez Canal and Singapore, reports from Singapore, the first part of passage fine weather until 13th June. Experienced heavy circular gale, from E. N. E. veering to E. and W. S. W., backing round again to the same

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way, with much rain, and thunder and lightning, which lasted for thirty-six hours, then moderate and fine weather till arrival last night at 7.30; forty-one steaming days from Liverpool and eight days to Suez Canal. variable gales which lasted for thirty-six hours, then moderate till arrival.

The British steamer Danube from Liverpool via Suez Canal, reports the first part of passage fine weather until 13th June, when experienced

The China arrived on the 15th June, and reports having sailed from London on the 16th November, and encountered strong winds with weather dirty coming down the Channel. Afterwards favourable weather was experienced until January 17th, the ship being lat. 36.50 S., long. 9.30 W., weather thick, and blowing strong from the S.W., passed over some very discoloured water and much kelp, there could not have been more than ten fathoms water. February 9th, lat. 39.20 S., long. 42.30 E., fell in with a strong S.E. gale, which continued for five days, and then had strong variable winds up as far as Anjer. On the 25th of February, at four P.M., when in the meridian of St. Paul's, and twelve miles south of it, the weather clear, tried to sight it in order to test the accuracy of the chronometer, but could not until the following day; and discovered the chronometer to be out 155 miles. Was off Java Head 24th March, and drifted out of sight of land on three different occasions—the prevailing winds being East with strong current. Left Anjer on April 9th, and had a series of heavy squalls; wind variable, and but few observations could be obtained. May 30th, the weather cleared up, and continued fine, until taking the pilot on board on the 1st June, when, at noon, it again set in thick. Anchored at six P.M., was compelled to remain for thirty-six hours, and reached Shanghai on the 5th, after a passage of 201 days.

LATEST TELEGRAMS.

CHINA.

(Received via Kiachta, Aug. 2.)

Shanghai, July 16.—Silk: Market quiet; No. 4 Red Peacock, 28s.; export from Shanghai since commencement of season, 13,600 bales; stock, 5,000 bales; crop of Japan estimated at 16,000 bales. Tea: Market quiet, with a downward tendency; export of Black from Shanghai, 25,000,000 lbs.; Foochow market opened, settlements about 6,000 chests, at last season's prices, quality very poor. Freights: ship, £2; steamer, £3 10s. Grey Shirtings dull; 8¼ lbs., Eagle Chop, Tls. 2.25. Exchange: Bank bills, 6 m.s., 6s. 0¼d. London telegrams to June 21 received July 12.

(Reuter's Telegram, Received via Galle, Aug 8.)

Hong Kong, July 21.—Grey Shirtings, 6¼ catties, 8¼ lbs., $2.85; Water Twist, $1.30. Tea, quiet; total export (China and Japan), 28,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 6½d.

Shanghai, July 16.—Grey Shirtings, 6¼ catties, 8¼ lbs., Tls. 2.20 to 2.25. Cotton, Shanghai, Tls. 18. Silk: Large business done; settlements since departure of last mail, 2,250 bales. Export to date (China and Japan) from commencement of season, 17,000 bales. Exchange on London: Bank bills, 6 m.s., 6s. 0½d.

STRAITS SETTLEMENTS.

(Received via Galle, Aug. 2.)

Singapore, July 15.—Grey Shirtings, 8¼ lbs., $2.82½; T-Cloths, 6 lbs., $1.77½; Mule Twist, 40's, $135. Exchange, Bank bills, six m.s., 4s. 6¼d.

COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O. Company's steamer *Pera*, from Southampton on the 6th inst., was:—In gold, to Galle, £80; to Madras, £236; in silver, to Hong Hong, £24,635; to Shanghai, £2,600. Total, in gold, £316; in silver, £27,235.

SHIPPING.

Arrivals not in the Tables.—August 4, at Scilly, from Macao, Paradies; off Queenstown, from Rangoon, for London, Daniel Rankin; July 22, at New York, from Yokohama, Cœur de Lion; August 4, at London, from Colombo, Shepherd; 5, at Liverpool, from Rangoon, Glenaros; in the Downs, from Hankow, Diomed (steamer); August 5, at London, from Singapore, &c., Northfleet; 3, off Dungeness, from Batavia, for Amsterdam, Anna Maria; 5, at Scilly, from Bassein, Ludwig; at Queenstown, from Rangoon, British Crown; 5, at Falmouth, from Rangoon, Zingra; 6, Assyrian, from Shanghai, Dartmouth; at Falmouth, from Rangoon, for Bremen, Orient; 7, at London, from Colombo, Teviot.

Departures.—August 5, from London, for Hong Kong, John O Gaunt; 4, from Swansea, for Singapore, Istapa.

Spoken.—City of Agra, Manila to New York, June 7, 35 S., 20 E. Ada, London to Japan, July 5, 11 N., 23 W. Emperor, Liverpool to Japan, July 30, 49 N., 10 W. County of Forfar, Clyde to Batavia, July 13, 3 S., 31 W. Felix (Fr. brq), Toulon to Japan, May 1, 20 S. 30 W

Laid-on.—At London, for Singapore, Hong Kong, Shanghai, and Japan (*via* Suez Canal), Erl King (str.); for Bangkok, Aurora.

Casualties.—Advices from New York, dated July 22, state that the Bengal, Burgess, from Cardiff, to Singapore, which put into Rio Janeiro, June 12, disabled, would have to discharge part of cargo.

Miscellaneous.—Off Malta, Aug. 2, Delaware (str.), from Liverpool and left for Singapore, China, &c. (via Suez Canal); Off Gibraltar, July 25, Prins Hendrik der Nederlanden (s.), from Amsterdam, for Java; at Port Said, July 24, Eldon (str.), Asker, from Liverpool, and left for Shanghai; at St. Helena, July 7, Lady Turner, from Singapore, and sailed for New York; Voorint, from Tjilatjap, and sailed 8 for Rotterdam; Zoroaster, from Ceylon, and sailed for London; 10, Chica, from Manila, and sailed for Cadiz; 12, Clifton, from Singapore, and sailed for New York; 13, Alein, from Batavia, and sailed for the Channel.

THE TIENTSIN MASSACRE.

(To the Editor of the *London and China Telegraph.*)

Sir,—Pending the receipt of a more detailed account of the Tientsin massacre than that given by telegraph, it would be premature to express any opinion upon its immediate or remote cause. The question, however, as to how France will act in the matter is one of grave importance; for, if adequate satisfaction be not exacted and the mandarins be not made to feel that such outrages will most certainly involve themselves in disgrace, and ruin, there will hereafter be but slight security for the lives and property of foreign residents at the smaller treaty ports.

One of the telegrams states that the missionaries were accused of murdering children and scooping out their eyes, and similar accusations, you may remember, preceded the Yangchow outrage in 1868. Now, it is a well-known fact that these calumnious falsehoods are disseminated in China by means of inflammatory placards, which are posted up at the gates of cities or other places of public resort, and, seeing the lamentable events which have too often followed their publication, it is to be hoped that the Representative of France will now insist on the promulgation, in the *Peking Gazette*, of an Imperial decree, making it obligatory on all local authorities throughout the Empire, on pain of degradation if the duty be neglected, to cause such placards, whenever they may appear within their respective jurisdictions, to be instantly removed, as well as to seize and punish all concerned in their production.

I feel sure that, as a preventive measure, this would have a good effect, and think that, as a preliminary course, the Tientsin mandarins should likewise be required, through the *Peking Gazette*, and under pain of degradation, to apprehend, within a given time, the ringleaders of the mob that sacked the consulate and other buildngs, and murdered the French subjects.

There can be little doubt that, in addition to the execution of the leaders of the mob, the French authorities will demand of the Chinese Government the rebuilding of the cathedral, consulate, and hospital, and monetary compensation for the relatives of the deceased, a demand in which I trust they will receive the moral support of the representatives of the other Treaty Powers at the Court of Peking.—I am, Sir, your obedient servant,

August 5, 1870. M. N.

The members of the Chinese Embassy at present in Europe have addressed the following letter to the French Minister for Foreign Affairs:—

"Twenty-eighth day of the Sixth Moon (July 27).

"It is with a profound sentiment of grief that we learned that the scenes of murder and devastation which occurred at Tientsin, through a popular rising, have been confirmed by a telegram lately received from Count de Rochechouart. We have, on the other hand, been semi-officially informed that the Chinese Government has confided to a functionary of elevated rank and eminent capacity the care of opening an inquiry relative to these regrettable events. We do not hesitate to affirm that this high personage, whoever he may be, will use the greatest diligence in acquitting himself of his mission, regulating his action on treaties and laws. This is for us a reason to hope that the negotiations previously commenced between the Duke de Gramont and ourselves, with a view to arrange, as we have done with the principal Courts of Europe, the bases of a durable understanding on the principles of international law, and which have been so unfortunately interrupted at the moment they were about to be completed, will be resumed hereafter. Under existing circumstances we propose to leave Paris for Spain to-morrow. We shall shortly return, and, in the meantime, ask permission to take leave of your Excellency in renewing the assurance of our high esteem."

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Berger—On the 26th May, at Yokohama, Japan, the wife of Captain Ernest A. Berger, H M 's 10th Regiment, of a son.

Blain—On the 25th July, at The Woodlands, near Hooton, Cheshire, the wife of John Blain, Esq., of a daughter.

Short—On the 2nd Aug., at Edgbaston, Birmingham, the wife of Mr. George Short, of twin sons.

MARRIAGES.

McBean—Beveridge.—On the 28th July, at St. Peter's Episcopal Chapel, Kirkcaldy, by the Rev. Norman Johnston, M.A., Major William McBean, of H.M.'s 93rd Sutherland Highlanders, to Victoria, daughter of Henry Beveridge, Esq., J.P., Kirkcaldy, N.B.

DEATH.

Borradaile—On the 30th July, at Downside, Epsom, Margaret Watson, the wife of T. S. Borradaile, Esq., late of China, after prolonged suffering.

Hewett—On the 31st July, at Eastern-parade, Southsea, Charles Sidney Byng, aged six months, son of Capt. W. N. W. Hewett, R.N., V.C., H.M.S. *Ocean*.

McLean—On the 26th May, at Yokohama, of typhoid fever, Samuel McLean, late Master of British ship Bengal, a native of Torquay, aged 38 years.

Neale—On the 18th July, in her 17th year, after much suffering, Emily Susannah, eldest child of the late W. B. Neale, Esq., H.M.'s late Consul at the Piræus, Greece, and niece of the late Lieut.-Colonel E. St. John Neale, C.B., formerly H.M.'s Consul-General and Chargé d'Affaires at Yedo.

Peet—On the 1st Aug., at Oak Lodge, Finchley-road, St. John's-wood, of gastric fever, Phoebe Francis, the beloved wife of John Peet, Esq., of Batavia, aged 27.

Whyte—On the 31st July, at Inch House, the residence of his brother-in-law, George Ryan, Esq., D.L., John Charles Whyte, Esq., late Acting Judge at Hong Kong, eldest son of the late Captain Edward Whyte, R N.

Breakfast.—Epps's Cocoa.—Grateful and Comforting.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—James Epps & Co., Homœopathic Chemists, London.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the addresses of all persons connected with the Far East and reference can be made to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in China, Japan, Singapore, *and other parts of the* Far East *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "London and China Express" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "London and China Telegraph" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, AUGUST 8, 1870.

THE REJECTED TREATY.

Now that Her Majesty's Government has finally abandoned the Alcock Convention, any further discussion of its merits—or demerits—may perhaps be considered wearisome and profitless; yet we cannot allow the paper read by Mr. J. Barr Robertson, at the Asiatic Society's meeting (reported in our last issue), to pass unnoticed. Mr. Robertson, who is the able exponent of views held, we believe, by a far from insignificant section of the mercantile community in China, finds a good deal to say in favour of Sir R. Alcock's Convention, and indeed he defends some of its provisions with a degree of skill that would do credit to the Treaty-maker himself. Broadly speaking, Mr. Robertson divides the Convention into two sections; the first concerning security for life and property, the second relating to trading privileges and the tariff. That the requirements of the case embraced under the first head are not duly met by the proposed Convention, Mr. Robertson unhesitatingly admits; but, with regard to the second, he considers that we should have done well to accept the settlement offered by the Chinese Government. They might, he says, have dictated terms far more burdensome; for every country has a right to arrange its Customs' tariff, as well as its other sources of revenue, on a scale in accordance with its requirements. Then he shows that opium would, after all, be very lightly taxed at fifty taels per picul, considering that the Indian Government derives four times as much profit from it; that the proposed "nominal" increase of the silk duty is outweighed by advantages obtained in other parts of the arrangement; that inland taxation is by no means so heavy as has been assumed, and that therefore the objections to the proposed commutation of transit dues lose much of their force; and, lastly, that, as the question of revision can be raised again at any time, it would be good policy to take the Convention as it stands.

It is not easy to gainsay the assertion that every nation has an inherent right to fix its own scale of duties without asking the permission of other countries, and this is the strongest argument Mr. Robertson adduces in support of his views. The United States—one of the youngest of nations—having pushed that right to such extremes, it would seem hardly fair to deny similar privileges to one of the oldest. But then it is not a question of tariff alone; it is a question of our whole commercial and social relations with China; and although theoretically this may be divided, after Mr. Robertson's fashion, into two separate parts, it must practically be dealt with as a whole, and negotiations must be conducted on the "give-and-take" principle. Mr. Kingsmill, in the course of the discussion which followed the reading of Mr. Robertson's paper, went so far as to say that "with no other nation were treaties required "for the conduct of trade, and he did not see why China "should be the only exception." Here is an extraordinary misconception. England has had commercial treaties with half the nations of the globe; and, as an example, at the very time this discussion was taking place in China, a controversy was going on at home on the working of our Commercial Treaty with France. If it is permissible to make special conditions by which trade between this country and France shall be governed, surely a treaty defining the terms on which our trade with China shall be carried on cannot be pronounced useless or superfluous. The difficulties in the way of a satisfactory settlement are no doubt very great; but that is no reason why we should hastily accept any terms offered, in despair of getting better ones. Whatever arguments there may be in favour of such a course, we retain the conviction so often expressed, that the merchants did right to demand the rejection of Sir R. Alcock's one-sided Convention, and that the Government acted wisely in acceding to their wishes. That this would be the result we predicted from the first; but it would need a greater degree of foresight than we can boast of to foretell the result of the next attempt at revision. That must depend almost entirely on the character of the negotiator to whom the task is allotted, and the selection has yet to be made.

LEGATION BUILDINGS IN CHINA AND JAPAN.

A Parliamentary Paper has been issued showing the details of the estimates for Legation and Consular Buildings in China and Japan. Major Crossman was sent out to superintend the erection of these buildings in 1866, but the uncertain state of the relations between England and Japan made it impossible for him at that time to furnish any general estimate of the sums required for buildings in the latter country. The Legation had their residences both at Yedo and Yokohama, towns within a short distance of each other rented of the Japanese Government at about £1,800 a-year From 1859 to 31st March, 1870, only £2,500 were expended on the Legation buildings. In the current year £500 is provided for repairs. It is uncertain whether the Legation will be definitively fixed at Yedo or Osaka, or at both places. When that question is settled, buildings will have to be erected at an estimated cost of £30,000. In 1866 there were three Consular establishments in Japan—viz, at Kanagawa or Yokohama, at Nagasaki, and at Hakodadi. Rents amounting to about £3,500 were paid by the English Government for Consular buildings. The Consulate at Kanagawa, proposed by Major Crossman, has been since erected at a cost of £11,000. Major Crossman proposes also to build at Nagasaki, where a house has been purchased for the Consul, and an estimate submitted to Parliament for works. It is estimated that it would cost £7,000 to build a Consulate and offices at Hakodadi. Since 1866, the ports of Osaka, Hiogo, and Neegata, have been thrown open, and Yedo has become the residence of a Vice-Consul. Major Crossman estimates the cost of Consulate and offices at Neegata at £6,500; at Osaka at £7,000; and at Hiogo at £7,000. In the estimates for the current year it is proposed to vote £5,000 for Osaka and Hiogo. The rents paid by the English Government for Legations and Consulates in Japan amounted in 1866-7 to £5,300; and in the current year they are estimated at £4,050.

The following return shows the amount expended under the superintendence of Major Crossmann between March, 1866, and September 30th, 1869, the probable amount that will have been expended between 30th September, 1869, and 31st March, 1870, and the amount provided for the financial year 1870-71:—

CHINA.

	Expended from March, 1866, to Sept. 30, 1869. £. s. d.	Approximated amount, from Sept. 30, 1869, to March 31, 1870. £. s. d.	Amount proposed 1870-71. £. s. d.
Peking.—Legation buildings	9,524 17 11	637 10 0	5,500 0 0
Tientsin.—Consulate	11,440 15 10½	80 0 0	75 0 0
Taku.—Vice-Consulate	89 2 4½	—	1,200 0 0
Newchwang.—Consulate	808 12 11½	50 0 0	100 0 0
Chefoo.—Consulate	814 16 8½	50 0 0	150 0 0
Shanghai.—Consulate, Judicial and Consulate buildings	27,150 7 6¾	16,100 0 0	7,150 0 0
Chinkiang.—Assistants' charge under Shanghai	438 3 8½	50 0 0	50 0 0
Kiukiang.—Consulate	232 15 7½	20 0 0	75 0 0
Hankow.—Consulate	3,250 2 4	1,052 10 0	100 0 0
Ningpo.—Consulate	5,492 16 5½	4,090 0 0	575 0 0
Foochow.—Consulate	3,909 1 7½	30 0 0	550 0 0
Pagoda Anchorage.—Vice-Consulate	1,250 11 10¾	50 0 0	3,350 0 0
Amoy.—Consulate	704 12 1½	30 0 0	2,575 0 0
Swatow.—Consulate	425 18 6	—	4,075 0 0
Canton.—Consulate	552 17 10¾	30 0 0	1,100 0 0
Whampoa.—Vice-Consulate	1,970 9 1½	20 0 0	50 0 0
Tamsuy.—Vice-Consulate	1,752 2 5¼	—	100 0 0
Taiwan-foo and Takao.—Consulate	57 7 6	—	4,050 0 0
	69,365 12 8¼	23,300 0 0	33,950 0 0

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JAPAN.

	£.	s.	d.	£.	s.	d.	£.	s.	d.
Legation buildings ...	694	2	6¾...	150	0	0...	500	0	0
Yedo.—Vice-Consulate...	52	12	10½...	100	0	0...	600	0	0
Yokohama.—Consulate	7,442	9	9 ...	2,200	0	0...	2,150	0	0
Hakodadi.—Consulate	—		...	—		...	50	0	0
Hiogo.—Consulate ...	76	17	6¾...	50	0	0...	2,600	0	0
Neegata	62	11	0¼...	50	0	0...	100	0	0
Nagasaki	2,797	8	0½...	100	0	0...	2,150	0	0
	11,499	19	4¾	2,700	0	0	10,750	0	0

In addition to which it is estimated that, in future years, a Legation will cost at least £30,000, while Consular buildings, if erected at Hakodadi, Neegata, and Yedo, have been estimated to cost about £17,000.

THE WAR AND THE SITUATION.

(London and China Express.)

No dispassionate person who reads the projected Treaty by the light of the so-called "explanations" of Bismark and Benedetti can doubt that the two contending Powers are very much in the position of an embryo Brigand Company (Limited), who have merely fallen out over the division of their spoil before it was won, on an uncandid comparison of their capital. Both parties were, no doubt, willing to invest their reputation—such as it was—and to increase their national debts and impoverish and decimate their subjects, just as far as it seemed desirable to follow out the principles inculcated in our late Laureate's lyric—

> The good old rule, the simple plan,
> That they should take who have the power,
> And they should keep who can—

was to be applied with all the force of the chassepot, the mitrailleuse, and the excitement of the cry for a "united Germany," to the extinction of the independence of Belgium and Luxembourg. The scheme was nothing new, so far as France was concerned at least. So long ago as 1859 Mr. Kinglake, in the House of Commons, openly charged the Emperor of the French with having, at Villafranca, proposed to the Emperor of Austria to assist him in taking back all that he had lost in Italy, on condition of his consenting to the enlargement of France "to the Rhine." This accusation was never denied; and, though the plan fell through then, its promoters were not discouraged. France, disappointed in Austria, sought a nearer and a more potent ally in Prussia; and she found, apparently, that she had nothing to apprehend from the coyness or the scruples of her last made friend. The plot seems to have proceeded bravely; and there is not much room to doubt that it would have been carried out "in its integrity," had not old wounds been re-opened on both sides. "When rogues fall out, honest men come by their own," says the proverb; in the present case, honest men will probably *hold* their own from the same cause. Hatred between Prussia and France would seem to be the normal condition of both nations. For more than a century—from 1706 to 1815—both countries were engaged in no less than thirty conflicts with each other. Turin, Malplaquet, Minden, Montmartre, and Waterloo were conspicuous among the victories in which the Prussians assisted against the French; and Valmy, Jena, Montmirail, and Monteron, scarcely compensated French pride for so great a balance of defeats. But France had gained new laurels since the last of her distinct encounters with Prussia. She had humbled Russia in 1856, Austria in 1859, and she felt that the mitrailleuse and the name of Napoleon would suffice to humble Prussia in 1870.

Assuming, then, for the sake of argument, that the present war, if confined to the two belligerents, will be brought to a speedy conclusion, it remains to be examined how far the probability extends of other nations being involved in the affray, which side their sympathies or interests would impel them to take, and what they could gain by declaring war at all. To the last part of this question it appears to us that the answer is simple and conclusive. No nation—be it what it may—can gain anything by attempting to disturb the map of Europe. "Not one Frenchman in a million," writes the correspondent of *The Times*, "believes that England will go to war for Belgium." Perhaps we might add that not one Englishmen in a thousand believes that France would venture to annex Belgium in the face of her stanchest and most formidable ally. England is the Nestor of Europe. Her age, her progress, her achievements, and the admiration with which her institutions are everywhere regarded, give her a weight in counsel far greater than her present strength in war. The haven of deposed Sovereigns, she is also the sustainer of threatened dynasties. Always slow to attack, she was never known to flinch when called upon by duty, and her traditional gallantry and stedfastness is appreciated by no Power more than her nearest neighbour. France will never seek to annex European territory so long as England contents herself with protesting against such annexation, and repairs with due, but not unbecoming, haste the *ad captandum* blunders of the present Government in reducing her forces to a minimum. England's voice will be the key-note of European action or neutrality. Most of the other nations have not only nothing to gain, but also nothing to lose—*i.e.*, nothing to spend—by taking part in the impending struggle. Spain, the original *casus belli*, does not care two straws about the success of either side; and she has already derived enough benefit from the beneficent action of her Republican Government to make her anxious only to adopt their recommendation as to the future form of their constitution. Russia, while beginning to prepare for eventualities, declares her intention to be neutral. So also does Austria. Austria and Russia have need of all their revenues to carry on their Governments on a footing of peace. We see nothing to tempt Austria to take part with either of the two combatants, by both of whom she has invariably been worsted; and Russia can hope for nothing, in any convulsion, unless it is the invasion of India, to which the present war is not very likely to conduce. Italy would probably incline to the Prussian side, but she would hamper, rather than assist, whatever Power she allied herself to, for, the moment she ceases to be neutral, she becomes inevitably French. Denmark is the Power most to be apprehended, and easiest to be excused, for taking part in a strife which may restore part of the dominions of which she was deprived by the last partition of the Germans. Could this be restored to Denmark without embroiling other nations the war of 1870 would not be without its good. Had the spoliation of Denmark been resisted, as it should have been, by England, the present war would not have taken place. The English Ministry at that time was composed almost of the same statesmen as the Ministry of to-day. Their incertitude at that period was the certain precursor of the presumption of the present war—a war which would never have been declared if England had retained the dignity in the councils of Europe which she enjoyed while represented by Pitt and Canning. It is not, however, by contrasting the statesmen of the present with those of a by-gone day that we can arrive at the solution of the question which is on everyone's lips,—"Will England be able to keep out of the war?" We believe that she will, without forfeiting one jot of dignity; and our reason for so believing is that, although our present statesmen may not be in every way equal to the "pilots who weathered the storm" for us in former days, they have at least the advantage of not being disunited. Party spirit is laid aside in the present crisis, and the result will be that what neither Mr. Gladstone nor Mr. Disraeli, Lord Granville nor Lord Derby, could achieve singly, will most likely be secured by the unanimous voice of the country.

THE P. AND O. COMPANY.

On the vote for postal services, in the House of Commons, attention was called by Mr. Crawford, M.P. for London, as to the intentions of Government regarding the Brindisi route. The Marquis of Hartington stated, in reply, that the P. and O. Company had been informed that the company would in a given time be required to run their steamers to Brindisi. He also proceeded to say that considerable difference existed between the company and Government as to the amount to be paid to the company under the contract. The difference arose from the manner of keeping accounts. It will be remembered that the terms of contract involved the payment of £400 up to £500,000 per annum, according to the receipts of the company from other sources. Should the earnings be equal to a dividend of 6 per cent. on the capital, the minimum sum would be paid by Government, and a rise in proportion on a sliding scale. This plan we stated at the time was most unsatisfactory. It virtually made the Government partners with the company, and in reality opened the door to all kinds of complications unbefitting Government. It seemed a clever scheme on the part of Mr. Scudamore, but we are surprised that such a measure should have been permitted by such a practical man as Mr. Disraeli, under whose Government it was done.

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We have no further information regarding the Tientsin massacre, and the postal advices detailing the event cannot reach us until this day fortnight. We may have telegrams in the interval, however, announcing the arrival of the troops from Hong Kong, and the effect this step produced. We shall be curious to know in what light the Chinese Government view this action on the part of the British, as the insult was entirely confined to the French. We anticipate that it will prove a most salutary measure, and valuable in checking outrages in future. We call attention to a correspondent's letter on this subject, which suggests that the least atonement the French should demand is the execution of the ringleaders, the rebuilding of the cathedral, and a money compensation to the relatives of the unfortunate people killed. Also the publication in the *Peking Gazette* of an edict requiring all local authorities to cause the removal of any inflammatory placards.

The Commercial Company of Japan are creating a small revolution in the mercantile world at Yokohama. They interfere somewhat with the operations of foreigners, and consequently are not looked upon with very great favour. Still we should not complain of a combination of this sort, as it is likely ultimately to produce a large increase in the use and demand for English manufactures. If this Commercial Company establish a code of honour amongst the Japanese in their trading relations with foreigners it will effect much good. Some well-disposed foreigner should make this suggestion to them. To be able to rely on their purchases and sales, both in quality and time, will be a great stride with our Japanese friends.

Sir Charles Dilke has favoured us with another example of his vigilance in the affairs of the Far East. He has discovered that a great injustice is done by referring Consular cases at Bangkok to the Court at Singapore, and suggests that the Judge at Singapore should make periodical visits to Bangkok to hear such cases. The ignorance displayed in the suggestion is simply ludicrous, and Sir Charles is damaging his reputation even more than he did by his book "Greater Britain." Mr. Monsell, the Under-Secretary for the Colonies, very neatly exposed the absurdity of the proposition.

A detachment of Royal Marine Light Infantry are under orders for Japan. We believe they are simply reliefs, and not as an augmentation of our forces in Japan. The economical members of Parliament who complained of our keeping troops at Yokohama appear to be now satisfied that the barracks at that settlement have proved of immense service to the troops in a sanitary point of view.

THE CHINA CONVENTION.

In addition to the letter to the merchants given in our last, there is also a despatch from Earl Granville to Sir Rutherford Alcock, which contains a balm for the Minister's feelings, and a very proper tribute to his zeal and effort in the tedious negotiations with the Chinese :—

Earl Granville to Sir R. Alcock.

Foreign-office, July 25, 1870.

Sir,—The various communications which, since your return to England, you have had with this office and the Board of Trade will have prepared you for the announcement that I have now to make to you, that Her Majesty's Government have determined to advise Her Majesty not to ratify the Convention which you concluded with the Chinese Plenipotentiaries on the 23rd of October last.

I wish you, however, clearly to understand that, although such is the decision of Her Majesty's Government, nothing can be further from their intention than to impute to you any blame for the part you took in the conclusion of the Convention. On the contrary, Her Majesty's Government most highly appreciate and approve your zealous and indefatigable exertions throughout the whole of the long and difficult negotiations which preceded the signature of the Convention ; and Her Majesty's Government much regret that the view taken by the mercantile associations in this country and in China of the probable benefit of that Convention, if ratified, to the commercial relations between the two countries, has not coincided with the view which Her Majesty's Government had hoped would be taken of it.—I am, &c.,

(Signed) Granville.

Notice of the distribution of prize-money for the crew of the *Janus* has been issued by the Admiralty.

Captain Stanhope, R.N., who has recently arrived in England from China, has commenced his duties as private secretary to the First Lord of the Admiralty.

It is rumoured that Captain Sherard Osborn will shortly be called upon to take active service. In another column we print a letter from Captain Osborn on our iron-clad navy.

REVISED TARIFF OF THE UNITED STATES.

Congress at its late session framed a Tariff Bill, which changed the rate of duties on a large number of imported articles, among which the following affect the trade with the Far East :—

	Present Duty.	New Duty.
Cassia ... ... per lb.	20c.	10c.
Cinnamon ... ... ,,	30c.	20c.
Cloves ... ... ,,	20c.	5c.
Coffee ... ... ,,	5c.	3c.
Hemp, Manila ... ... per ton	$25 to 40	$25
Tow, do. ... ... ,,	$10	$10
Mace ... ... per lb.	40c.	25c.
Nutmegs ... ... ,,	50c.	20c.
Opium ... ... ,,	$2.50	$1
Do. prepared for smoking	$100 per cwt.	$6 per lb.
Pepper ... ... ,,	15c.	5c.
Do. ground	18c.	10c.
Spices	20c.	20c.
Do. ground	20c.	30c.
Sugar, raw ... ... per lb.	3c. to 4c.	1⅜c. to 4c.
Do. refined, loaf, lump, &c. ...	5c.	4c.
Tapioca ... ...per cwt.	20c.	Free.
Tea ... ... per lb.	25c.	15c.

Monetary and Commercial.

The Board of Trade Returns for the month ending June 30 have been issued, from which we gather that the total declared value of exports for the month was £17,307,924, against £16,740,645 in 1869, and £13,933,054 in 1868. The usual summary for the Far East will appear in our next.

The principal changes in the exports are an increase in fire-arms and also in gunpowder. Of beer and ale there has been an increase, and in coals and culm there has also been an increase. There has been an increase in cotton manufactures, the figures of the latter being 275,784,236 yards, against 250,178,712 yards in 1869. Linen yarns have increased, and linen manufactures show an increase from 16,161,520 to 18,261,481 yards. The exportation of machinery has increased, and iron and steel have also improved. Silk manufactures have increased in value from £91,153 to £104,469, and British spirits have decreased from 120,125 gallons to 97,579 gallons. Of tea there was imported during the month of the present year 4,576,457 lbs. ; in 1869 the importation was 5,446,790 lbs. There has been an increase in tobacco, and also in wine.

The tenders for £400,000 in Bills on India were received at the Bank of England, when the amounts allotted were—to Calcutta only £3,500, and to Bombay only £2,500, these being all that were applied for at the minimum price, although it was fixed at 1s. 10⅛d., a reduction of 1 per cent. The state of the money-market seems, therefore, for the moment to have caused almost a suspension of remittances to the East.

Bar silver has been sold at 60⅝d. per ounce, and a quantity of Mexican dollars at 59d. These terms show a reduction of 1¼ per cent. from the high rates obtained ten days since, and indicate that there is no longer a demand for exportation to Germany.

The following vessels passed through the Suez Canal from the 25th July to the 2nd August :—Homeward bound—the Messageries Imperiales steamer *Donnai*, and the Egyptian steamers *Zagazig* and *Migidi* (?) ; outward bound—the P. and O. Company's steamer *Salsette*, and the British steamers *Crosby*, *Historian*, *Petersburg* and *Cordova*.

The *Erl King* arrived in dock on the morning of the 4th with the first of the New Teas from Hankow, and consequently obtains the extra freight of 10s. per ton. The *Erl King* left Hankow on the 4th, and Woosung on 8th June, and performed the passage in fifty-six days from Woosung *via* Suez Canal.

The suspension of Messrs. Brown, Seton, and Co., East India merchants and silk piece goods brokers, is announced. Their liabilities will reach a quarter of a million, while the assets are believed to be anything but favourable. Mr. Brown has left London. It is asserted that large losses have been made on the Stock Exchange.

Mr. Edward Cannington Britton, formerly connected with Messrs. C. Shand and Co., of Colombo, has been admitted a partner in the firm of Clark, Spence and Co., Galle.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From Passaroeang to London per Grecian Queen, entered July 25.—9976 bags sugar—Büsing, Schroeder, and Co. ; 505 bundles rattans, 21 bundles sapanwood—Order.

From Ilo Ilo to Liverpool, per Antrim, entered July 27.—53,474 bags sugar, quantity sapanwood—Order.

From Yokohama and Hankow to London (*via* Suez Canal), per Erl King (steamer), entered August 4. From Yokohama : 7 packages merchandise—A. Falco ; 7 packages merchandise—Order. From Hankow : 1 case ginger—T. B. Robinson ; 300 chests 1168 half-chests 283 packages tea—Konisberg Commercial Association ; 300 chests tea—Tesdorff and Co. ; 639 chests tea—Berkefeld and Co. ; 1273 chests tea—Reiss, Bes, and Co. ; 648 half-chests tea—C. J. Hambro and Son ; 8518 chests 3531 half-chests 2492 boxes 206 packages tea—Order.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Tin Plates.	Spelter.	Zinc.	Steel.	Shot.	Machinery.	Hardware and Ironmongery	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens	Flannel and Blanketting.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.
				Tons.	Tns.	Tons	Tons.	Tns.	Bxs	Tns.	Tns.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	Gals.	£.	£.	£.
Ercilia, str., via Suez Canal (addl.)	Singapore	London.	July 18	...	...	...	...	...	...	...	...	...	...	...	...	247950 &£443	14400	1370	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	30	...
Do. do.	Hong Kong ...	,,	,, 18	...	...	...	...	...	...	...	...	...	...	...	58	123976	...	...	...	...	851	...	...	150	...	...	...	...	...	...	...	...	...	432	...
Do. do.	Shanghai	,,	,, 18	...	...	...	...	...	...	...	...	...	...	...	18	20000 &£850	24000	...	...	...	2130	...	...	180	...	...	...	...	...	...	...	...	...	103	...
Holmsdale	Hong Kong ...	,,	,, 19	10	365	...	18 &£40	¼	...	...	...	...	...	...	497 &½ ton	177000 &£490	76370	...	...	110	520	545	89456	...	103	44	431	...	...	83	982	797	1511	769	...	...
Portland	Shanghai	,,	,, 23	370	162	...	...	3	...	...	...	35	¼	...	31	1963449 &£6127	42120	...	...	...	12291	50	...	...	5	36	776	...	...	...	276	788	...	2	35	...
Carmarthenshire.....	Do.	,,	,, 28	200	75	...	...	...	...	...	...	5	½	...	309	1820200 &£9060	43600	...	...	15	6840	500	609	...	116	69	570	...	...	82	910	566	250	36	260	...
Catalina.....	Manila	Livrpool	,, 19	...	...	...	...	...	...	...	...	...	...	...	3051 &4cs.	1460420 &£610	641263	...	283	2791	1644	174	42762 &£150	...	...	20	224	...	...	...	100	452	1000	412	1389	198
Delaware, str., via Suez Cnl.	Singapore	,,	,, 20	...	...	...	...	...	...	...	...	...	...	9 & 6cwt.	531	2359360 &£40	463665	250	650	...	1060	287	16805	...	...	...	...	...	...	...	...	24	...	...	129	...
Do. do.	Hong Kong ...	,,	,, 20	...	...	...	...	...	...	...	...	...	...	...	70	1494055 &£40	226357	55	100	804	3774	...	250286	...	...	...	...	...	...	...	...	...	...	75	...
Do. do.	Shanghai	,,	,, 20	...	...	...	...	...	...	...	...	...	...	...	55	4472744	434458	...	...	...	16614	210	5180	...	...	...	25	...	...	60	150	254	...	...	...	...
Alonzo, str., via Suez Canal	Sing. & Penang	,,	,, 21	...	...	...	...	...	...	...	...	...	£6	...	163	1109700 &£1900	122797	...	635	...	1760	35	16084	...	...	...	...	...	...	...	...	...	...	490	...
Do. do.	Hong Kong ...	,,	,, 21	...	...	...	...	...	...	...	...	...	...	...	10	1309242 &£350	431542	...	...	...	8681	...	157200	...	...	...	...	...	...	...	48	...	...	700	548	...
Do. do.	Shanghai	,,	,, 21	...	...	6	...	...	...	...	...	...	...	...	58	1558550	363460	...	...	...	8948	...	6800	...	...	1	...	...	...	...	107	...	...	...	...
Loch Ken	Hong Kong ...	Glasgow	,, 28	...	...	...	10	...	...	...	...	...	...	...	98	...	10350	...	...	...	...	...	...	...	101	...	...	...	1165	...	...	...	162	55	...
Wemyss Castle	Singapore	,,	,, 30	...	...	...	...	...	...	...	...	...	...	...	...	474008	329300	...	...	1500	420	400	28366	...	...	49	...	...	...	53	...	...	...	362	52	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship.	For	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Beef and Pork.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.	Paper, Books, & Stationery	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.
		£	Cwt.	Cwt.	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	lbs.
a Ercilia, str., via S. Canal (addl.)	Singapore ...	...	...	15	...	...	...	...	...	...	...	...	...	...	50	...	...	...	32 &16 cs	...
Do. do.	Hong Kong .	...	2	8	...	30	...	166	70	...	80	...	...	...	...	...	...	...	...	...
Do. do.	Shanghai ...	...	...	3	...	67	...	26	30	18	...	70	...	80	...	15	...	...	...	...
b Holmsdale	Hong Kong .	137 & 675 pk	58	9¼	...	138 & 11 cs	125	495	526	20	18	40	28	...	290	203	22 & 25 cs	40	...	...
c Portland	Shanghai ...	47	40	8	...	...	140	...	352	20 & 3 gals.	17	210	...	...	...	527	122 & 1 cs	230	...	114
d Carmarthensh.	Do.	215 & 8 cwt.	£25	£98	...	270	257	...	...	...	29	...	...	...	20	90	132	...	...	400
e Catalina	Manila	1067 & 30 cwt.	£43 & 20 pks	14 & 1 cs	114½	37	16 pks	...	1055 & 93 pks	54	50 & 23 s	440 & 3 cs	180	70	75	204	204	...	1160	...
f Delaware, str., via Suez Canal.	Singapore ...	5	...	...	...	...	...	...	...	...	130	...	...	...	...	...	...	...	...	...
g Do. do.	Hong Kong .	10	...	5	...	...	...	28	170 & 6 cs	...	235	272	61	...	88 &2 cs	...	...	...	777	...
Do. do.	Shanghai ...	20	...	...	...	...	...	...	30	54 gls.	75	10	...	...	...	...	...	7	...	...
h Alonzo, str., via Suez Canal.	Singapore & Penang,	...	£3	...	...	131	50	...	98	...	64	54	...	...	...	...	...	...	26	...
i Do. do.	Hong Kong .	...	...	35½	...	...	...	40	35	...	...	...	389	...	10	...	...	...	1348	...
j Do. do.	Shanghai ...	...	...	...	...	...	...	97	30	...	...	...	...	...	...	150	...	...	...	...
Loch Ken	Hong Kong .	10	...	...	...	...	...	...	9	...	...	...	...	...	...	...	...	...	...	...
l Wemyss Castle.	Singapore ...	300	...	...	...	...	...	...	110	...	...	...	...	203	...	...	...	...	510	...

SUNDRIES.

a Needles, £25.——*b* Asphalte, £53; mixed wine, 100 gallons; wrought iron, 4 tons; effects, £120; mineral water, £6; emery, £3; lamp cotton, 15 lbs.; flints, 75 tons; galvanised wire rope, £220; india rubber packing, £48; hemp packing, £5; boiler tubes, £58; chalk, £1; grindstones, £28; old wire rigging cuttings, £50; church windows, £1,000; pig iron, 50 tons; guns, 13 tons; rope, cordage, and twine, £400; tar and pitch, 3 barrels; fruits, 4½ cwt.; pianos and musical instruments, £250.——*c* Iron wire, £1,050; cordials, 20 gallons; carriage, £225; picture, £25; effects, £150; glass cutting machine, £4; hops, 14 cwt.; cotton velvets, £700; clocks, £80; fruits, 1¾ cwt.; pianos and musical instruments, £60,——*d* Cotton velvets, £964; flints, 75 tons; matches, £550; liqueurs, 8 gallons; drilling machine, £185; prints, 3 cases; gunpowder, £15; fruits, 2 cwt.——*e* Silks, £268; silk and cotton velvet, £20; grindstones, £40; glass beads, 33 cases; cartoons, 2 cases; hardware and paper, £40; safety fuze, £50; metal wire, £20; Chinaware and paper, £50; liqueurs, 28 gallons; buttons, £160; toys and silks, 5 cases; clocks, hats, provisions, and whips, £100; plain cottons, 11 cases.——*f* Mixed silks, £114.——*g* Silks, £90; vegetable wax, £211; buttons, £95; hats and steel pens, 2 cases; rope, cordage, and twine, £75.——*h* Horse combs, £20; clocks, £94; corks, 1 package.——*i* Mixed silks, £420; india-rubber shoes, £110; foreign manufactures, £200; plain cottons, 2 cases.——*j* Metal buttons, £80; tobacco pipes, £2.——*k* Gunpowder, 35,000 lbs.——*l* Roofing felt, £75; brass wire, £110.

NOTE.—Per Abbotsford, steamer, from London to Singapore, via Suez Canal, cleared June 18 (addl.).—Grey cottons, 85,700 yards; yarn, 4,000 lbs. Per Thomas Bell, from London to Shanghai, cleared July 1 (addl.).—Plain cottons, 93,950 yards; woollens, £3,518. Per Salisbury, from London to Shanghai, cleared July 6 (addl.).—Haberdashery, £82; lighthouse apparatus, £100; paper, £10; plain cottons, 41,600 yards; woollens, £410. Per Ercilia, str., from London to Japan, via Suez Canal, cleared July 18 (addl.).—Drugs, £259; cotton manufactures, 5 cases; woollens, £680; haberdashery, £142; tortoise hoof, 3 cases. Per Hibernia, str., from London to Singapore, cleared July 27.—Stationery, £162; 580 miles telegraph cable, £85,692. To Batavia: Stationery, £86. Per Chateaubriand, from London to Batavia, cleared June 30 (addl.).—Plain cottons, 52,000 yards; printed cottons, 13,450 yards. Per Eldon, str., from Liverpool to Shanghai, via Suez Canal, cleared July 2 (addl.).—Plain cottons, 77,000 yards; dyed cottons, 20,000 yards; hardware, £6. To Japan: Woollens, £2,462; yarn, 2,050 lbs.; dyed cottons, 8,000 yards. Per Alonzo, str., from Liverpool to Yokohama, via Suez Canal, cleared July 21.—Woollens, £4,329; apparel, £185; hardware, £400; yarn, 4,800 lbs.; plain cottons, 9,880 yards; printed cottons, 58,864 yards; colours, £30.

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ARTICLES OF IMPORT.

TEA.

Messrs. W. J. and H. Thompson's Circular is as follows:—Since the settled alteration of conditions of sale a moderate business has been transacted, but without any alteration in prices. The Erl King is in dock. Sales of half-chests and boxes have been made at prices ranging from 2s. to 2s. 6d. per lb. Foochow Congous: Siftings and Dust continue unchanged, broken leaf has been sold at 8d. to 9d., and inferior common at 9d. to 10d. per lb.; an inquiry has existed for common to good common at 10½d. to 11½d., and for fair at 1s. per lb., but only a limited business has been transacted. Black-leaf Congous: Common may still be quoted at 10½d. to 11d., and good common to fair at 11½d. to 1s. 0½d. per lb., which prices do not show any improvement. Tayshan Congous are unaltered. Souchongs and Oolongs: The few parcels remaining on the market are quite neglected. Scented Teas and Green Teas are very heavy of sale.

Messrs. Shepard, Harrison, and Rehden's Circular says:—

Business has been done at satisfactory prices, especially for Teas of second-class quality, say flavoury Oopacks, and tarry Pekoe flavoured Oonams at 1s. 10d. to 2s. 1d. per lb., Ningchows, Oolong Pekoe, and Pekoe-Souchong flavour, at 2s. 2d. to 2s. 6d., and a parcel of 1,200 boxes at 2s. 6d. per lb. The quality generally bears out the favourable opinions expressed in China, especially the Ningchows, and, looking at their superiority, have sold at reasonable prices. So far, dealers have been the chief, if not sole operators, shippers' attention being directed to finest parcels. Of the Erl King's cargo, freight for 3,000 packages has already been engaged for the Continent, and we understand two-thirds of the Diomed's is destined for the same quarter.

SILK.

There is no improvement in the market. Some parcels of the new crop have arrived and have been placed upon the market; but although these were offered at a figure which shows a loss of 4s. to 5s. upon the invoice cost, no business has resulted.

The following is from Messrs. Kilburn, Kershaw and Co.'s Circular:—There is an almost universal suspension of business in the Silk market since the outbreak of the Franco-Prussian war, the suddenness of the calamity having paralysed the trade; and for the time it can only be be said that from a sound and prosperous market, with a good future before it, Silk has become extremely depressed, and must now wait upon the events of this lamentable war. No pressed sales of any kind are taking place, but a few small parcels of China Silk daily change hands for consumers' wants, at about 2s. to 3s. decline from the highest moment. The general feeling among holders up to the present time is to look forward rather than to force off Silk, seeing that the stocks and known supplies from the East for the season are both very moderate, and even would be under more favourable circumstances inconveniently small for the lately increasing wants of the trade. The first arrivals of the new China Silk are at this moment taking place, but as a matter of course are attracting no attention, nor does there seem any probability of business resulting at present, particularly considering the extreme cost of the Silk. The deliveries from the London warehouses in July, although contrasting unfavourably with the former month, were, however, quite as good, if not better, than could have been expected under the serious events which are occurring.

According to a Circular of Messrs. Arles, Dufour, and Co., of Lyons, the outbreak of war, "as lamentable as unexpected," has nearly stopped all transactions in the Silk market at that city. Large orders of goods for Germany and Paris were withdrawn, but, on the other hand, in consequence of the suspension of work in the Silk manufactories of Rhenish Prussia and of many districts of Switzerland, some important purchases have been made for English and Russian consumption at reductions not exceeding 10 to 15 per cent.

COFFEE.

Small quantities of Plantation Ceylon offered by auction were taken off slowly at about the previous value, chiefly by the home trade. 49 casks 3 tierces 24 bags sold, small, 54s. to 54s. 6d.; middling, 59s. to 60s. 6d.; good middling, 63s. 6d. to 66s.; pea-berry, 75s. to 76s.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation 314,255 cwt., against 280,342 cwt. at the corresponding date of 1869; Native, 24,927 cwt., against 39,857 cwt. The quantity afloat for the Continent is 22,952 cwt. Plantation, against 11,346 cwt., and 9,031 cwt. Native, against 22,155 cwt. The quantity of Coffee landed in the thirty weeks ended July 30, 1870, was, of Ceylon, 20,870 tons, against 22,729 tons during the corresponding period of 1869; of all descriptions, 33,469 tons, against 39,402 tons. The quantity entered for home consumption was, of Ceylon, 6,167 tons, against 6,467 tons; of all descriptions, 10,751 tons, against 10,759 tons. The quantity exported was, of Ceylon, 16,511 tons, against 14,103 tons; of all descriptions, 25,795 tons, against 24,685 tons. The stock on July 30 was, of Ceylon, 12,056 tons, against 13,154 tons; of all descriptions, 21,142 tons, against 23,178 tons.

SUGAR.

The market has again shown great inactivity and easier rates have been accepted, the decline being the most perceptible in the common and medium descriptions. The only sale of East India, 22,000 bags low Manila at 19s. (duty 4s.). The landings for the week are 800 tons larger than last year, and the deliveries are about on a par, so that the surplus in the stock is increased to 20,000 tons. Stock, July 30, 1870, 103,709 tons against 83,715 tons in 1869.

The quantity of Sugar landed in the thirty weeks ended July 30, 1870, was—of Penang, 2,277 tons, against 2,078 tons in the corresponding period of 1869; of Manila, Java, and China, 13,870 tons, against 20,481 tons; the quantity entered for home consumption was, of Penang, 1,447 tons, against 1,493 tons; of Manila, Java, and China, 14,809 tons, against 9,355 tons. The quantity exported was, of Penang, 95 tons, against 64 tons; of Manila, Java, and China, 1,824 tons, against 635 tons. The stock on July 30 was, of Penang, 3,065 tons, against 850 tons; of Manila, Java, and China, 83,027 tons, against 89,375 tons.

Camphor.—100 cases China sold with fair competition, good fair to good reweighed at 76s. to 78s. 6d.

Coir Goods.—The last public sales went off with little spirit and prices were generally lower, the greater decline being for common qualities. 65 bales Ceylon Yarn chiefly sold—good medium to good, £25 15s. to £30 5s.; and 31 tons ditto, very common to good common, £16 to £20; good medium, £26 10s.; fine to very fine, £32 15s. to £41.

Cocoa Nut Oil.—There is still a great lack of activity, and the quotation for Ceylon has declined to £37. The quantity afloat is estimated at 20,120 cwt., against 13,847 cwt. at the same time last year, and 13,623 cwt. in 1868.

Gums.—Benjamin: 8 cases ordinary second Siam bought in at £9 to £10. Of 28 cases Sumatra 5 cases fair seconds sold at £7 15s. to to £8, and 8 cases wrecked, ex Benvenue, at 43s.; pieces and sweepings 5s. Copal: 6 packages Australian withdrawn; 10 packages white Angola bought in at 45s.; blocky 27s. 6d. Damar: 100 cases good Batavian, chiefly rather small, bought in at 68s., and 11 barrels Ceylon, fair clean, partly bold, at 40s., ordinary coated 20s.; 3 cases Singapore, small to bold, pale mixed with some dark, sold at 57s.

Gambier.—226 bales pressed Cubes bought in at 17s. to 17s. 6d., 43 bales block sold at 15s. 6d. to 15s. 9d.

Hides.—The market for East India Hides continues depressed, and a further decline in prices has taken place. Present average rates show, as compared with those current at the end of June, a decline of ½d. per lb. on all fair and good descriptions, whilst ordinary and inferior, which had previously shown the greatest reduction, must be quoted ¼d. per lb. lower. The next sales are fixed for the 11th August, when, if no further arrivals come to hand, the quantity to be offered will be unusually small, viz., under 300,000 skins. The prospects, however, are very unfavourable, as, in consequence of the war on the Continent, exporters, who are by far the largest buyers, will be out of the market.

India-rubber.—An offer of 585 bags Assam was bought in at 1s. 1d. to 1s. 4d., and 38 cases Borneo at 1s. 8½ per lb.

Musk.—11 caddies Tonquin sold, good shaped pods with some rather bally, at 29s. 6d., rough and bally mixed with flat pods at 17s. 6d.; of 3 tins grain 1 tin fair sold at 50s. 6d.

Pepper.—Black continues dull; the only sale has been 1,241 bags Batavian at 4⅝d to 4¾d., 960 bags Singapore being offered and bought in at 5d. to 5⅛d. Of White there have been no sales; an offer of 200 bags Singapore was bought in at 6⅛d. to 6¼d.

Rice.—The tone of the market is still one of extreme dulness; the only sale to report is of 4,000 bags old Rangoon at 9s. per cwt.

Rhubarb.—Of 63 chests China 22 cases fair flat rather mixed sold at 2s. 8d. to 2s. 10d., being again 1d. to 2d. lower.

Spices.—Cassia Vera: 224 bales good Padang were bought in at 70s. Cinnamon: 16 bales Ceylon were offered and withdrawn. Chips: 138 bags Ceylon were bought in at 5d. Nutmegs: Of 16 cases Penang offered 6 cases low sold at 11d., the remainder 110's being bought in at 2s., and 5 casks Java 108's at 1s. 11d.

Tin.—A slight improvement has taken place in Straits, which is firm at £119 10s. to £120. Banca is quoted at £120 to £121, and Billiton £119 10s. to £120 per ton.

	July 1, 1870. Tons.		July 31, 1870. Tons.		July 31, 1869. Tons.		July 31 1868. Tons.	
Foreign in London estimated at	1224		1053		1385		1480	
	Slbs.		Slbs.		Slbs.		Slbs.	
Banca in Holland on warrants...	66195	2068	58965	1840	89247	2789	86472	2700
Do. in Trading Co.'s hands unsold	98419	3075	107875	3370	40202	1256	78103	2440
Billiton in Holland	4273	133	2993	93	6914	219	6359	200
	6500		6356		5649		6820	
traits Tin afloat for Europe ...	97		360		1224		1580	
Banca Tin afloat for Europe ...	760		869		863		1670	
Billiton Tin afloat for Europe ...	464		389		760		554	
	7821		7974		8496		10624	
Price of Straits Tin	£133		£120		£132		£92	

NEW YORK MARKET REPORT.

TEA.

The following is from Messrs. Beebe's Circular, dated 15th July:—Since the 1st inst. our market has ruled almost without demand, and the sales from first hands are scarcely worth reporting. No change in prices can be quoted, as buyers and sellers have by common consent omitted business, until the question of future duty was definitely settled. This has now been done, the rate having been fixed by Congress at 15c. per lb., to take effect December 31st, and we trust a resumption of business will soon follow. In the interim holders, as a general thing, while disposed to meet the market at about old prices, are firm in refusing to make further concessions. This is especially true of fine to finest Greens, and as these are known to be in moderate supply, there is some probability of a favourable reaction for them when the demand for Tea generally becomes more active. Sales of the fortnight are limited to 1,300 half-chests Green, 950 half-chests Oolong, and 350 half-chests Japan. The latter is a small invoice of new crop (just to hand *via* San Francisco) of choice grade, and are reported to have brought 90c. gold, duty paid. There have been no further additions to our supplies other than those *via* Pacific mail steamer.

The following are the current quotations:—Greens (Moyune, Twanki and Fychow): Gunpowder, common to good, 60c. to 100c.; fine to finest, 70c. to 120c.; Imperial, common to good, 50c. to 90c.; fine to finest, 55c. to 105c.; Young Hyson, common to good, 40c. to 85c.; fine to finest, 43c. to 110c.; Hyson, common to good, 47c. to 80c.; fine to finest, 53c. to 95c.; Hyson Skin, 35c. to 47c.; Foochow Oolongs, common and good, 47c. to 53c.; superior and fine, 55c. to 67c.; finest, 72c. to 90c.; Amoy Oolongs, common and good, 45c. to 52c.; superior and fine, 54c. to 63c.; finest, 67c. to 75c.; Souchong and Congou, common and good, 40c. to 50c.; superior and fine, 54c. to 63c.; finest, 65c. to 85c.; Japans, common, 55c. to 58c.; medium, 62c. to 65c.; fine and finest, 73c. to 80c.; choice, 85c. to 90c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to July 13, 1870, were as follows:—Greens, 16,145,101

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lbs.; Japans, 6,658,269 lbs.; Souchongs, 2,408,937 lbs.; Oolongs, 8,203,853 lbs.; other sorts. 154,464 lbs.; total, 33,570,624 lbs. The stock on Jan. 1 was 9,866,167 lbs.; which, added to the above total, gives a result of 43,436,791 lbs. Subtracting from this total the exports from Jan. 1 to July 13, 2,992,339 lbs., and the withdrawals for home consumption during that period, 22,153,974 lbs., there remains a total of 18,290,478 lbs., representing the stock on the last-named date. The receipts from June 29 to July 13 amounted to 169,428 lbs.; the withdrawals for home consumption to 1,533,065 lbs.; and the exports to 120,440 lbs.

SILK.

The following is from Messrs. O'Donoghue and Howell's report, dated July 20th:—We have but little activity to report in the market since the issue of our last, the excited condition of affairs in Europe during the past two weeks has had a very material influence upon the trade here, and no transactions of importance have been made; the mills are not running very briskly, and manufacturers for the most part seem to think that a small addition to their present stock will suffice them for the remainder of the summer season. Re-reeled Haineens and Tsatlees, stock of which has been strengthened by recent arrivals from China and London, are not at present in demand. Usual reel Tsatlees and Taysaams are selling slowly. Re-reeled Cantons, extra fine, are in fair demand, and bring good prices; the lower grades of the silk are also selling steadily. A large business in the fall is anticipated, especially in the weaving trade. It is impossible, in the present excited condition of our market, caused by the uncertain state of affairs in Europe, to give any really reliable quotations. Gold has advanced within a few days as much as 10 per cent., and is continually fluctuating; the prices which we annex are such as ruled with gold at 112.

The following are the current quotations:—Tsatlee, No. 2, $10.25 to 10.50; No. 3, $10.1-8; Nos. 4 and 5, $9 to 9.25; Taysaam, Nos. 2 and 3, $8.25 to 8.3-8; Nos. 4 and 5, $7.3-8 to 7.50; Canton Re-reeled, good, $7 to 7.25; fair, $6 5-8 to 6.75; medium, $6.3-8 to 6.50; Tsatlee Re-reeled, good, $10.50; fair and medium, $9.75 to 10; Haineen Re-reeled, fair, $9.75 to 10; Canton Re-reeled, extra fine, $8.50. Japans: Maibash, nominal; Koshio, good and fair medium, $8.50; Atchezan, good, $8.7-8 to 9; fair, $8.5-8; Tamba, $8.50; Sodai, good and fair to medium, $10.

Imports for the past month, 251 packages—value $196,550; corresponding month last year, 738 packages—$270,455. Total imports since the 1st of January to 30th June, 2,591 packages—$1,234,651; corresponding period last year, 3,248 packages—$1,575,720.

COFFEE.—The market for Brazil is quiet, the demand is exclusively for prime and good qualities, prices for which are steadily maintained, while for commoner sorts, for which there is no enquiry, quotations are nominal. For East India kinds no demand is exhibited; prices are nominally maintained at the former range, viz.:—Java, 20c. to 22c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. gold. The sales have been 715 bags superior Java per Regina Maris at 22½c. gold, 4,400 mats Singapore per Nabob, and 1,760 bags Singapore, vessel not named, the two last parcels being on private terms. The stock of Manila on the 1st July was estimated at 1,700 bags, against 6,769 bags on July 1, 1869; of Java (Government), at 850 bags, against 1,995 bags; of Java mats, 49,362, against 66,691 bags; of Ceylon, 250 bags, against 1,884 bags; of Singapore 5,171 bags, against *nil*.

CAMPHOR.—China is quoted 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2 to $2.5; Cassia, $1 to $1.25 gold.

FIRE CRACKERS.—There is no demand, and prices are nominal.

GAMBIER.—The current quotation is 3¾c. gold (duty paid).

GUNNY CLOTH.—The market is quiet at 20½c. to 21c. for Borneo.

HEMP.—The transactions in Manila have been small, and show a decline in prices; the sales reported are 500 bales at 13c. gold, and 1,400 bales upon private terms. The stock of Manila on the 1st July was estimated at 17,935 bales, against 5,744 bales at the corresponding date of 1869, and 25,157 bales in 1868. The imports into the United States from the 1st January to the 30th June, 1870, were 85,121 bales, against 61,235 bales during the corresponding period of last year, and the quantity afloat on the 30th June was 25,409 bales, against 38,700 bales at the same date last year.

INDIGO.—There is a steady though not an extensive business doing in Manila, and we note sales amounting to about 35 cases at $1.15 to $1.35 currency.

PRESERVED GINGER.—China is quoted $8 to $11 currency (duty paid).

RHUBARB.—The quotation for China is $1 to $2.50 currency) duty paid.

RICE.—Owing to unfavourable advices respecting the Indian crop there is an active demand for Rangoon, the price of which shows an advance of about 25c. to 35c. upon our last quoted rates, and preserves an improving tendency. The sales have been 5,200 bags at $6.87½ to $7.50 currency, duty paid, and 7,000 bags at $3.25 to $3.50 gold, duty paid.

SUGAR.—The sales is reported of 55,000 bags Manila at 8½c.

SPICES.—In invoices there has been no business, but there is a steady good demand from the trade, and the market remains firm at previously quoted rates. The final passage of the new tariff, largely reducing the duties, has as yet no influence upon the market, as it will be nearly six months before the new Act goes into effect. Sales have been made, in lots, of 200 cases of Nutmegs, at $1.07½ to 1.10; 20 ditto Mace, $1.22½ to 1.30; 200 ditto, 200 to 300 bales and 4,000 mats Cassia, 47c. to 47½c.; 150 bales Wild Cinnamon, 45½c. to 46c.; 800 bags Pepper, 26½c. for Sumatra, and 27c. for Singapore; and 200 to 300 bales Cloves, 25⅞c.; Batavia Cassia is held at 46c. gold, from first hands.

TIN.—Advices of the decline of Straits to £127 on the London market have had no effect, the stock being all in the hands of one firm, and held firmly for 38c. gold. No business is reported.

SHIPPING.

ARRIVALS.—July 12, at Portland (Oregon), from Hong Kong, Garibaldi; 13, at Francisco, from Yokohama and Hong Kong, China (str.); 15, at New York, from Shanghai, Surprise; 22, from Yokohama, Cœur de Lion.

DEPARTURES.—July 9, from San Francisco for Hong Kong, Malay; 20, from Boston for Hong Kong, Formosa.

LOADING.—At New York for Shanghai, Horatio.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
Jly. 26	Antrim	White	Ilo Ilo	Liverpool*
— 29	Shepherd	Armstrong	Colombo	Plymouth
— 27	Anna Adamson	Hutton	Saigon	Palais, B.I.
— 31	Diomed (str.)	—	Hankow, via Suez C.	Off Lisbon
— 28	Kent	—	Java, for Antwerp	Off Swanage
Aug. 3	Eri King (str.)	Steel	Hg Kg., via Suez Cnl.	Deal
Jly. 28	Cleopatra	Drunovich	Maulmain	Trieste
Aug. 4	Constantine	—	Bassein	Falmouth

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jly. 28	Carmarthenshire	Watson	Shanghai	London
—	Bestevaer	Rosier	Batavia	Amsterdam
— 26	Havfruen	Sorensen	Manila	Penarth
— 28	Radama	Manvers	Bangkok	Glasgow
— 27	Eliza Laing	Adamson	Singapore	Sunderland
Jne 13	Fray Bentos	Macan	China	Callao
Jly. 27	Hibernia (s.s.)	Welch	Batavia & Singapore	London*
— 30	Penrith	Dawson	Hong Kong	Do.
— 30	Great Northern (str.)	Murrell	Do., via Suez Canal	Do.
— 28	Loch Ken	Cowle	Do. do.	Glasgow
— 27	Joseph Hambro	Moller	Singapore	Hamburg
— 31	Polly Lewis	Johnson	Do.	Cardiff
— 31	Ben Lomond	Morgan	Penang	Do.
— 28	Wemyss Castle	—	Singapore	Clyde
—	India	Ketel	Batavia	Rotterdam
Aug. 1	W. E. Gladstone	Moore	Singapore	Sunderland
— 3	Canaan	Monson	Cardiff & Hong Kong	London

* Not as before reported.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama and Hiogo: Pride of the Thames. For Yokohama: Lothair, Benmore, Solent, Eastern Chief. For Hiogo and Nagasaki: James Paton, Lunan. For Shanghai: Albuera, Loudoun Castle, Antipodes. For Hong Kong: John O'Gaunt, Mirella, Neville, Western Chief, Sir Harry Parkes. For Hong Kong (*via* Suez Canal): Cella (str.). For Singapore: Callisto. For Singapore, &c. (*via* Suez Canal), Scanderia (str.). For Singapore and Sarawak: Otter. For Penang: Bristow. For Penang, &c.: Edinburgh (str.). For Bangkok: Anita. For Batavia and Sourabaya: Lord Raglan, Hedwig. For Colombo: Palmerston, Scawfell. For Colombo, &c.: Macedon, Langstone

At LIVERPOOL.—For Nagasaki and Hiogo: Dolphin. For Shanghai: Malacca. For Singapore: Mount Vernon. For Batavia and Sourabaya: Stavers.

At GLASGOW.—For Manila: Alejandro. For Batavia and Samarang: County of Lanark. For Ilo Ilo: Priam. For Singapore: Lochleven Castle. For Galle and Colombo: Mary E. Ray. For Ceylon and Madras: City of Perth.

SPOKEN.

BOYNE, Colombo to London, May 29, 18 S., 68 E.

DORDRECHT (Dutch ship), Amsterdam to Batavia, June 24, 9 N., 26 W.

JUNGFRAU, London to Shanghai, April 26, 14 S., 32 W.

JAMES REDDIN (?) (ship), Colombo to London, 105 days out, June 12, 9 N., 28 W., with bottom foul.

AURORA, Amsterdam to Batavia, June 24, 10 N., 24 W.

VIGIL, London to Japan, June 8, 2 N., 25 W.

FREIGHTS AND CHARTERS.

A large inquiry has taken place for steamers of most classes, but more particularly for those adapted for the coal trade. Several sales have been concluded at good prices. The number of steamers in builders' hands unsold being few, both builders and owners are indisposed to sell, except at higher prices than hitherto obtainable. A fair amount of inquiry has taken place for steamers on time charter, and much higher rates are offering for vessels of medium tonnage.

We have no change to note, steamers continue to load freely for the Eastern ports at former rates.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight; 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hiogo: £35. For Hong Kong: £29. For Singapore: £25. For Galle: £27. From Newport, Cardiff, or Swansea per ton.—For Hiogo: £1 14s. For Shanghai: £1 16s. For Hong Kong: £1 10s. For Singapore: £1 4s. For Galle: £1 6s.

CASUALTIES.

The names of the crew drowned in the ship Fusi Yama, from London for Hong Kong, which foundered in the Channel on Tuesday morning last, after being in collision with the American ship Liverpool, from New York for London, were—James M'Donald, William Franks, able seamen; Samuel Ariell and James Fraser, boys. The master,

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Mr. Borup, who was also lost, was on deck in charge at the time of the collision. The Liverpool, it seems, was seen ten minutes before the accident. The chief mate of the Fusi Yama was below at the time, and, hearing the crash, ran up on deck, and saw the master, who called out to him to jump overboard and save himself, for the ship was going down, and directly afterwards the vessel disappeared. All that were saved jumped overboard and were picked up by the crew of the Liverpool. For some time it was apprehended she would also founder; fortunately she was fitted with four good pumps, which were the means of keeping her afloat.

The Breiz Izel, Jego, from Cardiff to Gallo, was found to be leaking in the fore compartment, July 22. After being brought to anchor off Lavernock Point she was towed on to the East Cardiff Flats, and it was then discovered that one of her plates had been penetrated owing to the anchor hanging through the hawse pipe.

MISCELLANEOUS.

At Gibraltar.—July 29, Ercillia (steamer), from London, and proceeded for Singapore, China, &c. (*via* Suez Canal).

At Port Said.—Agamemnon (screw-steamer), from China, and left July 27, for London; July 19. Erl King (screw-steamer), Steel, from Hong Kong; 20, Diomed (screw-steamer), Crampton, from Hong Kong, and both left for London; Paris Port de Mer, Frane, from Yokohama.

At St. Helena.—June 25, Zeenimph, Roggen, from Batavia, sailed for Amsterdam; Henry Grenfell, Penrose, from Singapore, sailed for Liverpool, both after repairing.

Off St. Helena.—June 20, Tewkesbury, from Manila, for New York.

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No. 2, for August (now ready), contains the following Illustrations:—

1. Girl Reading (From a Water-colour Drawing) ... ... *W. Cave Thomas.*
2. Mont St. Michel, Normandy (From a Painting) ... ... *J. Webb.*
3. Study of an Interior (From a Drawing in the British Museum) ... *Rembrandt.*
4. Holy Family (From the Engraving by W. Sharp) ... ... *Sir Joshua Reynolds.*
5. External Pulpit at St. Lo (An Architectural Sketch).
6. Study of a Foreground (From Nature).

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FOR

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EDITED BY

THE REV. JAMES SUMMERS,

Professor of the Chinese Language in King's College, London.

No. 1. July, 1870.

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Mr. F. LANCKEN and Mr. C. W. SIEGFRIED hav been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. NINIAN CRAWFORD in our Hong Kong Firm CEASED on the 31st March last, and Mr. JOHN FAIRBAIRN and Mr. JOHN SAMUEL COX have been admitted Partners therein from the said day.

Our said Firm now consists of DAVID ROBERT FENTON CRAWFORD, JOHN SAMUEL COX, and JOHN FAIRBAIRN.

LANE, CRAWFORD and CO.

Hong Kong, May 4, 1870.

NOTICE.

THE undersigned, the Sole Surviving Partner of the firm of HUNTER, HOUGHTON, and Co., of Batavia (now in liquidation), has ESTABLISHED, under the firm of J. PEET and Co., and has admitted Mr. H. S. HOWLETT a PARTNER.

JOHN PEET.

Batavia, 30th April, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. JOHN PEET in our Firm CEASED on 30th April, 1870, except for the purpose of liquidation. The BUSINESS will be conducted as heretofore under the same style by G. A. HOUGHTON, W. W. COOK, and D. MACNAIR; the London Agents being CLARENCE, HOUGHTON, and Co., 2, Jeffreys-square, London.

HUNTER, HOUGHTON, and Co.

Batavia, 30th April, 1870.

Batavia, 15th June, 1870.

We have opened a branch of our Firm at SOURABAYA under the management of Mr EDWIN IN'TVELD, to whom we have granted our Power of Attorney.

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SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. All superintended by resident Europeans.

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WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

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PENANG		
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Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

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Passengers for California and intermediate points of this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent steamers of the Pacific Mail Company.

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July 24, August 21, Sept. 18 } For { Port Said, Ismailia, Suez, Aden, Point de Galle, Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA,

for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

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For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

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For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

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Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

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ARTHUR B. FORWOOD, Managing Director.

SINGAPORE, CHINA, AND JAPAN.

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Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Singapore, Hong Kg., Shanghai, and Japan	Erl King, s.s., via Suez Canal	B in A1	SWID	Aug. 23
Hong Kong.	Mirella	A in A1	SWID	With des.
Shanghai ...	Antipodes ...	A1 13 yr.	SWID	Aug. 15
Yokohama ...	Benmore ...	A in A1	SWID	With des.
Nagasaki & Hiogo	Lunan (new)	A1 10 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong	Sir H. Parkes	A1 13 yr.	W.I.D.	With des.
Yokohama (Kanagawa)	Solent.....	A1 13 yr.	W.I.D.	With des.
Hiogo and Nagasaki..	Jas. Paton...	A1 11 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

CHINA AND JAPAN.

THE following high-classed Clipper SHIPS will be despatched as under from the East India Docks:—

Port.	Ship.	Class.	Tons.	Last Shipping Day.
Hong Kong.	Westn. Chief	A1 13 yr.	750	With des.
Yokohama (Kanagawa)	Lothair	A1 16 yr.	795	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking Cargo for transhipment to Japan, at through rates, the splendid new full-powered screw steamer LORD OF THE ISLES A100, the highest class at Lloyd's; 1,753 tons net register; 240 h.p. nominal, 1,200 indicated (just launched by R. Nap'er and Sons, Glasgow), RICHARD ROBINSON, Commander (late of the clippers Fiery Cross and Sir Lancelot), will load in the South-West India Docks, and be despatched about the 25th August. Has elegant accommodation for passengers, including cabin fittings, bedding, and linen; carries a surgeon and stewardess.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship. With despatch.

FOR HONG KONG, the well-known clipper ship NEVILLE, A1; 715 tons register; JOHN HEMSWORTH, Commander; East India Docks. Has excellent accommodation for passengers.

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Malabar Coast. Second Season Ship. Will meet with the usual quick dispatch.

DIRECT FOR COLOMBO proceeding on to COCHIN, CALICUT, and MANGALORE, the magnificent clipper ship MACEDON, A1 13 years, 496 tons register; W. SUMMERFIELD, Commander; now rapidly completing her loading in the West India Docks. This splendid vessel is well known for her rapid passages and the good order in which she always delivers her cargo, and from her high class can be strongly recommended to shippers of fine goods. Last shipping day, Thursday, the 10th inst.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

N.B.—Shippers are particularly requested to have the Port for which the goods are intended distinctly marked on the packages, to prevent delay and confusion on delivery.

A regular trader. Will meet with the usual quick despatch.

DIRECT for COLOMBO, the favourite frigate-built ship, PALMERSTON, A1 15 years; 894 tons register; J. N. SEAGROVE, Commander; South West India Docks. This magnificent high-classed vessel, so well and favourably known in the Ceylon trade, offers the best opportunity to shippers of fine goods.

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Direct for the Malabar Coast. Under engagement to the Council of India. Will meet with the usual quick despatch.

DIRECT FOR MANGALORE, CANNANORE, TELLICHERRY, CALICUT, BEYPORE, AND COCHIN, the magnificent China clipper ship SPIRIT OF THE NORTH, A 1 10 years, 571 tons register, A. MATHEW, Commander; lying in the West India Docks. This fine vessel, so well known for her rapid passages, and the fine order in which she invariably delivers her cargoes, offers the best opportunity to shippers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

The Merchants' line of Packets for Japan.

FROM LONDON, FOR YOKOHAMA and HIOGO, with immediate despatch, the splendid A1 clipper barque PRIDE OF THE THAMES, 400 tons register; JOHN TONKIN, Commander; built under special survey. This fine vessel is well-known as one of the fastest clippers, and has always delivered her cargoes in first-rate order, and, as such, presents a most favourable opportunity for shippers of fine goods. Loading in the West India Docks.

For further particulars apply to MORS LE BLANCH and Co., 7, East India Avenue, London, or The Albany, Liverpool.

With quick despatch.

FOR BATAVIA and SOURABAYA, the clipper ship HEDWIG, 5-6ths LII; newly coppered and copper-fastened; 450 tons register; P. B. LUNDSTEN, Commander; loading in the London Docks. This ship is well known for her good passages, and the first rate condition in which she always delivers her cargo.

For Freight or Passage apply to MORS LE BLANCH and Co., the Albany, Liverpool, and 7, East India-avenue, London; or to LEVESON, LEWIS, and Co., 6, Lime-street, London, E.C.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 363.] LONDON, MONDAY, AUGUST 15, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

THE MAILS, &c.

The next mail, with advices from China, Japan, Singapore, &c. is due on Monday, the 22nd inst., by the P. and O. steamer. It arrived at Suez on the 12th. From next Monday the arrivals will be weekly, alternately P. and O. and Messageries. The latest telegrams will be found below. From Japan, via San Francisco, dates by telegram to 22nd July are now due.

LIST OF PASSENGERS.

PASSENGERS INWARD.

By last mail to Marseilles, per P. and O. steamer *Massilia*, arrived Aug. 6.—From Hong Kong: Mr. P. Thompson. From Singapore: Mr. J. G. Dornich, Mr. A. M. Aitken. From Galle: Mr. Grey, Mr. and Mrs. Vetch.

To Southampton, per P. and O. steamer *Australia*, arrived Aug. 13. From Hong Kong: Captain and Mrs. Carey and two children, Mr. Griffith, Mr. and Mrs. Durphy, Mr. Kerby, Mr. and Mrs. Wilkins and child, Mr. Manuel, Mr. A. Forsyth. From Singapore: Mr. and Mrs. Long and child, Mr. Mackwood. From Galle: Captain Bruce.

By Bombay mail to Southampton, per P. and O. steamer *Syria*, arrived Aug. 7.—From Singapore: Mrs. Etty, two daughters, two children, and servant, Mr. C. Etty.

PASSENGERS OUTWARD.

Per P. and O. steamer *Pera*, from Southampton, Aug. 6.—To Hong Kong: Messrs. T. Carline, T. T. Andrewartha, J. A. Cowper, and G. J. Weeks. To Singapore: Mr. W. Johnston, Mr. T. Johnston, and one second class passenger. To Ceylon: Mr. and Mrs. C. Morrison, Lieut. Calvert, Mr. and Mrs. D. G. Mantell and child, and nine second class passengers.

Per P. and O. steamer from Suez, Aug. 21.—To Singapore: Mr. Sörnsen.

Per P. and O. steamer *Poonah*, from Marseilles, Aug. 28.—To Penang: Mons. Hottinger and Mdlle. A. Hottinger. To Ceylon: Mr. W. Bissett.

LATEST TELEGRAMS.

CHINA.

(RECEIVED VIA GALLE, AUG. 9.)

BOMBAY, AUG. 8.—Intelligence from China announces that there have been no further disturbances, and that a considerable force of gunboats is protecting Tientsin. There are rumours of ill-feeling existing among the Chinese at Shanghai, but there are no grounds to apprehend danger.

HONG KONG, JULY 21.—Just as the mail is leaving a rumour is current that the French Consul at Canton has been attacked, and has taken refuge in the English settlement. Placards had been posted at Hong Kong and the other ports to the effect that all foreigners are to be exterminated.

(RECEIVED VIA GALLE, AUG. 15.)

SHANGHAI, JULY 23; FOOCHOW, 22; HONG KONG, 28.—Tea: Large sales at Foochow; the Ambassador to sail on 25th July; freights, 50s.

(RECEIVED VIA KIACHTA, AUG. 15.)

SHANGHAI, JULY 22.—Silk: No. 3 Tsatlees, 30s. 6d. to 31s. 6d. No. 4 Red Peacock, 27s. 6d.; export since commencement of season, 14,000 bales. Tea: Fair business; export of Black 26,000,000 lbs.; good common Congou, 12½d. Shirtings active; 8¼ lbs., Eagle Chop, Tls. 2.25. Exchange on London: Bank bills, 6 m.s., 6s. London telegrams to June 28 received July 16. Arrivals: Leith (s.), Glenavon, Northampton, Jumpore, City of Hankow, Jungfrau. Departure: Duke of Abercorn. Fears of Chinese outbreak at Shanghai and other ports.

STRAITS SETTLEMENTS.

(RECEIVED VIA GALLE, AUG. 8.)

SINGAPORE, JULY 30.—Grey Shirtings, 8¼ lbs., $2.77½; T-Cloths, 6 lbs., $1.77½; Mule Twist, 40's, $134. Exchange, Bank bills, six m.s., 4s. 3½d. Arrived, Northam Castle, from the Clyde.

JAVA.

(RECEIVED VIA GALLE, AUG 9.)

BATAVIA, JULY 22.—Java Coffee, f.30; Sugar, f.14½; Rice, first quality, f.140; Indigo, f.5. Manufactures with more demand. Freights, f.70 and f.65. Exchange, f.102. Arrivals: Ferdinand and Louis, Haamstede, Honigby, Jan van Brakel. Departures: Bezoekie, Fop Smit, Maasnymph, Nederland, Utrecht.

COMMERCIAL POSTSCRIPT.

TEA.—Samples of the cargo per *Agamemnon* are now on the market, but the bidding is extremely slack at the recent fall in prices. Valuations are made at 1s. 8d. to 2s. 2d.; the quality all round is not up to the *Erl King* and *Diomed*, and the dealers are all waiting for the public sale of 2,000 chests announced for to-morrow.

Tenders have been invited for the laying of a submarine telegraphic cable from Manila to Hong Kong, by the Spanish Consul General in London.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—Aug. 11, at London, from Rangoon, Rock Light; 12, at Deal, from China, Agamemnon (str.).

DEPARTURES.—Aug. 11, from London, for Batavia and Sourabaya, Hedwig; for Singapore, Callisto; from Shields, for Galle, Hugh Bourne; 12, from London, for Singapore and Sarawak, Otter; from Liverpool, for Singapore, Mount Vernon; 13, from London, for Shanghai, Loudoun Castle; 10, from Glasgow, for Manila, Alejandro.

LAID ON.—At Glasgow, for Penang, Singapore, Hong Kong, and Shanghai (via Canal), Lord of the Isles (str.); for Batavia and Sourabaya, County of Argyle; at London, for Shanghai, Seatoller.

SPOKEN.—Oceanus, Rotterdam to Batavia, July 4, 7 N., 25 W.; Mary Whitridge, New York to Shanghai, June 19, 30 S., 29 W.; Peter Rickmers, for Singapore, June 14 (?), 10 N., 24 W.

CASUALTIES.—The Belle Marguerite, from Cardiff to Galle, put into Mauritius dismasted, and with decks swept; the Gelderland, from Batavia to Amsterdam, also put in there, leaky. The "Gladiateur," Lecouteur, from Singapore, which arrived at London Aug. 13, reported that on 7th April she got aground on the Merapie Bank, but was warped off without damage, after losing a kedge anchor and hawser; she also experienced a cyclone, which lasted thirty-six hours, during which she lost quarter-boat and carried away bulwarks, sails, and everything movable from the decks.

MISCELLANEOUS.—At Malta, Aug. 4, Alonso (str.), Wright, sailed for Singapore, China, &c. (via Suez Canal); Prins Hendrick der Nederlanden (str.), Meyer, sailed for Batavia, via Suez Canal. At Malta July 31, Prins Hendrik der Nederlanden (str.), Meyer, from Amsterdam, for Java. At Port Said, August 10, Alonzo (str.), from Liverpool, for Singapore, China, &c.

OLD SEASON'S TEA VESSELS EXPECTED.

Date.		From.	Ship.	lbs.
April	4	Canton	Clymene	715,500
"	9	Shanghai	Shakspeare	573,187
May	29	Foochow / Shanghai	Sir Wm. Wallace	949,793
		Total		lbs. 2,238,480

NEW SEASON TEA VESSELS.

From	Ship.
Hankow	Erl King (str.) [arrived].
"	Diomed (str.) do.
"	Agamemnon (str.) do.
"	United Service (str.)
"	Oberon (str.)
"	Nile (str.)
"	Ajax (str.) (passed Canal.)
"	Titania.
Shanghai	Cutty Sark.
"	Serica.
"	John R. Worcester.
"	Lauderdale.
"	Weymouth.
"	Argonaut.
"	Priam (str.)
"	Craigforth (str.)
"	Eliza Shaw
"	Danube (str.)
"	Duke of Abercorn.
Canton	Taeping.
"	Deerhound.
Foochow	Statesman (str.)
"	Achilles (str.)

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SILK CULTURE IN JAPAN.

Another Parliamentary paper respecting silk culture in Japan has just been issued. Sir Harry S. Parkes, having recently made an excursion across the plain of Yedo as far as the range of highlands which encloses it on the northern side, has taken the opportunity of observing the prospect of the coming season both as to silk and grain, as the districts visited furnish the principal supply of food for the population of Yedo, and also the bulk of the silk exported from Yokohama. As a consequence of the opening of Japan to foreign trade, the profits of silk culture have become gradually greater, and much impulse has been given to this branch of industry. All persons engaged in the cultivation of silk are endeavouring daily to attain increased excellence. They test the goodness of mulberry-trees grown on different soils, they calculate the effects of warm or cold situations, and improved plans of cultivation will doubtless be the result. It is asserted that of the two branches of seri-culture, the profits of reeling silk are not equal to those of the manufacture of cards of eggs. But both classes of producers confer a benefit on the country at large, and by working together harmoniously may raise their art to the highest perfection. The first part of the process of producing silkworms' eggs is to choose eggs of the best quality. The eggs are transformed into caterpillars, from which time, until they are finally removed, they must be fed through their four stages of torpor and activity with mulberry leaves of proper quality. All these operations may have been performed with the greatest care, and yet, after the silkworm has at last become a cocoon, in some seasons a dark spot appears in the chrysalis contained in the cocoon, and an uji is produced from it, by which the number of eggs is greatly diminished. Numerous diseases are caused by unsuitable temperature, or a want of care in selecting a wholesome kind of mulberry leaf. If silkworms are fed with leaves from trees growing in situations to which the wind has not free access, or which have not been properly manured, or whose vigour has decayed from age, although the caterpillar does not appear to suffer, the poison declares itself when the cocoon stage is reached, and an ulcer is formed on the chrysalis, which becomes an uji. A strange disease called "koshari" has been very prevalent of late years. It attacks the full-grown silkworm, which is suddenly paralysed, and the entire crop dies. The strangeness of this disease has caused it to be considered contagious, but its origin has not yet been definitively ascertained. The silkworm is affected by a variety of diseases. Two or three days after it emerges from the egg, it is liable to a disease, when it is said "kane ni naru," *i.e.* to become metal. It becomes black, and dies while in the caterpillar state. Sometimes the first or second periods of torpor are missed, in which case the body of the silkworm contracts, and it eventually dies. This is called "yasumadryu." Another disease is called "augara kaiko;" the head of the silkworm swells, becomes of a light red colour, and it dies. The "chijimo kaiko" is a disease when attacked by which the silkworm gradually wastes away and dies. Hot weather or a strong south-east wind after the silkworm's fourth period of torpor produces a disease called "fushi kaiko," in which the joints of its body become prominent; it afterwards turns a dark colour, and its body mortifies. These are the principal forms of diseases, for which the Government is anxious to stimulate the growers to find out the causes and remedies. Heretofore silk culture has been considered chiefly as an employment suitable for women, and to be an art which impressed itself on the mind by means of manual practice; but now that it has taken such a development it ought to become the main occupation of whole families. In a late notification the Government invite persons who have been engaged in it to communicate the results of their observations, so as to form a body of information, which it is intended to publish. The machine for reeling silk at present in use is also described as very imperfect; and it is intended to import foreign machines of superior construction, the principles and use of which will be explained and taught by Government.

Captain W. Shaw, 73rd Regiment, who was recently appointed Brigade-Major at Hong Kong, has been selected to succeed Captain and Brevet-Major Tonnochy, 81st Regiment, at the Straits Settlements. Captain A. L. Walker, 99th Regiment, who passed from the Staff College in December, 1868, has been given the post of Brigade-Major at Hong Kong, vacant by the transfer of Captain Shaw.

THE DUTCH EAST INDIA RAILWAY COMPANY.

It is seven years since this Company undertook to construct the first railway in the island of Java. The difficulties which had to be overcome were very numerous, and they were not only of a material, but also of a political kind. As soon as the concession for the construction of the line through the Samarang Principalities was granted, the Conservative party in Holland did all they could to oppose the enterprise, which they feared would overthrow the system upon which Java was governed. And in this they were right. The construction of this line has completely disproved the assertion that forced labour was the only labour which could be profitably employed in Java. The Company began with free labourers, who were well paid; and there was never any want of hands. As soon as the natives learned that they would obtain recompense for their work, they offered themselves, and the Company has not had any reason to complain of their want of industry and fitness. At some periods there have been more than 10,000 natives employed, and this public work will be completed entirely by native labour, without it being necessary to force a single individual to work. When once the railway net is completed it will exercise the greatest influence in promoting the civilisation and welfare of the natives, who, for too long a time, have been "squeezed" for the benefit of the Dutch treasury. Since it was finally resolved that Java should have its railways, the Dutch Conservatives have been constant in their opposition; and the many difficulties in which the company have been from time to time involved have afforded them many opportunities of interposing obstacles in the course of the undertaking. In the year 1868 it was found that the original capital raised for the construction of the line in the Samarang Principalities, which amounted to 14,000,000 florins, was too small; and the Company was compelled to memorialise the States-General to augment the warrant and to guarantee the payment of the interest upon a capital of 17,000,000 florins. The Government declined to accede to this request unless the Company could prove that the line would be completed with the augmented capital; and a second stipulation was made that the Company should increase the capital by a sum of 4,000,000 florins, to be employed in the construction of the Batavia-Buitenzorg section of the railway. The Company fulfilled these conditions, and the Bill to increase the original concession was carried. The money was sought on the Amsterdam and London markets, a loan being raised at 9½ per cent., furnishing a net amount of 8,247,000 florins. The calculations made in 1869, however, are now proved to have been underestimated, and the capital of the Company is exhausted without the line being completed. This was welcome news for some of the Dutch politicians, and a great outcry was raised when intelligence was received in Holland that the Governor of Java had advanced 175,000 florins in order that the works might be continued. In the meanwhile, the directors of the Company were authorised, at a meeting of shareholders, to issue a loan of two millions without the aid of the Government. The opposition party in the States-General—it is curious to remark—hold the Government answerable for the fact that the Company's cash is exhausted without the contract being fulfilled. They assert that it was the duty of the State to prevent this result, but they forget that, when the engineers of the Company stated that the line would cost so much, the Government was not supposed to know that their estimate was too small. The history of the construction of railways in Europe shows that they have invariably cost more than the sum originally fixed. The opponents of the scheme express their opinion that the Dutch Government can make a good profit by seizing the railway now that the company is somewhat *en déconfiture;* but it is tolerably certain that the Government will not act in so questionable a spirit. The original shareholders have done all they can to meet their obligations, and they have even resolved to sacrifice their interest of two per cent. It certainly would not be right on the part of the Government to take advantage of the strict terms of the contracts, notwithstanding that such a course is advised in certain quarters. The Company is greatly hampered by the course of events on the Continent, and it is useless now to bring forward an unguaranteed loan of two millions. It is to be hoped that the Java Government will give further monetary aid, so that the works may be completed.

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SIAM.

—o—

BANGKOK.

The death of the Foreign Minister of State is thus recorded in the *Advertiser*:—The Siamese flags at half-mast on the afternoon of June 12th announced that his lordship Chow Phya Tipakarawongs, the Pusamret Rajakan Tängprä-t'ate, and ex-Minister of Foreign Affairs, is no more. This great Siamese statesman was a son of the late Somdetch Ong Yai, and a younger brother of his Highness the P'usamret Rajakan Pendin, the Executive Minister of State, and popularly styled "His Grace the Regent." His lordship was a highly esteemed relative of the Royal family. His father and ancestors formed a line of most distinguished statesmen, who have been the king makers of Siam. The present King, after ascending the throne, appointed the elder brother P'usamret Rajakan P'endin, and the younger brother P'usamret Rajakan Tang prat'ate, the one the Great Executive Minister of the Home and the other of the Foreign Department, the President and Vice President of the great Council of State, known here as the Senabawdee. His late lordship was long in office as Minister of Foreign affairs, and was very favourably known to the Consuls of the Western Treaty Powers, and the bulk of the European and American residents of Siam, as the great medium through whom foreigners transacted their business which was in any way connected with the Siamese Government, and his lordship's name appears in most of the Treaties as one of the Commissioners on the part of the Siamese Government. His promptness, ability, and apparent sincerity secured for him the affection and respect of all classes, both natives and foreigners. During his illness both the First and Second Kings visited the dying statesman.

We noticed some time since the undertaking of the Siamese to erect a light house on the bar off the mouth of the river. The iron work and all the apparatus for the light and construction of the tower arrived some months ago. It was supposed that it would be erected and the light burning for the benefit of mariners by the end of June, but the work proceeds so slowly that there is little probability of its completion until the close of the present year. Foreigners often have their temper and patience greatly tried by the tardiness of the Siamese Government and officials. It is now ten years since the light house question was urged upon the attention of the Siamese Government and its importance and advantages brought to their notice. The fact that the tower is in course of construction is encouraging, but to see it erected and the light burning would be far more gratifying.

The following is from Messrs. Markwald and Co.'s market report, dated 24th June. Our market for Rice maintained its former position until the latter part of last month, when, owing to unfavourable news from China and Japan, the demand slackened, and since then the market continued to have a declining tendency. Supplies from the interior have not been large, and as there were still a number of vessels under charter awaiting cargoes, holders of paddy had no difficulty in keeping up prices. Although we quote to-day much lower than by last mail, our prices must still go down considerably, in order to be in proportion to the present value in China and Japan. The native mills have stopped working since the beginning of this month, and unless paddy prices go soon lower the steam mills will have likewise to stop. Our to-day's quotations are for Steam Mill Namuang or Field Rice, $1 per picul; Steam Mill, Nasuan or Garden Rice, $1; Native Cleaned Garden Rice, resifted, $1; Native Cleaned, White No. 1, Tls. 53 per coyan, do. No. 2, Tls. 48; Clean cargo No. 1 (1 to 2 per cent. Paddy), 43; do. No. 2 (4 to 5 per cent. Paddy), 40. Cargo rice according to quality, nominal. Sugar: Owing to the unfavourable prospects of Rice in China, a number of native shipowners are loading their vessels with sugar, and prices are consequently firm and a trifle higher. We quote: White Superior, Tls. 10½ per picul; do. No. 1, 10; do. No. 2, 9¾; do. No. 3, 9¼; brown No. 1, 5¾; do. No. 2, 5½. Black Pepper: At present, supplies are small, but above prices are well maintained, viz., Tls. 11¾ to 12 per picul. Sapanwood: No alteration to report.

The Chinese Recorder and Missionary Journal.—The June number of this useful little magazine possesses more than an average interest. The Rev. Mr. Eitel contributes a paper on the Nirvana of Chinese Buddhists, and the Rev. Mr. Edkins an article on the Karens. The Rev. Mr. Swanson gives an account of ten years of missionary life in Amoy, and there are several articles on the *Peking Gazette*—Marco Polo and Ibu Batuta in Fookien, the Overland trip from Kinkiang to Foochow, and Small Feet, &c., which will repay perusal. There is an interesting paper on the Possession of Macao by the Portuguese, by Mr. G. Minchin, of Foochow. In the Asia Portuguesa, written by Manoel de Parie e Souza, they alleged that they obtained permission to inhabit Macao, because they had cleared the island of pirates. For this Macao was said to be granted to them in perpetuity, but no authentic proof of such a grant can be produed, and Mr. Minchin expresses his opinion that the Portuguese were allowed to live in Macao on their paying a ground rent of 500 taels annually to Sin Fu, who was the mover in this matter, and on whose representations the (Ming) Emperor Lung Khing (who reigned from A.D. 1567 to 1572) granted their requests. Whether this agreement was even formally confirmed Mr. Minchin is not informed.

EXPORT OF TEA AND SILK, SEASON 1869-70.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to May 31, 1870	74573	71626722	50285884	1349918	16403096	139740193	45429
Corresponding period last season	970654	70638837	53654588	...	15790745	141054824	50709

Shipments Since:

June 1 per Ambassador	From Yokohama	...	10,826	
— 4 ... Erl King (str.)	... Shanghai, &c.	...	1,463,084	
— 5 ... Diomed (str.)	... Do.	...	1,929,709	
— 9 ... Emeu (str.)	... Do.	...	—	1,520
— — ... Taeping	... Canton	...	1,210,378	
— 10 ... Agamemnon (str.)	... Shanghai, &c.	...	2,548,696	
— 16 ... Hooghly (str.)	... Canton	...	109,100	2,164
— — ... Deerhound	... Do.	...	661,762	
— 23 ... Orissa (ml. str.)	... Shanghai, &c.	...	—	2,481

TO THE CONTINENT.

		Bales.
From June 1 to May 31, 1870	4128270	18378
Corresponding period last season	4096139	20208

Shipments Since:

June 9 per Emeu (ml. str.)	From Shanghai, &c.	...	— 621
— 16 ... Hooghly (ml. str.)	... Do.	...	— 548
— 23 ... Orissa (P. and O.)	... Do.	...	— 625

TO UNITED STATES.

		Pcls.
From June 1 to May 31, 1870	40283667	1006
Corresponding period last season	43837255	1832

Shipments Since:

June 2 per Benefactor	From Shanghai	...	450,393
— 10 ... Golden Age	... Do.	...	55,317

TO AUSTRALIA.

From June 1 to May 31, 1870	... 13,640,823 lbs.
Corresponding period last year	... 16,936,649

Shipments Since: None.

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan
From 1843 to 1844	51,022,600	... *
,, 1845 to 1846	57,334,200	18,604
,, 1850 to 1851	68,972,000	22,143
,, 1853 to 1854	77,327,800	61,280
,, 1855 to 1856	92,210 300	50 481
,, 1857 to 1858	76,990,255	68,315
,, 1858 to 1859	65 789,792	83,134
,, 1859 to 1860	85,560,452	64,169
,, 1860 to 1861	90,066,160	76,644
,, 1861 to 1862	109,854,040	79,199
,, 1862 to 1863	121,278 580	72,887
,, 1863 to 1864	117,463,586	46,603
,, 1864 to 1865	121,236 870	32,313
,, 1865 to 1866	118,333 042	62,890
,, 1866 to 1867	118,423,200	50 052
,, 1867 to 1868	116 890,430	57,449
,, 1868 to 1869	142,789,804	70,917

* Including the Continent.

SIR HERCULES ROBINSON.

(FROM A COLOMBO CORRESPONDENT.)

As the day of the departure of our Governor draws near, a crusade against him has been entered upon by certain parties, who all at once profess to have discovered that Sir Hercules has "done nothing for Ceylon, but that Ceylon has done much for him." To imbue the public with this idea, they are vainly endeavouring to show that the feelings which actuate them are those of the Ceylon public. Unfortunately for them, the journal they have selected as the medium for their attacks by no means sympathises with their object, and most flatly contradicts its self-constituted correspondents. The other journals keep aloof from the controversy; and such is the rancour of parties, that, rather than be baulked in their scheme of "writing down" the departing Governor, it is said they are resolved to bring out a new paper to advocate their views. But then two difficulties meet them. They would not like openly to avow themselves the proprietors or conductors of such an organ, and they are not at one on some of the questions of public importance which have got mixed up in their late effusions.

Apart from personal feeling, the lately published correspondence is in bad taste and ill-timed, especially in view of the probability of Sir Hercules Robinson being promoted to Madras. If they really deprecated his policy, and considered his administration only worthy of censure, why were not their opinions promulgated two years ago, when, with half his term of government still to run off, they might have hoped to rid the island of the incubus they now discover that he has been, and saved the colony the cost of his mismanagement. They would then have had the press on their side, for the Governor had sent to Downing-street an obnoxious despatch, which was probably not intended to see the light; but in an unhappy moment it came before the vulgar gaze in the island newspapers during his absence in England. However it happened, this made the Governor very unpopular, and, if the opposition had shown itself then, it might have been accounted for. It is now believed that the Governor, then comparatively new to the island and the people, had been misinformed when he wrote that unlucky despatch, and that he has lived to regret it, and to think very much better of the people among whom his lot has been cast. He has laboured nobly, both at home and since his return, for the benefit of the colony, and not of one section only, but of all classes. When at home did he not set to work with a will to relieve us of that obnoxious export duty, thus saving us £60,000 a-year? And did he not prevent the attempt at further exactions on account of barracks

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for military not required for internal protection? Nor did he forget the native interest. He voted large sums for the restoration of tanks and embankments, and for the creation of other irrigation works. He carried out that network of roads throughout the country which it was the boast of Sir Henry Ward's Administration to initiate. I believe that before his period of vice-royalty here expires, Sir Hercules Robinson will have created a greater mileage of roads than any of his predecessors. He will also, I trust, have inaugurated that extension of the railway system which is to tap the mountains of the great coffee producing regions of Dunboola and Dickoya.

The Governor has his faults, like other men. He has his weaknesses, too. Destitute, naturally, of that *bonhommie* which made Sir Henry Ward so general a favourite, and being of a more retiring disposition, not fond of public speaking—although he speaks very well—he has proved a hard-working rather than a showy governor; and when he leaves the monuments of his worth will be found in the roads, railways, bridges, and irrigation-works which he has developed, as well as in the educational system which he has founded.

AN EMPIRE THAT IS NOT PEACE.

(NEW YORK HERALD.)

Many circumstances during late years have tended to increase our knowledge of China and the Chinese. We have become acquainted with much of their social life, their curious theology is more familiar, and the general condition and culture of the people are better understood than was the case not many years ago. And yet the impressions gained are often singularly erroneous. The popular idea is that the chief characteristic of the country is a perpetual calm, and that the inhabitants are, for the most part, engaged in silk and tea culture, and in the interchange of ceremonials of civility upon all occasions; and in some respects the picture may be a correct one. Nevertheless, the Empire is continually agitated by social disorders, organised expeditions of marauders, and destructive wars.

The Taeping rebellion, which closed not long ago, was one of these latter contests, and lasted twenty years. It is estimated that fifty millions of human beings were sacrificed before the Taepings were finally subdued; and the most fertile and densely populated provinces were devastated so completely that they cannot speedily recover. Where flourishing towns were, a score of years ago, the deer and the pheasant dwell undisturbed, and where the mansion of the Chinese gentleman stood amid its trim fantastic gardens, the jungle is thickly spread. Dismal as are these results of internal war, the prospect for the future is not more encouraging. A new rebellion is already in progress. It is a revolt of the Mohammedan element against the Manchoo dynasty. The Mohammedans have been for some time consolidating their power in Eastern Toorkistan, in spite of the utmost efforts of the Imperial troops. They have again advanced in force to the southward, and with great apparent confidence of success. The Government is alarmed, and a portion of the army sent to meet the rebels has been defeated. Their design is to march to Peking, and attack the Imperial city itself. In short, a conflict of great magnitude has begun—one that will require for its satisfactory suppression all the force and generalship of the Emperor's forces. Of course these events are producing great confusion in other directions than the mere war itself. The outlying tribes of Mongols are amusing themselves by pillage and slaughter, and there is no military force to restrain them. It really seems as if China was in great danger of being torn to pieces, unless, perhaps, the strong arm of Russia interpose for the protection of the present dynasty, which is not an utterly improbable contingency. At all events the nation which sent us the embassy of Mr. Burlingame, and which we generally regarded as existing in a condition of sluggish comfort, is one of the most unfortunate and distracted upon the earth.

THE LATE MR. BURLINGAME.

The subjoined letter from Mr. Low, the American minister in China, to Prince Kung, relative to the death of Mr. Burlingame, has been published in New York:—

I have the honour to acknowledge the receipt of your Highness' despatch of May 14, in which you inform me that the sum of 6,000 tls. had been appropriated from the funds of the Chinese Embassy in Russia and handed to the son of Mr. Burlingame to defray the expenses of the obsequies of his father; and further mention that an Imperial decree had been received in which his Majesty commends the acts of his late Minister, and as special marks of his regard confers upon him the title of a Minister of the highest rank, and orders that the sum of 10,000 tls. be granted to his family, &c. Mr. Burlingame lived in this city (Peking) so many years, and his ability in the conduct of all affairs that arose between China and his own country is so well known to yourself and all the members of the Foreign-office, that it seems to me to be needless here to do more than refer to it. On the day he died the American Minister at the Court of St. Petersburg telegraphed the event to the Secretary of State, who replied, the next day, by cable telegraph, as follows:—"The announcement of the death of the Hon. Anson Burlingame was yesterday received with mingled feelings of surprise and grief. Stricken down, as he had been, in the midst of his noble efforts, as the representative of the great Empire of China, to assert her position as one of the family of nations, I am sure that those feelings will be felt by all, and one sentiment of regret fill the hearts of all who appreciated his mission. I beg that you will convey to Mr. Burlingame's afflicted family, and to their Excellencies, his distinguished associates, Chikang and Sun Chia-Ku, an expression of the profound sorrow and sympathy with which that sad dispensation has inspired the Government and people of the United States. Though Mr. Burlingame had not brought his mission to its full end, he had so far completed his negotiations that its most important objects may now be readily accomplished; and it is a satisfaction to know that a citizen of this country has thus assisted in advancing the welfare of China. Since this Government entered, last year, into treaty stipulations with the mission, it has entertained a lively interest in its success, and looked forward to the acceptance by the leading maritime Powers of the same general principles of amity and equity in their dealings with Chinese; for it is the earnest wish of the United States that that great Empire should advance as other nations are doing, and rise with them to the highest prosperity and happiness. In promoting this work the name and fame of a citizen of the United States will hereafter be associated, and it will be remembered to his honour that he acted a conspicuous part in inaugurating and leading on a new era of harmony and commercial intercourse between China and the Western Powers." I have just received the foregoing despatch, and hasten to make it known to your Highness. I would only add that there was but one expression of sorrow and sympathy throughout the whole thirty-seven States of the Union when the people heard of the death of Mr. Burlingame, in whose decease they felt that not only had China lost one of her highest statesmen, but that his own country was called to mourn over one of her most meritorious men. I shall forward a copy of your Highness' despatch to the Government at Washington, in order that the mark of high regard paid to his memory by the Emperor may be generally known; and, in acknowledging it, I am, at the same time, able to communicate to you this expression of the sorrow and sympathy which that Government sincerely feels.

ANTI-CHINESE DEMONSTRATION AT SAN FRANCISCO.

A demonstration was held at San Francisco, on the 16th ultimo, against the employment of Chinese labour in that city. We abridge the following account of the proceedings from the San Francisco *Bulletin*:—The anti-coolie demonstration at the Pavilion was largely attended. Several organisations and clubs in various parts of the city met at their various headquarters, and paraded through the principal streets before going to the meeting. There were a number of transparencies carried in the procession, each bearing inscriptions of an anti-Chinese character. The sashmakers and Ninth Ward Anti-Chinese Club came in from the Ninth Ward. Among the transparencies of the sashmakers was one having reference to the Doe Brothers, who have employed Chinese in their business. The gasfitters and plumbers met at the City Hall, and, with several transparencies, joined the other organisations. These associations united, and with music and torch-lights marched to the Pavilion, which contained so large an audience that it was impossible for all to hear from one stand, and it was determined to hold a meeting at each end of the hall. At the west end of the building, or main stand, Mr. Clary, president of the St. Crispin organisation, acted as President. In calling the meeting to order, he stated that this was an adjourned meeting, called to hear the report of certain committees, &c. Since the last meeting the St. Crispins had organised anti-coolie associations in four wards of the city, and many trades unions had been organised on an anti-coolie basis. The work must go on, and the rights of working men must be preserved, even if the last intrenchment of their liberty proved to be their graves. The organisation must be completed, and the Supervisors and city officers who had failed to co-operate with them must be hurled into oblivion. General Winn then presented a report on behalf of a committee previously appointed. The committee had agreed upon a plan for general organisation throughout the State on an anti-coolie basis. The plan embraced a State covention of labouring men and mechanics, to be held in this city on the 2nd of August. All delegates must present credentials from the associations which they represent. The great obstacle in the way at present was the treaty with China, and its entire abrogation must be demanded by the people. The Government could not withstand such a demand, and the voice of the people would be obeyed. One effect of a thorough organisation here would be to deter the Chinese from coming, as they would think it unsafe. He had been assured that 8,000 of them sailed from China in the month of April. The speaker hoped that no political influence would be tolerated in their ranks. The name adopted for the new organisation was the "Anti-Chinese Convention." It was not anti-coolie merely. They took ground against all classes of Chinese labour, whether free or coolie. The speaker then read the constitution, which was adopted by the meeting. Mr. Winn then offered two resolutions. One of them instructed the officers of the meeting to inform the heads of the Chinese companies in this city that, in the opinion of the meeting, it was unsafe for any more Chinese to come here, and request that they inform the Emperor of China of the fact. The other resolution calls on the supervisors of the city to enforce the same sanitary regulations against the Chinese that they do against the white citizens. Both resolutions were adopted.

THE OUTRAGES AND KIDNAPPING IN CHINA.

(THE GLOBE.)

The news lately brought us both by the mail and the telegraph from China is of a very disquieting nature. From north to south, from Tientsin to Hong Kong, and from as far westward as Nanking, reports reach us of the display of universal ill-will towards foreigners—in some places culminating in riot and murder, in others venting itself in threats and menaces. In all places the exciting cause is the same, and, unfortunately, while the shape it assumes in the eyes of the ignorant and superstitious Chinaman is supremely absurd, there is yet a sufficient substratum of facts to render the charges brought somewhat difficult of disproof. There can be no doubt that the practice of kidnapping children has of late been largely on the increase in the neighbourhood of the open ports. The fate of the girls thus stolen may be easily surmised. To them for the future is reserved a life of degradation and sin; they are snatched from their homes to replenish the dens of infamy at Shanghai and San Francisco. Boys are always saleable in China as heirs to wealthy and childless couples, and, probably, most of the stolen boys are disposed of in this way. It will readily be seen how, with the increase of such places as Shanghai, and the rapidly augmenting Chinese population in California, the trade must be a very lucrative one. Large numbers of Chinamen are

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engaged in it, and results prove that their operations are very fairly successful. By the mass of the people the kidnappers are held in abhorrence, and if caught, rarely survive the fury of the mob a sufficient time to go through the ordeal of a trial. They are, therefore, compelled to carry on their dealings with the utmost secrecy, and to divert suspicion from themselves by all the means in their power. The general mode they have hit upon is ingenious, and so far dovetails with the known practices of the foreign—notably the Roman Catholic—missionaries, that it carries with it a certain amount of plausibility. Immediately that the people of any place become alarmed at the frequent loss of their children, kidnappers post up notices and spread reports to the effect that the foreign missionaries have stolen them for the purpose of cutting out their eyes and brains wherewith to compound bewitching drugs. The notorious desire of Roman Catholic missionaries to secure children for their schools gives a colour to their *canard*, and too often the fury of the mob is thus diverted from the real culprits to those whose mission is only to do good.

This is, shortly, the moving cause in all the missionary riots. The latest news from Nanking reports that the people have become so infuriated against foreigners that the Protestant missionaries have deemed it prudent to fly from the city, leaving their Roman Catholic brethren to bear the brunt of the attack which was, when the mail left, hourly expected, protected only by a proclamation of the Viceroy. At Shanghai the native authorities have found it necessary to offer rewards for the apprehension of real kidnappers and their accomplices, thus attempting to divert all suspicion from the foreigners; and a telegram published yesterday morning states that a similar belief has given rise to such bad feeling towards the French at Canton that the French Consul at that port has been obliged to seek refuge in the English Consulate, while, as we have already learnt, far more disastrous effects have resulted from the outbreak of popular feeling anent the same subject at Tientsin. In all cases where the tumults have ended in mischief, the native authorities have invariably ignored the first symptoms of the outbreaks, and have afterwards proved themselves quite unequal to the task of suppressing them; thus showing both incapacity and weakness. The events we have referred to prove conclusively that it is time some steps were taken to protect the foreign residents at the Treaty Ports from outrage. The Chinese are plainly unable to do this—have confessed that they are—and it therefore only remains to employ foreigners to protect foreigners. At Ningpo for several years an Englishman has had the command not only of the police of the foreign settlements, but also of the native city, with the happiest results. Under the rule of Colonel Cook, Ningpo has earned for itself the enviable notoriety of perfect freedom from popular outbreaks and tumults; the people have implicit faith and reliance in himself and his men, and evil-doers show an equal disposition to fear and avoid them. The arrangement entails no complications, there is no question of annexation; the Chinese authorities act cordially with him, and are devoutly thankful to be relieved from the responsible and unprofitable task of keeping the citizens in order. With the greatest ease the same system might be introduced at the other Treaty Ports; and, if no other political results should be obtained by it, this at least will be gained—that the lives and property of our fellow-countrymen will be secured.

A correspondent of the *Standard* writes:—I beg to forward to you an extract from a letter which I have just received from my brother, at present resident in Shanghai. It may serve to throw some light on the late progress of events in China, and to give some information as to the causes which have brought about the late massacres of Europeans in that country. The facts detailed in the letter seem to me to be a very practical comment on the tendency of our late Chinese policy, and they convey very significant hints as to the results likely to follow from a continuance of that policy.

"There is a very disgraceful affair 'going on at Nanking, which seems to be part of a general plot. People at Tientsin, here, at Nanking, and most of the large cities, have been within the last few weeks treated to Chinese proclamations, stating that many cases of kidnapping children had occurred, and making the usual threats. No particular notice was taken of them, as there was no reason to believe that more children were being decoyed away in 1870 than at any other time. It was then pretended that the children were being stolen to be used for medicinal purposes—that a drug was given them which forced them to go in one direction—that they were then killed, their eyes taken out, and their bones powdered, &c.

Having got the people up to a state of excitement, the next step was to hint that foreigners were the people for whom the children were required. This was done continuously, and without any definite charge, as, of course, it would not suit for the mandarins to appear further in the matter.

"In Nanking, where there have been some English and also French missionaries, the excitement of the people was carefully nursed. Strangers (Chinese) who had no friends in the place were arrested on suspicion of being concerned in the crime, every care being taken to give as much publicity as possible to the act. Finding at last that public excitement was getting up to the boiling point, some of these unfortunate people were put to the torture to make them confess their crimes. Much virtuous indignation is displayed by the mandarins, and many ingenious attempts made to provide a story.

"The matter was now becoming serious; the English missionaries, remembering Lord Clarendon's conduct with regard to Yangchow, thought it best to clear out as quickly as they could. This, of course, is taken hold of by the mandarins as a proof that the charges were well founded. They then made, as they did in Formosa, a visit to the French missionaries, and pretended to be seeking for evidence. They were taken all through, but could not discover anything. In fact, the charges are shown to have no foundation whatever. Such an ending would not, however, suit. Some of the unfortunate people who had been arrested in the first instance must be sacrificed to keep up the excitement. Rumours say that seventeen have been executed in the Yamun at Nanking. As a matter of course the city is boiling over with excitement; the common people hounded on by interested parties, and aware of the execution of those people for crimes said to have been proved to the satisfaction of the mandarins, are ready to break out into open violence. The excitement has spread to Chinkiang, Nanking, Tanyang, and even nearer, Shanghai, so that it is quite possible there may be trouble somewhere.

"The simultaneous issue of the proclamation at so many different and distant places is the most extraordinary part of the affair. It is well known that there are people in China, as elsewhere, who kidnap children for the worst of purposes; that there was no need to inform the people of. It is not, so far as can be judged, that this crime is on the increase. It has not been spoken of amongst the people, who would be the principal sufferers were such the case; nor were there any tangible charges brought forward or instances alleged. A general statement is made that children are being kidnapped; proclamations are then issued, and every possible care is taken at each step to increase the excitement. As soon as this has got to the required heat it is turned against foreigners and perfectly innocent natives, against whom no charge has been made which could be proved, have been thrown into prison, tortured, and finally executed.

"This is China in 1870—the country with which we are to treat on equal terms, the object of Sir C. W. Dilke's and Mr. Rylands' warm praise, not to speak of its being the nation to which, on a bare promise of doing something, Sir R. Alcock in his convention gave up, or sought to give up, the most important of our rights."

COMPTOIR D'ESCOMPTE DE PARIS.

We have just received an analysis of the annual report of this society, presented to the shareholders at the general meeting held on the 30th of July. The progress of this society has been rapid and steady, and the results of the last twelve months have surpassed all preceding years. In 1848-9 the amount of its business was only 4½ millions sterling; in 1852-3 it was more than 20 millions; in 1860-1 it had reached 40 millions; in 1868-9 £112,840,000; and during the last twelve months £113,440,000. During the same time the dividend grew from f.16 to f.59 in 1867-8; last year it was f.41, and this year f.44.

In 1867-8 the discount business of the society amounted to 50 per cent. of the whole; in 1868-9 it was not much less, but during the last twelve months it was little more than two-fifths of the whole; but although it exhibits a proportional decrease, the positive discount business was larger than ever last year.

The deposits show a diminution of £88,000, and acceptances and advances on security one of more than a million sterling; but these deficits were far more than covered by the large increase of advances on public stock; by the development of the agencies in France, the business of which reached 17½ millions, or upwards of seven millions more than in 1868-9; by an increase of more than three millions in the business of the colonial and foreign branches, and of about 4½ millions on the stockbroking account. The last-named increase was chiefly due to the Ottoman and Egyptian loans, which were placed in the hands of the society.

The accounts current present large totals:—

The balance in hand on the 15th June, 1869, was ...	£2,352,631
Deposits during the twelve months ending June 15, 1870	10,171,334
	£12,523,965
Paid out	10,010,068
In hand on June 15	£2,513,897

The directors lay the greatest stress, however, on their foreign and colonial business, and say that their agencies of Bombay, Calcutta, Hong Kong, and Saigon, Bourbon, Shanghai, and Yokohama, Alexandria and London, contributed £53,640,000 to the total amount of business; and, while regretting the extremely unfavourable circumstances of the French colonies at the present moment, which prevent very satisfactory results, the directors say that a few prosperous years for the colonies would place the society in a position that few have ever attained to. The results of the working of the past twelve months, after allowing for losses at Hong Kong on rice advances, are as follows:—

The gross profit amounted to	£371,888
General expenses, discount, &c....	90,110
Net profit	£281,778

This, after payment of 2 per cent. on the capital, allows of the payment of a dividend of 44 francs per share—namely, 21 francs on the first and 23 francs on the second half of the year.

THE NEW ART MAGAZINE.*

When Messrs. Smith, Elder, and Co., who were the first to discern an opening for a shilling monthly, started the *Cornhill*, a host of imitators arose with marvellous rapidity to contest the newly-discovered field, until very soon quite a legion of shilling magazines clamoured for the patronage of the reading public Several of these shortly succumbed under the weight of excessive competition; others have since died of inanition, but a sufficient number still remain—some of them apparently quite as flourishing as their prototype—to show that magazine literature has gained such a hold on the public mind as was not dreamed of in the days when ponderous quarterlies enjoyed a monopoly. With this experience of shilling magazines before us, we cannot help feeling some surprise that the venerable *Art Journal*—the only illustrated monthly devoted to art—has remained so long without

* *Art; Pictorial and Industrial.* An Illustrated Magazine. London: Sampson Low, Son, and Marston, 188, Fleet-street.

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a rival, more especially when we consider the facilities afforded by recently perfected photographic processes for multiplying *permanent* reproductions of works of art.

At length, however, a competitor has entered the lists, under the title of *Art; Pictorial and Industrial*, the first two numbers of which are now before us. Externally it is a handsome publication, somewhat larger than our old friend the *Art Journal*, beautifully printed on thick toned paper with an ample margin, and containing, in each number, six large illustrations of varying degrees of merit. No. 1 (July) has for its frontispiece a photograph admirably executed, of a clever painting by L. Perrault, an eminent French artist, entitled "Pour la Petite Chapelle" (a Gallic version of "Please to remember the Grotto"). The second picture is a photographic reproduction of Albert Durer's far-famed engraving of "St. Jerome in his Study." This will be a boon to connoisseurs, for while it has the unapproachable accuracy of a photograph, it is quite free from glaze, and looks, in fact, just like a good impression from the plate itself. The third represents a statue of the late Lord Derby, by Mr. Theed, and is far from pleasing. The writer of a descriptive article that accompanies the illustration calls it a "noble" statue, but we cannot agree with him; it has a very wooden look, and is not a particularly good likeness of the late Earl. The photograph, too, is far from successful, having evidently been taken in a bad light. No. 4, a "Flora" by Greuze, is a faithful reproduction of a very charming picture lately in the Demidoff collection. No. 5 is a copy of a sheet of studies of heads by Michael Angelo. The original is a drawing in red chalk, and it is here faithfully reproduced (apparently by the autotype process) in the same colour. The last illustration is a very good view of the interior of Ely Cathedral. The letter-press includes several interesting articles on art subjects, some of them by well-known writers.

Making allowance for certain unmistakable signs of having been hastily "got up," No. I. may be pronounced a success; but No. II. is in many respects better. To commence with the illustrations, we find first an autotype of Mr. Cave Thomas's "Girl Reading," recently exhibited in the Dudley Gallery; next, "Mont St. Michel, Normandy"—a very effective sea-piece, by Mr. J. Webb, admirably photographed in a warm brown tint deepening to black in the shadows; then a drawing by Rembrandt, the merits of which are chiefly technical; then a copy of Sir Joshua Reynolds's "Holy Family," which, from its exactness and absence of photographic glaze (being printed on India paper), might be taken, except for its reduced size, for an actual impression of the well-known engraving by Sharp. An architectural subject (a curious external pulpit at St. Lo) follows, and a beautiful study for a foreground of ferns, moss and foliage, from nature, completes the list. The letter-press is of more general interest than in No. I, comprising cleverly-written articles on The Completion of St. Paul's, Industrial Art, Female Artists and Art Schools of England, the Maclise and Dickens' Sales, Sir Joshua Reynolds, Notes on Fans, &c., &c.

Among the contributors to *Art* are Messrs. Blanchard Jerrold, Cordy Jeaffreson, George A. Sala, John Piggot, Hyde Clark, Cave Thomas, G. W. Yapp, Townshend Mayer, Charles Burton, G. W. Reid (Keeper of the Prints), E. Walford, George Henty, Ralston, Henry Blackburn, Alex. Rivington, H. M. Wright, and others. Considering the value of the literary matter and the number and quality of the illustrations, it is probably the cheapest publication in existence, and cannot fail to secure a wide circulation.

THE ABYSSINIAN EXPEDITION.

The Select Committee of the House of Commons on the Abyssinian Expedition, after reciting the facts, dates, and circumstances connected with the Abyssinian estimates submitted to Parliament, and some selections from the Ministerial statements on the subject, report that the total net cost of this expedition, so far as the exact fact has been ascertained by the Treasury up to the 1st of July of the present year, amounted to £1,921,600 spent by the Home Government, £5,578,400 spent in India, £1,300,000 spent in Abyssinia—total, £8,800,000, or £5,300,000 in excess of the first estimate, and £3,500,000 in excess of the second. "It would appear," the Committee adds, "that the author of the first estimate does not himself acknowledge it to have been an estimate at all." General Jameson, who (if any one) may be said to have prepared the estimates, both of November and of April, states that the November estimates submitted to Parliament "was merely an attempted approximation to the amount;" that "the word 'estimate' had been improperly used;" that the preparation of an estimate was in no way his official duty, or the duty of any one connected with the India Department; that it was "only as a matter of official courtesy and convenience" that he gave the information which was embodied in the form of an estimate; that he did not at all contemplate being made responsible to Parliament; that the Government were told that the estimate could not be relied upon; and that no military power could have made even an approximate estimate of the expenses of the Abyssinian War. And to this Mr. Seccombe added, that it should not have been called an estimate at all, but "a memorandum for the information of the Secretary of State." It was also given in evidence before your Committee by Lord Napier of Magdala, the general in command of the Expedition, by General Sir William Mansfield, the Commander-in-Chief in India, and indeed by every military authority whom they consulted on this point, that the nature of the work assigned to the Expedition, and the peculiar circumstances under which we made war in Abyssinia, rendered even an approximate estimate of the cost utterly impossible.

The Cargo of the "Libell."—We extract the following narrative from the *Shipping Gazette*:—"In March, 1866, the *Libell*, a Dutch vessel, from San Francisco to Hong Kong, was wrecked on a reef in the Pacific, known as Wake Island, and lying about 1,250 miles east of the Ladrone or Marianne group. The greater part of the freight was recovered, but about 700 flasks of quicksilver were left in the sea. Towards the end of 1867 the schooner *Clio*, of Shanghai, was chartered to proceed to the South Seas on a trading voyage. Mr. Storm, who was appointed as supercargo, thought it expedient to add a salvage expedition to other business, and he accordingly engaged Mr. Bristow, an engineer, Mr. Jones, a diver, and Mr. Van Curbach, a pilot, to proceed to the wreck of the *Libell*, and recover as much as possible. The *Clio* reached Wake Island about the end of March. On the island they found Messrs. Foster and Inglis, from Honolulu, who had been so successful that they had recovered 450 flasks of the quicksilver. Some six weeks before the *Clio* arrived a strong gale came on and drove their schooner out to sea, and she never returned. Foster and Inglis, thus left without resources on a barren island, had lived entirely on sea birds and fish, and were in a state of extreme destitution when the *Clio* hove in sight. It was agreed that the salvors should be left on the island with the long-boat of the *Clio*, a quantity of tools, and five months' provisions. They set to work on the wreck, and laboured during May, June, and July, without recovering any more quicksilver, but stripped the wreck of some iron, copper, &c. August came and passed away but the *Clio* did not appear. On the 15th September it was found that all the provisions were exhausted, except about thirty pounds of bread and sixteen pieces of pork. It was resolved to repair, enlarge, and strengthen the long-boat, so as to fit her for sea, and to keep the remaining provisions for use on their voyage in search of deliverance. They suffered much from the want of food while their boat was preparing, but at last it was ready, and on the 8th of August, 1869, they sailed from Wake Island, after a stay of over fifteen months. Van Curbach happened to have a chart with him, by which they steered for Fala-londe de Toros, one of the Marianne Islands. They were favoured throughout with fine weather, and after calling at several places they at last arrived at Guam, where they reported themselves to the governor (Don Francisco Moscosca), and gave an account of their history. They remained there some time, living on the credit of the Spaniards, who disposed of their effects. In February and March four whaling vessels called at Guam, but they afforded no chance of release, as they were going direct to the northern fishery. At length, on the 5th of April, the Spanish biennial mail arrived. When Mr. Van Curbach engaged his passage he was stopped by the Spanish authorities, and was only allowed to proceed on giving an order for their claim against him, payable in Shanghai; and his papers were retained, and are to be returned only after his order has been honoured. Bristow and Jones were detained on the same ground when Van Curbach left Manila.

Foreign-office Agents.—The correspondence respecting the grant of compensation to the Foreign-office agents, on the abolition of the existing agency system, has just been published. The agents rested their claim to compensation on immemorial usage, and the assumed sanction of the Committee of 1833, which resolved that the practice of officers and clerks of the House of Commons being engaged in soliciting private bills, or, in other words, as private agents, should cease with the lives of the then possessors of the places. When the agencies, formerly held by clerks in the Colonial-office, were abolished in 1830, the Committee expressed their opinion that "it would be unjust to withhold most ample compensation;" and when, in 1857, it was thought that the emoluments of proctors might be damaged by the abolition of the exclusive rights and privileges they had enjoyed, the Treasury were authorised to award to each proctor a sum of money, or annual payment during his life. In the present case the claim to compensation was warmly advocated by Lord Clarendon, Lord Stanley, Sir C. Trevelyan, Sir William Craig, and Mr. Hammond (Under Secretary of State); and the Lords of the Treasury have therefore sanctioned a rate of allowance to the gentlemen now acting as agents equal to two-thirds of their net profits per annum, based upon the average of the last three years, it being distinctly understood that henceforth no gentleman in any way connected with the Foreign-office is to undertake, directly or indirectly, business as agent on behalf of the diplomatic body. This scheme will not come into operation until it has been submitted to the House of Commons in a supplementary estimate, and been sanctioned by a vote of the House. After that time those of Her Majesty's diplomatic and consular officers who, on the cessation of the agencies, may not desire to give powers of attorney to bankers or correspondents, may be enabled to draw their salaries and allowances by bills on the chief clerk.

Two new class of gunboats, called "avisos," named the Albatros and Nautilus, for the North German navy, now in course of construction for service against pirates in the China Seas, are in such a forward state that, according to present arrangements, the former will be launched directly and be ready for the pennant next month, while the latter will be ready for commission at the end of the year.

The following appointments have been made at the Admiralty during the past week:—Navigating Sub-Lieutenant: Edwin R. J. Williams to Columbine. Second class Assistant Engineer: Richard J. Tench to Ocean, additional. Inspector of Machinery: Thomas T. Murray to Princess Charlotte, for service on the China Station. Assistant Paymaster: Gabriel Beer to Racoon.

The detachment of Royal Marine Light Infantry which is to be despatched to Japan to relieve the 1st battalion of the 10th Regiment will consist of 400 men from the Plymouth division. The detachment will sail in a few days on board the Indian troopship Tamar, now lying at Devonport.

Mr. O'Brien, of the Control department, proceeds by the next mail to Singapore

Two hundred and eighty-five Chinese emigrants have arrived in San Francisco, on the ship *Sardis*, from Hong Kong.

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Foreign Intelligence.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Aug. 8.

The 75th and 76th Regiments of Infantry, which were raised here, and are officially called the 1st and 2nd Hanseatic Regiments, have gone off to the seat of war, and the inhabitants of the city proper are for the present no longer cramped for room by having soldiers quartered on them. But it is now the turn of the suburbs and rural districts to become practically acquainted with the inconvenience, though from patriotic motives not a murmur or complaint is heard. Hamburg is much too important a place to leave without protection, and thus we have a large body of cavalry and field artillery billeted on the inhabitants of the outskirts. There is but little chance of a hostile visit from the French, unless they can persuade the Danes to abandon their proclaimed neutrality and join them in an attack on North Germany. Public feeling in Denmark is of course in favour of the French, and the hope of eventually getting back their provinces of Schleswig, and perhaps Holstein, is no doubt a great inducement to take a decided part in the war.

A portion of the French Baltic Squadron, consisting of eight or ten ironclads and rams, has already arrived from Cherbourg in Danish waters, and though only one or two of them have shown themselves at Copenhagen, whilst the remainder are at anchor at Frederikshaven or cruising about in the Sound, it is under the pressure of their immediate vicinity that the Marquis de Cadore has arrived at the Danish capital on a special mission to persuade the Government to take up arms and make a secret treaty with France. It must be remembered that the gallant little Danish nation have not the power to enforce their neutrality and forbid the ships of war of either of the belligerents from entering their ports, except from stress of weather, and then only for twenty-four hours, or they would not now be furnishing the fleet with provisions and coals; therefore it is to be feared, as they have to succumb in this case, they will be forced into the war sooner or later. And, indeed, the French must know very well that it would be the height of imprudence to undertake offensive operations in the Baltic without having a safe base line in their rear to which to retreat, after an action, to refit and recoal their vessels. But with the Danes as allies they could with perfect safety accomplish a landing in some port of Jutland, and march southward to this neighbourhood, where in that case we may expect to see some fighting, though perhaps more to occupy a portion of the German armies than with the hope of marching to Berlin. It cannot be denied that Hamburg offers considerable attractions to an unscrupulous invader, not the least of which is the money in the banks here. When the French took possession of this city in 1808, Marshal Davoust robbed the Bank of Hamburg of ten millions of marks banco; and now that there is more than double that sum in gold and silver ingots and coined money lying in their cellars, and perhaps an equal amount in the coffers of the joint-stock banks—the North German, the Vereinsbank, the International, and the Commercial and Discount Bank—there would be a great inducement to pay Hamburg another hostile visit on the part of the nation that professes to march at the head of civilisation, and yet has made no promises to respect private property either at sea or on land. It is this fear that causes an uncomfortable feeling in the minds of the inhabitants here.

In the meantime, the people of this city are doing what they can—and with no sparing hands—for the comfort and relief of their defenders. Dozens of charitable committees have been formed for collecting money for the widows and orphans of those who may be killed in this war, others for supplying marching regiments passing through the city with refreshments on their arrival; rich people have placed their country villas at the disposal of the authorities to be used as hospitals for the wounded and convalescents, and in every house, not only the ladies, but the servants and the children, are eternally picking lint and making bandages for the wounded, from all which it is evident that the general impression is that the war will be both protracted and sanguinary.

Several French spies and political prisoners have been brought in and sent on to Berlin for further examination and punishment. As this city is officially declared to be in a state of siege, we are living under martial law, and the civil tribunals and authorities, with the exception of the Senate and other Executive officials, are suspended. The commander is a Major-General von Gerstein, acting under General Vogel von Falckenstein, whose head-quarters are at Hanover, and who is specially charged with the coast defences. He has not yet thought it needful to stop up the navigation of the Elbe, though stone ships are all ready to be sunk at the mouth of the river; but, as the buoys and beacons have been all removed, it is extremely difficult, even with local pilots, for vessels to come in and go to sea. But at Bremen the sea-road is hermetically closed, the two vessels selected for the purpose of being first filled with stones and then ignominiously scuttled in the narrow channel being a steamer called the *Loreley* and a whaling-ship called the *Bienenkorb*, the latter belonging to Herr Rosenthal, of Bremerhaven.

A village of wooden huts for wounded soldiers is being erected on the large open space between Hamburg and Altona, known as the "Heiligengeistfeld," and will be fitted up with 1,500 beds, together with apartments for the surgeons, nurses, and attendants. Thirty young men of this city, of good family and patriotic feeling, have formed themselves into a civil volunteer corps to bring the wounded out of action. They have been taught their duties, and how to apply the first bandages to wounds, by the Knights of the Order of St. John, and, like them, wear as a distinguishing mark a white scarf with a red cross on the left arm.

The Prussian official *Staats-Anzeiger* announces with authority that, in consequence of the representations made by the merchants engaged in the China trade, the Government has resolved *not* to ratify the convention of October, 1869, entered into between Germany and China.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Aug. 10.

The home news is very meagre; the attention of everyone being fixed upon the struggle between the two great nations. The sympathy of our people for the belligerents is most divided. Those who fear for Holland being annexed to the German League hope that France may be eventually victorious; while those who are of opinion that we shall remain a small but independent people, happen what will, are delighted at the success of the German troops, because they believe Prussia to be in the right, and that it was not the fault of that nation that Germany has been involved in war. There is yet another party, represented by the *Dagblad*, whose hope is that both the belligerents may obtain alternate victories, so that at last they may be obliged to make peace. The papers abstain most wisely from declaring their sympathies or antipathies. They are convinced that being too absolute on either side would not coincide with the neutrality which our Government observes. Our army is now completely on a war footing, and every possible measure has been taken to defend our independence and nationality. I need not say that the energetic behaviour of our Ministry is much approved of by all the parties. The papers are filled with particulars of the several encampments and the inspections held by the Prince of Orange as Commander-in-Chief, but the general opinion being that there is at this moment no fear of our being swallowed up by Prussia, the articles have but small interest. In political news entire dulness prevails, all party quarrels having come to a standstill.

A terrible fire took place here yesterday, which caused damage amounting to two millions and a-half. Amongst the valuable merchandise destroyed by the flames were two cargoes China tea, viz., 5,494 chests, ex *Bristow*, and 7,533 chests, ex *Diamond*. Both these cargoes were announced some time ago for public sale, but the political events made them unsaleable. I hear that they are fully insured. The Netherlands Bank has again raised the rate of its discount one-half per cent.

PRODUCE MARKETS.

COFFEE.—For some days there has been a demand for providing the Prussian army; the market has become thereby somewhat less dull.

SUGAR (RAW).—The market is firm, but transactions are unimportant, holders declining to operate. They only include 1,708 mats Cheribon, No. 11, at f.30¾; 536 mats do., No. 17¼, at f 34¾—both parcels ex Mystic Belle; 261 mats Java, No. 12¾, ex Rotterdam, at f.31; 499 mats Java, Nos. 17-18, at secret prices; 899 mats do., No. 18, ex Launceston, at f.35½. Stock in bond, 50,100.026 kilo

RICE.—The market is inactive.

TEA.—Dull; the only demand is for home consumption. Stock, 23,000/4 China (from which the burned parcels must be deducted), and 17,8004/ Java.

TOBACCO.—Dull; stock of Java, 25,531 b.

MANILA CIGARS.—There is a good demand for export. Prices are very firm, there being but a small stock.

TIN.—Prices are nominal. The only parcel sold realised f.69. It is asserted by an eminent firm of Dutch brokers that there is every probability of the Dutch Trading Company holding no sale this autumn at all, or else offering a very small portion of the supply at its disposal.

SHIPPING.

ARRIVALS.—Aug. 6, at Texel, from Batavia, Anna Maria Wilhelmina; 8, at Hellevoet, from Macassar, G. H. Betz.

DEPARTURES.—Aug. 4, from Hellevoet, for Batavia (via Newport), Alblasserdam; 7, from Texel, for Samarang, Noordzeekanaal; 8, from Texel, for Samarang, Pauline Constance Eleanora.

PASSENGERS INWARD.—From Java, per Anna Maria Wilhelmina: Mrs. Hart and family.

PASSENGERS OUTWARD.—For Java, per Pauline Constance Eleanora: Mr. H. F. Grivell and family; per Noordzeekanaal: Messrs. V. Clignett, A. R. van Nerum, Mrs. Schultze.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

M'DOUALL—On the 6th Aug., at Smeaton Hepburn, East Lothian, the wife of James M'Douall, Esq., jun., of Logan, of a son.

WHITE—On the 8th Aug., at St. Petersburg Cottage, Bayswater, the wife of H. Osborne White, Esq., of a son.

MARRIAGE.

MORGAN—SIMKIN.—On the 9th Aug., at St. Mary's, West Brompton, by the Rev. Arthur Veysey, Septimus Vaughan Morgan, 6, The Boltons, South Kensington, to Ellen Sarah, younger daughter of the late Henry Simkin, Esq., of Highbury-place.

DEATHS.

BOLTON—On the 1st July, on board the P. and O. steamer *Mooltan*, on her way to Calcutta, Louisa Caroline, the wife of Charles James Bolton, Esq., commander of the *Glenartney* steamer.

BOWYER—On the 9th Aug., at Clevedon House, Lordship-lane, Dulwich, William Edwin Bowyer, of 84, Great Tower-street, aged 55.

STEWART—On the 2nd Aug., at Gnaton Hall, Devon, John Erskine Douglas Stewart. He was the youngest surviving son of Admiral Sir Houston Stewart, G.C.B.

TIPAKARAWONGS—On the 12th June, at Bangkok, his Excellency Chow Phya Tipakarawongs Maha Kosa D'ip'a Bawdee, the ex-Minister of Foreign Affairs.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the addresses of all persons connected with the Far East and reference can be made to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in China, Japan, Singapore, *and other parts of the* Far East *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The London & China Telegraph.

LONDON: MONDAY, AUGUST 15, 1870.

THE P. AND O. COMPANY.

We are glad to announce that a new contract, which obtained the sanction of Parliament on the 9th inst., has been made with the P. and O. Company. This abolishes the anomalies alluded to in our last issue, and stipulates for a fixed payment of £450,000 per annum, the company undertaking without additional payment to substitute for the present mail service between Marseilles and Alexandria a weekly service between Brindisi and Alexandria as soon as called upon after the completion of the tunnel through Mont Cenis, the payment to the company for the fourteen months previous to that date being at the full amount of £500,000 a-year. The fixed subsidy to include the payment for calling at Penang, and not to be subject to any deduction on account of the withdrawal of the sorting officers from the Mediterranean packets. The contract is to continue in force till Feb. 1, 1880. The new contract also contains permission for the company to substitute Liverpool for Southampton as the port of arrival and departure of the steamers on a notice of three months.

This indicates that the P. and O. Company are preparing to meet the altered circumstances developed by the shortened route between England and the East. We may state, however, that it is not at present in contemplation to withdraw the company's vessels entirely, or even in part, from Southampton. The permission has been obtained only as a preparatory step to save time, in the event of such a movement becoming necessary. It is possible that both Liverpool and Southampton may be used by the company, as it would be equally inconvenient and expensive for goods from London and the South to be sent to Liverpool as it now is to forward Manchester goods to Southampton. We observe that the new contract fixes the old rate of average minimum speed—viz., ten knots per hour west of Alexandria, and at 9½ knots on the routes east of Suez. The rate of speed between Brindisi and Alexandria is, however, to be at eleven knots. Owing to stagnation of trade and to severe competition on the part of the French, Austrian, and Italian Companies, the financial position of the P. and O. Company, since the last contract was entered into, has not been flourishing, and the opening of the Suez Canal, the success of which was by no means considered certain in 1867, has still further disturbed their prospects. It is therefore gratifying to observe that in accepting the present contract, which has been conceived by Government on a large and liberal basis, the P. and O. Company are preparing to adapt their service, and conform their vessels, to the altered circumstances consequent on the latest triumphs of engineering skill. Although they can never hope to regain the virtual monopoly of the traffic with the East which they so long enjoyed, it is quite within their power, with such a subsidy, and by such changes as are demanded by the progress of the age, to maintain the pre-eminence for which they have been always distinguished.

The steamer *Hibernia*, which left on the 27th ult., had on board the cable to connect Singapore and Batavia. She proceeds to Batavia round the Cape. The sections to connect Singapore, Penang, and Madras are nearly ready, and will be shortly despatched in two steamers *via* the Canal. Mr. C. H. Forde, the Electric Engineer to the Company, will proceed by the P. and O. mail, arriving in Batavia the first week in November, when he will proceed on board the *Hibernia*, and subsequently with the section for Penang and Madras. In order to suit the season, the laying of the cable will commence at Singapore and end at Madras.

PUBLIC WORKS IN CEYLON.

Proposals to raise capital for public works by loans on the security of revenue are, in some quarters, received with a mistrust for which it is not easy to account by any process of modern reasoning. Kept within due limits, and expended with due caution and economy, such loans afford the best possible security to the public debtor as well as the public creditor. Not only do the works begin to be remunerative so quickly as to go far towards the payment of their own cost while in process of construction, but they directly contribute, by the employment they afford, and the expansion of trade which they bring about, to raise and relieve the revenue on which they are based, while their very existence is so much value added to the material wealth of the country they improve. All the conditions essential to the prudent raising of such a loan—*i.e.*, public prosperity on the one hand, and public security on the other—are combined in the proposal, for which Ceylon is indebted to Sir James Elphinstone, to lay out a million sterling on the extension of her railway and irrigation systems. The revenue of Ceylon is already one million, and bids fair to go on increasing without additional taxation, and even without the material and urgently demanded improvements which it is now sought to effect. The proof of this is the fact of the gradual reduction of the existing debt of the colony, which is confidently expected, at the end of the present year, to amount to no more than £430,000. Moreover, the profits of the existing railway are so considerable as already to go far to meet the costs of its extension.

The railway returns for the half-year ended June 30th are now certain to show a revenue of £102,000, and, anticipating a result at least equally favourable for the remaining portion of 1870, we may calculate on a surplus of £15,000 above the estimate formed by the Colonial Secretary, based on the departmental returns, or, say, £55,000, after setting aside £58,000 for interest and sinking fund. An inquiry into the proportions in which the staple articles of transport—coffee, rice, and manure—entered into the traffic down and up, shows that, while the total traffic in 1868 equalled 116,000 tons, there was an increase in last year's return of over 15 per cent., the figures being 134,369 tons. Of this increase of 18,000 tons, coffee made up nearly 6,000 tons, manure 3,200, and rice 8,500, while in general goods and railway materials there was little or no variation. These results show at once the progress of coffee-planting, and especially of manuring, in the different districts, and also the increasing use made of the railway. Seven thousand tons of manure sent forward for the benefit of estates which can be reached by cart transport from the Kandy Railway station show as nearly as possible 1 cwt. per acre for all the cultivated land in the surrounding districts. In March, 1868, the rate on coffee from Kandy, Peradenia, and Kadugunawa was reduced to 20s. per ton. The result has been practically to annihilate the cart traffic on the Kandy road, and to divert almost the whole of the coffee crop within reach of the railway at all from the road to the rail. The cart-bullocks, being mainly imported and fed on imported food, cannot compete with the railway rate; and to the low price must be added the advantages of speedy transit and almost complete security. In another fortnight we hope to be able to extract similarly encouraging facts from the report for the expired half of the current year; but, in the meantime, enough has surely been shown to remove any hesitation that may exist in official quarters respecting the advisability of hurrying on the railway extension.

In the face of such unquestionable prosperity it would be worse than unreasonable—worse than short-sighted—to confine the enterprise and capital of the colony within its present practically comparatively narrow limits, surrounded as they are by vast tracts of rich lands, which require only railways to reach and irrigation to fertilise them. The only question that seems to us to require consideration is, not whether or when, but in what direction, to commence the work of extension. Those districts which will prove soonest remunerative should, of course, have the first care; and, in the choice of these, the colony is neither at a loss for sound practical advisers nor distracted by difference of opinion. The *Colombo Observer* faithfully represents the public conviction that "southward lies the path of prosperity in Ceylon," until Dimboola is lost in Ouvah, and Kirrigalpotta looks down on an unbroken expanse of coffee culture, extending from its

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base northward to Matelle, defined on the west by Adam's Peak, Raxawa, Ambalawa, and Allagalla, and on the east by Pedrotallagalla, Diatalawa, Medemahanewera, and the Knuckles. Already has successful cultivation reached the edge of the Agra patenas, southward, eastward, and westward of which lie at least 20,000 acres of good forest. Here, in fact, lies the great reserve of the forest wealth of Ceylon. To Navelapittia the railway can be carried without crossing a river of any importance; and, with a good road thence, and traction-engines plying upon it, even estates at the foot of Kirrigalpota might be profitably worked and regularly manured. Nor is there any reason to apprehend that, with the extension of the railway, the rate of earnings per mile would be lessened for any length of time. Such, at all events, has not been the case in India, where the vast lines already constructed have only served to justify their extension to places more remote, notwithstanding the fact that, in many parts of India, railways have had to compete with water-carriage in a degree altogether unknown in Ceylon. We cordially hope therefore that the proposal of Sir James Elphinstone, which has been so favourably received at the Colonial-office, may receive the official sanction of Sir Hercules Robinson at the earliest possible moment. To delay progress in times of prosperity is to neglect the best interests of the colony.

THE WAR AND THE SITUATION.

(*London and China Express*, August 12.)

Events of such vast importance have followed each other with such astounding rapidity and effect during the last few days, that the week, which opened when the greatest war of modern times had scarcely begun, seems not likely to close before the fate, both of the war itself and of the dynasty which prompted it, shall have been decided. Not only have three crushing defeats at Weissenburg, Woerth, and Forbach, and the ignominious expulsion of the French invaders from the position at Saarbruck, which they nominally held for only a few hours, revealed a total absence of design on the part of the Emperor, and of strategic resource on the part of his generals, but the reverses occasioned by their imbecility have aroused in the whole French nation a frenzy of indignation which it will be scarcely possible for the Empire to survive. At the moment when we write the Prussians are before Metz, where the French Emperor had massed his retreating forces, in the last, almost forlorn, hope of retrieving his fortunes by another battle, which, however, he now seems unwilling to risk. Whether he win or lose it, his position will be one of the most difficult in which the Commander of a great army was ever placed. Should he be beaten, his losses cannot be repaired; should he win, he will not know which way to turn to follow up his advantage. Already, by superseding McMahon and Lebœuf, and by virtually resigning the supreme command, the Emperor has confessed to his army and the enemy that his confidence in himself and his generals was a fatal chimera. All that courage and military science can supply, we may be sure, will not be wanting while Bazaine commands the French army, and Changarnier, who, at seventy-seven years of age, has placed himself by the side of the Emperor, assists its Councils of War. But the startling fact remains that the French are unable to collect 200,000 men to withstand Germany and protect Paris. The German Confederation numbers more than a million of men under arms at this moment. The issue of the war cannot, therefore, be any longer considered doubtful. The terms of the peace which is to follow it must be dictated rather by Prussian generosity and wise forbearance, than by any doubt of the present position of affairs being materially changed. Nor are generosity and forbearance qualities in which there is any reason to apprehend that the Germans will prove deficient. Throughout the brief but bloody campaign, their union, their promptness, the high-minded gallantry of Prussian and Bavarian alike, have not been more conspicuous than the noble simplicity of the despatches in which King William and the Crown Prince have announced their victories, and the grave sympathy with which the French prisoners have been received on their deportation to Berlin. The Germans admit that the French fought like lions to Woerth, and would not give way until resistance became absolutely impossible. It is to the wretched generalship of the French marshals, aided by the Emperor's inexplicable delays, that the French army owes it repeated defeats—not to any want of courage. In every way their equals in gallantry, the Prussians have proved themselves immeasurably more fortunate in their leaders, and more prompt to seize and improve advantage after advantage. "Ask me for anything but time," was the language of the First Napoleon. Events have shown that by his fatal delay of ten days, which may for ever be inexplicable, Napoleon the Third threw away the chance of succeeding in the invasion which he had been planning for four years. On the contrary, "The Man in Spectacles," as the Prussians fondly call General Von Moltke, has been as prompt as he has been wise and daring. From point to point he has never given the French an hour of unnecessary time, and we may be sure that he will give them no time now. All hope of the foreign allies which France at first sought so eagerly, and, when disappointed, disclaimed so vainglorously, is dissipated by the new Treaty for the maintenance of the neutrality of Belgium, to which Lord Granville has secured the adhesion of Russia and Austria, consequent on its recognition by England, Prussia, and France. This Treaty, which engages this country to co-operate with one of the belligerents in the defence of the Belgian territory, if it is invaded by the other belligerent, and which is to continue in force for twelve months after the ratification of peace, is a masterpiece of diplomacy, which reflects the greatest honour on our Foreign Secretary, and which even the Leader of the Opposition willingly describes as a "wise and spirited measure—none the less wise because it is spirited."

The new French Ministry, so suddenly installed in office. is far more likely, from its ultra-Imperial tendencies, to prove fatal to the Empire than inimical to England. No one will lament the downfall of the Ollivier Cabinet. Ever since the time of the Plebiscite it has been felt to be what Mr. Carlyle would call a sham. It has possessed the confidence neither of the Imperial nor the Liberal party. For himself it may be conceded, now that he has resigned, that he was a well-meaning man, exceedingly slow to perceive that he was made a tool of. His successor, General Cousin-Montauban, is a veteran soldier, who has seen forty-two years of active service and twenty-eight campaigns. He won his title in the Chinese war of 1860, and has a reputation for decision and energy, not entirely unsullied by the reproach of cupidity in the article of "loot," as our readers will remember, in the affair of the "Summer Palace." The Ministry which surrounds him seems, in a great measure, a return to the men and the principles of a year or two ago. "Personal Government" is no more likely now than it was then to find opponents in M. Magne, M. Chevreau, the Prince de la Tour d'Auvergne, and Baron Jerome David. Whether such a principle will find acceptance now, or whether it can even be temporarily restored in the present emergency, may be more than doubtful; but, in a supreme moment like the present, every honest well-wisher of France, and of peace, cannot but rejoice that the late weak and vapid Cabinet has been replaced by men of consistency, and men to whom the national honour is dearer than the false dignity of plastic officialism. Even if the Empire is to fall, and yet another Republic is to be added to the changeful bead-roll of French Governments, it is better that the change should be the result of constitutional opposition to a Government, respectable but behind its age, than that it should be initiated by the reckless and vulgar clamourers who disgrace their Chamber and invite carnage. Such, then, is the "situation" in which England, through the firmness of her people and the solidity of her Government, regards foreign nations, herself at peace, and likely to remain at peace, with all, at the close of a session which will long be memorable both for the gravity of its measures and the spirit of progress which has dictated them. Whatever may be the form of the peace, which all men hope may be speedily concluded between Prussia and France, the neutrality of England can scarcely be more securely established than it is now. And, when the happy moment for mediation shall arrive, the good offices of England will be all the more gratefully accepted by both belligerents when they reflect that, if she armed herself during the course of the conflict, she did so only to protect other nations from the calamities into which they have been misled.

The expedition to Corea, reported in the last mail's papers, is not recognised by our Government, and is very improbable altogether.

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Monetary and Commercial.

It is understood that specie shipments to the amount of more than a million sterling may be expected from India. In consequence of the confused state of Continental affairs every description of silver has become excessively flat, and it has been difficult to find purchasers. Sales have, however, been effected of bars at 60⅝d., and of Mexican dollars at 58¾d.

At a meeting of the British Australian Company it was decided to abandon the land line from Port Darwin to Busheton, thus leaving only the submarine from Singapore to Java, and from Java to Port Darwin. We may notice that the suggestion to wind up this company proceeds from an opponent, and is not at all likely to take effect.

We understand that a decision has been given by the Supreme Court at Lubeck in favour of the Bank, in two of the cases pending between the Chartered Bank of India and J. G. W. Finke and Co., of Bremen, as to their liability on credits granted to Morgan, Melbourn and Co., Batavia.

The *Red Cross* and other lines of steamers for Calcutta, calling at Colombo, by the Canal, advertise for passengers at £50 first class, £30 second.

The following vessels are reported from Ismailia as passing through the Canal between the 3rd and 9th of August:—From Port Said to Suez, English steamers *Arcturus, Sarawak, Delaware,* and *Gambia.* From Suez to Port Said, English steamers *Ajax, Brazilian,* and *Brightman.*

BOARD OF TRADE RETURNS.

The summary of the general features presented by the Board of Trade Returns was given in our last issue, and the following are those figures which relate to our Export trade with China and other countries in the Far East:—

COTTON YARN.

To		For the Month ended 30th June. 1868.	1869.	1870.
China and Hong Kong	lbs.	797,680	842,610	1,245,550
Japan	,,	91,850	665,100	406,400
Straits Settlements	,,	69,200	152,400	217,940
Ceylon	,,	133,310	6,500	21,600
		For the Six Months ended 30th June.		
China and Hong Kong	lbs.	2,846,646	2,089,830	4,813,679
Japan	,,	1,524,110	2,826,422	4,963,680
Straits Settlements	,,	706,200	508,015	1,411,690
Ceylon	,,	271,010	70,922	104,756

COTTON MANUFACTURES

To		For the Month ended 30th June. 1868.	1869.	1870.
China and Hong Kong	yds.	20,593,900	32,062,017	30,029,478
Japan	,,	1,709 143	1,088,730	1,395,160
Philippine Islands	,,	4,907,300	3,066,500	2,512,700
Java	,,	2,858,700	2,000,400	2,762,600
Straits Settlements	,,	4,101,822	6,939.860	12,155,531
Ceylon	,,	4,468,811	1,254,754	2,992,536
		For the Six Months ended 30th June.		
China and Hong Kong	yds.	148,268,868	161,225,301	167,755,543
Japan	,,	9,771,243	10,095,752	14,492,372
Philippine Islands	,,	17,701,420	12,992,539	14,615,540
Java	,,	13,494,852	10,181,570	14,515,654
Straits Settlements	,,	28,977,425	30,962,284	47,479,905
Ceylon	,,	13,589,404	8,353,168	13,792,902

WORSTED STUFFS.

To		For the Month ended 30th June. 1868.	1869.	1870.
China and Hong Kong	yds.	2,119,275	1,861,785	1,625,381
Japan	,,	197,594	248,109	68,134
		For the Six Months ended 30th June.		
China and Hong Kong	yds.	11,288,151	10,709,280	9,671,694
Japan	,,	1,882,025	2,188,132	766,153

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1868.	1869.	1870.
For the month	yds.	192,094	151,760	104,568
For the six months	,,	1,129,989	1,188,817	1,168,093

LEAD TO CHINA AND HONG KONG.

		1868.	1869.	1870.
For the month	tons	1,066	846	612
For the six months	,,	4,973	6,994	8,780

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and five months ended 31st May, 1870, compared with the corresponding periods of the two preceding years, is returned as follows:—

To	For the Month ended 31st May. 1868.	1869.	1870.
China (exclusive of H. Kong)	£641,237	£711,192	£533,649
Hong Kong	192,905	196,151	253,263
Japan	99.417	152,293	252,617
Straits Settlements	85,919	169,782	154,216
Ceylon	56,725	53,278	58,088
Philippine Islands	82,410	51,678	57,979
Java	104,139	45,894	104,120
Siam	—	9,879	—

	For the Five Months ended 31st May. 1867.	1868.	1869.
China (exclusive of H. Kong)	£2,466,085	£3,022,489	£2,633,870
Hong Kong	828,568	750,597	1,090,650
Japan	413,626	682,039	787,080
Straits Settlements	620,918	653,798	848,321
Ceylon	290,328	229.518	330,502
Philippine Islands	359,909	296,036	317,323
Java	321,465	234,955	292,256

ARTICLES OF IMPORT.

TEA.

Messrs. Arthur Capel and Co.'s Circular contains the subjoined report:—We have had a somewhat firmer tone in our market, with rather more doing in most descriptions, consequent on the settlement of the differences between the importers and the buyers and in occasional instances rather better prices have been paid for good common kinds. The chief feature of interest has been the arrival of the Erl King on the 4th inst., and the Diomed on the 5th inst., with first supplies of the new Teas direct from Hankow, *via* the Suez Canal. The samples per Erl King were out on the 4th inst., and for the first shown very full prices were obtained, with a view of getting them delivered the same evening for transmission to the town and country dealer, the prices paid for first sales being 1s. 10½d. to 2s. 1d. for good to fine, and 2s. 2d. to 2s. 6d. for fine to finest, the latter for boxes. These first wants being satisfied, the market became very quiet, and sales cannot now be made within 1d. to 2d. per lb. of the opening rates, except for superior chops ranging from 2s. 4d. to 2s. 6d. per lb., of which the supply for the home market is limited, the great bulk of such kinds being bought in China, on Russian account, and being transhipped direct to St. Petersburg. The war has had a prejudicial effect on prices, as it has kept exporters generally out of the market, thus very materially restricting competition for fine to finest chops. On the whole, we consider the quality about equal to the previous year. Red-leaf Congous: Siftings and broken-leaf kinds remain much as before; fair to good common have been steady at 10½d. to 11½d. per lb; fair to good flavoury kinds show no change; a few of the finer parcels left on hand have been sold at full prices, but the opening of the Foochow market has checked the demand. In Pak Lin kinds there has been no alteration. Black-leaf kinds: The lower qualities remain dull of sale; fair to very good common, from 10½d. to 1s., have been saleable at a slight improvement; good to fine, of old season, have been neglected. In new season's later sales have ranged from 1s. 9d. to 1s. 11d. for good to fine, and from 2s. to 2s. 6d. per lb. for fine to finest, but the demand has become very quiet. In Amoy kinds there is no improvement. In new-make Canton kinds a few sales have been made at previous prices. Oolongs remain much as before. In Souchongs but little has been done; really fine quality is much wanted. Scented Teas: Canton and Foochow Capers show no change, the demand being small. Canton Orange Pekoes show no improvement; a few parcels of Foochow kind have found buyers at the low rates current. Uncoloured Japans: Common kinds have sold from 10½d. to 11½d., and fine from 1s. 7d. to 1s. 9d. per lb., Green Teas: The market remains without improvement; fine qualities are comparatively saleable, but common to medium kinds difficult to move. Canton Gunpowders show no alteration. There have been no public sales of China Tea. The stock in the United Kingdom on 30th ultimo was estimated at 80,000,000 lbs, against 74,600,000 lbs.; and the quantity afloat at 11,050,000 lbs., against 9,670,900 lbs. last year.

The following is from Messrs. Shepard, Harrison, and Rehden's Circular:—There has been a good general demand from home buyers, who have not individually operated to any extent, but the trade is so large that most of the Erl King's cargo has been disposed of, and several chops, ex Diomed, have also been sold. Prices opened at a satisfactory range, and, but for the high cost in China, would have given brilliant results; Ningchows at 2s. 3d. to 2s. 6d.; Chong Sou-Kais at 2s. 2d. to 2s. 4d.; Oopacks and Oonams at 1s. 10½d. to 2s. 1d. per lb. For second-class quality there has been a decline the past day or two of 1d. to 2d. per lb., but finest continues in request at full rates. So far Continental buyers have held aloof, partly through the War, and also from the fact that some 8,000 packages purchased in China on Russian account are in course of transhipment. The quality of the crop, as a whole, we make fully up to an average, Ningchows especially good, but the Ooanfas to hand lack the decided characteristics of past seasons. Deliveries read well, and stand as follows:—

Home consumption for London from 1st Jan. to 31st July	1870. 46,560,000	1869. 45,096.000
Export do. do.	17,800,000	21,473,000
Sent coastwise do.	25,700,000	21,078,000
Total,	90,060,000	87,647,000

Messrs. Lloyd, Matheson and Co., with reference to the new Teas, remark that finest, in the absence of demand for export, and with very little country demand for high priced Teas, with an increase of supply, will decline in value. The Teas have not been favourably received in the country, and as regards their general quality we consider that the reports of its superiority received from China were incorrect. The sales thus far amount to about 20,000 packages, being about 12,000 chests at 1s. 9d. to 2s. 4d. per lb., 4,000 half-chests at 1s. 10d. to 2s. 6d. per lb., and 4,000 boxes at 2s. 1d. to 2s. 6d. per lb. About 12,000 packages are for transhipment to Russia, leaving 15,000 packages on offer.

The Circular of Messrs. Kinnear, Hawes and Hertz has the following:—The bulk of the new season's black leaf, ex Erl King and Diomed, has been placed on the market, and about 18,000 packages have found buyers. The quotations of sales effected range from 1s. 8d. to 2s. 6d. per pound. The prices obtained for fine Teas, the first two days after the arrival of the Erl King, were about 3d. per lb. higher

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than those obtainable since. This reduction, which manifests itself every year after buyers have satisfied their first wants, has taken place unusually early this time. As to quality we notice that the finest, which the two cargoes to hand only represent in a few parcels, is not up to last seasons', while fine medium to fine compare not unfavourably with Tea of the same class of 1869-70. The home trade do not seem willing to buy beyond their immediate wants.

SILK.

There has been no change in the market during the past week; it remains in the same position as last reported, no transactions in new Silk, sufficient to quote, having taken place. Importers do not seem desirous to force their stocks, and seem inclined to await the turn in events; the few sales which have been made to the home trade have been done at 2s. to 3s. reduction from recent rates. Deliveries, 1st to 10th inclusive, China, 705 bales. Japan 103 bales; total 808 bales.

The following is from the Circular of Messrs. Hunt and King:—The unexpected and sudden political complications, followed by war and its consequent financial embarrassments, have for the past month entirely prevented business to any extent in the Silk trade. Its position, however, had become so exceptional from the continued paucity of supplies and the extreme caution of consumers in buying during the advance in prices, that only a nominal effect has been produced. Generally sales are not pressed, and as the temporary pressure in the money market has subsided, there seems some disposition to buy at the lowest quotations of last year, showing a decline of 10 to 15 per cent. from the prices of June last, upon Tsatlee and the bulk of Japan Silk; other sorts, not having risen in proportion, are not much affected. The new China Silk now arriving is not offered for sale at present; the bills will not begin to approach maturity till the end of the year, when a much firmer market is expected, as the aggregate supply of Silk this season will probably be more reduced than ever. From Shanghai the latest telegrams, to the 16th July, report settlements of Silk this season 15,000 bales at very high rates, in the proportion of 31s. to 32s. for No. 3 Tsatlee. The crop is estimated at 36,000 bales, but this quantity would have come forward only had prices been maintained.

COFFEE.

The market generally has shown but little change during the week, the depression which has prevailed of late continuing without relief. The only alteration apparent is in Native Ceylon, for which an inquiry has sprung up, resulting in transactions at a slight improvement upon the low prices lately ruling. In Plantation there have been limited transactions at rates about on a par with those given in our last report. Only one public sale has been held, at which 35 casks 2 tierces coloury Plantation were offered, and bought in at 66s. to 68a., except two lots, which sold at 63s. for coloury, and 75s. 6d. for pea-berry; of 1,383 bags Native offered 350 bags were sold at 44s. to 47s.; and 530 bags small, at 40s. to 40s. 6d.; good bold pale, at 49s.; pea-berry, at 48s. to 48s. 6d. Since the sale there has been a steady demand for Native, and higher rates have been paid, small realising 40s. 6d.; real good ordinary, 46s.; fine bold, 50s.; and pea-berry, 50s. At these prices about 15,000 bags have been sold, while small parcels of Plantation find buyers at the above-quoted rates. No transactions have been effected in other East India kinds. A large quantity of Costa Rica, amounting to nearly 1,600 tons, is included in the landings, the total being fully 800 tons more than in 1869, and the deliveries having decreased to about the same quantity as last year, the deficiency in the stock is lessened, being now only 1,200 tons.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation 286.739 cwt., against 276,877 cwt. at the corresponding date of 1869; Native, 20,684 cwt., against 39,610 cwt. The quantity afloat for the Continent is 22,952 cwt. Plantation, against 8,252 cwt., and 9,031 cwt. Native, against 11,038 cwt. The quantity of Coffee landed in the thirty-one weeks ended Aug. 6, 1870, was, of Ceylon, 21,645 tons, against 23,538 tons during the corresponding period of 1869; of all descriptions, 36,245 tons, against 41,355 tons. The quantity entered for home consumption was, of Ceylon, 6,388 tons, against 6,726 tons; of all descriptions, 11,190 tons, against 11,189 tons. The quantity exported was, of Ceylon, 17,128 tons, against 14,739 tons; of all descriptions, 26,813 tons, against 25,741 tons. The stock on Aug. 6 was, of Ceylon, 11,993 tons, against 13,068 tons; of all descriptions, 22,461 tons, against 23,645 tons.

SUGAR.

There has been great dulness throughout the week, and the business done has been very limited. Prices show a further slight decline, and to effect sales to any extent a more important concession would have to be submitted to. The only sale of East India has been 206 bags yellow (duty 5s. 3d.) at 28s. 6d., a further offer of 2,325 baskets and 153 bags date sort, low brown quality (duty 4s.), being bought in at 17s. to 19s. per cwt. The week's landings consisting of British West India, Havana, and Cuba, are 1,500 tons less than last year, and deliveries are 500 tons less, thereby reducing the surplus in the stock to 19,000 tons. The total stock on the 6th inst. was 104,192 tons against 85,093 at the corresponding date last year.

The quantity of Sugar landed in the thirty-one weeks ended Aug. 6, 1870, was—of Penang, 2,277 tons, against 2,092 tons in the corresponding period of 1869; of Manila, Java, and China, 13,904 tons, against 21,183 tons; the quantity entered for home consumption was, of Penang, 1,547 tons, against 1,549 tons; of Manila, Java, and China, 15,234 tons, against 9,796 tons. The quantity exported was, of Penang, 95 tons, against 73 tons; of Manila, Java, and China, 1,825 tons, against 635 tons. The stock on Aug. 6 was, of Penang, 2,965 tons, against 799 tons; of Manila, Java, and China, 32,636 tons, against 39,636 tons.

Coir Goods.—The last sales included 7 tons Ceylon Yarn, which realised £18 15s. to £19 5s. for common and £26 for good medium. No Rope or Fibre was offered.

Cutch.—Prices have slightly improved; at public sale 300 boxes fine Pegu realised 20s., and a private sale of 200 boxes is reported at the same price.

Cocoa Nut Oil.—Ceylon is in rather more inquiry, but the recent decline has not been recovered, the current quotation being £36 10s. to £37. The quantity afloat is estimated at 19,278 cwt., against 16,261 cwt. at the same time last year, and 13,577 cwt. in 1868.

Camphor.—There is an entire absence of inquiry, and no sales are reported either of China or Japan.

China Grass dull; the nominal quotation is £60 to £70.

Canes.—At the last sales 40,950 Bamboo slightly mouldy were bought in at ⅝d. each, also 68,000 Partridge at 2¼d. to 2⅜d., except one lot, which sold at 2½d. Of 30,729 Malacca, 8,229 sold—No. 1 at 6d., No. 2 5½d., No. 3 3¾d.; 846 bundles Borneo were bought in at 1d. to 1⅛d. 78,375 Tonkin at ½d. to 1⅛d., 5,844 Midgen at 2¼d., 21,800 Rajah at 2¼d., 5,700 Pimento Sticks sold at 3d. to 4¾d., re-tied 2¾d.

Gambier and Gums.—No sales are reported.

Hemp.—The market for Manila is quiet but steady; there have been small transactions privately in fair roping at £57, and 387 bales at auction were bought in at that price; Boluzan is held for £56, and fine white for £66.

Hides.—The last sales opened heavily for East India Hides at previous prices to ¼d. per lb. decline for most descriptions, but as hey progressed there was increased dulness, and where sales were pressed a reduction of ½d., and in some cases of ¾d. per lb., had to be submitted to, although more than half the quantity offered were taken in. 13,474 Dry Singapore, Penang, &c., Ox and Cow Hides offered, 2,402 sold—Heavy 6d., Small 6d., Fourths 3¾d. to 4d. per lb. 818 Ceylon Hides offered, none sold. 600 Java Buffalo Hides offered, none sold. 2,240 Singapore and Penang Buffalo Hides offered, 228 sold—Best Heavy 4⅜d., Light 5d. per lb. 1,686 Siam Buffalo Hides offered, none sold.

India-rubber—Meets with very little notice, and the market is flat for all kinds. Transactions quite nominal; at auction 728 bags Assam and 38 cases Borneo retired, 1s. 7d. being refused for the latter parcel.

Japan Wax.—There has been no business.

Oils.—Cinnamon scarce, and wanted; 8 cases Leaf Oil at public sale firm. Citronelle firm, and a shade better prices paid at the sales, which embraced 77 cases, all sold, chiefly at 2⅛d. per oz., a few lots at 2d. Lemon Grass steady; 4 cases at auction bought in at 8d. 33 cases, wrecked ex Benvenue, Penang, sold at 2⅝d. to 3d. per oz. for good quality. Aniseed has sold more freely, but lower; 40 cases sold at 7s. 9d. Cassia cheaper; business privately to a considerable extent, about 50 cases having changed hands at 4s. per lb. Nutmeg: No change.

Pepper.—Black: The market continues dull, without change in prices; at auction 64 bags Penang salvage, ex Benvenue, sold at 4½d., and privately 200 bags Singapore and Java have found buyers at 4⅞d. for the former and 4¾d. for the latter, cash. White: A parcel amounting to 1,326 bags has been offered at public sale, and holders being willing to sell, the greater part was disposed of at ½d. per lb. decline; of 1,226 bags Singapore, 800 bags, chiefly old import, sold at 5⅜d. to 5⅞d., a few lots recent import at 6d., and 100 bags Penang sold at 5⅝d.

Rice.—The demand continues very moderate for all kinds, and the sales have been limited in extent at previous rates. At auction 10,500 bags new garden Siam of fresh import, per Krimpen van de Lek, were bought in at 9s. 9d.; 1,679 bags Rangoon sold, sound at 9s. 6d., second class sea damaged at 8s. 4½d. to 8s. 6d.; 655 bags Bengal partly sold, sea damaged white at 10s., and Ballam 8s. to 8s. 6d. Privately on the spot the sales have been 1,000 tons field Siam in mats at 8s. 3d. prompt one month, 4,000 bags Necransie at 8s. 6d. prompt six weeks, and afloat the cargo of 620 tons Bassein arrived off coast at 9s. 7½d. for the Continent. Landed last week 821 tons, delivered (exclusive of the quantity ex ship) 1,766 tons; stock 38,280 tons, against 50,130 tons at this time last year.

Rattans.—We note the sale of 505 bundles sea-damaged, from Pasoervean, at 4s. to 5s. 6d. per 100 canes, and of 869 bundles Penang wrecked, ex Benvenue, at £5 to £5 12s. 6d. per ton.

Spices.—The business since our last has been very limited, and the only sales to report are of 210 bags Cinnamon Chips, medium quality, at 2¼d. to 3d., chiefly the latter price, and 41 cases Penang Nutmegs at previous rates—viz., 72's at 3s. 1d., 95's at 2s. 1d. to 2s. 2d., 121's at 1s. 10d. to 1s. 11d per lb. Messrs. Borwick's Monthly Price Current contains the following summary of this market:—The stock of Black Pepper is wearing down, and has been reduced to the extent of 10 per cent. during the month. The present quantity at this port is 1,037 tons, showing a reduction of between 560 and 600 tons as compared with this time last year. The stock of White Pepper has been increased during the month to 690 tons, against 570 tons last year, and the deliveries do not compare very favourably. Holders, as a rule, do not press sales, but the parcels realised show a decline of ¼d. per lb. At this reduction, such supplies as offered have for the most part found buyers. Cloves have not sold readily, more especially within the last fortnight. Prices may be considered about 1-16d. easier, but there are not free sellers at any reduction. The stock has, however, filled up a trifle, and buyers for the moment do not take more than actual orders on hand compel. These remarks apply to Zanzibar Cloves. The few parcels of Penang and Amboyna on the market are held at firm rates. Cinnamon has undergone hardly any change. There have been but few parcels offering at the intermediate auctions, and to all such parcels as were offered previous limits were affixed. The demand was, however, slow, and but a small quantity found buyers. About 800 packages have been added to stocks in the course of the month. The several parcels of Cassia Lignea on the market for some time have been partly cleared off, but at decidedly lower prices, the decline on the month being 5s. to 8s. per cwt., the largest decline being on the better kinds. Cassia Vera has also sold lower by 3s. per cwt. Buds remain nominally unaltered.

Sago.—There has been no business. Of flour 200 bags Borneo have been sold at 14s. 3d. to 15s. each.

Sticklac.—The market is very quiet; 13 cases Siam offered at auction were withdrawn.

Star Aniseeds.—There is some inquiry, but no offers are made.

Tin.—A more active inquiry for Straits has sprung up during the past week, and the price has gradually advanced; the present quotation is £128, showing a rise of £8 to £8. 10s. upon last mail's rates.

Vermilion.—There is a moderate business doing in China at 3s. 2d. per lb.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Tin Plates.	Spelter.	Zinc.	Steel.	Shot.	Machinery.	Hardware and Ironmongery	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketting.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.
				Tons.	Tns.	Tons	Tons.	£.	Bxs	Tns.	Tns.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.
Belle of Southesk	Singapore	London.	July 28	...	120	...	7	1800	200	...	...	...	...	20	500	£1000	7200	...	...	...	...	...	...	...	27½	16	...	...	...	...	...	...	...	...	55	190
								Tns.																												
Penrith	Hong Kong	,,	,, 30	...	100	29	165¾	175	...	...	...	...	...	10	126	402100 &£4000	29500	...	...	...	50	1298	84400	...	...	108½	89	...	...	...	670	945	250	60	247	400
Delaware, str., via Suez Cnl. (addl.)	Do.	Livrpool	,, 20	...	...	...	...	...	...	...	...	...	...	...	...	136060	...	...	...	...	190	50	381	...	...	...	...	...	...	...	...	...	...	...	135	...
Do. do.	Shanghai	,,	,, 20	...	...	...	...	...	...	...	...	...	...	...	25	110050	1500	...	...	...	4975	...	280	...	...	...	...	...	...	...	...	...	...	...	363	...
British Empire	Japan	,,	,, 23	...	70	...	...	...	...	...	...	...	...	25	222	610180	32150	507	...	110	4192	630	195600	...	...	37½	100	...	...	...	12	278	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship.	For	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Beef and Pork.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.	Paper, Books, & Stationery	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.
		£	Cwt.	Cwt.	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	lbs.
a Belle of Southesk	Singapore ...	594	...	...	...	164 & 23 cs	8	...	...	...	10cs.	...	...	...	...	140	95	10	...	...
b Penrith	Hong Kong .	101	200	...	49	57	...	...	223	...	...	288	...	...	16	...	...	200	...	...
c Delaware, str., via S. Canal (addl.)	Shanghai ...	9	...	...	...	...	...	...	18	...	64	10	...	25	...	136	...	...	...	...
d British Empire...	Japan	...	40	...	...	...	...	35	...	...	...	...	...	...	...	...	...	...	...	...

Sundries.

a Flints, 200 tons; iron wire, 3 cwt.; a carriage, £63; paste, £9.

b Matches, £625; clocks, £30; needles, 13 cases; asphalte, 20 tons; rope, cordage, and twine, £80; fruits, £15.

c Surgical and scientific instruments, £138.

d Iron safes, £400; cotton velvets, £520.

Note.—Per Great Northern, str., from London to Shanghai, cleared July 29.—Effects, £25; spirits, 31 gallons; telegraph materials, £52,000; cordage, 6 coils. Per Corea, from London to Hong Kong, cleared June 8 (addl.).—Cartridge cases, £5; rod iron, 50 tons; provisions, £100. Per Ellora, str., from London to Colombo, via Suez Canal, cleared July 4 (addl.).—Plain cottons, 140,400 yards; coloured cottons, 20,400 yards; stationery, £15; felt hats, £40; haberdashery, £20; tobacco, 80 lbs. Per Amelia Ross, from London to Penang, cleared July 14 (addl.).—Plain cottons, 162,750 yards; yarn, 8,000 lbs.; petroleum, 40 gallons; guano, 30 tons. Per Holmsdale, from London to Hong Kong, cleared July 19 (addl.).—Galvanised iron rope, £184; glassware, £100. Per Fusi Yama (lost), from London to Hong Kong, cleared July 22 (addl.)—Yarn, 40,000 lbs.; plate iron, 25 tons; bar iron, 6 tons. Per Portland, from London to Shanghai, cleared July 23 (addl.).—Effects, £65; plain cottons, 95,000 yards; wool stuffs, £900; vegetables, £25. Per Eldon, str., from Liverpool to Hong Kong, via Suez Canal, cleared July 2 (addl.).—Plain cottons, 52,650 yards; linens, £305; felt hats, £910; silks, £150; umbrellas, £350. To Shanghai: Worsteds, £600; coloured cottons, 16,800 yards. To Yokohama: Drugs, £5. Per Catalina, from Liverpool to Manila, cleared July 19 (addl.).—Linen drills, 1 case; hardware, £50; plain cottons, 39,577 yards. Per Alonso, str., from Liverpool to Shanghai, via Suez Canal, cleared July 21 (addl.).—Coloured cottons, 32,360 yards.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Aug. 4	Constantine	Amundsen	Bassein	Falmouth
— 4	Paradies	Popp	Macao	Scilly
— 4	Daniel Rankin	Hartnel	Rangoon, for London	Off Queenstown
— 4	Shepherd	Armstrong	Colombo	London
— 5	Northfleet	Oates	Singapore, &c.	Do.
— 5	Diomed (str.)	Crampton	Hankow	Do.
— 3	Anna Maria	De Haan	Batavia for Amstdm.	Off Dungeness
— 5	Ludwig	Heyn	Bassein	Scilly
—	British Crown	—	Rangoon	Queenstown
— 5	Zingra	Lucas	Do.	Falmouth
— 5	Glenaros	—	Do.	Liverpool
— 6	Assyrian	Finester	Do.	London
— 6	Dartmouth	Elsden	Shanghai	Do.
— 6	Orient	Halenbeck	Rangoon, for Bremen	Falmouth
— 7	Teviot	Wheeland	Colombo	London
— 8	Britomart	Rees	Do.	Do.
— 6	Greif	Jansen	Maulmain	Falmouth
— 6	Manila II.	Holst	Akyab	Do.
— 8	Caroline	Kronhann	Do.	Do.
— 5	Maria Elise	—	Batavia	Off Scilly
—	John Bunyan	Stitch	Bassein	Liverpool
— 7	Connemara	—	Do.	Do.
— 6	De Bess (?)	—	Samar., for Rottrdm.	Off Dungeness
— 9	Rajpoot	Andrews	Galle, &c.	London
—	G. H. Betz	Schaafsma	Macassar, for Rotdm.	Deal
— 6	Anna M. Wilhelmina	De Haan	Batavia	Texel
— 9	Rocklight	—	Rangoon	Off Beachy Head
— 10	Gladiateur	Le Couteur	Singapore	Deal

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug. 5	John O'Gaunt	Donnan	Hong Kong	London
— 4	Istapa	—	Singapore	Swansea
— 6	Briez Izel	Iego	Galle	Cardiff
— 9	Lord Raglan	Gorley	Batavia & Sourabaya	London
Jly. 30	Maria Rickmers	Stott	Singapore	Penarth
Aug. 1	Sunbeam	Bennett	Galle	Do.
— 8	Malacca	Beattie	Shanghai	Liverpool
—	Irwell	Pendergast	Galle	Shields
—	County of Lanark	—	Batavia	Clyde
— 10	Padang Packet	—	Do.	Sunderland

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At London.—For Yokohama and Hiogo: Pride of the Thames. For Yokohama: Lothair, Benmore, Solent, Eastern Chief. For Hiogo and Nagasaki: James Paton, Lunan. For Shanghai: Albuera, Loudoun Castle, Antipodes, Dartmouth. For Hong Kong: Mirella, Neville, Western Chief, Sir Harry Parkes. For Hong Kong (*via* Suez Canal): Cella (str.). For Singapore: Callisto. For Singapore, &c. (*via* Suez Canal), Scanderia (str.). For Singapore and Sarawak: Otter. For Penang: Bristow. For Penang, &c.: Edinburgh (str.). For Singapore, Hong Kong, Shanghai, and Japan (*via* Suez Canal): Erl King (str.). For Bangkok: Anita, Aurora. For Batavia and Sourabaya: Hedwig. For Colombo: Palmerston, Seawell. For Colombo, &c.: Macedon, Langstone.

At Liverpool.—For Yokohama: Grenadier. For Nagasaki and Hiogo: Dolphin. For Shanghai: Sarah Nicholson. For Manila: Victoria. For Singapore: Mount Vernon. For Penang, Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Elgin (str.). For Batavia and Sourabaya: Stavers.

At Glasgow.—For Manila: Alejandro. For Ilo Ilo: Priam. For Singapore: Lochleven Castle. For Galle and Colombo: Mary E. Ray. For Ceylon and Madras: City of Perth.

SPOKEN.

Agra, Manila to New York, June 7, 33 S., 2 E.
Ada, London to Japan, July 5, 11 N., 23 W.
Emperor, Liverpool to Japan, July 30, 49 N., 10 W.
County of Forfar, Clyde to Batavia, July 13, 3 S., 31 W.
Felix (Fr. barq.), Toulon to Japan, May 1, 20 S., 30 W.
Eudora, Stromness to Nagasaki, July 2, 10 N., 25 W.
Tresdale, Colombo to London, June 18, off Algoa Bay.
City of Paris, Manila to Queenstown, June 18, off Algoa Bay.
Chieftain, Hong Kong to Halifax, N.S., June 21, 34 S., 25 E.
Eliza (brq.), Manila to Liverpool, June 10, 35 S., 24 E.
Peri, Ceylon to Falmouth, June 8, 34 S., 28 E.
Princess of Wales (barq.), Colombo to London, June 7, 30 S., 37 E.
Surrey, Ceylon to London, June 24, 35 S., 21 E.
Max, Bangkok to Falmouth, June 28, off the Cape of Good Hope.
Panama (American ship), Manila no New York, May 27, 33 S., 30 E.
Balnaguith, Padang to New York, May 16, 24 S., 62 E.
Phillis, Colombo to Gibraltar, June 12, 29 S., 9 E.
Insulinda, Amsterdam to Batavia, June 27, 3 N., 23 W.
Somerset (ship), Cardiff to Galle, June 27, 3 N., 23 W.
Juda (?) (ship), Liverpool to Yokohama, 112 days out, May 26, off the North Watcher.
Hippocampi (of Nantes), Toulon to Saigon, June 22, 8 S., 34 W.

FREIGHTS AND CHARTERS.

There is more animation in berth freights to the Eastern ports, but rates are without alteration; coal freights from the Northern outports have an upward tendency, and are firm at the undermentioned quotations.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 120s. weight: 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hiogo: £35. For Galle: £27. From Newport, Cardiff, or Swansea per ton.—For Hiogo: £1 14s. For Shanghai: £1 16s. For Hong Kong: £1 16s. For Singapore: £1 16s. For Galle: £1 6s.

MISCELLANEOUS.

Off Gibraltar.—July 25, Prins Hendrik der Nederlanden (s.), from Amsterdam, for Java.

At Port Said.—July 24, Eldon (str.), Asker, from Liverpool, and left for Shanghai.

At Ismailia (passed between 3rd and 9th August).—Delaware (str.), Liverpool to China, &c.; Ajax (str.), China to London.

At Suez.—Aug. 7, Ajax (str.), from China, &c., in tow; machinery disabled.

At St. Helena.—July 7, Lady Turner, Vincent, from Singapore, for New York; Vooruit, Logger, from Java, for Rotterdam; Zoraster, Baker, from Colombo, and cleared for London; 10, Chica, de Cucullo, from Manila, for Cadiz; 12, Clifton, Matthews, from Singapore for Boston; 13, Aline, Kier, from Batavia, for Channel.

Off St. Helena.—July 6, Maria y Dolores, from Manila.

At Table Bay.—June 29, Queen of the Seas, Haveron, sailed for Singapore.

At Simon's Bay.—June 30, Charles Auguste, Cogrel, from Hong Kong.

At Port Elizabeth.—July 1, Carl and Auguste, List, from Singapore to New York, put in there, June 19, for medical aid.

Advices from Port Elizabeth, dated July 1, state that the remainder of the damaged coffee ex Hanover, Burgess, from Colombo to London, had been sold.

The Benvenue, Penang to London, wrecked.—The work on the cargo having been discontinued, the ship being now greatly lightened, tenders are invited for raising the wreck, with the cargo remaining in her, consisting of rattans, slabs tin, &c.

CASUALTIES.

The Jacoba and Christina, from Amsterdam to Sourabaya, which put into Falmouth, July 26, with damages, in consequence of collision, has discharged a portion of her cargo, apparently in good condition, but will have to dock for repairs.

The Vooruit, lugger, from Java to Rotterdam, which arrived at St. Helena, July 7, was thrown on her beam ends and lost sails, rigging, and everything moveable from the deck, during a cyclone from N.W. to W.S.W., April 19, 14 S., 100 E.

The Galatea (ship), of Boston, Crowell, which arrived at New York, July 29, from Ilo Ilo, reported having struck on a coral reef, called Might's Shoal, near Balabak Straits, March 17, and had to throw overboard a portion of her cargo; she also lost anchors, hawsers, &c., but as she was not leaking, she proceeded. On April 20, 15 S. 99 E., she encountered a severe hurricane, commencing at W.N.W. and veering to N.N.E., E., S.E., and S.S.W., causing her to leak so as to keep one pump constantly going during the gale; from Mauritius to the Cape of Good Hope she was leaking about three inches per hour in heavy weather.

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London, July, 1870. By Order, JOHN T. BURT, Secretary.

ART,

PICTORIAL AND INDUSTRIAL.

No. 2, for August (now ready), contains the following Illustrations:—

1. Girl Reading (From a Water-colour Drawing) ... ... *W. Cave Thomas.*
2. Mont St. Michel, Normandy (From a Painting) ... ... *J. Webb.*
3. Study of an Interior (From a Drawing in the British Museum) ... *Rembrandt.*
4. Holy Family (From the Engraving by W. Sharp) ... ... *Sir Joshua Reynolds.*
5. External Pulpit at St. Lo (An Architectural Sketch).
6. Study of a Foreground (From Nature).

MONTHLY, PRICE HALF-A-CROWN.

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SAMPSON LOW, SON, AND MARSTON,

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THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

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WALL LIGHTS and LUSTRES for Gas and Candles
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TABLE GLASS of all kinds.
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FOUR GOLD MEDALS.

Supplied to the British, French, Prussian, Russian, Italian, Dutch, and other Governments. Dr. Lankester writes regarding Extract of Meat:—"But there is a difference in flavour, and here, as in all other kinds of food, it is the flavour that makes the quality." It is essentially on account of the fine meaty flavour, as distinguished from the burnt taste of other Extracts, that LIEBIG COMPANY'S EXTRACT defeated all Australian and other sorts at Paris, Havre, and Amsterdam, and is so universally preferred in all European markets.

One pint of fine-flavoured Beef-tea at 2½d. Most convenient and economic "stock."

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THE PHŒNIX,

A MONTHLY MAGAZINE

FOR

CHINA, JAPAN, & EASTERN ASIA.

EDITED BY

THE REV. JAMES SUMMERS,

Professor of the Chinese Language in King's College, London.

No. 1. JULY, 1870.

SUBSCRIPTION £1 1s. PER ANNUM.

LONDON: OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, E.C.

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THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

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THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet

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WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

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And all ports touched at by the British India Steam Navigation Company's steamers.

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SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

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SAN FRANCISCO.

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Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane.

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Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
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The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.

Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. NINIAN CRAWFORD in our Hong Kong Firm CEASED on the 31st March last, and Mr. JOHN FAIRBAIRN and Mr. JOHN SAMUEL COX have been admitted Partners therein from the said day.

Our said Firm now consists of DAVID ROBERT FENTON CRAWFORD, JOHN SAMUEL COX, and JOHN FAIRBAIRN.

LANE, CRAWFORD and CO.

Hong Kong, May 4, 1870.

NOTICE.

THE undersigned, the Sole Surviving Partner of the firm of HUNTER, HOUGHTON, and Co., of Batavia (now in liquidation), has ESTABLISHED, under the firm of J. PEET and Co., and has admitted Mr. H. S. HOWLETT a PARTNER.

JOHN PEET.

Batavia, 30th April, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. JOHN PEET in our Firm CEASED on 30th April, 1870, except for the purpose of liquidation. The BUSINESS will be conducted as heretofore under the same style by G. A. HOUGHTON, W. W. COOK, and D. MACNAIR; the London Agents being CLARENCE, HOUGHTON, and Co., 2, Jeffreys-square, London.

HUNTER, HOUGHTON, and Co.

Batavia, 30th April, 1870.

Batavia, 15th June, 1870.

We have opened a branch of our Firm at SOURABAYA under the management of Mr EDWIN IN'TVELD, to whom we have granted our Power of Attorney.

HUNTER, HOUGHTON, and Co.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country, may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

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In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

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LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

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Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

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Yokohama...	Benmore ...	A in A1	SWID	With des.
Nagasaki & Hiogo.....	Lunan (new)	A1 10 yr.	SWID	With des.

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Regular line of Packet Ship. With despatch.

FOR HONG KONG, the well-known clipper ship NEVILLE, A1; 715 tons register; JOHN HEMSWORTH, Commander; East India Docks. Has excellent accommodation for passengers.

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Yokohama (Kanagawa)	Solent.....	A1 13 yr.	W.I.D.	With des.
Hiogo and Nagasaki..	Jas. Paton...	A1 11 yr.	E.I.D.	With des.

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CHINA AND JAPAN.

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Yokohama (Kanagawa)	Lothair	A1 16 yr.	795	With des.

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Steam via the Suez Canal.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking Cargo for transhipment to Japan, at through rates, the splendid new full-powered screw steamer LORD OF THE ISLES A100, the highest class at Lloyd's; 1,753 tons net register; 240 h.p. nominal, 1,200 indicated (just launched by R, Napier and Sons, Glasgow), RICHARD ROBINSON, Commander (late of the clippers Fiery Cross and Sir Lancelot), will load in the South-West India Docks, and be despatched about the 25th August. Has elegant accommodation for passengers, including cabin fittings, bedding, and linen; carries a surgeon and stewardess.

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Direct for the Malabar Coast. Under engagement to the Council of India. Will meet with the usual quick despatch.

DIRECT FOR MANGALORE, CANNANORE, TELLICHERRY, CALICUT, BEYPORE, AND COCHIN, the magnificent China clipper ship SPIRIT OF THE NORTH, A 1 10 years, 571 tons register, A. MATHEW, Commander; lying in the West India Docks. This fine vessel, so well known for her rapid passages, and the fine order in which she invariably delivers her cargoes, offers the best opportunity to shippers.

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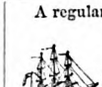
A regular trader. Will meet with the usual quick despatch.



DIRECT for COLOMBO, the favourite frigate-built ship, PALMERSTON, A1 15 years; 894 tons register; J. N. SEAGROVE, Commander; South West India Docks. This magnificent high-classed vessel, so well and favourably known in the Ceylon trade, offers the best opportunity to shippers of fine goods.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 364.] LONDON, MONDAY, AUGUST 22, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	May 6	June 19	June 28
Yedo			
Osaka and Hiogo	—	—	„ 24
Hakodadi			
Nagasaki	—	—	„ 24
CHINA — Peking			
Tien-tsin	—	—	„ 22
Chefoo	—	—	
New-chwang			
Hankow	May 5	June 22	„ 25
Kiu-kiang			
Chin-kiang			
Shanghai	May 12	„ 24	July 1
Ningpo			
Foochow	—	—	June 24
Formosa			
Amoy	—	—	„ 25
Swatow			
Hong Kong	May 27	July 3	July 7
Canton			
Macao			
PHILIPPINES—			
Manila	May 6	June 17	June 30
COCHIN-CHINA—			
Saigon			
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak	—	—	July 10
JAVA — Batavia	—	—	„ 9
Samarang			
Sourabaya			
MALACCA STRAITS—			
Singapore	June 10	July 10	„ 15
Penang	„ 3	„ 3	„ 17
CEYLON — Galle	—	—	„ 24
Colombo	—	—	„ 25

THE MAILS, &c.

The next mails will be the French, due on the 27th, with a week's later dates. Telegrams arrived to-day by Galle, Shanghai July 29, Hong Kong Aug. 4, Singapore 12th, which will be found in another column. Telegrams from Japan, July 22, via San Francisco, are overdue.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Poonah*, arrived August 20.—From Hong Kong: Mr. and Mrs. Storey. From Singapore: Mr. Moore.

To Southampton, per P. and O. steamer *Bangalore*, expected to arrive August 27.—Messrs. A. McCalman, A. Sim, C. T. Layton, A. Worcester, Captains James Blow and Orr.

PASSENGERS OUTWARD.

Per French mail steamer *Guienne*, from Marseilles, Aug. 21 (booked from London).—To Hong Kong: Pestonjee Setna and servant.

Per P. and O. steamer *Delta*, from Southampton, Aug. 20.—To Yokohama: Mrs. H. B. Joyner. To Ceylon: Mr. W. Bissett.

Per P. and O. steamer *Poonah*, from Marseilles, Aug. 28.—To Penang: Mons. Hottinger and Mdlle. A. Hottinger.

Per P. and O. steamer *Nubia*, from Southampton, Sept. 3.—To Hong Kong: Mr. J. Sichel, Mr. and Mrs W. M. Deane. To Singapore: Mr. and Mrs. W. Boyd.

Per P. and O. steamer *Nyanza*, from Marseilles, Sept. 11.—To Hong Kong: Mrs. Coxon and sister. To Batavia: Mr. W. Sinclair

Per steamer *Erl King* from London, August 23, to Hong Kong, &c., *via* Suez Canal.—For Hong Kong: James C. Oare, R.N., R. J. Tench. R.N., J. B. Stevens, R H. Lavers, R N., H. C. Goldsmith, R.N., and W. Lawrence, R.N. For Shanghai: H. Geslien. For Galle: E. Walker For Yokohama: T. J. A. Scott and W. Herbert.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

War has broken out in the Awa provinces. Formerly the island f Awa-shima was independent of the Daimiate of Awa, but has since been annexed thereto, and become subject to the Daimio. But, on the death of the late Governor of the island, when his son was a boy of tender years, the Governorship was assumed by his uncle until lately, when the boy had reached his nineteenth year. A struggle for independence was then commenced by a massacre of about 1,400 natives of the province of Awa. In consequence, the Prince of Awa has declared his intention to put the island to the sword, and to spare no means for its subjugation.

We lately reported the possibility of the Korea being opened up to foreign commerce. It now appears that the Koreans have been encroaching on the territories of Satsuma, and otherwise infringing on some of its prerogatives. The foreign Ministers and naval commanders-in-chief in these waters have been invited to a conference thereon, the probable result of which will be the granting of foreign aid to Satsuma to obtain redress, upon such terms as will secure treaty advantages to foreigners. There is some talk about Simonoseki being thrown open to foreign trade by Chosiu, who is believed to be desirous to do so; and if the foreign Treaty Powers would agree with him personally in the matter, and not through the intervention of the Government, it would be quickly done. Events are hurrying on towards one goal,—throwing open the whole Empire to foreigners.

The telegraph line between Yokohama and Yedo has been thrown open to the public for the transmission of messages.

The American ship *F. A. Palmer*, which arrived on the 23rd June, experienced rough weather on her voyage from Hong Kong to San Francisco with 500 Chinese passengers, half of whom were attacked with violent smallpox. Infuriated by their sufferings, we hear that the latter had shown signs of mutinous disposition, and the captain bore up for this port for repairs, medical aid, and also for some assistance. The *F. A. Palmer* was encountered by a Japanese steamer, which towed her up to the harbour, but omitted to berth her, and, although timely representations were made to Sir Harry Parkes, the quarantine flag was still visible in the same position on the date of our advices. The ship is the property of an owner at St. Salvador, and claims protection of the American flag.

Great excitement was created in barracks by the loss of a little child, the son of Sergeant Gilbert, of H.M. 1st bat. 10th Regt. The boy, who was only four years old, not returning from school, it was feared that he had been kidnapped by the Japanese; such indeed proved to be the case, but, by the prompt kindness of Mr. and Mrs. Lynes, of Daibutz, the child was saved from that calamity, and restored to his parents. The woman who had stolen the child, a strong, well-dressed Japanese, has been handed over to the police.

The recent scarcity of rice naturally led to immediate imports, and, as usual, the trade has been overdone. The consequence is that prices have advanced at Saigon and declined here, until rice, which, perhaps, is not laid down here at a less cost, everything taken into account, than nearly $3 per picul, is saleable at little more than two-thirds of that price. The quotations to-day (June 15) are best round-grain Saigon, $2.25; middling, $2.15; long grain do., $1.80. Siam, $1.75 to 1.90. Even at these reduced prices demand is slack, and deliveries small. The profits made at the beginning of the rice-shipping season thus seem likely to be counterbalanced by the losses on late cargoes arriving at its end.

NAGASAKI.

(FROM A CORRESPONDENT.)

JUNE 24, 1870.

My last, dated 14th inst., was sent *via* San Francisco. During the past ten days events have not been numerous.

The schooner *Kiuoiu*, which was built in Holland for the Japanese, has changed her flag, and now flies the Satsuma one in addition to the national one. The movements of the men-of-war have been as follows:—North German corvette *Medusa*, which arrived here from Hong Kong at the time of closing my last letter, sailed again on the 15th inst. for Yokohama. His Imperial Majesty's corvette *Dupleix* arrived on the 20th inst. from a cruise; this vessel'

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movements excited a little curiosity, as she is continually in and out of this port, and has gone out again this morning. Her Majesty's ship *Salamis* arrived here from Shanghai on the 13th inst., having on board Vice-Admiral Sir Henry Kellet, K.C.B., and left again for Yokomama on the 17th inst., after coaling. Her Britannic Majesty's gunboat *Grasshopper* remains in port.

The following has been issued here :—" Notice is hereby given, that this Consulate has been handed over to Max Militzer, Esq., who will take charge of the office as acting Consul for the North German Confederation. George Westphal, Esq., will discharge, during the temporary absence of Max Militzer, Esq., the official duties of the Consulate. (Signed) G. Schottler, Acting Consul for the North German Confederation. Nagasaki, June 17, 1870."

Besides the above I have to record the change in the Consulate of France. M. Roussel takes charge and supersedes M. Leon Dury.

The following has also been made public :—" In the matter of Rainbow, Lewis, and Co., bankrupts. This being the day appointed for a public sitting of the Court, adjourned from the 28th May, 1870, for the said bankrupts to pass their last examination, and also to make application for discharge under the Bankruptcy Act of 1861 (whereof, and of the purport whereof, the notice in that behalf was duly given), a public sitting was held before A. A. Annesley, Esq., H.B.M.'s acting Consul, Nagasaki, acting in prosecution of the said bankruptcy, when George Lewis, one of the above named bankrupts, passed his last examination, and made application for his discharge, and there being no opposition thereto it was adjudged by the Court that the said bankrupt was entitled to such discharge. The order of discharge will be signed and delivered out to the said bankrupt on the 11th July, 1870, provided no appeal be instituted before that time. H.B.M. Provincial Court, Nagasaki, 11th June, 1870."

Vessels loading and rate of freight to London the same as last advised. Exchange nominal. No arrivals or departures of vessels from the home side. Nebus have reached 436, at which price very few dollars are to be had.

Extracts from Nagasaki Newspapers.

Shipping List, June 18, 1870.—Our readers will be sorry to learn that Monsieur Léon Dury, who has resided in Nagasaki for the last eight years, and who has for a considerable time held the position of Consul to his Imperial Majesty, has been superseded by M. Roussel, who arrived here from Yokohama by the last Pacific mail steamer.

During the period that he has held office, and for which he received but a trifling emolument, he has at all times endeavoured, in the most zealous and praiseworthy manner, to discharge the duties imposed upon him with honour to his country and credit to himself; whilst his gentlemanly deportment and genial disposition have gained for him the goodwill and esteem of every foreigner in Nagasaki. The conscientious enthusiasm which he has always displayed, both in his private and official capacity, will render his loss the more keenly felt.

The tenure of Monsieur Roussel as Vice Consul at this port, we understand, will be limited, it being the intention of the Government to appoint merely a Consular agent who will receive no remuneration for his services.

We are informed that a meeting at the Club will be convened, in order that the residents may have an opportunity of expressing their sense of sorrow at his dismissal, their high appreciation of his services, and the friendly and cordial estimation in which he is held by all. Wherever his field of labour may be in the future, we feel assured that the same honesty of purpose, the same assiduity and perseverance, and the same urbanity, which have characterised him in Nagasaki, will be borne along with him, while those qualities which have so greatly endeared him to all here will ever be remembered with mingled feelings of pleasure and regret.

Two months ago the Japanese Government asked permission of the Consular body to allow them to have the names and places of residence of Japanese servants in the employ of foreigners registered; the object of which they then stated to be, their sure and ready apprehension in the event of robbery. The foreign Consuls, at the time seeing no objection, but rather considering it a very proper step, readily acquiesced, but the true motive of their project, and their apparent anxiety for the protection of the property of foreigners, has at last dawned upon us. The deceptive, as also the grasping propensities of the Government are exhibited in the fact of their demanding one tempo per month from each servant so registered, in return for which they receive a small wooden tablet. Some foreigners, we are informed, have allowed the amount to be paid, but the demand being in every way illegal, we trust that, should any officer from the Custom-House or elsewhere again request such a payment to be made, they will detain him pending inquiries being instituted as to whose authority he dare to make such an application. The census taken every year gives the Government every information they may require from their subjects, and, should they have any desire to replenish their now much impaired treasury, there are various honourable methods which they may adopt advantageously to themselves and others, but they must be taught that by imposition they will not be allowed to do so.

CHINA.

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TIENTSIN.

THE TIENTSIN TRAGEDY.

The details of this barbarous affair, of which we were first apprised by a telegram through Grant's Circular Message, *via* Kiachta, have now been received. The information was first conveyed by the steamer *Dragon* to Shanghai, and from thence to Hong Kong by the steamer *Nile*, bound to London with teas. The *North China Daily News* of the 27th June published an extra, from which we gather that for several days there had been great excitement amongst the Chinese against foreigners at that place. It was openly said that the French Cathedral would be burnt and the foreigners exterminated. To a certain extent this is sadly verified. By a special courier overtaking the steamer *Dragon*, which left Tientsin on the afternoon of the 21st June, the news was conveyed that the French Consulate and French Cathedral were in flames; and that the French Consul, several other Frenchmen, and Sisters of Mercy had been murdered. H.M. gunboat *Opossum* was lying at Chefoo when this news arrived, and started at once (on the night of the 23rd) for Tientsin. The *Dwarf* left Shanghai for Tientsin, in consequence of this news, and the French gunboat *Flamme* follows. In the meantime the *Aspic* and *Scorpion* remain in Shanghai; and H.M. *Zebra* at Nagasaki has been requested to come over.

The steamers *Manchu* (Russell and Co. S. S. Navigation Company) and the *Appin* (Jardine's) were detained in Tientsin to give as much protection to foreign residents as possible. No cause is assigned for the murderous assault at Tientsin.

It is reported that M. Rochechouart, who holds the position of Charge d'Affaires at Peking, had been also a victim; but this is not so correctly ascertained as the other facts. One of the victims at Tientsin is stated to be a French medical man, but we have not learnt his name.

A meeting was held at Shanghai, convened by Sir Ed. Hornby (late commandant of the Volunteers), and resolutions passed thereat, in consequence of which the Volunteers were called out, in order to defend the settlement in the absence of the gunboats.

Mr. Mayers, acting Consul at Chefoo, writes on June 23 that he had received information from Tientsin of the outrage. He says :—As the information I have comes from Her Majesty's Consulate at Tientsin, there can be no question as to its authenticity, and although I have no power to *order* the Commander of the British steamer *Dragon* to proceed with all despatch to Shanghai, to convey the official communications which have been addressed by myself to Commander May, R.N., to H.M. Consular and Naval authorities at that port, I consider it eminently desirable that she should proceed with as little delay as possible.

A Shanghai paper says :—The news arrived at Shanghai at two P.M. on the 27th June, when the *Nile* was clearing for sea, and Capt. Wright immediately proffered his services to the English and French Consuls to bring down the intelligence to the senior officer on this station. He had no intention of calling at Hong Kong, as he was bound home with a full cargo, a large portion of which was engaged at the high freight of £6, on condition of his making the voyage in sixty days, and for the remainder he was under guarantee not to call anywhere until he reached the Red Sea. This guarantee was waived, however, in consideration of the urgency of the case, but the *Nile* is still to arrive in sixty days from Shanghai, or to lose £1 of her freight. Under these circumstances Captain Wright's offer to bring down the news must be thoroughly appreciated, utterly disinterested as it is, and proceeding from motives of pure courtesy and humanity. The offer was duly appreciated by the French Consul.

Another account of the tragedy is from a correspondent at Shanghai.

A startling piece of news has just come in from Tientsin, by the steamer *Dragon*, sent in specially for assistance, that the French Cathedral and Consulate at Tientsin have been burnt down, and the French Consul and six Sisters of Charity killed. There was, unfortunately, no gunboat at Tientsin at the time, so Mr. Lay, the Consul, was organising the defence of the English Settlement against attack. This attack has followed close upon the outbreak at Nanking. The same accusations were brought against the French missionaries of kidnapping children; but none know better than the Chinese themselves the untruth of these charges. This fact, together with the murder of the Consul and others said to be killed, convinces me that these affairs are got up for plunder, and afford a plausible pretext for attacking foreigners and looting their houses. It is to be hoped that the French will take summary measures of reprisal for these murders, and not sit down under them like Lord Clarendon, who is morally guilty of these slaughters of unoffending people. The affair began at Nanking, when the English missionaries had to fly, as they knew they could get no help, owing to Lord Clarendon's instructions, which give up a distinct treaty right. Had the Chinese thought that these outrages would be avenged, they would never have committed them. The English gunboat *Opossum* has gone to Tientsin from Chefoo, and the *Dwarf* left here for the same destination two hours after the news arrived. The *Zebra* has been sent for to Nagasaki, where she went a few days ago. There are three French gunboats in harbour, and they will doubtless hurry to the scene of danger. A public meeting is to be held here to-morrow, for the purpose of organising a volunteer force for the defence of Shanghai.

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My opinion is that without a respectable naval force in the Gulf of Pechelee there will never be any satisfactory relations with the Court of Peking. The only thing likely to arouse the Government at home would be the massacre of their Minister at Peking, not at all an unlikely event. Much anxiety is felt here for the foreigners at Peking, as should an outbreak take place there they would be unable to defend themselves. I only wonder that they have not massacred them long ago. It appears that this affair at Tientsin has been meditated for some time, and has been known to the Chinese here. The Canton men are in a state of excitement, as they have much valuable goods stored at Tientsin, and advantage may be taken by the mob to loot their stores, as the Canton men are as much foreigners at Tientsin as we are. It appears from the correspondent of the *Daily News* that the Sisters of Mercy have been purchasing children for the foundling institutions, which I have always looked upon as dens of murder. The children in those institutions *all* die before they reach two years of age. It is the custom of the Chinese not to attack foreigners without some specious cause, which, if not actually existing, can soon be found. Kidnapping is an institution in China as brigandage in Italy and Greece, but missionaries have never taken any part in it. Children can be bought for sixpence each, or eight for a dollar, that is cheaper than fowls, which are three for a dollar. These children are bought that they may be entered as converts to Christianity, but as they all die I cannot perceive how it benefits them.

The *China Mail* of 7th July says:—It is needless to say that great excitement prevails in Hong Kong, and that the preparations which are being made by our military and naval authorities for active work should necessity arise meets with the unqualified approbation of men of all nationalities, not excepting even the Chinese.

A military force from the garrison of Hong Kong is under orders to proceed at a moment's notice to the scene of the disturbances in the North. The force will consist of 200 men of H.M.'s 75th Regiment, 300 men of the 29th M.N.I., two batteries of Royal Artillery, and a small detachment of the Commissariat Staff Corps. Colonel Gore, it is said, has volunteered to command the troops; and Captain Sexton, R. A., will be commander of the Artillery batteries.

It is a curious fact that two foreign officers who stand probably highest in the Foreign Inspectorate of Customs—viz., Mr. Robert Hart (Inspector-General), and Baron de Meritens—should be at Hong Kong at the present crisis. Captain Forbes, R.N., Inspector of Marine, is also here, or at Canton, at present.

When the news reached Shanghai, Consul Medhurst at once despatched fifteen police from that port (ten English and five French) as a small quota of a protecting force.

A rumour is in circulation here that the attacking Chinese, after their bloody operations had been got through at the French Consulate, were on their way to the English Consul's residence, when they were intercepted by the Tartar-General. This, however, is only a rumour, the origin of which is not easily accounted for. French troops are expected to be brought up from Cochin China.

SHANGHAI.

The outward mail of May 12 arrived out on June 24. Dates are down to 1st July.

A correspondent of the *North China Herald*, with regard to the kidnapping of children, says there has been a great mortality amongst the children, both at the Teen-choo-tang and at the Yen-tsze-tang, during most of this spring; and some of the Chinese inhabitants residing near these places having seen, every now and then, coffins leaving the missions for the burial ground, various surmises sprang up as to the cause of the deaths. The rumour having got current that the priests and sisters had destroyed the children for the sake of getting their eyes, some people proceeded at night to the burial ground and dug up the coffins; and rumour declares that they found two or three bodies in the coffins, the eyes of which had been extracted. No foreigner would believe for a moment that the priests or the sisters themselves would be guilty of such an act; still, the mass of the Chinese people actually credit this, and the consequence is that there is now a bitter feeling of animosity on the part of the people of Tientsin against both the Roman Catholic priests and the sisters of charity. There is no doubt in my mind, judging from what I have heard from time to time regarding the Chinese connected with the Roman Catholic missions, that the priests and sisters have in their service some of the greatest scoundrels in China, the acts of whom cause the Roman Catholics to be intensely hated by the Chinese people generally. It is really dangerous for a foreigner, who was a stranger to the people, to walk through the streets of this city. I am told that even Dr. Fraser, who had been at the hospital of the sister of charity, was obliged to fly home to the settlement, the manner of the people being of such a threatening character. I have not heard that any of the foreign mercantile people were interfered with in the smallest way. The people of the city appear to hate only the missionary class. The present state of affairs at Tientsin does not speak favourably as to the measures the priests have pursued to propagate the morality of Christ amongst the Chinese people; the result clearly showing that there has been something extremely rotten in their system, as the Chinese people cannot distinguish their followers from kidnappers for brothels, and ruffians of that class.

The *China Mail* says:—Briefly the position is this—1 There is a belief at Nanking that kidnapping abounds, and that the practice is encouraged by foreigners. 2. The local authorities offer $100 reward for the discovery of kidnappers, consequently the popular belief that the practice is real is established. 3. Concurrently with this official endorsement of the popular belief is increased the animosity against foreigners, who are believed to be the only kidnappers. 4. Now the only foreigners in Nanking are missionaries, of French and English nationalities, and the head of the latter is Mr. Taylor, who has already been identified with the Yanchow outrage, when his property was destroyed, and the lives of himself, wife and family, placed in imminent danger Recognising the old familiar signs of tumult, he withdrew his mission from the city, and left it to the French missionaries to bear the whole brunt of the "difficulty."

Mr. Taylor must be acquitted of any charge of pusillanimity in retiring from his post when it became endangered. He knew that *The Times* would be ready with its *pronunciamento* if, in defending himself against unlawful violence, he gave occasion for the interference of the "inevitable gunboat."

Sir Edmund Hornby presided, on the 28th June, at a meeting for the re-establishment of the Shanghai Volunteer Corps, which was attended by about 130 gentlemen. It having been resolved that the Shanghai Volunteer Corps should be resuscitated, and the Rifle Club invited to join as the first company, about one-half of those present signed the muster-roll before leaving the meeting.

The third annual meeting of the Union Steam Navigation Company was held on the 28th June, at the offices of Messrs. Glover, Dow, and Co., when the report and accounts of the directors were passed. The net profits for the past year as set down were Tls. 39,655; of which Tls. 18,503 was absorbed by an interim dividend at the half-yearly meeting of 6 per cent., and a return of 5 per cent. on freight to contributing shareholders. The report proposed a further dividend of 6 per cent. and return of 5 per cent., Tls. 2,000 to reserve, and the balance to new account. Mr. L. H. Stoddard was appointed general manager from the 19th June, 1870, to the 30th September next, in place of Messrs. Glover, Dow, and Co., pending arrangements for changing the company into a public company.

We have received further particulars bearing on the history of the kidnapping affair. It appears that a dead body was found in the city of Nanking in a horribly mutilated state. This circumstance caused great excitement, as it was at once connected with the idea of the mutilations having been made for necromantic purposes. Certain draining operations were at the time going on in the Roman Catholic premises, and this and the well-known practice of the Catholic missionaries of sending children from Nanking to the orphanages at Shanghai, soon brought out in an exaggerated form all the customary superstitions of the people in connection with missionary operations.

Mr. Hudson Taylor, who had moved his party away from the city, left one representative there, and it is remarked that the Protestant mission has entirely escaped the popular hostility.

The exact number of persons beheaded for kidnapping is eighteen. All accounts agree that the commotion is fast subsiding; so much so, that at Chinkiang and other places the children are returning to the missionary schools.

During her recent cruise after pirates among the islands at the mouth of the Yangtse, the Chinese gunboat *Chowkiang* hoisted the flag of the English Mercantile Marine to lull the suspicions of the pirates, by making them believe that she was merely an English merchant steamer passing through. Having landed on various islands the crew apprehended about thirty of the inhabitants, whom, they proceeded to torture in order to extract evidence. These poor wretches were accordingly hung up by the fingers and by the toes; and one woman, who was believed to be the wife of one of the pirates, was severely flogged and had her fingures broken in a kind of rack. It is true that these atrocities were put in practice after dark, when the British flag was hauled down, but they were practised on board a steamer which was carrying the British flag all the time that a flag was visible, and which the sufferers therefore believed to be a British vessel. We understand that sworn information of the above facts having been laid before H. B. M.'s Consul, he has represented the matter to Peking protesting against it.

The *Evening Courier* of June 30 says that the mail had been postponed to July 1. A traveller returning from Chinkiang reports that things continue quiet there, though symptoms of the recent excitement are still to be seen in the surly bearing of the Chinese towards foreigners. This is especially marked at Yangchow. He saw on all the dead walls within the city at Chinkiang large yellow placards on which was inscribed in large characters, "Beware of the kidnappers! The kidnappers are coming!"

H.M.S. *Adventure*, arrived from Japan, will, it is understood, remain here until the arrival of the *Zebra*.

The Yangtse this year presents a singular phenomenon. The water at Hankow has reached a rise of thirty-eight feet above its lowest level last winter. But below Kiukiang the rise is great, out of all proportion to that at Hankow; in fact, it is already as high as the highest point of the flood of 1866. This is naturally attributed to some abnormal elevation of the waters of the Poyang Lake, but how this elevation has been produced no one seems able to explain.

Several changes have taken place in the S. S. N. Company.

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The new steamer *Moning* has taken the name of *Hupeh*, the former name both as written and spoken bearing such a resemblance to that of their other steamer *Moyune* as might lead to mistakes. The following changes have been made in the command of various steamers:—Captain George Choate Johnston, late of the *Moyune*, takes command of the *Hupeh*, Captain Jayne, who has just brought out the latter steamer, gets the *Shanse*, Captain Hawse, of the *Shanse* is transferred to the *Shantung*, Captain Friend, of the *Shantung* takes the *Moyune*, Captain Lloyd, of the *Hangchow* takes the *Fusiyama*, and Captain Harman takes the *Hangchow*.

The result of Mr. Bisset's sale on the 24th was as follows:—

Hooper's estate, corrugated Iron Godown, bought in at Tls 2,200. Mr. Alex. Cock's estate. Lot of land on river side below Messrs. Gibb, Livingston and Co.'s wharf—10 mow 5 fun brought Tls. 28½ per mow. 5 shares Shanghai Gas Company—Tls. 119.00 each. Winchurst's estate. Quarter interest in unexpired portion of 10 years lease of land, and 73 Chinese houses built thereon Tls. 6.00. For account of concerned. 8 mow land near Camden-place, Hongkew; Tls. 11.00 per mow. 14 mow land near Lindsay's Wharf, Pootung, Tls. 14 per mow. 12 mow land west of Groom's Bungalow, Bubbling Well-road, Tls. 2,000 for lot. 1 mow 7 fun in Nanzing-road, Hongkew, with six-roomed Chinese house thereon, Tls. 500. 2 mow 6 fun on east of Woosung-road, Hongkew, Tls. 305. 10 mow east of Dow's Godowns, with river frontage, Tls. 30 per mow. 20 mow at Woosung, with river frontage, Tls. 12 per mow. The lot measuring 2 mow 8 fun, on part of which the Lyceum stands, together with the house built thereon, known as "Macao Buildings," was bought in for Tls. 7,000.

The *Courier* points out the omission of Mr. Medhurst's name in the list of Consuls recommended by Sir Rutherford Alcock for an increase in salary. We quite agree with the *Courier* that of all the consular servants Mr. Medhurst deserved the most to be remembered.

AMOY.

(FROM A CORRESPONDENT.)

Mr. Ray has resigned his post as Harbour-master, and goes home by next mail. Mr. Jaques, of the Customs, leaves also for England at the same time, on eighteen months' leave. Mr. Hart left a few days ago for Swatow, having decided, before his departure, to turn the tonnage dues of Amoy at last into their proper channel. A lighthouse is to be erected in Chapel Island, where it is much required by navigators both up and down the coast. Mr. Boyce, of the British Government Board of Works Department, has also left for Swatow, having ordered the interpreter's house here to be partially pulled down and rebuilt. When this building and the new offices and gaol are finished it is said that Amoy will have sufficient accommodation for any consular staff likely to be required.

The removal of the consular offices to Koolangsoo in very inconvenient to commercial men, the more so as the new Custom House in course of erection is in Amoy. The Leekim people are more obstructive than ever, so much so as to justify the fear of a collision. A few days ago a boat belonging to Messrs. Tait and Co., of this place, was stopped in the harbour, in open day, by the Lakini people; and baskets containing tiffin, &c., were overhauled, under the excuse of searching whether any opium or other contraband articles were concealed in them. On the same night the watchman in charge of their premises was assaulted by an armed body of Leekim rowdies. It is impossible to describe adequately the espionage to which the merchants are subjected by these people. Goods are not allowed to be taken ten yards from their doors without being at once reported, and made to pay the tax. Spies are constantly in and out of the merchants' compounds, reporting stocks, &c., to the Leekim officers. The effect of this system is as injurious as it is humiliating; not only are our pockets taxed, but our self-respect is insulted. I am, however, inclined to think that a crisis is impending. What should be done is to compel the Central Government to pay better salaries to their local officials, and severely punish them when they are detected in "squeezing"—an abuse which, since the Customs revenue has been remitted to Peking, has been much resorted to by way of making up for the reduced incomes of the *employés*.

I do not wish to say a word against the Foreign Customs in general; it is in its local application to Amoy, under the present system, that it is radically vicious.

It is useless in China to attempt to effect *partial* reforms. Let the Octroi duties be levied in China, as in Europe, at a moderate and *fixed* tariff, approved by all the Treaty Powers, and let any official detected in fraudulent exaction be condignly punished, besides being dismissed, and we may reasonably hope for a better state of things. But while the present abuses are suffered to remain at the root of the evil, piece-meal legislation will be in vain.

HONG KONG.

The London mail of May 27 arrived out on July 3. Dates are now down to the 7th.

The account of the arrival of the news from Tientsin is given under Tientsin:—

Mr. Robert Hart, Chief Inspector of Customs, has received the honour of the Grand Cross of Francis Joseph, for services rendered to the Austrian Embassy, in the framing and passing of the Austro-Hungarian Treaty with China.

A new rule has been laid down by Mr. Hart, the Inspector-General, by which any master or officer of a steamer assisting in the capture of smuggled opium is entitled to receive one half of the sum realised by the sale. The first to benefit by the rule is Captain Ashton, of the *Yesso*, who discovered about 30,000 dollars worth of opium concealed on board his vessel, and receives, on reporting it, half of the total. Captain Ashton was severely handled, while making the seizure, by the Chinese owners of the drug.

The Hon. P. Ryrie has been elected Chairman of the Chamber of Commerce, the Hon. James Whittall having declined to accept the post. The samples of cotton yarn and piece goods brought from England to Bombay by the steamer *Danube, via* the Suez Canal, have also been received by the Hong Kong Chamber. They are good, though not of the best material, and are interesting principally because of the remarkable expedition which enters into all mercantile affairs in these days. They were forwarded by Messrs. Learoyd, of Huddersfield.

The time of departure of the English homeward mail from July 21 has been fixed at noon, instead of nine A.M. on the advertised days.

The Rev. D. Vrooman, U.S. Consular Interpreter, has been elected Acting Consul at Canton to fill the post of the late Col. Chenoweth, until such time as the Consul-General at Shanghai shall make proper arrangements for filling the vacancy. Mr. Vrooman is an old resident of Canton, a thorough Chinese scholar, and well versed in Consular duties.

Section B of Marine Lot 132, Bonham Strand, with the house thereon, was sold by Mr. Armstrong for $1,650. The British barque *Navarino* was purchased by a Chinaman on the 30th for $5,200.

The *China Mail* says:—It is our painful duty to record the death of Mr. Thomas Hunt, formerly of Whampoa, who died at Salem on the 21st of May, in his sixty-fifth year. Mr. Hunt was one of the pioneers of Southern China, and before the cession of Hong Kong acted as U. S. Vice-Consul.

We have advices from Takao (Formosa) that the total exports of sugar this year exceed all those of former seasons. From 1st January the export of sugar from Takao and Taiwan is estimated at 600,000 piculs despatched by the three foreign firms in Formosa. The export of rice, sessamum seeds, &c., is also reported to be considerably in excess of former years. It is said that $50,000 will be appropriated for the removal of some sand banks and the construction of new piers and other improvements in this port.

The celebration of the 4th July by the American members of our community passed off quietly, but enthusiastically. A salute was fired at twelve o'clock by the American steamer *Ashuelot*, responded to by the *Princess Charlotte* and the other men-of-war in harbour. A reception was held by Lieut. Col. Goulding, the American Consul.

The Italian corvette *Principessa Clotilde*, which proceeded to Batavia and the Island of Borneo in search of a suitable location for the proposed Italian colony in the East, has arrived at Saigon, where orders awaited her to proceed to Yokohama to protect the Italian merchants trading with the Japanese in silkworms. She is expected to return here in October. Can her visit to Yokohama have any connection with the proposed Korean Expedition?

BORNEO.

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SARAWAK.

From what is termed the *Government Gazette* of Sarawak we learn that an expedition of 11,000 Malays and Dyaks, commanded by H.H. the Rajah of Sarawak, started in the beginning of June to attack a large body of Dyaks who were living up a small and dangerous stream named Katibas, a tributary of the Rejang, and under Sarawak rule. This stream, which is only accessible for small boats, has been infested for the last year by Dyaks, who have defied Government authority, and persisted in taking the herds of Malays, Chinese, and, in fact, all persons not belonging to their own circle. They are nearly related to the tribe inhabiting the head of the Kapuas, or Pontianak River, under the rule of the Netherlands Government; and, as the force approached, were largely reinforced from that direction. After several days of excessively hard labour in pulling and poling the 300 boats over the rapids and shoals, and having been four days in the heart of the enemy's country, the force returned, having completely accomplished their object in in burning and destroying all the houses and property belonging to the enemy. The loss on the Sarawak side was forty killed and many wounded; the casualties on the part of the enemy are not exactly known, but they must have suffered heavily. It is expected that this expedition will be the means of bringing these decapitating Dyaks to their senses, and enabling traders to develop the resources of these primitive lands, which abound in guttapercha, camphor, beeswax, rattans, hard wood, &c. &c.

The Rejang District contains a population of from seventy to eighty thousand, the principal part of whom are friendly and well disposed; and trade for some years has been rapidly increasing. Once clear of head-hunters, there will be a line of traffic by this river direct into the centre of the island of Borneo. The main

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river is navigable for steamers for about 160 miles, above which rapids have to be passed by boats. The inland tribes speak many different tongues, and make trading voyages about twice a year to the Government station, Sibu, about sixty miles from the mouth of the Rejang. The Rajah was accompanied by Messrs. Paul, Chapman, Skelton, Nelson, and Low, officers in charge of outstations in the Sarawak territory.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates by this opportunity extend to July 15. On the 5th the P. and O. steamer *Hindostan* arrived with the English mail of the 3rd June, and on the 10th the M.I. steamer *Imperatrice* arrived with the mail of the 10th June.

There are no matters of political interest to report. H.E. the Governor was absent on a visit to the native rulers along the east coast of the Malay peninsula, though whether with any political end in view has not been made public. The Legislative Council had not yet resumed its sittings, but the shorthand report of the meeting on the 20th ult., which was chiefly occupied by the debate on the second reading of the Preservation of the Peace Bill, has been published. The acting Attorney-General made a telling speech in favour of the Bill.

The *Straits Times* says that two more tea steamers have passed through here, homeward bound, *via* the Suez Canal—the *Ajax* on the 3rd, and the *United Service* on the 6th; the *Nile* will probably arrive here to-day (18th). Arrivals of outward steamers *via* the Canal have been few. The *Nestor* arrived here on the 2nd inst., the *Chieftain* on the 7th, and the *Hipparchus* yesterday. The passage of the last-named vessel is the quickest made between England and this port since the opening of the Canal, having occupied only forty days; she left Liverpool on the 4th of June, and arrived at Singapore on the 14th July.

Monday, the 4th inst., being the ninety-fourth anniversary of the Declaration of Independence of America, was the occasion of a most unusual display of bunting at the Fort Canning flagstaff, with the American ensign uppermost. The United States Consul here entertained the Foreign Consuls, the Government officials, and some of the principal residents, at a tiffin at the Hotel d'Europe, in honour of the day.

Commercial Report.

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STRAITS, JAVA, AND CHINA IMPORTS.

SHANGHAI.—Business generally had been brought almost to a standstill by advices of the massacre at Tientsin. Grey Shirtings: A decline in price, immediately after the departure of last mail, led to transactions of some magnitude. But the desire to sell was too strong, and rates daily became worse. In heavier kinds there had been scarcely any business, and quotations were nominal. Some auction sales of mildews had supplied the demand. White Shirtings: Barter transactions reported, quotations lower. T-Cloths: Some large sales of Mexican quality, at rates which compare unfavourably with those ruling when last mail left. Best goods worth nominally only Tls. 1.71 per piece. Drills: Market utterly demoralised; each transaction established a further concession to buyers. Jeans: Also lower. Fancy Cottons: The very low prices at which Chintzes and Velveteens were offering had induced buyers to operate in those fabrics. In other kinds of fancies business trifling. Woollens: The following actual sales will best illustrate the state of the Woollen market. Long Ells, Assorted, Tls. 5.50 per piece; Spanish Stripes, Tls. 44 per yard; Camlets, SS, Tls. 10.40 per piece. In Lustres and Lastings very little done, quotations nominal. Transactions in Crape Lastings at Tls. 5.50 per piece, cash, had more than satisfied the demand. Metals.—Iron: Market extremely quiet; sales only 8,000 bundles, at Tls. 2.10 per picul for fair to good assortments, and Tls. 2.20 per picul for small sizes. Lead: Quotations nominally unaltered, but a few parcels of L.B. were only waiting fair offers to find sellers; no correct rate could be obtained. Coals—Cardiff: A small cargo afloat sold at Tls. 8.3.5 per ton. Lower offers made for another ship cargo. English: A cargo afloat sold at Tls. 6.2.5 per ton. American: No sales; and without inquiry.

HANKOW.—Grey Shirtings: The bulk of the sales made at the rates last quoted, but the serious fall advised from Shanghai had led to a corresponding decline, and closing rates were Tls. 1.85 to 1.90 for 7 lbs., Tls. 2.16 to 2.25 for 8½ lbs., and Tls. 2.45 to 2.65 per piece for 9 to 10lbs. T-Cloths: But little doing, only fine Mexican commanded any attention. 7 lbs., 3 to 4 candareens; lower 8 lbs., unchanged. Drills: Also lower, with only moderate sales of Dutch at Tls 2.90 to 3.29, and English at Tls. 3.20 to 3.30 per piece, American Tls. 3.50 to 3.60, nominal. Jeans, quoted Tls. 3.30 to 3.40 per piece. Fancy and Dyed Cottons: Quite neglected, qotations nominal. Woollen and Worsteds.—Camlets: Holders willing to accept lower rates, but could not make sales. Long Ells: A large quantity bartered against Tea, reoffered for sale on the market at very low rates. Spanish Stripes: Also bartered, ordinary sales impracticable. Medium and Broad Cloths: No sales. Figured Orleans: No enquiry.

HONG KONG.—A fair amount of business had been done during the fortnight, but sales had been of a more or less forced character, on account of the strong necessity that existed for making room for the heavy supplies that came into this market. Cotton Yarn: Early in the fortnight finest quality 16-24 realised $140 to 142; ordinary, about $135 per bale, but since there had been a sale at $132.50 per bale, showing the weakening tendency created by anxiety to sell. A few lots of 28-32's moved at very inadequate rates, $140 to 145 for good to best spinnings; 38-42's declined, owing to large supplies, and were fully $5 per bale lower. Grey Shirtings: Less inquiry for both 7 lbs. and 84. lbs., but holders being anxious to sell, a further concession of about 5 cents per piece all round had been made. White Shirtings: Little or no inquiry. Grey T-Cloths: Common 7 lbs. sold at $2 per piece; fine qualities also receded; a sale of 3,000 pieces 6 lbs. at $1.80, and some 36 in. 8 lbs. had been forced off at $2.55 per piece. Grey Twills: Small sales of Dutch at $4.25 for 15 lbs. American and English not inquired for. Dyed and Fancy Cottons—Handkerchiefs: Some 3,800 dozen changed hands at irregular prices. Woollen Cloths: More doing in medium; German importation had the preference with buyers. Spanish Stripes: A small sale of Scarlet at 92 cents per yard. Long Ells: A further fall must be noted. Sales of H quality Scarlet at $7 05; Assorted at $14.50 per piece. Camlets: Further small sales of SS at $14.50 per piece. Lastings: No improvement; small lots moved at $15.35 to $14.75 per piece, according to quality. Metals: Nail Rod Iron firmly held for prices which dealers would not pay. Flat Bar taken at $2.45 per picul. Wire neglected. Steel, nothing doing. Tin Plates sold at last quotation. Quicksilver quiet, but firm. Lead: Several re-sales of L.B. at $5.50 per picul, and of W.B. at $5 70 per picul. Quotations:—Grey Shirtings, 7 lbs., $2.45 to 2.47½; 8-4 lbs., $2.82½ to 2.87½; 9 to 10 lbs., $3 to $3.80, White Shirtings, $2.30 to 3.40; Finer qualities, $4. T-Cloths, 6 lbs., 32 inch., $1.77½ to 2; 7-lbs., 32 inch., $1.97½ to 2.37½; 8 to 8.4 lbs., 36 inch., $2.50 to 2.60.

BATAVIA.—The following is from Messrs. Hunter, Houghton, and Co.'s Circular: Cambrics, 45 inches by 12 yards: Not much doing; Stocks of 15/16s continue large; best, f.4.80 to f 4.90: medium, f.4.70 to f.4.75; ordinary, f.4.50 to f.4.60 per piece. No. 24s less sought for, but at f.3 to f 3¼ per piece. White Shirtings, 40 yards: Demand for 45 inch continues slight, no advance established; 40/41 inch scarce, and held for higher rates; 35 inch, 64/66 reeds, in better demand, at f.8¾ to f.9 per piece. Grey Shirtings, 38½ yards: Both Dutch and English have assumed a better appearance, stocks being small, and holders generally firm for an advance; 39 inch 7 lbs. at f.7⅛ to f.7¾; 8¼ lbs., f.8½ to f.8¾; 45 inch 8 lbs., f.8⅝ to f.8¼ per piece. Maddapollams, 24 yards, without material change. Dutch White, 33/34 inch, f.5¼ to f.5½; 40/41 inch, f.6 to f.6.30 per piece; English Grey, 3 lbs., 32/33 inch, f.3 to f.3⅜, short credit. Prints: New designs readily placed, but not at any advance; Pink Pads, f. 7¾ to f.8¼, according to printing and cloth; Purple Pads, f.7¼ to f.7½; Green Grounds, f.7¼ to f.7⅜; Steams, f.4¼ to f.5 per piece. Printed Jacconets, 9/8 by 24 yards: Can only be placed at low rates. Dyed Madapollams, 9/8 by 24 yards: Orange is in less demand, at f.4 to f.4¼ per piece, short credit; other colours neglected. Twist in small supply, demand not very active; 40s, f.450 to f.455; 30s, f.395 to f.400; 24s, f.375 to f.380; 20s, f.340 to f.350 per bale.

SINGAPORE.—We take the following from Messrs. Boustead and Co.'s Report:—The arrivals with general cargoes during the fortnight are the s.s. Nestor, Malacca, and Hipparchus from Liverpool, and Roslin Castle from Glasgow. 30-inch Grey Shirtings: Demand limited—quotations lower; 8¼ lb. placed at $2.85 to 2.82½; 7 lb., at $2.40 to 2.37½; 6 lb., $2.07½ to 2.05. 45-inch: Supplies large—sales very trifling; quotations are nominal. 32-inch Grey T-Cloths: Little change; Transactions moderate, at about last quotations, but offers slightly lower. 4 lb., $1.27½ to 1.30; 4½ lb., $1.37½ to 1.40; 5 lb., $1.52½ to to 1.55; 6 lb., $1.77½ to 1.80; and 7 lb., $2 to 2.05. 32-inch Grey Madapollams: Little inquiry; sales made with difficulty at low rates. Quotation, $19½ to 20 for 2¾ lb., and $20½ to 21 for 3 lb. 36-inch Grey Long Cloths: Total absence of demand—quotations nominal. 36-inch White Shirtings in limited inquiry, and to effect sales lower prices accepted, with full stocks holders anxious to realise. Sales of low at $1.85 to 1.90. 45-inch: Business very small. White Spots: Late demand supplied, and transactions limited. White Cambrics quite neglected. No. 24's, 16 by 16, quoted $19½ to 19¾; 18 by 18, $20 to 20¼; No. 15/16s', $30¼. White Jacconets and White Madapollams unsaleable. Dyed Shirtings very dull. Nothing doing in Velvets. Turkey Red Cambrics: Small sales reported at $2 07½ for 2¼ lb., and $2.65 for 3¼ lb. Woollens: Camlets unsaleable. Scarlet Long Ells quoted nominally $7.75 for 1 lb. All Wool Lastings, Scarlet Bombazetees, Spanish Stripes, and Brocade Lustres no inquiry. Grey Yarns placed to a very moderate extent at slightly lower rates. 18's to 24's, $102 50 to 135; stocks large. 30's, $125 to 127.50; 40's, $132.50 to 135, but small sales of inferior $130 to 131. Turkey Red Yarn, Glasgow dye, in fair demand, at $140 to 142.50 for 10½ lb., and $150 to 152.50 for 12 lb. Copper Sheathing and Yellow Metal easier, but fair sales of the latter at $20 to 20¼. Iron: Actual business not large; several inquiries at lower rates than holders would accept. Of large Flat Bar sales at $2.40 to 2.50. Sales of Pig Lead at $5·60 to 5.65.

PENANG.—During the fortnight the Piece Goods market had been exceptionally dull, the quantities disposed of had been but small, and prices of nearly all articles had again declined. Grey Shirtings difficult to move. Only unimportant sales of 6 lbs., at $43 to 42; 7 lbs., at $40 to 47; 8½ lbs., at $59 to 57 per corge. Grey Long Cloths inactive; a few sales of 7½ lbs. at $50 per corge, cash. Madapollams not moved. T-Cloths few buyers; small sales of 6 lbs. at $38, and 7 lbs. at $42 to $43 per corge. White Shirtings: Finer qualities very hard to move, lower qualities easier, but only small quantities taken at $59½ to 83½, according to quality. A few 45-inch disposed of at $77 per corge. White Cambrics not in request. Low, $20¼ and 20; medium to fine, $26½ and 26 per corge; Nos. 15/16, $31 and 31½. Yarn not improved. Grey Mule very weak; sales of No. 30 at $125 and 124; No. 40, at 135½ per bale of 400 lbs. Sales of Turkey Red, No. 20/22, at $130; No 40, at $145 and 144 per bale of 200 lbs. A few bales of Imperial Red, No. 40, disposed of at $75 and 74, and of Green, No. 40, at $80 per bale of 200 lbs. Iron: Sales of Nail Rod at $2.55 per picul. Pig Lead disposed of at $5.60 to 6; Sheet, at $6¼ per picul. Yellow Metal at $21½ and 23 per picul.

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STRAITS, JAVA, AND CHINA EXPORTS.

TEA.

Shanghai.—Black: A very large business transacted during the fortnight, and shipments of purchases made at the river ports had also assumed important dimensions. Prices opened at a decline of about four taels on those previously current, but since then part of this decline had been recovered. Medium Teas had shown a drooping tendency, as also had common, and both classes must be considered nearly three taels down. Purchases had shown shown great and unusual irregularity even for the Shanghai market. The stock embraced many characterless parcels, and was bountiful and indifferent. Settlements for the fortnight, 56,500 chests; Reshipments on owners' account, 39,500 chests; Stock, 288 chops, or 92,000 packages. Quotations, duty paid (exchange for credits, six months' sight, at 0s. 2d. per tael, and freight at £3 per ton). Hohow, common to fine, Tls. 21½ to 31, equal to 1s. 3s. to 1s. 9d.; Oonam and Oanfaa, common to fine, Tls. 19 to 30, equal to 1s. 1½d. to 1s. 8½d.; Ningchow, fair to fine, Tls. 24 to 34, equal to 1s. 4¾d. to 1s. 11d.; Oopack, fair to fine, Tls. 22 to 29½, equal to 1s. 3½d. to 1s. 8½d. Green: A good business had been done in new Pingsueys during the fortnight, resulting in the settlement of 14,734 half-chests. The few chops of fine Teas that had come to hand had realised very full rates. Quotations for whole chops, Tls. 33 to 40; fine lines in boxes, Tls. 45 to 47. Settlements for the fortnight, 15,406 chests; Re-shipments on owners' account, 579 chests; Stock, 10 chops, or 9,818 packages, and 5,387 half-chests of old Tea.

Hankow.—Messrs. Drysdale, Ringer, and Co. report as follows:—Our market continues to exhibit almost the same features as last year. The opening of the Shanghai market at higher rates than could be obtained here has raised the hopes of Teamen, and they have been very firm. This, combined with a sharp rise in exchange, has led to a comparatively small business. The last day or two buyers seem to have given way a little, latest settlements, considering quality, showing a slight advance in prices. Since we last advised, 18,000 chests, 4,400 half-chests, 1,250 boxes have been settled at from 13 to 25¾ taels, against last year, during same period, 35,000 chests, 2,200 half-chests, and 1,700 boxes, at 12½ to 24 taels. Owing to the haste of native holders to place their teas on the Shanghai market our stock has been greatly reduced, and consists now chiefly of common and low medium sorts. Teamen report a probable falling off of first crop Teas of 35,000 packages. During the fortnight, shipments on native account are 50,000 packages, and since the opening 96,000 packages, against 97,500 in 1869. We quote Oopacks and Oonfars, fair to medium, 14 to 20 taels; medium to fine, 20 to 26 taels. In Shuntams, one or two small sales have been made at Tls. 13 to 14½. Settlements from 10th June to date are:—3,200 chests and 400 half chests, at Tls. 13 to 15, equal, at exchange 6/4, freight £3, to 1s. 0¾d. to 1s. 2½d.; 1,700 chests and 1,400 half-chests, at Tls. 16 to 17¾, equal, at exchange 6/4, freight £3, to 1s. 2¾d. to 1s. 4½d.; 3,700 chests and 1,000 half-chests, at Tls. 18 to 19¾, equal, at exchange 6/4, freight £3, to 1s. 4¾d. to 1s. 5½d.; 9,100 chests and 1,600 half-chests, at Tls. 20 to 25¾, equal, at exchange 6/4, freight £3, to 1s. 5½d. to 1s. 9¾d.; total, 17,700 chests and 4,400 half-chests.

Kiukiang.—Black: Only one settlement is reported, consisting of a chop—612 half-chests—Ningchow at Tls. 21. Green: No settlements.

Foochow.—The arrivals from the country had been large. Those of Congou continued to be chiefly of common Tea, contrasting unfavourably in make with those of the first crop last year. The Souchongs on the market appeared better in leaf than last season, being less dusty; but there were few choice chops in the stock. The Oolongs appeared to be less dusty, but were badly made. The finest had not been offered for sale. There had been no disposition shown to commence purchases, and the receipt of advice from Shanghai of a rise in exchange to 6s. 5d. for six months' Bank bills had tended to postpone the opening still longer. There was no pressure on the teamen for money, as the native banks had arranged to give them credit for their advances until the Teas were sold.

Canton.—A considerable business transacted during the fortnight in Scented Teas on decidedly easier terms, not, however, so much noticeable in the price as in the quality. The purchases were much more free from old and spurious leaf than any teas offered before in the market this season. A portion of the settlements of Scented Orange Pekoe and Green Tea would probably be re-packed for shipment to South America. Settlements from June 18 to July 2:—Country Congous, nil; Canton District Congous, nil; Scented Orange Pekoe, 12,000 boxes, at Tls. 17 to Tls. 31; Scented Caper, 24,000 boxes, at Tls. 13 to Tls. 31. Canton Greens—Gunpowder 1,500 boxes 500 half-chests at Tls. 18 to 21; Young Hyson, None; Imperial, 600 boxes 200 half-chests, at Tls. 15 to Tls. 22.

SILK.

Shanghai.—The following is from Messrs. C. J. Skeggs and Co.'s Circular:—After the departure of last mail there was a short lull, buyers generally expecting a lower tael price as exchange advanced; this, however, was not realised, as the Chinese held for last quotations being unable to replace their stocks at lower prices in the country, and some 2,500 bales were settled, exchange then ruling at 6s. 3½d. Koofong-sings and Choopings, No. 3, sold at Tls. 600, equal to 32s. 8d.; Dragon No. 3, Tls. 595 to 600, equal to 32s. 5d. to 32s. 8d.; Donkey No. 3, Tls. 585, equal to 31s. 10d.; Incense No. 3, Tls. 580, equal to 31s. 7d.; Blue Flag No. 3, Tls. 560, equal to 30s. 6d. Lion Chop No. 3, Tls. 560 to 565, equal to 30s. 6d. to 30s. 9d.; "Euke-fong," Elephant chop, Tls. 540, equal to 29s. 6d.; Gold Lion chop 1 and 2, Tls. 555 and 535, equal to 30s. 3d. and 29s. 3d.; Red Peacocks, Tls. 530, equal to 28s. 10d.; Kahing Ching Yuen Sing, No. 1, Tls. 500, equal to 27s. 3d.; No. 1 Yuenfa, Tls. 505 to 510, equal to 27s. 7d. to 27s. 10d.; Skeins, Tls. 395 to 415, equal to 21s. 8d. to 22s. 10d.; Shong San Taysaam, Tls. 420, equal to 23s. 1d.; Foosic, Tls. 410, equal to 22s. 6d; Re-reeled Hainins (so-called) have been sold at Tls. 590 to 600, equal to 32s. 1d. to 32s. 8d.; the musters we have seen are mostly Tsatlee silk, loaded with rice and sugar; Re-reeled Tsatlees fetch Tls. 570 to 580, equal to 31s. to 31s. 7d. Fatmow's Hainins are very inferior this season, No. 2 not being better than 2½ and best 3 of former years. Owing to the high prices ruling here, silk has been hurried forward, but any attempt to lower prices in the interior only tends to check supplies. With regard to the second crop, small musters are reported to have been seen by the dealers in the interior, who say the silk is decidedly inferior, and that the yield will not exceed 4,000 to 5,000 bales, thus confirming the opinion that the probable export will not exceed 40,000 bales for the season.

Canton.—After the departure of last mail, buyers having very persistently kept out of the market, the result was an accumulation of stocks and a marked willingness on the part of holders to accept the prices offered them, viz.:—$540 for selected No. 1, Tsatlee, $525 for No. 1, and $510 for the usual run of market quality,—and at these prices a good business had been done. The weather continued fine, but the reports from the country were not quite so encouraging regarding the third crop. A fair average yield was nevertheless looked for. For America and Bombay there was less doing.

JAVA AND STRAITS PRODUCE.

Batavia.—Arrack: Little had been done, owing to great scarcity of casks and of shipping opportunity. Value is about f.75 per leaguer. Coffee: Local business inconsiderable, and at Samarang no transactions in good ordinary Java, though for favourite crops f.30 per picul would be readily paid. Government auction at Padang on the 30th June—44,400 piculs first quality, average f.34.49 per picul; 2,000 second quality, average f.11.26 per picul. Gum Dammar: Prices receded from f.36 to f.32; supplies heavy, production having greatly increased—a parcel of Palembang (second quality) placed at f.29 per picul. Rattans have not been much sought after. Rice: Absence of demand for export, and increasing supplies—8,000 piculs second quality sold at f.127 and f.128 per coyan for Banka, and about 1,000 piculs of first at f.140. The crop of Kandanghauer table rice, consisting of about 35,000 piculs, sold privately at f.225 per coyan, inclusive of bags. Sugar: Large stocks of Chinese manufacture, but the qualities being low, there was no disposition to treat, except at low prices. At Samarang some business in White at the extreme rate of f.15½ per per picul for No. 14.

Singapore.—Produce had been fairly active, and prices on the whole well supported. Gambier coming in less freely, moderate business at $3.05 to 3.07½ per picul. Market closes steady at higher quotations. Rhio Cubes: Some inquiry for good quality in bags at $3.12½ to 3.15 per picul. Baskets not in request at $2.90 to 2.92½ per picul. Black Pepper: Buyers at $8.20 to 8.25 per picul, but supplies almost ceased. White also difficult to procure at $11.80 to 12 per picul. Pearl Sago declined to $3 to 3.05 per picul, little demand. Sago Flour: Considerable supplies from Labuan and Sarawak readily taken at $2.55 per picul. Coffee scarce, and a small parcel of Bonthyne on the market held for $13 per picul. Tin: Early in the fortnight a purchase made for China at $31, but value since declined to $20½ per picul (£126. 8s. 4d. per ton), at which there had been some buying for America and Europe. Buffalo Hides in moderate demand at $10½ to 10¾ per picul. Buffalo Horns inquired for at $9½ to 9¾ per picul for parcels averaging 3 lbs. weight.

Penang.—The Produce Market had not been very well supplied during the fortnight. Tin had been rather scarce, and arrivals met some competition; as high as $30.50 per picul was paid, but the price has since declined to $29.75, at which rate it closes firm, with light stocks. Black Pepper in moderate supply; West Coast, $8.40 to 8.50 per picul, to arrive; arrivals of Acheen (Simpang Olim) taken at $8.15 to 8.30. Some arrivals of White Pepper secured at $11.75 to 12 per picul. Sugar continued in demand; sales of No. 1 at $6.35 and 7; No. 2, at $4.35 and 5.35 per picul; Chinese make also wanted, but crops not forward. Hides in very moderate supply; arrivals of Buffalo taken at $10¼ to 10.40, Cow at $14 to 14½ per picul. Horns are purchased at $9.60 and 9.85 per picul.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 7¼d.	4s. 7⅝d.	4s. 7¼d.
Shanghai ,, ,, ...	6s. 1⅛d.	6s. 1¼d.	6s. 2d.
Canton ,, ,, } Hong Kong ,, ,, } Macao ,, ,, }	4s. 7⅞d.	4s. 7d.	4s. 7d.
Singapore ,, ,, ...	4s. 6⅝d.	4s. 7d.	4s. 7¼d.
Manilla ,, ,, ...	4s. 4d.	4s. 4¼d.	4s. 4¼d.
Colombo ,, ,, ...	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	322 to 314	234
,, Hong Kong	25½ to 26 dis.	—
Bar silver	111·3 0	6 prem.
Mexican dollars	74.6.0	½ prem.

Bons, at Yokohama, 339 to 340 per dol.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 35; Old, 35½ per cent. premium.
Hong Kong Gas Company, 45 dols. per share.
Hong Kong and Whampoa Dock, 7 to 8 per cent. discount.
China Traders' Insurance, 1,700 dols. premium.
Hotel shares, 65 per cent. discount.
Hong Kong and Macao Steamboat Company, 34 dols. premium.
Hong Kong Fire Insurance Company, 177½ to 180 dols. premium.
Insurance Insurance Company, 15,00 dols. premium.
China and Japan Marine Insurance Company, Tls. 20 to Tls. 25 premium.
China Fire Insurance Company, 40 dols. premium.
Victoria Fire Insurance Company, 23 dollars premium.
China Sea, Saigon, and Straits Steamship Company, 5 per cent. discount.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par.

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Shipping Intelligence.

ARRIVALS.

At Yokohama—From London, 25th June, Eleanor.

At Shanghai.—From Cardiff, 19th June, Marie Louise; 23, Endymion; from London, previous to 22nd July, City of Hankow, Juanpore, Northampton, Jungfrau; previous to 28th July, from Cardiff, Sirius, Queen of the Ocean, James Wishart; from Liverpool, Leith, (str.) (reported by telegram).

At Hong Kong and Canton.—From London, June 22, Devana; 29, William Fruing from Liverpool; 24, Magdala(str.), from Cardiff; 26, Tuisko; 1st July, Ringleader.

At Manila.—None.

At Singapore.—From London, July 7, Chieftain (str.); from Liverpool, June 30, Leith (str.); July 1, Nestor (str.); 6, Malacca (str.); from Glasgow, June 29, Bothwell Castle; July 10, Roslin Castle; from Cardiff, 7, Eugenie Leonine; 10, Chetah, Chrysolite, John Worster; 12, Coringa'; from Newport, 10, Alice Graham; from Clyde, Norham Castle; from Liverpool, Aug. 6, Albatross (str.), Abbotsford (str.) (reported by telegram).

At Batavia.—From London, June 19, Vesta; from Liverpool, 9, Konigin Augusta; from Cardiff, 19, Nestor; from Shields, Electric; 22, Zuid Holland; from Rotterdam, 19, Nederland and Oranje; July 2, Noach II.; 4, Aletta Augusta; from Amsterdam, June 19, Jupiter; July 1, Anna and Sophia; 2, Niew Waterweg I., Antje; 6, Aria and Betsey; from Boston, June 26, W. A. Farnsworth.

At Penang.—From Liverpool, July 11, Hipparchus.

DEPARTURES.

From Yokohama.—None.

From Shanghai.—For London, June 18, Titania; 24 Cutty Sark; 28, Forward Ho, Serica.

From Foochow.—For London, July 20, Thermopylæ (report by telegram).

From Hong Kong and Canton.—For London, June 25, Ajax (str.), Magdala (str.); July 4, Hopewell; 5, Nile (str.); for Falmouth, June 23, Chanticleer.

From Manila.—For London, June 18, Robert Fletcher; for Liverpool, 25, Brannstone; for Boston, 23, Sooloo.

From Singapore.—For London, July 4, Ajax (str.); 7, United Service (str.); 13, Unrivalled; for Liverpool, 8, Ellenborough; 13, Howden; for Hamburg, 2, Condor; for Marseilles, 9, Tertre; for Boston, *via* Penang, 8, Fearless.

From Batavia.—For Holland June, 11, Noach I.; 16, Louise; 17, Anna; 21, Wykaan Zee; 25, Telanak, Catharina Maria; 30, Wilhelmina; July 1, Gelderland; 3, Marie, Batavia.

From Penang.—None.

VESSELS LOADING.

At Yokohama.—None.

At Shanghai.—For London, Undine, Whinfell, Ethiopian, Lauderdale Charlgrove, Doune Castle, Columbus, Zephyrus, Duke of Abercorn, Thyatira.

At Foochow. — For London, Niger (str.), Thermopylæ, Windhover, Everest, Falcon, Wylo, Eme, Ambassador, Norman Court, Maitland, Flying Spur, Kelso, Carrick Castle, White Adder.

At Hong Kong and Canton.—For London, Belted Will, Burdwan; for New York, Sarah E. Kingsbury, Hudson.

At Manila.—None.

At Singapore.—For London, Roslin Castle; for Liverpool, Bothwell Castle; for Channel (f.o.), Egmont en Hoorn; for Falmouth (f.o.), Xulla; for Boston, Midnight.

At Batavia.—For Holland, Harwich, Californie; for Amsterdam, Helena and Henriette.

At Penang.—For London, Herald of the Morning; for Channel (f.o.), Kingdom of Italy; for New York, Fearless, M. A. Evans.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
June 21	Harbottle	London	Yokohama
,, 22	Invincible	London	Hong Kong
,, 23	Sree Singapura	Singapore	London
,, 24	Manfred	Akyab	London
,, 26	Athena	Singapore	Liverpool
,, 27	City of Hankow	London	Shanghai
,, —	Northampton	London	Shanghai
,, 28	Lufra	London	Hong Kong
,, —	Ovy	Marseilles	Tientsin
,, —	Espiegle	London	Yokohama
,, —	Joseph Haydn	Singapore	London
,, —	Jezus	Liverpool	Manila
,, —	Eugeneo	Ilo Ilo	Liverpool
,, —	Jeune Alice	Havre	Saigon
,, —	Jungfrau	London	Shanghai
,, —	Pegasus	Liverpool	Japan
,, —	Emile	Glasgow	Japan
,, —	Aureliana	Glasgow	Manila
,, —	Daniel Mazy	Manila	New York
,, 29	Joseph Sprott	London	Hong Kong
,, —	Jumna	Liverpool	Shanghai
,, —	Monkchester	Shields	Hong Kong
,, 30	Forget-me-not	Hamburg	Amur River
,, —	Esperanza	Cadiz	Manila
,, —	Hong Kong	Liverpool	Manila
July 1	Della	Singapore	Cadiz
,, 1	Schwan	Hamburg	Nicolajefsk
,, 2	Aberdeen	Newcastle	Yokohama
,, —	Julie	Sunderland	Singapore
,, —	Lota	London	Yokohama
,, —	Golden Hind	Liverpool	China
,, 4	Lizzie Iredale	London	Shanghai
,, —	Mongol	Havre	Saigon

FREIGHTS AND CHARTERS.

At Shanghai.—To London, steamers are loading at £4 10s. via Suez Canal; sailing ships, £3 to £2 10s.

At Foochow.—By telegram of July 22 rates for London are quoted at £2 10s. per ton.

At Hong Kong and Canton.—To London, £3; to New York, £2 5s. per ton.

At Manila.—There is nothing offering.

At Singapore.—To London, 40s. to 50s., with downward tendency; to Liverpool, 35s. to 45s.

At Batavia.—To Holland, 80f., sugar in bags.

At Penang.—There is no alteration to report.

LATEST TELEGRAMS.

CHINA.

(Received via Galle, Aug. 16.)

Shanghai, July 22.—The settlement is quiet, but uneasiness still prevails. The French missionary establishment is considered unsafe. The English and French admirals are at Tientsin. It is reported that the Chinese authorities are using their utmost endeavours to persuade England and America to interfere and avert retribution for the late massacre. The investigation into the affair is proceeding at Tientsin, and strong evidence has been obtained to justify the belief that the murderous rising was directed against all foreigners.

(Received via Kiachta, Aug. 16.)

Shanghai, July 23.—Silk: Quiet; No. 3 Tsatlees, 30s. 6d. to 31s. 6d. No. 4 Red Peacock, 27s. 6d.; export since commencement of season, 16,000 bales; stock, 5,000 bales. Tea: Dull; prices for common lower; export of Black 27,500,000 lbs.; good common Congou, 12½d. Freights: Ship 30s., steamer 70s. Shirtings very active; 8¼ lbs., Eagle Chop, Tls. 2.25. Exchange on London: Bank bills, six m.s., 5s. 11½d. London telegrams to June 28 received July 16.

(Reuter's Telegram, Received via Galle, Aug. 22.)

Hong Kong, Aug. 4.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.85; Water Twist, $1.35. Tea: Total export (China and Japan), 37,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 5½d.

Shanghai, July 29.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls 2.28 Cotton, Shanghai, Tls. 18. Silk: Settlements since departure of last mail, 3,800 bales. Export to date (China and Japan) from commencement of season, 21,000 bales. Exchange on London: Bank bills, 6 m.s., 5s. 11½d.

JAVA.

(Received via Galle, Aug. 16.)

Batavia, July 30.—Calicoes, f.6 to f.6½; Drills, f.8¾ to f.8¾. Other articles unaltered. Freights to Holland, f.70. Exchange on do. f.102 to 102.50. Arrivals: Ferdinand and Louis, Guurtje, Maria, Haamstede, Departure: Medea.

STRAITS SETTLEMENTS.

(Received via Galle, Aug. 15.)

Singapore, August 6.—Grey Shirtings, 8¼ lbs., $2.65; T-Cloths, 6 lbs., $1.75; Mule Twist, 16-24, $98. Exchange, Bank bills, six m.s., 4s. 6d.

(Received via Galle, Aug. 22.)

Singapore, Aug. 12.—Grey Shirtings, 8¼ lbs., $2.60; T-Cloths, — Mule Twist, 16-24, $97.50; 40's, $130. Exchange, Bank bills, six ms., 4s. 3½d.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Dufour—On the 17th Aug., at Herne Hill, Dulwich, the wife of Ferdinand Dufour, of a daughter.

Gibb—On the 11th Aug., at 19, Pembridge-square, W., the wife of George Gibb, Esq., of a son.

Steains—On the 17th Aug., at Springfield, Lordship-lane, Dulwich, Mrs. Arthur Steains, jun., of a daughter.

Scott—At Abbotsford, Singapore, on the 10th July, the wife of William Ramsay Scott, Esq., of a son.

Kershaw—On the 19th Aug., at Park House, Willesden-lane, N.W., Mrs. John Kershaw, of a son.

MARRIAGES.

Tait—Trotter.—At Musselburgh, on the 18th inst., by the Rev. Wm. Wilson, James Tait, Merchant, Amoy, China, to Annie Shaw, youngest daughter of the late John Trotter, Edinburgh. No cards.

Stephens—Coulson.—On 2nd July, at St. Andrew's Church, Singapore, by the Rev. J. Alleyne Beckles, Francis E. S. Stephens, to Eliza Anne Coulson.

Bishop—Martyn.—At Shanghai, on the 25th June, at Her Majesty's Consulate, by H.M.'s Consul, and afterwards at Trinity Church, by the Rev. Canon Butcher, Mr. Robert Bishop, of H.M.'s Supreme Court for China and Japan, to Katherine, daughter of the late Joseph Martyn, of Wivelscombe, St. Stephen's, Cornwall.

DEATHS.

Veitch—On the 13th Aug., at Coombe Wood, Kingston Hill, after three years' illness, John Gould Veitch, eldest son of the late James Veitch, of Chelsea, aged 31.

Tilby—At Shanghai, on 28th June, Alfred Robert Insull, son of Alfred R. and Anne Tilby, aged 4 months.

Chenoweth.—At Shanghai, the 21st June, B. P. Chenoweth, Esq., U.S. Consul Canton.

Taylor—At Shanghai, suddenly, on the 29th June, John William, the beloved son of John T. and Isabella Grace Taylor, aged 15th months.

Cunningham—At Shanghai, suddenly, on the 30th June, John Cunningham, late Chief Engineer of the steamer *Express*.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, AUGUST 22, 1870.

THE OPIUM TRADE AND MINISTERIAL MORALITY.

A pamphlet has been published on the late debate on Sir Wilfrid Lawson's motion on the opium trade. The author is evidently sincere, and his little treatise may therefore be fairly termed exhaustive of the arguments of the respectable and influential party, which would unconditionally extrude the opium monopoly from our fiscal system. We could have wished that, in a cause manifestly so conscientious, the author's style had been a little less florid and sardonic. Direct appeals to the Almighty, and *quasi* comparisons of the First Lord of the Treasury with the Prince of Darkness, weaken an argument which would otherwise be listened to with unreserved respect. Nor can we congratulate the author on the success or purity of his redundant quotations, parodies, and classicisms. To talk of the *Roman* "naumachia" is surely an example of the "flippant Latinity" which the writer condemns. The object of the present pamphlet is solely to expose the moral evils of the opium trade; and this it accomplishes with a masterly and a not over-scrupulous hand. Of the indirect good which may spring from the exercise of a traffic, open intrinsically to grave objection, it says not a word. Of any substitute for the revenue which it yields to our Empire in the East it offers no suggestion. It is, moreover, not quite fair in its comparisons of the evil effects of opium and alcohol. With these slight reservations, however, we gladly accept the present pamphlet as the best argument that can be presented by the opponents of a traffic which we should all be rejoiced to discontinue—if we only knew how to set about it. One page of suggestion to this end would outweigh a whole volume of invectives against the present system; and if the author of "Ministerial Morality," who has certainly exhausted that form of argument, should induce only one practical mind to show us how to relieve ourselves of the reproach which he describes, his pamphlet will not have been written in vain.

From a telegram which appears in another column it is evident that the fruits of the present—or we think we may now venture to say the late—policy towards China are now developing. The news of the rejection of the new Convention will arrive at Peking most opportunely, and no doubt will very materially alter the instructions from thence to the provincial authorities. Be this as it may, we feel assured that the Imperial Government will perceive that a change has occurred in our policy, and that the "inevitable gunboat" must again take its place in the adjustment of the insults we are repeatedly subjected to. The Chinese certainly take a deal of drilling; but if these late outrages are properly handled by the French and ourselves, we believe that we shall not see a repetition of them for a long time. It is indispensable, however, that the present opportunity should not be lost. The local mandarins of the places where the outrages have occurred must be degraded and proclaimed in the *Peking Gazette*, and ample pecuniary compensation exacted for the losses and inconvenience sustained. A perusal of our mail news will show that the details of the Tientsin massacre are very incomplete.

THE STEAMER FOR THE STRAITS.

We understand that the Home Government have decided on supplying the Straits Settlements with a small steamer at a cost of about £8,000, and that they will order the *Peiho* and *Rainbow*, now in use, to be disposed of. The new steamer has been launched from the yard of Mr. Lawrie, at Whiteinch, on the Clyde. She is a paddle-wheel, of 400 tons, and is specially fitted for conveying the Governor or officials. With reference to this subject the following letter has been addressed by Mr. Tidman, the secretary to the Straits Settlements Association, to the Earl of Kimberley, Secretary of State for the Colonies:—

I am requested to solicit your attention to the following paragraph in the speech of Governor Sir H. Ord, delivered in Singapore on the 23rd May last, at the opening of the Legislative Council of the Straits Settlements:—"In conveying the approval of Her Majesty's Government of the estimates for the year 1870-71, the Secretary of State informs me that the proposed expenditure of $117,000 for a new steamer is considered to be too large, and that Her Majesty's Government will endeavour to purchase a fast and commodious vessel which will answer the purpose of the Government for a much smaller sum. The conclusion has of late been forced upon me that it would have been more advantageous for the colony if the steamer had originally been ordered to be built here instead of at home. She might not have been so perfect a vessel, but time and money would have been saved, and all local requirements would have been carefully attended to Hitherto there has been no opportunity of bringing forward this idea, but I have taken advantage of that which this communication presents, and have written to the Secretary of State, pointing out that a vessel in all respects suitable for our purpose could be built on the spot for a sum not exceeding $80,000, and suggesting that it would be far better to adopt this arrangement than that in contemplation. As Her Majesty's Government have approved of my recommendation, that the present steamers shall eventually be sold as favourable opportunities offer, the actual expenditure it will entail will be considerably below this sum."

The letter which I had the honour to address to your Lordship's predecessor in office recapitulates the grounds upon which opposition has been made to the purchase of an expensive steam yacht for the Governor's use, and I am to express the great satisfaction felt by the Association that Earl Granville should have interposed to spare the colony so heavy and unnecessary an outlay as was contemplated by Governor Ord. The greatly extended and daily increasing facilities for the conveyance of public servants, mails, &c., between one part of the colony and the other, and the very moderate cost at which it is understood that the lighthouse service could be carried out by contract, make it evident that for these purposes there is no necessity for maintaining a colonial steamer at all; but I am to point out to your Lordship, that in any event the wants of the settlement would be met by the maintenance of one of the existing steamers; and that all that is required is, to dispose of the *Rainbow* and retain the *Peiho* in commission. The latter vessel was purchased by Governor Ord only so recently as 1867 for $62,000, and was then a new vessel. She has just been surveyed by officers of Her Majesty's ship *Donegal*, now on her way to England, and the ship and machinery are reported in good order, and fit for several years' service.

The Association, therefore, are unwilling to believe that Her Majesty's Government, with a full knowledge of the facts before them, will approve of the Governor's recommendation to incur so serious a loss as would be involved in the sale of the *Peiho*, a loss estimated by himself at $42,000, and that, in addition to this, they will sanction the outlay of $80,000 on a new steamer, thus further taxing the Colony to the extent of $122,000, while no more efficient steam service than already exists would be provided for it. Your Lordship is doubtless aware that the Governor's scheme has been unanimously opposed by the unofficial members of Council, and that the vote for the steamer was introduced into the Colonial estimates by the casting vote of Sir H. Ord. As for Sir H. Ord's proposal to build a new steamer under his own supervision in the Colony, at a supposed cost of $80,000, the Association, mindful of the dangerously elastic character of his former estimates (as evidenced in the expenditure on the new Government House), can only regard it as a *dernier ressort* and one undeserving of serious consideration.

It is hoped, therefore, that your lordship will see fit to forbid any further expenditure in the direction referred to, and that in event of one vessel being required in the meantime, to meet any possible exigencies of the Colonial Service, your lordship will direct the *Peiho* to be retained in commission, and the second existing steamer, the *Rainbow*, to be forthwith disposed of.

Advices from Colombo report coffee properties as greatly depressed at present. Crops are expected to be short this season, and estates of all sizes, from forty to 800 acres, are offering at prices ranging from £200 to £12,000. The low districts are at the greatest discount, and purchasers there at present rates can make very profitable investments. The favourite districts, Dimboola and Dickoya, command fancy prices even in these depressed times. The movement for the total abolition of the coffee duty in England is again active. It is said that the duty costs almost as much in collection as it realises.

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THE WAR AND THE SITUATION.

(*London and China Express*, Aug. 19.)

The spectacle of *la belle France* at the present moment is one which cannot fail to excite compassionate sympathy for the nation, at least commensurate with the indignation aroused by the mad incompetence of her Government. The war was undertaken for no righteous object, and the failure of the expedition of NAPOLEON the THIRD cannot be regarded without thankfulness; but France, though convulsed and shattered, is not yet humiliated. She owes her present sufferings to the false system under which she has too long permitted herself to be governed, and one more great reverse will probably destroy the last remains of her allegiance to the Empire. Unless some great and authentic good news be received in Paris from the camp in a few days it is believed that a revolution cannot be avoided, if, indeed, it be not anticipated by the abdication of NAPOLEON the THIRD, in imitation of the conduct of his uncle in 1814. It is lamentable to reflect that many thousands of men are doomed, according to appearance, to perish in a last and almost hopeless struggle for the rehabilitation of the Empire. But, whatever may be the result of the impending battle, France, as a nation, can never be humiliated until her capital is besieged. There is nothing to lead us to believe that Prussia would inflict this indignity upon a prostrate and mistaken foe. Such a course would be opposed, not only to humanity, but to policy. The present Lord DERBY said well, many years ago, that nothing could be more infatuated than to humiliate a Power which it was not intended finally to crush. It is impossible that France should be crushed in the sense intended. One more victory and it will be expected of King WILLIAM that he should propose terms of honourable peace. That these terms should include the abdication of the EMPEROR is hardly less likely to be required by France than insisted upon by her antagonist. The traditional policy of Prussia may also require a pecuniary indemnity for the expenses of the war; and, indeed, a sum of forty millions sterling—about the value of the bullion in the Bank of France—has already been mentioned. The exact amount of such a penalty would probably be referred to the arbitration of independent Powers; but, with her army shattered, her capital on the eve of revolution, her provinces—and even her African colony—in a state of siege, it would be better that France should empty her treasury than that the French nation should be decimated by the famine which always follows on the heels of triumphant invasion.

THE CHINA CONVENTION.

WHEN the official circular of Earl GRANVILLE—given in our impression of the 5th Aug.—was issued, the home press did not notice it, owing to the all-absorbing interest of the war, but the *Daily News* of the 16th contains the following:—

Lord Granville has exercised a wise discretion in refusing to carry out Lord Clarendon's intention of ratifying Sir Rutherford Alcock's Convention with China. After the recent murders of the French Consul and other French subjects it would have been imprudent, if not actually rash, to make any fresh concessions to the Imperial Government. If in its immediate vicinity it is incapable of insuring the safety of foreigners, what chance would there be of its doing so, even if it were disposed to do so, in remote portions of the Empire? The difficulty with respect to Mr. Burlingame's credentials, and the pretensions put forward in them by the Emperor of China, has never been cleared up. The whole of the European commercial community, both in our settlements and in the open ports, was unanimous in protesting against negotiations with him on the basis he was instructed to propose. By the Treaty of Tientsin we have accorded as much to the claims of the Chinese as is at all consistent with a due regard to the commercial interests of this country. Any further attempts at conciliation would be wholly misunderstood at Peking, and would almost inevitably lead to a renewal of those misunderstandings which have already cost us so dearly. In our past intercourse with the Chinese we have certainly not been altogether guiltless, and if our intercourse with them were only now commencing, we may assume that it would be conducted on very different principles. But as we have gained a footing in the Empire by the sword, it is by the sword that we must, for some time at least, announce ourselves prepared if necessary to maintain it. Through countless generations the Chinese have been accustomed to look upon the will of the stronger as the legitimate rule of life, and they would not understand any other argument we might lay before them for our interference. If we show a too ready inclination to listen to their demands they will attribute it to fear; the security of our trade will be jeopardised, and, what is in the long run of greater consequence, all hopes of diffusing a tincture of European civilisation among the vast hordes of the Middle Kingdom must be indefinitely postponed.

THE steamer *Edinburgh* left the Thames on the 20th inst., with part of the telegraph cable, which is to connect Penang and Madras. The *Scanderia* with the remaining portion will be despatched the first week in September, to be followed by the *William Cory*. The two last-named vessels will proceed *via* the Suez Canal.

Monetary and Commercial.

It is understood that Mr. Hargreaves, who lately failed at Shanghai, and who is now in England, has not made any arrangement with creditors here. He will return to attend the meeting of creditors in Shanghai in October. Great dissatisfaction has been expressed at Judge Hornby permitting him to leave Shanghai.

The circular of Mr. John Dent, announcing his establishment under the form of Dent and Co., Shanghai, with Messrs. Ashton and Co. as London agents, has been received.

A circular has been issued by Messrs. Barber, Nephew, and Co. announcing that Mr. Simpson, many years in the house of Messrs. Matheson and Co., will continue their business undr the style of Barber, Simpson, and Co., during the liquidation of their firm. It is impossible to say how the liquidation will result; the chief cause of the stoppage was advances on cotton.

There is some anxiety as to the vessels under the North German flag now on the way from the Far East. The only one from China is the *Paradies*, bound to Hamburg with a cargo of tea, cassia, drugs, and sundries, which has arrived safely at Scilly, having escaped the French cruisers. From Manila there are two vessels, the *Jacob Rothenburg* and *Jessie*, with sugar and hemp cargoes. From Bangkok there are two with rice cargoes, the *Max* and *Venus*. From Penang and Singapore, with general cargoes of Straits produce, the list is as follows:—

April 27	Carl and Augusto	... ...	New York
May 10	Professor	... ...	Boston
,, 14	Malabar	... ...	Philadelphia
June 4	Joseph Haydn	... ...	London
,, 18	Christel	... ...	New York
,, 28	Mercur	... ...	Boston

The tenders for £400,000 bills on India were received on Wednesday, when the amounts allotted were—to Calcutta, £299,100; to Bombay, £100,000; and to Madras, £900. The minimum price was fixed at 1s. 10d. on all the Presidencies—a further reduction of 1 per cent.—and tenders on Calcutta and Madras at 1s. 10¼d will receive about 84 per cent., and on Bombay at that price in full. These results show a moderate revival of the demand for means of remittance to the East, which was interrupted by the recent panic.

The following vessels passed through the Suez Canal from the 10th to the 16th inst.:—Outward bound—English steamers *Alonzo* and *Olga;* American steamer *Palos;* Dutch vessel *Prins Hendrik der Nederlanden;* French steamer *Byzantin;* Messageries Imperiales steamer *Hoogly*, and his Imperial Majesty's vessels *D'Assas* and *Justine*. Homeward bound—English steamers *United Service, Alhambra, Craigforth*, and *Blue Cross;* Austrian Lloyd's steamer *Apis;* Egyptian steamer *Doussouk;* and his Imperial Majesty's vessels *Amorique* and *Aveyron*.

The amount of bullion by the P. and O. Company's steamer *Delta*, from Southampton on the 20th inst., was:—In silver, to Hong Hong, £24,479.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th August, 1870, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th August, 1870, 4,697,663 yards; for the twelve months, 50,427,789 yards; for the twelve months, 1869, 47,401,890 yards; for the twelve months 1868, 68,560,511 yards. Increase for 1870 against 1869, 3,026,399 yards.

COLOURED COTTONS.—Export for the month ended 16th August, 1870, 863,334 yards; for the twelve months, 4,635,314 yards; for the twelve months, 1869, 1,450,539 yards; for the twelve months, 1868, 2,085,157 yards. Increase for 1870 against 1869, 3,184,775 yards.

PRINTED COTTONS.—Export for the month ended 16th August, 1870, 166,765 yards; for the twelve months, 2,035,438 yards; for the twelve months 1869, 1,162,482 yards; for the twelve months, 1868, 1,879,069 yards. Increase for 1870 against 1869, 872,956 yards.

COTTON YARN.—Export for the month ended 16th August, 1870, 834,186 lbs.; for the twelve months, 7,663,415 lbs.; for the twelve

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months 1869, 5,243,750 lbs.; for the twelve months 1868, 7,469,188 lbs. Increase for 1870 against 1869, 2,419,665 lbs.

Value.—For the month ended 16th August, 1870, £149,000; for the twelve months, £1,537,478; for the twelve months 1869, £1,286,689; for the twelve months 1868, £1,860,453. Increase for 1870 against 1869, £250,789.

SHANGHAI.

Plain Cottons.—Export for the month ended 16th Aug., 1870, 19,781,034 yards; for the twelve months, 240,878,048 yards; for the twelve months 1869, 247,626,075 yards; for the twelve months 1868, 224,369,983 yards. Decrease for 1870 against 1869, 6,748,027 yards.

Coloured Cottons.—Export for the month ended 16th Aug., 1870, 1,220,953 yards; for the twelve months, 14,070,944 yards; for the twelve months 1869, 11,155,837 yards; for the twelve months 1868, 8,523,422 yards. Increase for 1870 against 1869, 2,915,107 yards.

Printed Cottons.—Export for the month ended 16th Aug., 1870, 185,732 yards; for the twelve months, 6,481,924 yards; for the twelve months 1869, 3,213,514 yards; for the twelve months 1868, 5,259,495 yards. Increase for 1870 against 1869, 3,268,410 yards.

Cotton Yarn.—Export for the month ended 16th Aug., 1870, 14,800 lbs.; for the twelve months, 582,340 lbs.; for the twelve months 1869, 482,423 lbs.; for the twelve months 1868, 256,000 lbs. Increase for 1870 against 1869, 99,917 lbs.

Value.—For the month ended 16th Aug., 1870, £299,212; for the twelve months, £4,397,105; for the twelve months 1869, £4,529,730; for the twelve months 1868, £3,978,040. Decrease for 1870 against 1869, £132,625.

JAPAN.

Plain Cottons.—Export for the month ended 16th August, 1870, 1,885,366 yards; for the twelve months, 20,872,568 yards; for the twelve months 1869, 19,904,783 yards; for the twelve months 1868, 23,536,176 yards. Increase for 1870 against 1869, 967,785 yards.

Coloured Cottons.—Export for the month ended 16th August, 1870, 99,562 yards; for the twelve months, 2,647,933 yards; for the twelve months 1869, 1,499,385 yards; for the twelve months 1868, 2,047,085 yards. Increase for 1870 against 1869, 1,148,548 yards.

Printed Cottons.—Export for the month ended 16th August, 1870, 170,864 yards; for the twelve months, 1,002,988 yards; for the twelve months 1869, 833,788 yards; for the twelve months 1868, 580,007 yards. Increase for 1870 against 1869, 169,200 yards.

Cotton Yarn.—Export for the month ended 16th Aug., 1870, 544,666 lbs.; for the twelve months, 8,639,547 lbs.; for the twelve months 1869, 6,218,534 lbs.; for the twelve months 1868, 4,285,621 lbs. Increase for 1870 against 1869, 2,421,013 lbs.

Value.—For the month ended 16th August, 1870, £72,847; for the twelve months, £1,003,704; for the twelve months 1869, £793,518; for the twelve months 1868, £735,005. Increase for 1870 against 1869, £210,186.

SINGAPORE AND PENANG.

Plain Cottons.—Export for the month ended 16th August, 1870, 6,013,370 yards; for the twelve months, 67,614,254 yards; for the twelve months 1869, 47,002,912 yards; for the twelve months 1868, 62,092,869 yards. Increase for 1870 against 1869, 20,611,342 yards.

Coloured Cottons.—Export for the month ended 16th August, 1870, 578,185 yards; for the twelve months, 8,568,995 yards; for the twelve months 1869, 4,895,774 yards; for the twelve months 1868, 5,355,141 yards. Increase for 1870 against 1869, 3,673,221 yards.

Printed Cottons.—Export for the month ended 16th August, 1870, 95,927 yards; for the twelve months, 6,068,474 yards; for the twelve months 1869, 3,041,859 yards; for the twelve months 1868, 2,782,500 yards. Increase for 1870 against 1869, 3,026,615 yards.

Cotton Yarn.—Export for the month ended 16th August, 1870, 91,705 lbs.; for the twelve months, 2,909,889 lbs.; for the twelve months 1869, 1,350,318 lbs.; for the twelve months 1868, 2,621,586 lbs. Increase for 1870 against 1869, 1,559,571 lbs.

Value.—For the month ended 16th August, 1870, £109,283; for the twelve months, £1,562,118; for the twelve months 1869, £1,037,250; for the twelve months 1868, £1,339,649. Increase for 1870 against 1869, £524,868.

BATAVIA.

Plain Cottons.—Export for the month ended 16th August, 1870, 1,611,195 yards; for the twelve months, 14,454,061 yards; for the twelve months 1869, 14,373,386 yards; for the twelve months 1868, 17,750,351 yards. Increase for 1870 against 1869, 80,675 yards.

Coloured Cottons.—Export for the month ended 16th August, 1870, 985,849 yards; for the twelve months, 10,298,021 yards; for the twelve months 1869, 6,625,881 yards; for the twelve months 1868, 7,576,368 yards. Increase for 1870 against 1869, 3,672,140 yards.

Printed Cottons.—Export for the month ended 16th August, 1870, 517,320 yards; for the twelve months, 7,219,891 yards; for the twelve months 1869, 4,856,873 yards; for the twelve months 1868, 7,975,656 yards. Increase for 1870 against 1869, 2,363,018 yards.

Cotton Yarn.—Export for the month ended 16th August, 1870, 49,500 lbs.; for the twelve months, 342,960 lbs.; for the twelve months, 1869, 466,530 lbs.; for the twelve months 1868, 623,140 lbs. Decrease for 1870 against 1869, 123,570 lbs.

Value.—For the month ended 16th August, 1870, £63,521; for the twelve months, £613,452; for the twelve months, 1869, £544,481; for the twelve months 1868, £743,826. Increase for 1870 against 1869, £63,021.

MANILA.

Plain Cottons.—Export for the month ended 16th August, 1870, 2,278,494 yards; for the twelve months, 21,463,186 yards; for the twelve months 1869, 15,788,000 yards; for the twelve months 1868, 16,794,128 yards. Increase for 1870 against 1869, 5,675,186 yards.

Coloured Cottons.—Export for the month ended 16th August, 1870, 925,348 yards; for the twelve months, 10,175,009 yards; for the twelve months 1869, 12,998,743 yards; for the twelve months 1868, 12,962,284 yards. Decrease for 1870 against 1869, 2,823,464 yards.

Printed Cottons.—Export for the month ended 16th August, 1870, 231,915 yards; for the twelve months, 1,568,180 yards; for the twelve months 1869, 1,287,405 yards; for the twelve months 1868, 869,217 yards. Increase for 1870 against 1869, 280,775 yards.

Cotton Yarn.—Export for the month ended 16th August, 1870, 101,129 lbs.; for the twelve months, 371,220 lbs.; for the twelve months 1869, 211,764 lbs.; for the twelve months 1868, 359,113 lbs. Increase for 1870, against 1869, 159,456 lbs.

Value.—For the month ended 16th August, 1870, £41,856; for the twelve months, £621,240; for the twelve months 1869, £407,211; for the twelve months 1868, £744,140. Increase for 1870 against 1869, £14,029.

CEYLON.

Plain Cottons.—Export for the month ended 16th August, 1870 727,609 yards; for the twelve months, 22,817,648 yards; for the twelve months 1869, 20,654,125 yards; for the twelve months 1868, 22,879,915 yards. Increase for 1870 against 1869, 2,163,523 yards.

Coloured Cottons.—Export for the month ended 16th August, 1870, 85,800 yards; for the twelve months, 2,323,405 yards; for the twelve months 1869, 978,311 yards; for the twelve months 1868, 806,843 yards. Increase for 1870 against 1869, 1,345,094 yards.

Printed Cottons.—Export for the month ended 16th August, 1870, 10,140 yards; for the twelve months, 2,543,255 yards; for the twelve months 1869, 3,020,969 yards; for the twelve months 1868, 1,797,901 yards. Decrease for 1870 against 1869, 477,714 yards.

Cotton Yarn.—Export for the month ended 16th August, 1870, 6,346 lbs., for the twelve months, 450,463 lbs.; for the twelve months 1869, 275,560 lbs.; for the twelve months 1868, 506,577 lbs. Increase for 1870 against 1869, 174,903 lbs.

Value.—For the month ended 16th August, 1870, £14,468; for the twelve months, £552,080; for the twelve months 1869, £443,882; for the twelve months 1868, £464,082. Increase for 1870 against 1869, £108,198.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From Shanghai to London, per Dartmouth, entered August 6.—1 case merchandise—Pickford and Co.; 2 cases merchandise—E. S. Palmer; 1 case merchandise—Frith, Sands and Co.; 6 cases merchandise—Dickson and Co.; 2 cases merchandise—Borneo Company; 1 case merchandise and 1 package tea—C. Matthaei; 7 packages tea—Fearon and Co.; 22 packages tea—Edmunds and Harris; 30 cases merchandise (in transit), 70 cases merchandise, 2 casks beer, 3 packages tea, 1039 bales hemp, 881 boxes, 70 chests gall nuts, 19 boxes rhubarb, 125 bales 5 packages silk, 100 bundles china grass, 11,188 packages tea—Order.

From Hankow (*via* Suez Canal) to London, per Diomed (steamer), entered August 6.—Tea: 797 chests, 799 boxes (in transit), 11,523 chests, 5243-½ chests, 1736 packages, 497 boxes—Order; 3,055 chests—L. Reiss, Bros. and Co.; 100 chests (in transit)—J. Huth and Co.; 110 chests (in transit)—C. Matveieff and Co.; 356 chests—Tesdorff and Co.; 1 parcel sundries—London Wesleyan Mission; 1 chest 24 packages tea, 5 cases ginger—Master.

From Hankow (*via* Suez Canal), to London, per Agamemnon (steamer), entered August 13.—Tea: 400 chests—Dowie and Co.; 200 chests—Forbes, Forbes, and Co.; 241 chests—Brown, Shipley, and Co.; 2 chests—Master; 3592 chests—Reiss Bros. and Co.; 990 half-chests in transit—Matveieff and Co.; 504 half-chests in transit—Huth and Co.; 3121 chests 5074 half-chests in transit, 14,363 chests 3128 half-chests 5 packages 1893 boxes—Order.

From Singapore to London, per Gladiateur, entered August 13.—1623 bags pepper, 1390 bales gambier, 235 boxes cutch, 2575 bales rattans, 766 pieces buffalo hides, 26 baskets india-rubber, 1787 bags pepper, 94 bags oil seed, 4675 pieces buffalo horns, 674 bales gambier, 877 bags sago, 272 bags tapioca, 16 casks tallow, 11 boxes dragon's blood—Order.

SHIPPING POSTSCRIPT.

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Arrivals not in the Tables.—Aug. 4, at New York, from Singapore, Alexander; previous to Aug. 18, from Colombo, Blencathra; 22, at London, from Colombo, Emma Ash (str.)

Departures.—Aug. 18, from London for Penang, &c., Edinburgh (str.); from Rotterdam for Batavia, Æolus; 19, from London, for Hong Kong (*via* Suez Canal), Celia (str.); for Yokohama, Solent; for Newcastle and Yokohama, Crest of the Wave; from Amsterdam, for Batavia, Kosmopoliet; 20, from London, for Ceylon, Hercules; for Cardiff and Shanghai, Windsor Castle.

Casualties.—The Azia, Boncker, from Batavia to Amsterdam, put into Simon's Bay 15th July, making six inches of water per hour, and with bow stove, some sheets of copper off, and several men laid up. She had been detained on the coast from 17th June by stress of weather, and been blown off to lat. 36 S., long. 18 E., where she experienced a hurricane.

Laid On.—At London, for Hong Kong, Assyrian; at Liverpool, for Colombo, &c. (*via* Suez Canal) Historian (str.), Atholl (str.)

Miscellaneous.—At St. Helena, July 17, Max, Malgraf, from Bangkok, for Falmouth; 19, Hendrik Ido, Ambacht, Byl, from Batavia, for Rotterdam; 20, Aeroliet, Dirksen, from Batavia, for Rotterdam; 20, Chieftain, Blacklock, from Hong Kong, for Halifax; Princess of Wales, Gardner, from Colombo, for London; 21, Khorasan, Wilson, from Manila, for England; Teesdale, Scarrow, from Colombo, for London; Flolden, Norman, from Colombo, for Havre; Friesland, Sipkes, from Samarang, for Amsterdam; 22, Stad Leyden, v. d. Poll, from Batavia, for Amsterdam; 23, Onrust, Weissenbruch, from Penang, for London; 28, Grand Duchess, Coster, from Colombo, for London; 20, Jacoba Helena, Immerzeel, from Batavia, for Rotterdam. Off St. Helena: July 19, Heredia, from Manila. At Table Bay: July 8, Alaska, Blake, sailed for China. At Simon's Bay: July 15, Azia, Boncker, from Java; July 6, Colorado, Rogers, sailed for China.

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ARTICLES OF IMPORT.

TEA.

The Public Sale which commenced on the 16th comprised 28,813 packages, 25,703 packages being without reserve, and included 1,884 packages New Season's Congou, ex Agamemnon, printed "without reserve," which sold on the average fully 1d. per lb. over private contract prices, viz., from 1s. 7¼d. to 1s. 8¾d. per lb. for chests, and 2s. 0¼d. to 2s. 0¾d. per lb. for boxes.

Foo Chow Congous: Fair to good leafy siftings have been sold at 6½d. to 7d. per lb.; broken leaf is still quoted at 8d. to 9d., and inferior common at 9d. to 10d. per lb.; common to good common realised in public sale 10¼d. to 11½d., and fair 1s. per lb.; Black Leaf Congous: Some very low siftings have been sold by auction at 2¼d. to 2¾d., and a parcel of inferior common Congou at 8¼d. per lb.; common may be quoted at 10d. to 11d. per lb., and good common to fair, 11¼d. to 1s. per lb.; but these prices are quite nominal. In New Season's sales have been made showing a heavy decline on opening rates, and present quotations are: for good medium to fine, 1s. 6d. to 2s. per lb.; finest, 2s. 2d. to 2s. 4d. per lb., with very little business doing, owing to the Public Sale. Tayshan Congous: In these descriptions we have nothing new to report. Souchongs and Oolongs are without alteration. Scented Teas: Several parcels of low Canton Scented Orange Pekoe realised at Auction 5d. to 6d. per lb., and Scented Caper 5d. to 6¾d. Some few parcels of very fine extra curious New Season's, ex Overland, have been sold: Scented Orange Pekoe at 3s. to 3s. 9d., and Scented Caper at 3s. 6d. Green Teas: 6,317 packages included in the present sale have realised for Gunpowder: common 1s. to 1s. 2d.; fair to medium, 1s. 4d. to 1s. 6¼d., and fine, 2s. 7¾d. to 2s. 10¼d. Hyson: common 9¾d. to 10d. per lb.; fair, 1s. 1¾d.; medium, 1s. 5¼d. to 1s. 8d. Young Hyson: common, 7½d. to 10¾d.; medium, 1s. 5d., which show no alteration, except for the commoner grades, and these are about 1d. to 1¼d. per lb. lower.

SILK.

There is no new feature in the Silk market beyond its being a shade firmer; a small daily business is doing at about the same rates as last quoted, but importers generally do not feel at all disposed to sell their new China Silk at the current rates; 24s. 6d. has been offered and refused for new Red Peacocks. Country manufacturers are evidently in want of Silk, and only await some definite range of prices to operate. Deliveries are quite as good as could be expected; say from 1st to 17th instant, 1,017 Chinas, 218 Cantons, 216 Japans, and 155 Bengals total, 1,606 bales.

COFFEE.

The market for Ceylon exhibits no change, so far as regards the ruling prices, which nominally maintain the low range established some time since; but holders evince considerable firmness in withholding supplies from the market, and there have been consequently no parcels offered at the public sales. That the lowest point has in all probability been reached is evidenced by the business transacted privately, all parcels sold obtaining prices on a par with those quoted for last mail. The sales in this way amount to about 10 casks good colory Plantation at 71s. 6d., and about 1,000 bags Native at 50s. for bold, and 46s. 6d. to 47s. for good ordinary. In other East India nothing has been done. The week's landings, which consist chiefly of Ceylon and Costa Rica, are only about one-half the large amount of last year; the deliveries have also fallen off to a considerable extent, being 550 tons less than last year, and the deficiency in the stock is enlarged to 1,900 tons. Stock, August 6, 22,461 tons against 23,645 tons.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation 286,739 cwt., against 276,877 cwt. at the corresponding date of 1869; Native, 20,684 cwt., against 39,610 cwt. The quantity afloat for the Continent is 22,952 cwt. Plantation, against 8,252 cwt., and 9,031 cwt. Native, against 11,038 cwt. The quantity of Coffee landed in the thirty-two weeks ended Aug. 13, 1870, was, of Ceylon, 22,328 tons, against 24,279 tons during the corresponding period of 1869; of all descriptions, 37,559 tons, against 43,952 tons. The quantity entered for home consumption was, of Ceylon, 6,578 tons, against 6,955 tons; of all descriptions, 11,529 tons, against 11,580 tons. The quantity exported was, of Ceylon, 17,427 tons, against 15,506 tons; of all descriptions, 27,431 tons, against 26,879 tons. The stock on Aug. 13 was, of Ceylon, 12,187 tons, against 12,807 tons; of all descriptions, 22,818 tons, against 27,731 tons.

SUGAR.

Great dulness continues to prevail in the market, and the business done has been smaller than for a long time past. Prices show a further fall, and are in most cases 6d. lower than those of a week ago. East India kinds are still withheld, and the only sale to report is of 1,212 baskets good and fine strong yellow Java (duty 5s. 3d.) at 31s. to 31s. 6d., a few lots at 32s. The weekly imports in the two years are much alike, the deliveries for the week are the largest for many weeks, the increase taking place in British West India and Manila, and being 600 tons in excess of last year's, the surplus in the stock is again lessened, being now 18,200 tons. Stock, August 6, 104,192 tons, against 85,093 tons.

The quantity of Sugar landed in the thirty-two weeks ended Aug. 13, 1870, was—of Penang, 2,277 tons, against 2,101 tons in the corresponding period of 1869; of Manila, Java, and China, 14,360 tons, against 22,247 tons; the quantity entered for home consumption was, of Penang, 1,565 tons, against 1,593 tons; of Manila, Java, and China, 16,191 tons, against 10,612 tons. The quantity exported was, of Penang, 95 tons, against 77 tons; of Manila, Java, and China, 1,825 tons, against 828 tons. The stock on Aug. 6 was, of Penang, 2,947 tons, against 760 tons; of Manila, Java, and China, 32,134 tons, against 39,371 tons.

Coir Goods.—At the last sales the small quantities offered were all taken off, the better qualities of yarn, fibre, and rope being fully sustained, other sorts bringing previous rates. 34 tons Ceylon Yarn sold, very common to common at £17 to £19; medium to good medium at £22 to £26.

Cocoa-nut Oil.—The market is quiet at last quoted rates, viz., £36 10s. to £37.

Cutch.—Fine Pegu has sold at a further advance, 600 boxes having been taken at 20s. 6d. per cwt. We note, also, the sale of 100 boxes good Pegu from Singapore at 19s. 3d.

Camphor.—Prices for Chinas show a decline of 4s. to 5s.; of 313 cases in lead offered 116 cases sold, fair at 71s. 6d. to 72s., more or less wet with sea water at 71s. 6d. to 71s. Nothing doing in Japan.

Gums.—Benjamin; of 80 cases Sumatra offered 10 cases sold—good seconds £9 to £9 5s., ditto rather streaky £9, good fair £8 12s. 6d., fair mixed with dark £7 5s., the remainder being withdrawn or bought in at £7 7s. 6d. to £8 10s., almondy thirds 85s.; 14 cases Siam were bought in—firsts, glassy block mixed with dark to good at £19 to £22 10s., seconds at £15, thirds at £10. In other Gums there have been no transactions.

Hides.—At yesterday's sales 755 Ceylon, sold—light 6½ to 6¾ lb. at 5½d. Of 4,129 Penang offered 2,807 sold—light 6¾ lb. at 8d., heavy 8½ to 9¾ lb. at 6d., extra 12¾ lb. to 13½ lb. at 6d. to 6½d., small 4¾ lb. at 6½d., thirds 5d., fourths 4d.

Hemp.—There has been a limited business in Manila since our last report, at the former quotation of £57 for fair roping.

Japan Wax.—The only parcel offered, 10 boxes good saucers, was bought in at 75s. per cwt.

Pepper.—Prices have advanced; in Black business has been done in Penang, afloat at 4¾d., which is now refused as is 4¾d. for Singapore; on the spot the only sale has been 230 bags sea damaged Penang, first class quality, at 4¾d. to 4¾d. Of White the sales have been 78 bags Singapore, import 1868 at 5¾d. to 6d., and 56 bags Penang at 5¾d. to 5¾d.

Rice.—The inquiry continues very limited, but as sales are not pressed prices are nominally maintained. The only sale reported consists of 2,500 bags garden Siam at 8s. 3d. Landed last week, 1,803 tons; delivered (exclusive of the quantity ex ship), 981 tons; stock, 39,108 tons, against 48,324 tons at this time last year.

Rhubarb.—Of 113 chests China offered 51 chests sold, fair to good fair at 2s. 9d. to 3s. 6d., one lot middling at 1s. 10d.

Roots.—35 bales China were bought in at 40s., and 20 bales fair Colombo rather wormy at 35s.

Soy.—There have been no sales; 32 casks China offered were bought in at 2s. 6d. per gallon.

Spices.—Cloves: 100 bales Zanzibar were offered, and bought in at 3½d., and 40 bags Amboyna at 6d. to 6½d. Nutmegs have sold steadily; 34 cases Singapore, 106 nuts to the lb., import 1864, sold at 2s.; of 36 cases Penang offered one-half sold, 81's at 2s. 7d.; salvage ex Benvenue at 1s. 2d. to 1s. 3d. Mace: Of 7 cases Java offered 1 case very ordinary sold at 2s. 5d., the remainder being bought in at 2s. 11d.; 2 cases Penang salvage sold at 2s. 5d.

Sago.—There is somewhat more activity; at auction 100 cases good small Singapore were bought in at 18s. 6d., and 64 bags greyish at 17s. 6d.; of 412 bags Borneo offered 200 bags sold—good small at 18s. 6d., medium at 18s., brown being bought in at 15s.; the remaining portion was subsequently taken at 18s. 6d. for fine small, and 18s. for medium.

Tapioca.—At public sale 73 bags Singapore sold at 2d. Of 83 bags Singapore Pearl offered one-half sold—fine small at 23s.

Tin.—The market for Straits is quiet, but steady, at the last quoted price— £128 per ton; Banca rules at £130, Billiton at £127.

NEW YORK MARKET REPORT.

TEA.

The following is from Messrs. Beebe's Circular, dated 29th July:—Our last report of the tea market was under date of July 15, since which sales have been made from first hands to the extent of 5,800 hf.-ch Green, 2,200 hf.-ch Oolong, and 3,200 hf.-ch Japan, the latter including about 2,000 hf.-ch choice, new crop goods to arrive *via* Panama. Shortly after the despatch of the last mail, an increased inquiry from the trade generally for teas was observable. This would doubtless have led to considerable business, and on better terms for importers, but for the War news from Europe and consequent rise in gold here. At the close no sufficient advance in currency values has been realised, to meet the increased cost of gold, and the trade are now operating with extreme caution, and only to meet passing wants. The Surprise from Shanghai, and Cœur de Lion from Yokohama have arrived since our last. We revise our quotations for this mail to correspond with prices accepted for the recent sales.

The following are the current quotations:—Greens (Moyune, Twanki and Fychow): Gunpowder, common to good, 55c. to 95c.; fine to finest, 70c. to 120c.; Imperial, common to good, 48c. to 90c.; fine to finest, 55c. to 105c.; Young Hyson, common to good, 40c. to 80c.; fine to finest, 42c. to 110c.; Hyson, common to good, 47c. to 75c.; fine to finest, 52c. to 88c.; Hyson Skin, 35c. to 45c.; Foochow Oolongs, common and good, 48c. to 54c.; superior and fine, 56c. to 65c.; finest, 70c. to 90c.; Amoy Oolongs, common and good, 46c. to 53c.; superior and fine, 55c. to 63c.; finest, 67c. to 72c.; Souchong and Congou, common and good, 40c. to 50c.; superior and fine, 54c. to 63c.; finest, 65c. to 85c.; Japans, common, 55c. to 58c.; medium, 62c. to 64c.; fine and finest, 70c. to 77c.; choice, 80c. to 85c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to July 27, 1870, were as follows:—Greens, 17,139,265 lbs.; Japans, 7,782,390 lbs.; Souchongs, 2,408,937 lbs; Oolongs, 8,203,853 lbs.; other sorts, 154,464 lbs.; total, 35,688,909 lbs. The stock on Jan. 1 was 9,866,167 lbs.; which, added to the above total, gives a result of 45,555,076 lbs. Subtracting from this total the exports from Jan. 1 to July 27, 3,174,116 lbs., and the withdrawals for home consumption during that period, 23,390,325 lbs., there remains a

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total of 18,990,635 lbs., representing the stock on the last-named date. The receipts from July 13 to July 27 amounted to 2,118,285 lbs.; the withdrawals for home consumption to 1,236,351 lbs.; and the exports to 181,777 lbs.

Coffee.—The market for Brazil presents the same features as when we last reported, viz., a fair demand for prime and good qualities, and an absence of inquiry for common sorts. For East India there is not much demand; the prices realised at an auction sale of Java showed a decline of over one cent per lb. gold, as compared with those previously ruling. Of the invoice per Auburn, only 200 mats were disposed of under the hammer; subsequently the remainder of the offering, say, 15,244 mats, was disposed of on terms not made public. Other offers at auction have been 1,352 mats Padang per Zeebloem, sold at 19½c. to 20c. gold, 30 and 60 days' prompt, and 200 mats per Auburn at 19 1-3 to 21 1-3 gold, 60 days' prompt. By private contract sales are reported 2,850 mats Padang per Zeebloem, 180 bags Java, and 200 mats Singapore per Abbie Clifford on private terms. The closing quotations are :—Java, 19½c. to 22c.; Singapore, 18c. to 18½c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. gold. The stock of Manila on the 1st July was estimated at 1,700 bags, against 6,769 bags on July 1, 1869; of Java (Government), at 850 bags, against 1,995 bags; of Java mats, 49,362, against 66,691 bags; of Ceylon, 250 bags, against 1,884 bags; of Singapore, 5,171 bags, against *nil*.

Camphor.—China is quoted 18c. gold (in bond).

Essential Oils.—Aniseed is quoted $2 to 2.5; Cassia, $1 to 1.25 gold.

Fire Crackers.—There is no demand, and prices are nominal.

Gambier.—The current quotation is 3¾c. gold (duty paid).

Gunny Cloth.—The market is quiet at 31½c. to 32c. for Borneo.

Hemp.—The market for Manila is very dull, and prices continue to show a downward tendency. Shortly after our last report sales were effected of 1,140 bales medium quality at 12¾c. gold, and 1,000 bales on private terms, but at the close there is no inquiry and the nominal quotations are 11¾c. to 12c. The stock of Manila on the 1st August was estimated at 16,934 bales, against 3,600 bales at the corresponding date of 1869, and 26,680 bales in 1868. The imports into the United States from the 1st January to the 31st July, 1870, were 88,353 bales, against 61,235 bales during the corresponding period of last year, and the quantity afloat on the 31st July was 33,045 bales, against 60,952 bales at the same date last year.

Indigo.—A limited business has been done in Manila at previous rates; the sales are 10 cases only at $1.15 to 2.30 currency.

Preserved Ginger.—China is quoted $8 to 11 currency (duty paid).

Rhubarb.—The quotation for China is $1 to 2.50 currency) duty paid.

Rice.—There is a fairly active inquiry for all kinds both Native and Foreign, and prices are without change. Of Rangoon we note sales to the extent of 4,600 bags at $7.25 to 7.50 gold, duty paid, and 2,700 bags at $3.25 to 3.50 in bond.

Sugar.—The inquiry is limited to immediate requirements, but stocks are firmly held and prices are maintained; we note the sale of 9,000 bags Manila at 8¾c.

Spices.—There is scarcely any stock in first hands—an invoice of Pepper, a little Ginger, and a small lot Nutmegs embraces all, so that the market for whole parcels is necessarily quiet. In a jobbing way there is a moderate business at firm prices. Pepper is most in request, and remains steady at 27 cents gold. We notice sales, in lots, of 400 cases Nutmegs at $1.7½ to 1.10; 20 do. Mace, $1.22½ to 1.30; 700 to 800 bags Pepper, 27 cents; 100 do. Ginger, 11¼ to 11¾; 150 do. Pimento, 18½ to 19; 200 to 300 bales Cassia, 47; 150 do. Cloves, at 25¾, all gold.

Tin.—The market for Straits, owing to unsatisfactory reports from London and Holland, is dull and prices have declined; the current quotations at the close are—Straits, on the spot, 36c. to 36½c.; afloat, 35c. to 35½c. Banca, 38c. gold.

SAN FRANCISCO MARKET REPORT.

Coffee.—There is nothing doing in East India kinds.

China Matting.—Imports from January 1st to July 15th: 82 bales, 3,478 rolls. There is but a limited inquiry for any description, and prices, therefore, largely nominal.

Gunny Bags.—Imports from January 1st to July 15th: 299 bales. There is no stock here in first hands, and the limited supply remaining is for the most part controlled by a single house, now jobbing the same at 23c. to 25c. for double and single sowed.

Rice.—Imports from January 1st to July 15th: China, 9,129,491 lbs 28,096 mats. There continues to be a good healthy trade in progress, but no round purchases are reported. The general tendency of the market is upwards. We quote China at 6c. to 6¾c.; Siam, 5¾c.

Tea.—Imports from January 1st to July 15th: China, 352,475 lbs., 1,085 packages; Japan, 774,000 lbs., 7,426 packages. There continues a good steady trade requirement for Japans, with sales of several hundred cases of 5 lb. and 10 lb. caddies, at 70c. to 75c. Shipments by rail continue to go overland almost daily, in response to interior orders.

SHIPPING.

Arrivals.—July 22, at Boston, from Yokohama, Alphonsine; 25, at San Francisco, from Hong Kong, Sardis; 29, at New York, from Ilo Ilo, Galatea; 30, from Manila, Tewkesbury; Aug. 2, from Shanghai, Banian; from Padang, Candati; 4, from Singapore, Alexandra.

Departure.—Aug. 2, from New York, for Hong Kong, Homer.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Aug 12	Agamemnon (str.) ...	Middleton	Hankow, via Canal...	London
— 11	Elliotts	Douglas.....	Singapore	Hamburg
— 11	Baron v. Heemstra...	—	Banjoewangie	Zierikzee

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug 11	Hedwig.....	Lundsten	Batavia & Sourabaya	London
— 11	Callisto	Winchester ...	Singapore	Do.
— 11	Hugh Bourne	—	Galle	Shields
— 12	Otter	Croscombe ...	Singapore & Sarawak	London
— 12	Mount Vernon	—	Singapore	Liverpool
— 13	Loudoun Castle	Thyne	Shanghai	London
— 16	Alejandro	Ariza	Manila	Glasgow
— 12	Woodville.....	Laurence	Singapore	Cardiff
— 16	Macedon	Summerfield...	Colombo, &c.	London
—	Alblasserdam	Willemse	Singapore	Rotterdam
Jly. 21	Bengal	Burgess	China	Rio de Janeiro
Aug 17	Mirella	Pitt.....	Hong Kong	London
— 17	Albuera.....	Moore.....	Shanghai	Do.
— 17	Elgin (str.), via Canal	Hutton	Peng, Singap., Hong Kong, & Shanghai	Liverpool

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At London.—For Yokohama and Hiogo: Pride of the Thames. For Yokohama: Lothair, Benmore, Solent, Eastern Chief. For Hiogo and Nagasaki: James Paton, Lunan. For Shanghai: Antipodes, Dartmouth, Seatoller. For Hong Kong: Neville, Western Chief, Sir Harry Parkes. For Hong Kong (via Suez Canal): Cella (str.). For Singapore, &c. (via Suez Canal): Scanderia (str.). For Singapore and Penang (via Suez Canal): Wm. Cory (str.). For Penang: Bristow. For Penang, &c.: Edinburgh (str.). For Singapore, Hong Hong, Shanghai, and Japan (via Suez Canal): Erl King (str.). From Bangkok: Anita, Aurora. For Colombo: Palmerston, Scawfell. For Colombo, &c.: Langstone.

At Liverpool.—For Yokohama: Grenadier. For Nagasaki and Hiogo: Dolphin. For Shanghai: Sarah Nicholson. For Hong Kong: Golden Sea. For Manila: Victoria. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Diomed (str.), Bengal (str.). For Singapore, Saigon, Bangkok, and Hong Kong (via Suez Canal): Una (str.). For Batavia and Sourabaya: Stavers.

At Glasgow.—For Penang, Singapore, Hong Kong, and Shanghai (via London and Suez Canal): Lord of the Isles (str.). For Ilo Ilo: Priam. For Batavia and Souraba: County of Argyle. For Singapore: Lochleven Castle. For Galle and Colombo: Mary E. Ray.

SPOKEN.

Nicolaas Witsen (Dut. brq.), Amstdm. to Batavia, July 1, 3 S., 32 W.
Acoba Helena, Batavia to Rotterdam, July 2, 35 S., 20 W.
Lady Cecilia (brq.), Cowes to Singapore, 14 days out, 44 N., 13 W.
Lettice Catherine, Cardiff to Galle, July 8, 11 N., 26 W.
Shields (brq.), Shields to Galle, Aug. 2, 46 N., 10 W.
A Dutch ship, Amstdm. to Batavia, 38 days out, July 1, 6 S., 33 W.
George Shotton (brq.), Shields to China, June 11, 7 N., 23 W.
Clara Anna Maria (Dut. brq.), Rotterdam to Batavia, 30 days out, June 6, 10 N., 25 W.
Dartmouth (British brq.), Nagasaki to N. York, May 6, in Java Sea.
Ocean Beauty (brq.), London to Colombo, July 11, 10 N., 29 W.

FREIGHTS AND CHARTERS.

Considerable dulness still prevails in berth freights to the Eastern ports for sailing vessels; steamers load more freely; coal freights from the Northern outports are without change.

Current rates of freight for vessels on the berth: To Yokohama: 32s. 6d. weight, 45s. meast.; per steamer, via Suez Canal, 120s. weight: 113s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Koug: 35s weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penant: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30 meast.; per steamer, via Suez Canal, 70s. weight, 60s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—For Hiogo: £35. For Galle: £25. From Newport, Cardiff, or Swansea per ton.—For Hiogo: £1 15s. For Shanghai: £1 16s. For Singapore: £1 7s. For Galle: £1 6s.

CASUALTIES.

Advices from New York, dated August 4, state that the Sardis, Cunningham, from Hong Kong, which arrived at San Francisco July 25, had experienced a heavy typhoon off Formosa, during which she had sails split.

The Gladiateur, Leconteur, from Singapore, which arrived at London Aug. 13, reported that on 7th April she got aground on the Merapie Bank, but was warped off without damage, after losing a kedge anchor and hawser; she also experienced a cyclone, which lasted thirty-six hours, during which she lost quarter-boat and carried away bulwarks, sails, and everything moveable from the decks.

MISCELLANEOUS.

At Gibraltar.—Aug. 11, Emma Ash (str.), Parker, from Galle, and cleared for London.

At Malta.—Aug. 9, Ercillia (str.), Liley, from London, left for Singapore, China, &c. (via Suez Canal); July 31, Prins Hendrik der Nederlanden (str.), Meyer, from Amsterdam, for Java.

At Port Said.—July 30, Donnai (str.), Bouron, from Marseilles, and left for Cochin China; Aug. 10, Alonzo (str.), from Liverpool, for Singapore, China, &c.

The Paradies (N. German vessel), Popp, from Macao, which arrived at Scilly Aug. 4, is detained there on account of the war.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Tin Plates.	Spelter.	Zinc.	Steel.	Shot.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Tar and Pitch.	Earthenware & Glass.
				Tns.	Tons	Tons.	Tns.	Bxs	Tns.	Tns.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	Brls.	£
Seafield	Colombo	London.	July 26	...	80	...	2	27	...	...	...	...	197	896	353156 &£600	15400	...	...	...	630	6346 &£17	...	453	74	1429	...	2310	680	519	1579	1382	39	2107	...	106	1004
John O'Gaunt	Hong Kong	,,	Aug. 5	241	...	8	125	...	...	...	...	...	...	30	235000 &£1400	94500	1710	...	...	1285	68250	...	108	62	495	144	...	...	420	1501	£75	58	...	210	...	113 & 922 cs
Malacca	Shanghai	Livrpool	,, 6	234	53	7 &£75	£54	...	...	¼	¾	...	...	729	1600750	74708	...	...	...	4120	...	...	10	6	...	...	...	...	...	113	60	23	...	...	...	...
County of Lanark	Batavia	Glasgow	,, 8	...	...	...	...	...	...	...	...	...	...	...	361680	1036146	...	...	545	370	32027 &£342	...	...	...	...	...	...	...	...	56	...	135	...	...	...	550
Alejandro	Manila	,,	,, 10	...	...	...	...	...	...	...	...	...	...	93	617760	640891	...	...	880	135	51827	...	...	119	...	...	...	...	...	...	...	45	2826	...	...	191

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship.	For	Candles and Soap.	Beef and Pork.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		Cwt.	Cwt.	£	£	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
a Seafield	Colombo	21 &£135	...	143	46	...	631	466 & 3 cs	122 &82gls	370	45	273	240	41	43	261	90	62	...	50
b John O'Gaunt	Hong Kong	...	...	490	39	7	...	6cs.	...	175	60	...	...	...	...	50 &86cs.	210	...	...	...
c Malacca	Shanghai	...	...	...	...	...	...	...	229gls.	...	...	...	...	...	...	...	...	...	111	...
d Countyof Lanark	Batavia	£600	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
e Alejandro	Manila	...	...	...	...	...	...	...	77 &18gls	...	...	70	...	115	...	...	...	...	...	...

SUNDRIES.

a Cordials, 99 gallons; cement, 70 tons; effects, £189; clocks, £54; steam boiler, £95; lift and force pump, £44; printing materials, £50; specimens of natural history, £21; corks, £21; engravings, £75; sponge, 56 lbs.; gunpowder, 15,600 lbs.——*b* Rosin, 50 casks; matches, £300; cement, 20 tons; iron wire, 5 tons; refined sugar, 30 cwt.; engravings and oil paintings, £29; corks, £80; effects, £100.——*c* Granite tombstones, £20; iron bridge, £5,000; fire clay, £21; bricks, £106; grindstones, £18; india-rubber manufactures, £140; engine and fly wheel £53; hemp, £36; galvanised wire rope, £190.——*d* Galvanised iron, 36 tons; rope, cordage. and twine, £105.——*e* Galvanised iron, 130 tons; metal watches, £140; caoutchouc boots and shoes, £13; sheathing felt, £50; pig iron, 250 tons.

NOTE.—Per L'Imperatrice, from London to Hong Kong, cleared May 20 (addl.).—Cotton manufactures, £400.—Per Salisbury, from London to Shanghai, cleared July 6 (short shipped).—Rod iron, 60 tons. Per Holmsdale, from London to Hong Kong, cleared July 19 (addl.)—Soap, 40 cwt. Per Portland, from London to Shanghai, cleared July 23 (addl.).—Plain cottons, 120,000 yards; currants, 15 cwt. Per Carmarthenshire, from London to Shanghai, cleared July 28 (addl.).—Iron wire, 10 tons; glass, 20 cases; plain cottons, 216,250 yards; rod iron, 150 tons; hardware, £51; ship chandler's stores, £15; provisions, £60; pig iron, 50 tons; hosiery, £20; almonds, 5 cases; oilman's stores, £80 and 9 cases (short shipped); matches, £110. Per Penrith, from London to Hong Kong, cleared July 30 (addl.).—Clocks, 2 cases; oil, 125 gallons; leather, £75; yarn, 80,000 lbs. Per Matilde, from Liverpool to Manila, cleared May 21 (addl.).—Drugs, £63. Per Chateaubriand, from Liverpool to Batavia and Sourabaya, cleared June 30 (addl.).—Lead, 16 tons. Per Eldon, str., from Liverpool to Singapore, via Suez Canal, cleared July 2 (addl.).—Twist, 2,800 lbs.; plain cottons, 11,880 yards. Per Catalina, from Liverpool to Manila, cleared July 19 (addl.).—Plain cottons, 72,033 yards; coloured cottons, 20,400 yards; yarn, 2,000 lbs.; hats, £120; pig iron, 80 tons. Per Delaware, str., from Liverpool to Singapore, via Suez Canal, cleared July 20 (addl.).—Blankets, £150; muslins, £170; plain cottons, 26,000 yards. To Hong Kong: Plain cottons, 312,000 yards; twist, 20,050 lbs. To Shanghai: Plain cottons, 100,000 yards. Per Alsnso, str., from Liverpool to Singapore and Penang, via Suez Canal, cleared July 21 (addl.).—Plain cottons, 519,735 yards; dyed cottons, 19,500 yards; yarn, 10,000 lbs.; machinery, £164; hardware, £510; blankets, £52; caps, £78. To Hong Kong: Plain cottons, 213,000 yards; yarn, 40,000 lbs.; worsteds, £423; swords, £20. To Shanghai: Plain cottons, 1,950,190 yards and £500; coloured cottons, 28,000 yards; woollens, £2,282; cotton velvets, £640; yarn, 8,000 lbs.; nautical instruments, £100. To Japan: Plain cottons, 153,000 yards; worsteds, £304. Per British Empire, from Liverpool to Japan, cleared July 23 (addl.).—Plain cottons, 116,000 yards; woollens, £3,725; yarn, 96,000 yards; linens, £100; cotton velvets, £1,417; dyed cottons, 15,762 yards; coal, 48 tons; rope, £200; soap, 110 cwt.

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„ Spain and Portugal	— ...	... 0 9 0
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FOUR GOLD MEDALS.
Supplied to the British, French, Prussian, Russian, Italian, Dutch, and other Governments. Dr. Lankester writes regarding Extract of Meat:—"But there is a difference in flavour, and here, as in all other kinds of food, it is the flavour that makes the quality." It is essentially on account of the fine meaty flavour, as distinguished from the burnt taste of other Extracts, that LIEBIG COMPANY'S EXTRACT defeated all Australian and other sorts at Paris, Havre, and Amsterdam, and is so universally preferred in all European markets.
One pint of fine-flavoured Beef-tea at 2½d. Most convenient and economic "stock."
CAUTION.—Require Baron Liebig's, the inventor's signature on every jar, and ask distinctly for LIEBIG COMPANY'S EXTRACT.
As stated by the War Office, "the assertion of an Australian Agent of solely supplying the British Government is proved to be nothing but an untrue statement.

THE PHŒNIX,
A MONTHLY MAGAZINE
FOR
CHINA, JAPAN, & EASTERN ASIA,
EDITED BY
THE REV. JAMES SUMMERS,
Professor of the Chinese Language in King's College, London.
No. 1. JULY, 1870.
SUBSCRIPTION £1 1s. PER ANNUM.
LONDON: OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, E.C.

HOLLOWAY'S PILLS
The most effectual remedy for Bowel Complaints and Disorders of the Stomach. At this season of the year, when these complaints are so prevalent, there is no better remedy than Holloway's Pills, whether as a preventive or cure. When taken in moderate doses, and strict attention be paid to diet, the worst cases will be relieved. The strengthening properties of these Pills restore the impaired tone of the stomach, and cleanse the liver. Nothing so good has been discovered for the cure of persons suffering from a long residence in hot climates, and they surpass every other medicine for general family use. They have the happiest effect on the stomach and secretions, promoting digestion, and gently stimulating the torpid bowels.

CAUTION.
THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.
JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.
JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.
JOHN GOSNELL and Co.'s Prince of Wales Perfume
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JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.
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JOHN GOSNELL and Co.'s Instantaneous Hair Dye.
JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.
Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

THE LONDON & CHINA TELEGRAPH.
THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.
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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. All superintended by resident Europeans.

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Quarters for officers and a DRY GODOWN for stores of vessels under repair.

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THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS, and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Marseilles
GIBRALTAR ...	Every Saturday, at 2 P.M.	—
MALTA.....	,, ,,	—
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BOMBAY.....	,, ,,	,, ,,
GALLE.....	,, ,,	,, ,,
MADRAS.....	Saturday, Aug. 6, 2 P.M.	Sunday, Aug. 14, 7 A.M.
CALCUTTA ...	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
PENANG.....		
SINGAPORE ...		
CHINA		
JAPAN		
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And all ports touched at by the British India Steam Navigation Company's steamers.

REDUCED RATES OF FREIGHT.

	To India.	To China, Japan, or Australia.
Parcels—		
1 to 12 in., or 2 to 24 lbs.	4s. to 9s. 6d.	4s. 6d. to 15s.
1 to 3 ft., or 24 to 72 lbs.	12s. 6d. to 20s.	20s. to 35s.
Merchandise, per ton ...	£7 to £10	£16 to £20

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Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

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Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

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Threadneedle-street, London, 1870.

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Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

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HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

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LONDON AGENCY.—13, Leadenhall-street, E.C.
MANAGER.—G. Pietsch.
SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

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Messrs. Jardine, Matheson, and Co.

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Messrs. Remington and Co.	Bombay.
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Messrs. Jas. Henty and Co.	Melbourne.
J. F. Crockett, Esq.	Singapore.

Insurances are effected by this office on goods from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.

All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

MATHESON and Co., Agents in London.
No. 3, Lombard-street.

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All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

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Marine Risks are accepted by the above Society on goods by first class vessels from the United Kingdom to India, China, Japan, Melbourne, and Sydney, at the current rates of premium.

Claims for losses and averages are payable in London, or at the Port of destination, as may be desired.

OFFICES:—
Nos. 9 AND 11, KING'S ARMS YARD, MOORGATE STREET, E.C.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.

Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. NINIAN CRAWFORD in our Hong Kong Firm CEASED on the 31st March last, and Mr. JOHN FAIRBAIRN and Mr. JOHN SAMUEL COX have been admitted Partners therein from the said day.

Our said Firm now consists of DAVID ROBERT FENTON CRAWFORD, JOHN SAMUEL COX, and JOHN FAIRBAIRN.

LANE, CRAWFORD and CO.

Hong Kong, May 4, 1870.

NOTICE.

THE undersigned, the Sole Surviving Partner of the firm of HUNTER, HOUGHTON, and Co., of Batavia (now in liquidation), has ESTABLISHED, under the firm of J. PEET and Co., and has admitted Mr. H. S. HOWLETT a PARTNER.

JOHN PEET.

Batavia, 30th April, 1870.

NOTICE.

WE have OPENED a BRANCH of our FIRM at SOURABAYA, under the management of Mr. EDWIN IN'TVELD, to whom we have granted our Power of Attorney.

HUNTER, HOUGHTON, and Co.

Batavia, 15th June, 1870.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

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Close to the Landing Place, Depot of

EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

THE STRAITS TIMES.—Daily, weekly and fortnightly editions; published in Singapore for circulation throughout the STRAITS SETTLEMENTS JAVA, BORNEO, SIAM, FRENCH COCHIN CHINA, CHINA and JAPAN.

This paper, which is the oldest in Singapore, and the most widely circulated throughout the FAR EAST, offers an excellent medium for the advertisements of shipbuilders, machinists, manufacturers, patentees, &c., in the United Kingdom.

Advertisements to be forwarded through an Agents, Singapore, or GEORGE STREET, 30, Cornhill, London.

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THIS SLIP IS NOW AVAILABLE FOR DOCKING SHIPS OF 1,200 TONS OR UNDER.

ALL WORK CONNECTED THEREWITH, AS ALSO IN THE

SHIPWRIGHTS JOINERS, BOAT BUILDERS, SPAR MAKERS', AND GENERAL DEPARTMENTS

IS UNDER

THE SUPERINTENDENCE OF EXPERIENCED EUROPEANS.

The Slip has been most substantially built, in a perfectly landlocked and secure position, and has been Pronounced by competent authority to be equal to any existing construction of the same kind.

Charge for three days' use of the Slip, $1 per ton, and all labour, material, &c., supplied on moderate terms.

For further information apply to

GLOVER AND CO., MANAGERS,
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THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 5th and 21st, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

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UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 " "
China ..... in 44 " "

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OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

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September 4, October 2, October 30 } For { Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Singapore, Saigon, Hong Kong, Batavia, Shanghai, & Yokohama.

August 21, Sept. 18, October 16 } For { Port Said, Ismailia, Suez, Aden, Point de Galle, Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

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Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

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J. M. LLOYD, Secretary.

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THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

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ARTHUR B. FORWOOD, Managing Director.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong Hiogo and Nagasaki..	Sir H. Parkes Jas. Paton...	A1 13 yr. A1 11 yr.	W.I.D. E.I.D.	With des. With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Hong Kong . Yokohama .. Nagasaki & Hiogo.....	Assyrian ... Benmore ... Lunan (new)	A1 10 yr. A 1a A1 A1 10 yr.	SWID SWID SWID	With des. With des. With des.

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CHINA AND JAPAN.

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For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking Cargo for transhipment to Japan, at through rates, the splendid new full-powered screw steamer LORD OF THE ISLES A100, the highest class at Lloyd's; 1,753 tons net register; 240 h.p. nominal, 1,200 indicated (just launched by R. Napier and Sons, Glasgow), RICHARD ROBINSON, Commander (late of the clippers Fiery Cross and Sir Lancelot), will load in the South-West India Docks, and be despatched about the 25th August. Has elegant accommodation for passengers, including cabin fittings, bedding, and linen; carries a surgeon and stewardess.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Steam via the Suez Canal. To sail on the 24th Sept.

FOR SINGAPORE, HONG KONG, and SHANGHAI (with leave to call at PENANG), the splendid full-powered screw steamer ADA. 967 tons nett register; 260-horse power, nominal (owned by Messrs. Malcomsom Bros., of Waterford); ROBERT TATCHELL, Commander; will load in the Victoria Docks. Has elegant accommodation for first and second class passengers, including cabin fittings, bedding, and linen. Carries a surgeon and stewardess, if required.

For Freight or Passage apply to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

All cargo must be distinctly marked with port o destination.

Regular line of Packet Ship. With despatch.

FOR HONG KONG, the well-known clipper ship NEVILLE, A1; 715 tons register; JOHN HEMSWORTH, Commander; East India Docks. Has excellent accommodation for passengers.

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Direct for the Malabar Coast. Under engagement to the Council of India. Will meet with the usual quick despatch.

DIRECT FOR MANGALORE, CANNANORE, TELLICHERRY, CALICUT, BEYPORE, AND COCHIN, the magnificent China clipper ship SPIRIT OF THE NORTH, A 1 10 years, 571 tons register, A. MATHEW, Commander; lying in the West India Docks. This fine vessel, so well known for her rapid passages, and the fine order in which she invariably delivers her cargoes, offers the best opportunity to shippers.

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A regular trader. Will meet with the usual quick despatch.

DIRECT for COLOMBO, the favourite frigate-built ship, PALMERSTON, A1 15 years; 894 tons register; J. N. SEAGROVE, Commander; South West India Docks. This magnificent high-classed vessel, so well and favourably known in the Ceylon trade, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

The Merchants' line of Packets for Japan.

FROM LONDON, FOR YOKOHAMA and HIOGO, with immediate despatch, the splendid A1 clipper barque PRIDE OF THE THAMES, 400 tons register; JOHN TONKIN, Commander; built under special survey. This fine vessel is well-known as one of the fastest clippers, and has always delivered her cargoes in first-rate order, and, as such, presents a most favourable opportunity for shippers of fine goods. Loading in the West India Docks.

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FRENCH MAIL EDITION.

The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 365.] LONDON, MONDAY, AUGUST 29, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	May 13	June 27	July 4
Yedo			
Osaka and Hiogo	—	—	„ 1
Hakodadi			
Nagasaki			
CHINA — Peking	—	—	June 26
Tien-tsin	—	—	„ 28
Chefoo			
New-chwang			
Hankow	—	—	July 5
Kiu-kiang			
Chin-kiang			
Shanghai	May 20	July 4	„ 7
Ningpo			
Foochow	—	—	„ 9
Formosa			
Amoy			
Swatow			
Hong Kong	June 3	July 12	„ 14
Canton			
Macao			
PHILIPPINES— Manila			
COCHIN-CHINA— Saigon	June 11	July 14	„ 20
SIAM — Bangkok	—	—	„ 7
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	„ 16
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	June 17	July 22	„ 23
Penang			
CEYLON — Galle	—	—	Aug. 2
Colombo	—	—	„ 1

THE MAILS, &c.

The next mail will be that due on the 5th proximo, with a week's later dates. Telegrams arrived to-day *via* Galle, with dates, Shanghai Aug. 5, Hong Kong Aug. 11; these will be found in another column. Despatches from Japan to July 22, *via* San Francisco, are due on the 3rd proximo.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per French mail steamer *Peiho*, arrived at Marseilles Aug. 27.—From Yokohama: M. Carbon, Mdme. and Mdlle. Letroter. From Shanghai: Messrs. David, Palluc From Hong Kong: Messrs. Garcia, De la Cottera, Fabre, Passerotte, Ponyst, Brindjoynd, Reyna, Massol, De la Flechelle, M. and Mdme. Obes. M. and Mdme. Crisanter-Munier, Mdme. Racine, Mdme. Bazilede, Mdlle. De la Geloeira, the Rev. Canon Beach. From Saigon: Messrs. Payen, Lescaudron, Garat, De Rostan, Philippe, Bazot, M. and Mdme. Montaulard, Mdme. D'Ecourt. From Singapore: Messrs Henrich Meyer, Beugin, Laurent. From Batavia: Messrs. Bakker. Heims Willinck, Tarrence, Roser, Schmidt, Croes, Brelon, M. and Mdme Kestings, Mdme. Coers. From Galle: Messrs. Gavarry, Tinel, Mr. and Mrs. Saint Jean.

PASSENGERS OUTWARD.

Per P. and O. steamer *Delta*, from Southampton, Aug. 20.—To Yokohama: Mr. and Mrs. H. B. Joyner, Mr. Gray, and fourteen second-class passengers. To Shanghai: Mr. W. H. Gorlach and one second-class passenger. To Hong Kong: Mr. Madsen, Mr. Hansen, Mr. F. Peil, and three second-class passengers. To Batavia: Mr. Hovel, Mr. Richter. To Singapore: Mr. Fisher. To Ceylon: Mr. and Mrs. W. Bissett, Mr. and Mrs W. C. Macready, child, and servant, Miss R. Beamish, and one second-class passenger.

Per P. and O. steamer *Poonah*, from Marseilles, Aug. 28.—To Penang: Mons. Hottinger and Mdlle. A. Hottinger. To Batavia: Capt. Halphin, Mr. Lawes.

From Malta.—To Penang: Mr. Alston.

Per P. and O. steamer, from Suez, Sept. 4.—To Singapore: Mr. Gavey. To Penang: Mr. Gott.

Per P. and O. steamer *Nubia*, from Southampton, Sept. 3.—To Hong Kong: Mr. J. Sichel, Mr. and Mrs. W. M. Deane. To Singapore: Mr. and Mrs. W. Boyd, Mr. C. J. Fuller, Mrs. Geiger and child. To Batavia: Mr. Riddle, Mr. Johnson, Mr. Lucas, Mr H. Donovan, Mr. Morghen, Mr. Beckingsale, Mr. Hamilton, Mr. Campbell, Captain Reed. To Penang: Mr. E. H. Marples. To Ceylon: Mr. W. J. Sendall.

Per P. and O. steamer *Nyanza*, from Marseilles, Sept. 11.—To Batavia: Mr. W. Sinclair.

Per P. and O. steamer *Ceylon*, from Marseilles, Sept. 25.—To Hong Kong: Mrs. Hughes, Mr. D. Welsh, Mr. Nicaisse, Mr. J. S. Lapraik.

Per steamer *Erl King*, from London, August 23, to Hong Kong, &c., *via* Suez Canal.—For Hong Kong: James C. Oare, R.N., R. J. Tench R.N., J. B. Stevens R. H. Lavers, R.N., H. C. Goldsmith, R.N., and W. Lawrence, R.N. For Shanghai: H. Geslien. For Galle: E. Walker. For Yokohama: T. J. A. Scott and W. Herbert.

Per P. and O. steamer, from Southampton, Oct. 1.—To Hong Kong: Mrs. Coxon and child, Mr. Whittall. To Ceylon: Mr. and Mrs. F. C. Woods.

Per P. and O. steamer, from Marseilles, Oct. 9.—To Yokohama: Mr. C. B. Rickett. To Hong Kong: Mr. W. Kirby. To Ceylon: Mr. F. H. Skrine.

Per Pacific Mail steamer *Great Republic*, from San Francisco, Aug. 1.—To China and Japan: E. R. Smith, S. S. Gilbert, C. King, wife, and servant, J. M. Richards and wife, S. Nacamusa, S. Saigo, C. Mihon, E. Dana and wife, F. A. Hill, J. J. Wedge, R.A., Lieut Palmer, R.A., E. J. Spence and wife, Mrs Paul Frank George F. Train and secretary, S. S. Osgood and wife, Mrs. Sherwood, Mrs. Susan Ring, Mrs. Langsfelt, Mrs. L. Wolf, H. N. Palmer, G. M. Curtis, A. M. Townsend, W. G. Greig, S. Hockfish.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

(FROM A CORRESPONDENT.)

July 4, 1870.

Business is rather dull, rice very low, and all engaged in it are losing. The harbour-master is in office, and drafting some regulations for the approval of all the Consuls. He will be a useful man if he takes under his charge the boats, and goes in for a lighter company, which I think he will. Ships are longer than ever discharging at our port. The present hatoba (called French) is to be broken up, and the harbour-master's house built there, a new hatoba to be made off the creek, the creek to be deepened and extended on to Mississippi Bay. All houses on hill are occupied, and demand for others.

Railway works are progressing. It is stated there is every probability of the troops leaving this year, and being replaced by Marines. The Naval Hospital will probably be built on the site of the present camp, and the piece of ground formerly set apart for it given up to the native authorities.

I heard of a good case to-day. A merchant (foreign) some time since received some Daimios niboos in payment of a debt, which he declined to accept as payment until he had ascertained the value; on doing so he found that they were far above the value of Government ones. The season to present time is a most prosperous one, and all crops promise to be very large.

Mr. Adams, our Secretary of Legation, is expected from the silk districts about the 15th, and then we may look for another report. Four princes, with a few retainers, came up in the last American steamer from the Inland Sea. This is a great assistance for them in visiting the capital, and a good way of bringing them into each other's society, and also into that of foreigners. Every chance of fortnightly mails from San Francisco, and then more through Inland Sea.

The *Japan Mail* of July 2 contains an exhaustive notice of the article in the *London and China Express* relating to the Japan loan and Mr. Lay, which is discussed without personality, and in a very able manner. This loan has been the chief topic of the day.

CHINA.

THE TIENTSIN MASSACRE.

(FROM OUR OWN CORRESPONDENT.)

TIENTSIN, June 25.

It is my painful task to send particulars of a barbarous massacre of the French by the Chinese, which took place on the afternoon of the 21st, and resulted in the deaths of the French Consul, Fontanier; his Chancellor, M. Simon, M. and Madame Thomassin, (who had newly arrived, and were on their way to the French Legation), Father Chenier, M. and Madame Chalmaisin, and nine Sisters of Mercy, with three Russians—in all nineteen souls.

This outrage was entirely unexpected. It is, however, to be feared that the massacre took place with the consent, if not by

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the advice, of some of the mandarins. Placards have been exhibited with ambiguous phrases, believed to mean harm to foreigners; and a proclamation to the Chifoo, or head magistrate, tended much rather to raise than to abate the threatened storm. Three days before, again on the day before, and again on the very day on which the rising took place, the British Consul called the attention of H. E. Ching How to this proclamation, urging him to put forth another which should calm and paify the people. But no other proclamation was issued; nor was any reply sent to the Consul's despatches. The first intimation we had of the bursting of the storm was the sight of dense volumes of smoke in the city, upwards of two miles from the Foreign Settlement, and caused by the burning of the French Cathedral and Consulate, and hospital and schools of the Sisters of Mercy, the latter being nearly half a mile nearer the Settlement than the Cathedral and Consulate, which stood close together at the upper end of the reach, on the Pesta, where it is joined by the Grand Canal.

The reasons given by the Chinese for this outbreak is, that the Sisters were believed to be buying or otherwise getting possession of children, whose eyes and hearts, &c., they took out for the purpose of making medicine. The Chifoo's proclamation is said to have been worded in such a manner as to lead others to think he believed this report, and strongly condemned the practice, saying he had caught and beheaded two men, whom he had found guilty of kidnapping children (believed to be for the Sisters). On the fire breaking out, the workmen on the settlement—upwards of two miles distant from the scene—on being asked the cause of the fire, at once replied it was against the Frenchmen, but had nothing to do with the English. A few minutes after the fire broke out hardly a Chinaman was to be found on the settlement. Hardly had the fire broken out, when we received news that three foreigners had been killed, and during the afternoon the number had swelled to nineteen foreigners, who were believed to be killed. That this massacre was intended, and was known far and wide to the Chinese, I believe can be fully proved. A native preacher of one of the Protestant missions here, two days' journey from this, was stopped and told proclamations were out against the Catholics on account of their evil doings; but the people were advised, on account of their being unable to discriminate between Catholics and Protestants, to bring them all to the Yamun. And in the city of Tientsin, the Protestant missionaries, for a fortnight past, have been unable to get workmen to put a building they intended for an hospital in order. For some days also before the outbreak foreigners going to the city were hooted by the Chinese, who were also heard to say, when a foreigner was passing, they would soon kill the foreigners. After the outbreak on the Consulate, the Consul sent his chancelier, M. Simon, to Ching How to request a stop being put to it; finding he did not return, he walked there himself in uniform. He was, no doubt, very excited, and, according to Ching How's account, which he gave at a meeting of the Consuls on the following day, he said the Consul fired his revolver twice at him. Ching desired him to lay down his pistol, and he would go with him to the Consulate. He did not lay down his pistol, but still Ching How went with him, he said, either arm-in-arm or close together; but had not gone far when they met the Chishien, and, according to Ching How, the Consul said to him, "You are another of the fellows who are the cause of all this trouble," and fired at him. The mob, on seeing him fire on the magistrate, at once fell upon and killed him on the spot; and, in answer to an inquiry, Ching How said he had possession of the Consul's body. M. Coutol, a French subject, living close to the Consulate, went to the Yamun for protection, walking there with his gun in his hand. The magistrate advised him to go away, but he threw himself in the magistrate's arms and said he would not leave. While he was in Ching How's own Yamun he was kicked and knocked about by Ching How's retainers, who wore their officer's caps at the time. The magistrate gave M. Coutol protection for the night, and next day he came down to the settlement with Ching How. On the 22nd the bodies of five persons in coffins, and three empty coffins, were sent down to the British Consulate, and a receipt demanded for *six* bodies. No receipt was given at that time. On the following morning Ching How sent down a special messenger for this receipt, speaking of the Consul's as being one of the bodies sent down. Unfortunately for his claim the Consul's body was found floating down the river on the evening of the 22nd, when it was taken to the Consulate, and at once recognised by several persons who knew him, except one, who, unfortunately, inhabits at the same time the Consulates of Minitsin and Tientsin, while he is, at once, a paid servant of the Chinese, and a British subject. It would be well if he were divested of such anomalous and conflicting situations. The five bodies were at once recognised by the Chinese, as well as by foreigners who had known them. By evening the bodies of M. Simon, Chancellor of the Consulate, but so hacked about as to be hardly distinguishable, and of Madame Thomassin, were discovered. Her features were as if she was asleep—her head from behind was almost cut off; she had on her clothes. Father Cheverier was much cut, with bowels protruding, and a Chinese priest was so cut and disfigured as to be hardly recognisable. The mandarins sent with the bodies were determined to pass one of these down as being the body of their Consul, and it was greatly to their surprise and disappointment when they were told that not only was the body taken out of the water recognised as being that of the Consul, but his initials H. F. were on his socks. What can be said or thought of Ching How, who said he had the Consul's body in keeping, while a few hours afterwards it was found floating down the river? The body, face, and head of the Consul was very much cut and he was completely stripped. It will be recollected that when killed alongside of Ching How, the highest in authority here, he had on his consular uniform, at least his cocked-hat and sword. Of the three Russians who were killed on their way from the city to the settlement, and close to the settlement on the other side of the river, two were found in the water stripped early on the morning of the 23rd; they were husband and wife of only a few days' standing, their wedding having taken place here amid great rejoicings only a few days previous. Both bodies were much cut, the young wife's arm was almost severed, and her fingers, on which she wore rings, were cut off. They were buried in one grave the same day. The body of the other Russian was found in the river a few hours afterwards, and buried the following day. The bodies of the French Consul and the other five were buried in the British cemetery. It had been intended to keep them until the arrival of the French authorities from Peking; but that became impossible, and they were privately buried, side by side, without any religious ceremony whatever. They may possibly be exhumed, some months hence, and buried in the French cemetery, close to the consulate. The bodies of the nine Sisters of Mercy have not been received. The Chinese report that, when the unfortunate victims were taken, they were stripped and stabbed; their hearts and eyes were taken out, and their bodies thrown into a fire, which left no remains save two heaps of charred ashes. The bodies of M. and Madame Chalmaisin have not yet been found. The lady escaped at first, and was hidden by some natives, but, on going out in the evening, or night, in Chinese clothes, to look for her husband, she heard the noise of soldiers, and returned so hastily that she mistook the door. She knocked at another hut, which was filled with soldiers, who at once killed her. We have not, at present, received exact accounts of how all the victims met their deaths—there are conflicting stories. H.E. Ching How said at the meeting of the Consuls that the French Consul was killed by his side, immediately after leaving the Yamun. Another mandarin tells a foreign resident that such was not the case, that he and another—likely not knowing Ching How's version of it—and not Ching, accompanied the Consul and M. Simon, and that both were killed close to the Cathedral. Let this be as it may, the fact remains the same, that these nineteen men and women lost their lives through the treachery and cruelty of the Chinese, several of whom, at least, were of rank and standing, and might—had they so chosen—have allayed the tumult, and altogether prevented the sad affair. The Chinese authorities are now awaking to a sense of the crime they have committed, and both in Peking and here are offering money as satisfaction for the blood of the slain. It is said they are most anxious to effect a settlement with Count Rochechouart, and beg him to propose terms of settlement. On the 24th was found in the river the body of a Chinese woman, shown, by the ornaments round her neck, to be a Catholic, and believed to have been a teacher in the Sisters' school. She was also much cut and disfigured; she was buried alongside the other six. On the morning of the 26th six coffins were sent down from the city; the contents on examination were found to be the bodies of M. and Madame Chalmaisin; Madame Chalmaisin had been cut down by a sword right across the face, cutting nose and eye. An arm was also cut; she had on a chemise, and on one leg was her boot and stocking. M. Chalmaisin had the upper part of of his skull cut off, and his eyes cut out, besides other cuts. Two of the other bodies were half burned, and two appeared to have been in the water, and partially eaten by dogs. The remaining two were burned to a cinder, the skull and a few bones being all that remained of one of them. Whether they were the remains of the Sisters or whether of Chinese it is impossible to tell. The mandarin in charge said they were the bodies of Sisters, and that they lay close to the gate—first one, then two, and then one. There were Chinese there also, they said, but their instructions were to leave them alone, and only send down the bodies of the Sisters. The six coffins were placed side by side with the other seven, making thirteen in all; five still remain to be accounted for, and no doubt their bodies will be quite impossible of recognition. Numerous children with their teachers also perished in the flames. There was one school of nearly 100 little girls; some thirty of them ran for refuge below the chapel and hospital, both of which were vaulted. They were all suffocated, and their bodies were found after the fire had ceased. A great proof that the Chinese knew what was intended against the Sisters is the fact that for some ten days before the parents of children at the schools were coming daily and nightly to take them away—and of the whole number, believed to be about 450, only 200 remained at the time of the fire, about 180 of whom are said to have been taken away by the authorities. That the Sisters, with the best intention in the world, gave cause of complaint against them, there is little doubt. Children have been kidnapped by bad people, and the Sisters have purchased children, but we do not for an instant suppose that the Sisters employed people to kidnap children any more than we would believe of their taking out the hearts and eyes of such children. The Sisters have been devoted to the Chinese,—feeding and clothing them, and nursing them in sickness, training the rising generation in good and clean habits, and

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teaching them all they were capable of receiving—and this is the reward they have met with for all their kindness.

What may be the result of this we cannot tell, but firmly believe it will all be overruled for good, for the ultimate good of China and the Chinese. While deeply regretting the deaths of so many good and innocent people, we cannot help thinking that their deaths will bring forth more fruits than they were permitted to see from their labours in their lifetimes. The French Government cannot permit this to pass unpunished; if they do they had better leave China at once and for ever, and all other foreigners with them. We must hope that the French Government will remember mercy in their punishment of the Chinese. They have now a noble opportunity of doing good and counteracting the effects of the late Convention. Besides eight Catholic Churches and Chapels destroyed, eight Protestant Chapels have been completely looted. While many Catholic converts have been killed, the Protestant converts have been allowed to escape with beatings, and the loss of their goods. The mob at the fire, it is said, was perfectly organised; the fire-brigade, who were the ringleaders, calling away their men when the work was done by sound of bell, heard by several foreigners. There are many thousand desperadoes about the place who live by plunder; they are now raising a cry against Ching How, as being a foreigner, do not give him his title, and threaten to burn his yamun. These stories may be all inventions of the enemy, trying to get foreigners to believe in Ching How's good-will towards us. Let him be judged by deeds not words. He is the most powerful man here, and had the means, if he had had the will, of putting a stop to the bad feeling against us, but he did not choose to exercise that power. He has generally been believed, during the ten years he has been here, to have been favourably inclined towards foreigners, but those who have had intimate dealings with him do not trust him. His principal fault is, perhaps, weak-mindedness, allowing himself to be made the tool of others, and afraid to express an opinion of his own, if in favour of foreigners. Some two years since he might have had mines opened here, but for his duplicity. He gave the Commissioner of Customs and British Consul to believe he was in favour of the reduction of the duty on coal, and of being able to lay it down cheaply. The Tsing-a-Yamen had twice promised to make a road to the mines. But before doing so they asked Ching How's opinion. As superintendent of trade his opinion to the Tsing-a-Yamen was, "That if coals were allowed to be exported, there would be none left for Tientsin." Such is the character—or a phase of it—of the man in chief authority here at present. Since the murders he has issued a proclamation much to the following effect—Now that your quarrel with the French is ended, if you touch any other foreigners you will be severely punished.

I compelled myself to look on the contents of the last six coffins sent down from the city. I hope I shall never see such another sight. A gentleman who has seen the whole of the bodies has given this account of the state they were in when received from the Chinese authorities.

Mrs. H. Fontanier, head and face cloven to pieces with sword cuts, one open wound through the chest.

M. Simon, head and face covered with sword cuts, a few open wounds in the body.

M. Thomassin, head and face covered with sword cuts, a few open wounds on the body.

Madame Thomasson, a sword cut through the back of the neck.

M. de Chalmaisin, left side of the face cut away, eyes scooped out, numerous wounds on the body and extremities.

Madame de Chalmaisin, a deep sword cut across the face, just beneath the eyes, left arm and side hacked with sword cuts.

Father Chevrier, skull cloven in several places; chest and abdomen laid open; bowels protruding. The coffins supposed to contain four of the Sisters were filled with charred pieces of flesh and bone.

Mr. Protopopoff, a Russian, sword-cut five inches long through the chest, and one on the left hip.

Mrs. Protopopoff, a Russian, body literally covered with sword-cuts and open wounds.

Mr. Basoff, Russian, head covered with severe cuts; chest pierced with numerous spear wounds.

Most of the bodies were in an advanced state of decomposition, having been probably a good deal exposed to the sun, on the banks of the river. They were also all more or less naked, excepting M. Thomassin and wife. It is reported that 180 children were brought to the Yamun the day of the massacre. Thirty children were found smothered in vaults—supposed to be those either of the Church or European hospital. I consider that between fifty and sixty people must have perished in the sisters' place alone. Some of the first of the couriers, with despatches from the Consul to Peking, after the murders, were stopped at the city. One, the North German Consul's courier, was pursued for some time, taken to a magistrate's yamun in the city, and bambooed. Fortunately another had been sent with him; he escaped and reported to the Consul. Ching How was written to, the courier released, despatch returned, and afterwards $4, which had been taken from him. It is not likely that the Foreign Governments will much longer permit conduct like this, when their despatches might have been sent in a few seconds by telegraph, and instead of travelling two days by springless carts, four horses might take one in comfort between the two cities, a distance of some eighty miles.

There was a meeting of the residents here yesterday, and I believe they came unanimously to the conclusion that it was still not safe to be without the protection of the vessels in port. So the s.s. *Manchu*, with the ladies and children on board, is to remain here for the present, with the four sailing vessels in port. The *Manchu* was providentially here at the time of the outbreak, and by the kindness of her agent and commander she was at once placed at the disposal of all who might wish to go on board. The residents at once formed themselves into a guard for the protection of the settlement, and a strong night-guard has been kept up ever since. Ching How himself does not yet consider it safe for foreigners to go into the city though this is the 8th day after the attack. Mr. W. H. Lay, H.M. acting consul, has been appointed Acting French Consul, but as he himself allows, even if put into practice now, it would hardly bear fruit for this generation of foreigners. This is hardly the sort of scheme we want for this practical age, but to do him justice we would like to see railways, if they could be had in accordance with the terms of the treaty. I greatly fear that if Mr. Wade could influence the settlement of these brutal murders and burnings, he would accept a money compensation. It is to be hoped more far-seeing people will have the management of it and that something else besides money will be required.

The correspondent of the *China Mail* gives the following additional particulars. The *Manchu* is to remain here until another steamer of the same company arrives. The *Appin* also arrived here on the 26th, so that if an attack on the settlement takes place the two steamers could protect all foreigners.

This morning early, three foreigners, Mr. Cox, British, and Messrs. Cordes and Spelling, North German subjects, came down to the settlement from the city. This morning also a Chinaman was found in the steeple or tower of the Protestant church built on the Mission ground, close to the settlement, with balls of combustible materials for the apparent purpose of firing the church. During the day a Chinaman in the settlement was found with a revolver up his sleeve, who, finding he was being caught, succeeded in throwing the weapon into the river. Both these Chinese have been handed over to the native authorities.

To show that the attack was premeditated and threatened I may mention that my workmen, two miles or more from the scene of action, said to me, on seeing the fire, that Englishmen had nothing to fear, for the attack was only on the French. Whether the Chinese apprehended immediate retribution or not I cannot say, but hardly a man was to be seen in the settlement after the first fire took place; on the following day labour was partially resumed.

His Excellency Ching How met the Consuls at the house of the Commissioner of Customs. He seemed bewildered, and intimated that the day's work had made him a poor man, and that he would not be responsible for the lives of foreigners; at the same time he offered to send down a guard of six hundred soldiers. But the British Consul strongly objected to any such step, while another gentleman, a Consul for more than one Treaty Power, and at the same time occupying the anomalous position of paid servant of his said Excellency, was for leaving everything, *as in duty bound*, to his Excellency.

One of Tseng-kwo-fan's lieutenants is now here with an escort of 80 or 100 troops, with no ostensible object. It is somewhat curious that when Tseng-kwo-fan himself was down here last year one of the reasons given for his visit was his intention to seize the French Consulate, it being Imperial property, and it is also noteworthy that when some of us in 1861 endeavoured to purchase this property we were told it could not be sold as it belonged to the Emperor.

SHANGHAI.

Dates are down to the 7th July. The mail of 20th May arrived out on the 4th July. The excitement in regard to the Tientsin massacre continued. The *North China Herald* says:—Our anxiety was relieved by the arrival of the steamer *Appin*, with the detailed accounts of the proceedings, which will be found elsewhere. The news brought by the *Dragon* was confirmed and extended; but our minds were set at rest as to the majority of the foreign community, who had been unmolested. The attack had been directed solely against the French portion of the community, of whom about twenty-two had met a horrible death.

There are at present 200 volunteer names on the muster-roll, divided into three companies, of which Messrs. Maclean, Cann, and Kidner were elected captains, and Messrs. Forbes, Pearson and Annett lieutenants. There is also a Ranger corps, about fifty strong, of which Mr. Dunn was elected captain, and Mr. Bidwell lieutenant. The fire brigade serves as a distinct brigade of the corps, and will, we believe, turn out nearly 400 strong, in case of need; 500 Snider rifles have been ordered from Japan; in the meantime a number of short Enfields have been lent. It was agreed to drill every day, in order to get over the first clumsiness; and the senior naval officer in port has kindly placed drill-sergeants at the disposal of the officers.

At a meeting held on the French concession, seventy volunteers were enrolled; and it was agreed to form, out of this number, one company of infantry and one of artillery. M. Bacconnier was elected commandant, M. Ulbrich, captain; M. Labarde, lieutenant; M. Maton, sub-lieutenant, and M. Collin lieutenant of Artillery. Dr. Galle was appointed surgeon, and a committee was named, to decide on the uniform. A torch-light parade of the Fire

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Brigade was held, when some 150 foreigners turned out, and made a very effective procession. The question was asked whether the Brigade would be willing to serve as a volunteer corps, and there was a unanimous shout of assent.

We have to congratulate ourselves on one effect of the opening of the Suez Canal, in the reduction it has brought about in the rates of passage money by the mail steamers. The agent of the M. I. Company announces this morning that the cost of first, second, and third class passages will be, in future, Tls. 386, Tls. 290, and Tls. 174 respectively. The rates by the P. and O. Company's steamers are also reduced to Tls. 386 first, and Tls. 214 second class.

Intelligence has reached us of trouble at Tungchow, near Chefoo. Prayers and processions had been ordered during a late drought, to procure rain; and at the same time, and for the same object, prohibitions were issued by the magistrates against the killing of animals. The butcher at the American Mission at that city was seized and imprisoned for disobeying this decree; and his employer, Mr. Mattier, took such active measures at the yamun to secure his release that he himself was imprisoned.

Among the Sisters of Mercy murdered at Tientsin was one well known in Shanghai by the name of Sister Louise, and we believe a British subject.

The Taoutai has visited the French and English Consuls proposing to order down the disciplined Chinese troops from Fen-wen-shan for the defence of the foreign settlements. His offer was in both instances, we believe, declined, with a quiet intimation that we were prepared to defend ourselves.

We notice the arrival, from Nagasaki, of H. M.'s str. *Zebra*, having left on the 2nd inst. Capt. Hon. A. D. S. Denison is in command. Also H. I. M. gun-boat *Lenosis*, from Saigon, 25th June.

(FROM A CORRESPONDENT.)

SHANGHAI, July 4, 1870.

Full particulars have at last arrived of the chapter of horrors enacted at Tientsin. As usual, the Chinese try to overlay and mystify the matter by a tissue of falsehood. As far as can be gathered from the various accounts, rumours of an outbreak were current for some days, and it appears that the French Consul went to Ching How, the principal mandarin at Tientsin, requesting him to adopt precautionary measures, and giving him notice that he would be held responsible for anything that should happen. When the row commenced the French Consul went to the Yamun to demand protection, and Ching How asserts (falsely no doubt) that the Consul fired at him, and then returned towards the Consulate and was set upon by the mob and killed. In the edict from the Emperor, a copy of which I have seen, it is asserted that the cause of the outbreak was the French Consul firing at Ching How, and the reports of the kidnapping. The former is a scandalous falsehood. The mandarins memorialised the Throne that they might be punished as they deserved, for having managed the office so badly (this is Chinese etiquette), and Tsing-quo-Fan, the Governor of the Province, is ordered to make an investigation. Good may arise out of evil in this case if the Foreign Governments avail themselves of this opportunity to really open China, and give railways, telegraphs, coal-mining, and internal steam navigation to the people, who are only too ready to adopt them, if untrammelled by their Government. As we have the power, it seems childish not to take those privileges, and do away with any distinction between natives and foreigners. The absence of a gunboat at Tientsin no doubt led to the massacre being perpetrated, the worst that has been known since the commencement of foreign intercourse.

The day after the massacre this Ching How had the effrontery to come to a meeting of Consuls in the English settlement and say he would guarantee all their lives, having allowed twenty persons, including eleven or twelve women, to be murdered close to his own yamun. When the *Opossum* gunboat arrived he went to the English Consul to beg that he would not let the gunboat fire upon the city. The people are said to be flying from the city in thousands to avoid the vengeance which they fully expect will be taken. It would be culpable weakness not to demand and take a heavy retribution. Both the Peking and local mandarins offer any sum of money demanded to settle the affair, but woe to those who accept money in extenuation of this outrage. A few days later Ching How hits upon an easy way of getting out of the dilemma, viz., that Mr. Lay, the English Consul, should get himself appointed acting French Consul, and that then they both could settle the affair amicably. This shows what children even the highest mandarins are when any international question requires solution. As the French Government entertain different ideas from Lord Clarendon, it is to be hoped that the rowdies of Tientsin may be punished as they deserve.

A volunteer corps has been formed here for defence, and is expected to number 500 or 600 men. The indignities and cruelties practised upon unoffending women ought to be signally avenged. A British fleet at Chefoo is a necessity, and if not kept there, the next massacre will be the foreign Ministers and their attachés at Peking. Much anxiety was felt for their lives until news reached us from Tientsin. The residents at Peking are wholly at the mercy of the Chinese, the most base, treacherous, and cruel people on the face of the earth.

I believe that the English settlement at Tientsin owed its safety to its being defensible, having an open space round about, and steamers at hand.

One of the sisters murdered was a British subject and of Irish parentage, a cousin of Captain O'Sullivan, well known in China.

The Shanghai *Evening Courier* gives the truest account of the affair. Much indignation is felt at the account published in the *Daily News*, which was written with a strong bias in favour of the Chinese, and extenuating the murders.

There is doubtless much to blame in the system of taking very young children to bring up, as they nearly all die; but this does not justify those poor sisters being murdered and mutilated. When the Chinese act as savages they should be treated as savages. It will take some time before an adequate force can be collected, but foreign Governments have now a glorious opportunity of opening China in earnest.

HONG KONG.

The mail of June 3 arrived out on July 12; dates are down to the 14th. The papers are full of the Tientsin affair.

The *Daily Press* says:—We are glad to be able to report that Mr. Moss has returned safely, having successfully accomplished his journey up to West River. He has penetrated as far as Nanning-foo, the limit of trade in this direction in Kwangsi. Mr. Moss had hoped that it might be possible to enter Yunnan, but he found the intervening country so disturbed as to render this course impossible. He has succeeded in acquiring much valuable information, and he hopes shortly to start for Pak Hoi, a port on the south coast of the Kwangtung Province, on the Gulf of Tongquin, whence he has ascertained all foreign goods in the country beyond Woochaou-foo are brought by various routes. He was desirous to make his way to Pak Hoi, but his health having become impaired by the severe exertions which were entailed upon him, combined with the refusal of the mandarins to give him any assistance, and the impossibility of obtaining the means of transport, induced him to return to Hong Kong.

A general feeling of regret is caused (says the *China Mail*) by the fact that the Rev. Canon Beach is leaving the colony, and the feeling is deepened inasmuch as his departure is occasioned by ill health. He carries with him the high esteem and respect of the whole community, whose regard was actively expressed this afternoon. At a later date the rev. gentleman would have been entitled to a passage home at the cost of the Colonial Government, but the sudden breaking down of health necessitated his sacrifice of the claim. Under these circumstances it was determined that the obligation of the State should be wholly adopted by Canon Beach's friends, by whose voluntary offerings the necessary provision for his passage home, by the French mail, was secured.

The *Gazette* notifies the appointment of Thos. Fitzroy Rice, Esq., Assistant Superintendent of Police, to be Acting Captain Superintendent of Police, during the absence on leave of W. M Deane, Esq.

The following account of the average amount of bank-notes i ' circulation in Hong Kong during the month ending 30th Junen 1870, is published in Saturday's *Gazette*:—

Oriental Bank Corporation	$472,196
Chartered Mercantile Bank of India, London, and China	608,320
Chartered Bank of India, Australia, and China	334,475
Hong Kong and Shanghai Banking Corporation	1,309,128
Total	$2,724,119

Advices from Shanghai state that at Chefoo the mob rose and threatened the foreigners, and were happily quelled. The affair was so serious at first that the *Manchu* was detained at the above port for two days. The Taoutai sent out one hundred soldiers to put down the disturbance; but had the mob felt disposed to attack them, this miserable force would have proved totally useless.

It is current at Yedo, that H. E. Von Brandt, the Prussian Minister, has been asked by the Japanese Government to act as intermediate between Japan and Corea, and that the Prussian Minister has accepted the mission and proceeded to Nagasaki; there he will embark on board of the Prussian man-of-war some Corean merchants, and then proceed to the Corea and see if he can settle amicably the difficulty between Japan and Corea. The Japanese are to waive all claim against the Coreans, and to withdraw their pretensions entirely. After visiting the Corea, the Minister is to return *via* Ne-e-gata and Hakodadi back to Yokohama.

From Foochow dates received up to the 8th. On the 4th the crew of the ship *Windhover* were reported to be in a state of mutiny, and H.B.M. Acting Vice-Consul was called upon (in a vague sort of way) to take an armed force on board to quell the disturbance. Thanks to the common sense of the said Acting Vice-Consul, that officer did not take an armed force on board, but went to the vessel himself, mustered the crew, sent the ringleader of the mutiny to prison, and harangued the men upon the folly of mutiny. The men went to their work quietly. A naval court has been called by Commander Davidson, R.N., of H.M.S. *Hornet*, to investigate the question of the ship's discipline. It appears that there are numerous complaints by the crew against the second officer of the ship. The court was to meet on the 11th nstant.

The news of the Tientsin massacre was known by the Chinese at

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at Foo Chow Arsenal several days before the foreign vessel conveying the news arrived. Mr. Sparrow Knight, who is possessed of some notoriety in connection with Chinese affairs, was liberated from prison the other day, where he had been luxuriating for the space of fifteen days; he had committed an assault on a Chinese. The opium smugglers arrested by Captain Ashton of the *Yesso*, are still in durance vile, undergoing the treatment of the gentle bamboo in the hope of discovering the consignees of their contraband freight.

COCHIN CHINA.

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SAIGON.

(FROM A CORRESPONDENT.)

July 19, 1870.

The news of the outrage on the French at Tientsin caused considerable excitement here, and the Admiral at once despatched three gunboats. We have still a good sized transport left in port, which will probably be sent with troops, if necessary.

On the 30th ult. the Siamese gunboat *Regent* arrived from Bangkok with ministers to settle some question with the French regarding Cambodia, which having been done, she left again yesterday. The *Regent* (formerly the *Lotus*) deserves a few words, as she is a proof of the progress of the Siamese. She is quite new, having only been built last year, by Samuda, with engines by Penn. She is beautifully fitted with all the latest improvements, has six guns (four brass and two Armstrongs), with which she fired salutes in good style. She is manned by Siamese, having only four Europeans (Britishers) on board, and she does great credit to Mr. Mason, the Siamese Consul General in London, who designed and sent her out to the Government.

The China and Straits Steam Company (Limited) have just started their pioneer vessel, which will run *via* this port. So what with the other Company (the China Sea, Saigon, and Straits) and the Messageries, we have now plenty of mails; in fact, more than is good for business.

Rice has been kept up by the fluctuating advices from Japan, and there is now an end to all chance of business with Europe this season.

The Suez Canal is taking effect even here, and the Chinese are coming to look upon steam as the only proper means of transporting merchandise of value. Sailing vessels are now taking rice to Hong Kong at twenty cents per picul. Prospects for shipowners are indeed bad, but still I hear more vessels are building in England. Like the P. and O. Company, your shipowners are not keeping up the mercantile reputation of the British, by prolonging doubts about the Suez Canal. Its success is now an established fact, and the sooner John Bull properly admits it the better for him.

We learn from the *Courier de Saigon* of July 20 that the news of the massacre at Tientsin had been received at Saigon, and had created a profound sensation in the European community. Immediately on receiving the news the Government despatched the gunboats *Le Frelon* (Captain Vivielle) and *La Couleuvre* (Captain Richier) with the mailboat *Le Kien-chan* (Captain Reilhac) to Hong Kong. The two former left on the 12th, and the latter on the 14th July.

We have received a copy of the regulations, and a list of the prizes of the French Exhibition to be held at Saigon next year, and also a supplement of the *Saigon Courier* containing the new notarial regulations.

SIAM.

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BANGKOK.

From the *Weekly Advertiser* of July 7 we find that the Americans assembled at the house of the Rev. D. B. Bradly, M.D., and in a very rational and enjoyable series of entertainments celebrated the 4th July. The instrumental and vocal music and the impromptu speeches were very creditable to their taste, their talents, and their high toned morality and piety.

There is a rumour going the rounds that a prominent French merchant of Bangkok was tried at the French Consular Court, upon the charge of contempt of court, prefered against him by the U. S. Consul, that the decision given was a fine of 100 francs, and six days' imprisonment; the latter part of the sentence could be commuted by payment of some legal sum.

The Siamese Government has despatched commissioners to Saigon, who, in conjunction with the French officials there, will settle definitively their mutual rights to the fisheries and navigation of the great fresh water lake, called by the Siamese T'alc Sap. The names of the commissioners are Phrayu Rajwara-na-kul and Phra Rajsena. Mons. Pilfert and Nai Phon go as secretaries and interpreters.

Mr. H. G. Kennedy, who, as we announced some time ago, had left the Consular service and been called to the bar by the Hon. Society of Lincoln's Inn, is much regretted by those who knew him intimately in Bangkok, and who speak in terms of high praise of the legal ability he displayed, and of the great advantage it would have been to him in his future promotions in the Consular service. His present position will doubtless give a much wider field for the development of his talents as a lawyer and place within his grasp more eminent positions than could possibly be acquired in the routine of Consular service and promotions.

STRAITS SETTLEMENTS.

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SINGAPORE.

(FROM A CORRESPONDENT.)

SINGAPORE, July 23.

His Excellency the Governor has just returned in the colonial steamer *Pehio* from a trip up the east coast. He was accompanied by his Highness the Maharajah of Johore in the *Rainbow*. The party first of all visited Calantan, the Rajah of which place received them with great *eclat*, and entertained them at a feast, at which the Governor and the Maharajah took the head of the table, while the Rajah, their host, squatted apart. Sir H. Ord was presented with a handsome gold pinding, or belly plate, and a gold chain, two diamond rings, and two gold tombaks—the batons which are carried before great personages. The next day they left for Tringanu, the Sultan of which country excused himself from doing honour to his Excellency under the plea of sickness. He, however, granted an audience to Sir Harry, but paid no attention whatever to the Maharajah, who not being of Royal blood was not entitled to the favour of his Majesty. Next they visited Pahang, but the Bandaharah, not relishing the recollection of the last visit of his neighbours, sent to say that he had gone out hunting, but offered a "cumshaw" of eight piculs of tin to the Governor of the Straits. Sir Harry, indignant at his reception, declined the proffered gift, and returned in wrath to Singapore. The Maharajah stayed a day behind to take a look at the much-coveted land of "Indau," and report says that since his return he has begun to assemble an army to take forcible possession. It is not yet known whether the Governor will lend the colonial fleet to assist in this filibustering attack on the territory of a peaceful neighbour, whose chief fault is refusing to give up the property of his ancestors at the dictum of a British Governor who wishes to confer the spoil on his favourite chief. So, after all, the trip up the coast was not productive of good to anybody, and less than ever did it tend to the honour, glory, or beneficial influence of Great Britain.

Scandal of scandals! One of our bankers has sealed up the opium and spirit farms, and, what is worse, if report speaks anything like the truth, the spirit farm is three months in arrear, $27,000; the opium farm, June, and twenty-three days of July, or $30,000 and $23,000. By what right was credit given them? It is dead against the terms of the contract. This is one way of getting rid of a surplus, which need hardly be recommended to the Chancellor of the Exchequer. There will be some funny measures put before Council probably.

KIUKIANG AND ITS VICINITY.

We have been favoured by an esteemed correspondent with the following account of an excursion into a district as yet comparatively little known.

We started from Hankow, on the Yangstze, on one of the river steamboats, at four in the morning. The country was flat and uninteresting for many a league, but, about noon, we saw some really fine hills, with a waterfall or mountain-stream leaping from rock to rock down a picturesque gorge. To this succeeded mound-like heights, laid out in terraces and bristling with corn. An illustration of the thrifty husbandry of the Chinese was here afforded by the natives scattering wood-ashes in the spaces between the rows of corn, and planting there the seeds of the cotton-plant. By the time the corn is cut, the cotton seeds will have germinated. Two crops a year are thus secured, but the process is too exhaustive of the soil for English ideas. About 240 miles from Hankow we passed a magnificent mass of granite rock, precipitous towards the river, but descending on the other side in a series of plateaux until it was lost in the plain. After eleven hours' steaming we arrived at Kiukiang. The foreign hongs are not half so numerous as at Hankow, and the native city bears no comparison in point of population, being under 120,000. The suburbs are all in ruins, but the sites of pagodas, temples, and large buildings are still pointed out. Such is the condition of every city in this province, and generally throughout China: Hankow, which rises ever and anon from its ashes, is quite an exception. The rest of the country has suffered severely from the insurrectionary spirit which the Government is too idle or too powerless to check. A handsome stone church, capable of seating 100 or 150 persons, and furnished with pulpit, lectern, harmonium, and stained-glass windows, stands in one of the principal cross-roads of the foreign concession. There is a thoroughly English home-look about the building, and it is disappointing to know that it has not been used for public worship for a long time. The Kiukiang shops are celebrated for their crockery, and Cantonese shops, with foreign goods, abound, their door-ways being infested with beggars, whose habits are too revolting to be believed except by eye-witnesses. There are many country walks about Kiukiang, through lanes radiating in every direction and abounding in woodbine, wild-rose, and a hundred varieties of wild flowers. "The Mandarin's Grave," five miles from the city, is well worth a visit. As we ascend the hills we get a partial view of the Poyang Lake, which may be said to receive the running waters of the whole province. The approach to the grave is very striking. We pass under a three-arched pailow, or memorial arch, and ascend by a flight of steps to the tombs. Some fine plane and ash trees form an avenue and enclosure, and there is a noble laurel, fifteen or

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twenty feet in girth, and of great height, whose glossy green leaves possess at this season a strong camphoraceous odour and taste. Behind the tombs of the mandarins are several tablets in commemoration of the celebrated philosopher Tsow Taye, whose system is partially illustrated in the sculpture on the slabs. First there is a homogeneous ball, emblematic of primæval chaos; this is next represented as separating into the Tin and the Tang, or the male and female principles of nature, by the union of which the five "elements"—earth, fire, wood, water, and metal—are believed to be generated, according to the generally received Chinese cosmogony.

The European community have a pleasant summer retreat in a bungalow erected near the Leen How Tung, or Lilly Grotto, in the hills about nine miles from the city. Many of the low cliffs and banks along the road, which are of a dull red colour, and full of gas-holes, appear to be volcanic.

The rice, when it has sprouted, grass-like, to the length of four or five inches, in the original beds, is transplanted to the permanent locks, where it grows rapidly in from three to four inches of water. This is the time for transplanting. It is ripe for the sickle in the month of August, or within two months from the date of transplantation. In the lanes and roadside hedges we observed the privet, the holly, the arbutus, the mountain ash, and the aspen. From a handsome bridge, of stone, in the interstices of which grow the bitter sweet, white phlox, wild strawberry, and yellow stone-cross, we obtain a view of an expansive vale, bounded, towards the city, by a broad sheet of fresh water, studded with mountains, and covered with fine standing crops of wheat and barley. The villages, embedded in trees, and a mountain stream, diverging into many channels, gave a charm to the landscape, which did not seem so very foreign-looking after all; indeed, it vividly recalled to my memory the vale of Grasmere, while the very counterparts of Knabscar and Helmcrag hung overhead. The women, too, appeared more gentle and feminine than their sisters in Hankow, and the style in which they dress their hair is strikingly different, it being brushed straight back, and gathered into a high peak behind.

Wild flowers—Meadow Rue, Garlic, Clematis, Guelder Rose, Cotton Weed, Yellow Fumitory, Hemp Nettle, Saxifrage, and Patentilla—flourish here, together with an immense variety of ferns, amongst which we identified the Northern Fern, Polypody and Common Bracken, Bladder Fern, Harts-tongue, Male and Female Shield Fern, Asplenium Adiantium Nigrum and Trichomanes, and the Royal Fern. The view down the vale at sunset was magnificent. We slept that night, with the murmur of innumerable cascades sounding in our ears, in the bungalow, which the shelter of the surrounding hill leaves in the deepest shade, until about 8 A.M. At about 6, the woodmen, with knives like reaping-hooks, and poles tipped with iron, began their work. They cut the young wood one day, and carry it away the next. By 3 P.M. they begin to descend the hills with their loads which bring them coolie's wages, about 200 cash per day. They have to make no payment for forest rights, and the hilly regions, as in most parts of China, are rapidly growing bare and desolate under their hands.

We saw several specimens of the Tung Yew tree, which yields a very valuable oil used in japanwork and by cabinet makers. One of their principal varnishes is said to be made by boiling this oil with oxide of iron. Its large palmate leaf, green, smoothly-polished bark, marked by the depression of fallen leaves, and tricoceous fruit, distinguish this tree as a member of the Spurgewort order. The Croton and Castor Oil plants, and the Tallow Tree (*Stillingia Sebifera*) are also members of the same natural order found in this neighbourhood. The bed of the stream is strewn with immense rocks of gneiss and greywacke, as hard and as slippery as ironstone. A more romantic spot cannot be imagined than the upper waterfall, half-an-hour's walk from the bungalow. There is a huge boulder, cleft in twain by the force of its fall, but, from its hardness, retaining the perfect shape of the original rent in the opposite halves, though it is probably many centuries since it was dislodged from the heights above. Beetles and butterflies of brilliant hues and countless varieties abound on the mountain we ascended.

(To be continued.)

Commercial Report.

IMPORTS.

YOKOHAMA.—A fair business had been done in Cotton Yarn, prices of which showed an improvement on the rates last quoted. Grey Shirtings had met with but limited support, and light weights had slightly declined; in other Cotton goods hardly anything had been done, and quotations were to a great extent nominal. Woollens continued depressed, only a few worsted Camlets having changed hands at low rates. Quotations:—G. E. Grey Shirtings, 7 lbs., per piece, $2.50 to 2.55; 8 4 lbs., $2.85 to 2.87½; 9 lbs., $3.25 to 3.30; G. E. White Shirtings, $2.65 to 3.05; T-Cloths, 6 lbs. to 7 lbs., $1.80 to 2.15; Cotton Yarn, Nos. 16 to 24, per picul, $45.50 to 46; 28 to 32, $47 to 48, 38 to 42, $48 to 49; Camlets BBB, and S, per piece, $13.50 to 14.50; SS, $13 to 13.50; SSS, $9.50 to 10.50; Lastings, $12 to 13.50; Lead, $3.50 to 4.25; Tin Plates, per box, $5.75 to 6.0; Coals (English), per ton, $8.50 to 9.0.

SHANGHAI.—The excitement and anxiety caused by the advices from Tientsin stopped business here until the 3rd July, when news of a more definite character was received. The opinion that hostilities will not ensue gained strength amongst the dealers, and they had, in consequence, evinced some desire to operate in Piece Goods—chiefly Grey Shirtings of the medium weights, considerable sales of which had been made. At the close there was an active demand for 7 lb. and 8¼ lb. Grey Shirtings, and heavy settlements were being made at rapidly advancing rates, the quotations being, 7 lbs., Tls. 1.75 per piece upwards; and 8¼ lbs., Tls. 2.15 to 2.22 per piece. In the other kinds of Cotton Piece Goods only a very trifling business had transpired. Woollens had been almost entirely neglected. Long Ells, Camlets, Lastings, and Figured Orleans were offering at greatly reduced rates, without inducing buyers. Some 3,000 pieces of Crape Lustres (Martaban) had been sold at Tls. 2.8.0 per piece, immediate delivery. Metals.—Iron: Only a very trifling business transacted, and the market continued extremely quiet. Sales only 5,000 bundles, small sizes, at Tls. 2.20 to 2.22 per picul. Quotations nominally unchanged. Lead: A few small lots of L.B changed hands at low rates. Common chops offering at Tls. 4.25 to 4.30 per picul. Coals: Market continued very weak; transactions trifling, and rates nominal.

FOOCHOW.—No transactions were reported.

HONG KONG.—We take the following from Messrs. Olyphant and Co.'s Circular:—Business in all departments of trade during the week has been very limited, and the native dealers have shown an increased unwillingness and hesitancy to enter into operations of any character. The depression in our markets has unquestionably been greatly increased by the news of the outrages at the North, and the effect of this has been particularly noticeable upon our Piece Goods market, which is at present in a literally stagnant state. All manufactured goods are nominally lower, and for no particular fabrics are there any buyers, as holders are most ready sellers, and in nearly all instances come to terms with purchasers. 8.4 lb. Grey Shirtings are refused at $2.80, and American Drills cannot be placed at $4.40 per piece. Small settlements of Raw Cotton have been made at lower values. Cotton Yarns are offered "to arrive" at reduced prices. Woollens are neglected, and rates are, if anything, weaker.

SAIGON.—In consequence of very large arrivals from Singapore, the market was over-stocked for all descriptions, and even at the ruling low rates sales were very difficult. The following quotations were, therefore, nominal:—Grey Shirtings, 8¼ lbs., $2.90 to 2.92; ditto, 7 lbs., $2.50; Grey T-Cloth, 4 lbs., $1.35; ditto, 4½ lbs., $1.38; ditto, 4½ lbs., $1.45; ditto, 5 lbs., $1.57; White Irishes, $2,05 to 2.10.

EXPORTS.

TEA.

YOKOHAMA.—The market had been rather quiet, the firmness of native dealers in their demands for full prices having somewhat curtailed business; settlements amounted to about 2,000 piculs, principally of Good Medium and Fine grades. Prices again showed an advance, but arrivals having come forward rather freely, the market closed with an easier tendency. The leaf as yet had been of good quality, and the crop promised to be a plentiful one. Stocks for this period of the season were large. The P.M.S.S. Company's steamer China sailed on the 22nd June with 345,015 lbs. for New York, and 203,522 lbs. for San Francisco, making the total export for the season 10,667,135 lbs., exclusive of 1,448,864 lbs. exported to America, &c., from Hiogo and Osaka. The Britomart for San Francisco, and Chloris for New York, would sail in a few days. Quotations:—Common and Good Common, nominal; Medium, $37 to 39 per picul; Good Medium, $40 to 43; Fine, $44 to 47 per picul; Finest, $48 to 50; Choice, nominal.

SHANGHAI.—Black: Settlements since the departure of the English mail amounted to 29,513 chests, and re-shipments to 4,534 chests, leaving 83,000 chests in stock. Prices were without material change. Common Hohows had been settled at Tls. 18, and offers of Tls. 16.5.0 to Tls. 18.5.0 had been made for common to fair Oanams. Green: 4 chops of Pingsuey settled, at rates fully equal to those last current, as also had a few parcels of old Fychow, of common quality, at Tls. 20 to Tls. 22. Hoochow tea, Shanghai packed, placed on the market, and one chop had realised Tls. 31.5.0. Total settlements for the week, 6,330 half-chests. Stock, 13,000 half-chests.

HANKOW.—There was nothing of interest to report; the only settlement had been one chop of medium Tea.

FOOCHOW.—The following is from the Chamber of Commerce Circular, dated 8th July:—The market was opened on the 2nd instant by the purchase of 3,106 half-chests and 215 chests of Chingwo Congou at Tls. 28 to 32; and the highest price which has since been paid for this class is Tls. 33½. Comparing the prices now current with those ruling at the commencement of last season, it will be found that these Teas cost about the same while they are inferior in quality. Some finest Seu Moo Teas have been settled at Tls. 33, the contract, however, including some inferior at the same price, and thus raising the cost of the finest to Tls. 36 to 37. Purchases have been made of finest Teas from other favourite districts up to Tls. 36. During the first three days business was restricted to settlements of Chingwo, Pehling, and other Pekoe-flavoured Teas. Since then it has been more active, and included other kinds; but the total amount for the six days is only 40,000 chests, which is much below the average of former years. The fine grades for England have commanded more attention, owing to their comparative scarcity and to the high prices asked at first for the lower kinds. Latterly the teamen have much reduced the rates at which they are willing to sell the common Teas, and settlements are being made for Australia. The following are the current quotations, to which Tls. 2.8 must be added for duty. The cost at which the Teas lay down in London is calculated at an exchange of 4s. 7½d., and freight £3 10s. One penny more must be added for extra freight on those shipped by steamer:—Dust and Siftings, Tls. 5.75, equal to 7½d., cost in London; Broken Leaf to Ordinary, Tls. 15, equal to 1s. 1½d.; Fair to Good Common, Tls. 15.5 to 18, equal to 1s. 1½d. to 1s. 3d.; Flavory to Medium, Tls. 19 to 25, equal to 1s. 4d. to 1s. 8d.; Good Medium to Fine, Tls. 25 to 30, equal to 1s. 8d. to 1s. 11¼d.; Fine to Finest, Tls. 30 to 36, equal to

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1s. 11½d. to 2s. 3d. Souchong: 3,000 chests of fine to finest have been taken at Tls. 28 to 34, and one chop of common at Tls. 23. Oolong: A few have been settled up to Tls. 23, and one large operation is reported to have been made at Tls. 18½ to 22. Scented Teas: A large business has been done in fine to finest at Tls. 24 to 32. Flowery Pekoe: No transactions have yet taken place, owing to the excessive demands of the Teamen.

AMOY.—Business had not been commenced; offers were said to have been made for Oolongs within $3 of the prices which Teamen would accept.

CANTON.—There had been a moderate amount of business at about former quotations. The Belted Will was engaged full, and would be despatched in a day or two. Prices were remaining as last advised.

SILK.

YOKOHAMA.—Fair arrivals of new silk had come down since the last report, and the season may be considered to be a good fortnight earlier than usual. The quality of the more recent arrivals of Hanks appeared to be better than the average at the commencement of last season; there was still much want of proper reeling, and the caslyg of the Skeins was also to be noticed. Prices opened high, varying from $800 to 850, whilst $720 to 740 were the rates paid in July last year. Settlements amounted to about 80 to 100 bales new silk; there were also about 150 bales old staple going forward, partly from Hiogo. Settlements:—Hank sorts, 100 bales; Oshu, 50 bales; other sorts, 100 bales—total, 250 bales. Stocks, new and old, 200 bales.

SHANGHAI.—An active business continued, on terms fully equivalent to our last quotations for most descriptions, whilst for chop and good Tsatlees and the better grades of Taysaams a slight advance may be remarked. Settlements were estimated at 2,000 bales, making 12,500 for the season, against 5,200 bales at same time last year. The unsold stock consisted of some 4,000 bales.

SAIGON PRODUCE.

The following, on the Rice market, is from Messrs. Behre and Co.'s Circular, dated 19th ult:—During the last month transactions have been very trifling; prices receded to $1.60 for round, and $1.45 for long grain, and there was no animation whatever in our market until the arrival of the Suwonada on the 10th inst. This steamer bringing better reports, both from China and Japan, and arrivals from the interior being very scanty, our natives holding back their stock in anticipation of higher rates, we again experienced an advance of prices. Our quotations close for round rice, which at this time of the year is scarcely obtainable in larger quantities, at $18.0 per picul; long, at $1.70 per picul; and even at these figures it is very difficult to place contracts. Exports since our last are:—China, 4,360 tons; Japan, 7,725 tons; Europe, nil; Mauritius and Bourbon, 163 tons; Singapore, 238 tons; total, 12,486 tons.

Messrs. Kaltenbach Engler and Co. report as follows upon the other articles of produce:—Paddy followed the downward tendency and several lots have been bought at 85 to 95 cents per picul. Closing quotations are 95 cents to $1.05 per picul. Fish: There is not very much stock in China town and prices have undergone no material change. We quote:—Ikan Spat, $2.75 per picul; White Siam Fish, $3.65 per picul; Black ditto, $2.50 to 2.75 per picul. Exports for the month amout to 9,936 piculs. Cotton: Uncleaned: Lower rates at the Chinese ports have had some effect on our market, and last reported purchases have been made at somewhat cheaper rates—$6.40 to 6.45 per picul. Cleaned 1 and 2 remain scarce and prices nearly the same as before—$21.50 and $19 respectively. The monthly exports amount to 4,510 piculs. Hides remain unchanged as before—Buffalo $8.75, Cow Hides $12.50 per picul, at which rates any quantity would find buyers, but there is nothing on the market. Horns continue in equally good demand at $8.75 per picul. Pepper: On arrival of the last French Mail advising a more settled position for the article in France a great excitement prevailed on our market, and buyers were freely offering higher rates; but as transactions have this year almost been confined to the interior, purchases were very difficult, and with the exception of a lot of 2,000 piculs, which obtained $9.87½, a few trifling lots only changed hands afterwards at $10 per picul. Cocoanut Oil: The season for this article having begun, a further decline is to be reported; last sales took place at $6.50 per picul. Gamboge: Scarce at $58 per picul.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to May 31, 1870	74573	71626722	50285884	1349918	16403096	139740193	45429
Corresponding period last season	970654	70638837	53654588	...	15790745	141054824	50709

Shipments Since:

June	13 per Titania	From Hankow	...	1,215,190	
—	14 ... United Service (str.)	... Shanghai	...	943,341	
—	17 ... Oberon (str.)	... Do.	...	1,111,247	
—	18 ... Ajax (str.)	... Do.	...	1,628,631	20
—	23 ... Orissa (ml. str.)	... Do., &c.	...	—	2,684
—	24 ... Cutty Sark	... Do.	...	1,305,812	
—	25 ... Forward Ho	... Do.	...	1,326,984	
—	27 ... Serica	... Do.	...	929,110	
—	— ... Nile (str.)	... Do.	...	1,212,248	119
July	7 ... Travancore (ml. str.)	... Do.	...	—	2,357

TO THE CONTINENT.

		Bales
From June 1 to May 31, 1870	4128270	18378
Corresponding period last season	4096139	20208

Shipments Since:

June	13 per Mobil	From Hong Kong	...	10,640	
July	7 ... Malacca	... Do.	...	17,180	
—	7 ... Travancore (ml. str.)	... Shanghai, &c.	...	—	1,449

TO UNITED STATES.

		Pcls.
From June 1 to May 31, 1870	40283667	1006
Corresponding period last season	43837255	1832

Shipments Since:

June	2 per Benefactor	From Shanghai	...	109,301
—	10 ... Golden Age	... Do.	...	34,464

TO AUSTRALIA.

From June 1 to May 31, 1870	13,640,823 lbs.
Corresponding period last year	16,936,649

Shipments Since:

July	8 per Joshua Bates	From Hong Kong	146,225

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844	51,022,600	... *
,, 1845 to 1846	57,334,200	18.604
,, 1850 to 1851	63 972 000	22,148
,, 1853 to 1854	77,327,800	61,280
,, 1855 to 1856	92.240 300	50 481
,, 1857 to 1858	76.990.255	68,315
,, 1858 to 1859	65 789.792	83.134
,, 1859 to 1860	85.560.452	64,169
,, 1860 to 1861	90.066.160	76,644
,, 1861 to 1862	109,854.040	79,199
,, 1862 to 1863	121.273 580	72.887
,, 1863 to 1864	117,463.586	46,603
,, 1864 to 1865	121,236 870	32 313
,, 1865 to 1866	118,333 042	62,890
,, 1866 to 1867	118.423,290	50.052
,, 1867 to 1868	116 890,430	57,449
,, 1868 to 1869	142 789,804	70 917
,, 1869 to 1870	139,740,193	63,807

* Including the Continent.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 7½d.	4s. 8d.	4s. 8d.
Shanghai ,, ,,	6s. 1d.	6s. 1½d.	6s. 1½d.
Canton ,, ,,	4s. 6½d.	4s. 7d.	4s. 7d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,,	4s. 6¾d.	4s. 7d.	4s. 7¼d.
Manilla ,, ,,	4s. 4d.	4s. 4½d.	4s. 4½d.
Colombo ,, ,,	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	310	235
,, Hong Kong	25 to 25½ dis.	—
Bar silver	111 2 5	6 prem.
Mexican dollars	74.5.5	½ prem.

Bons, at Yokohama, 340 per dol.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 26; Old, 36 per cent. premium.
Hong Kong Gas Company, 45 dols. per share.
Hong Kong and Whampoa Dock, 8 per cent. discount.
China Traders' Insurance, 1,600 dols. premium.
Hotel shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 33½ to 34 dols. premium.
Hong Kong Fire Insurance Company, 185 dols. premium.
Union Insurance Society of Canton, 1,500 dols premium.
China and Japan Marine Insurance Company, Tls. 25 premium.
China Fire Insurance Company, 3[d] dols premium.
Victoria Fire Insurance Company, 20 dollars premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par.

LATEST TELEGRAMS.

CHINA.

(RECEIVED VIA KIACHTA, AUG. 23.)

SHANGHAI, AUG. 4.—Silk: No. 4 Red Peacock, 27s. 6d.; No. 5 Red Peacock, 23s. 6d.; export since commencement of season, 17,000 bales; stock, 5,600 bales. Tea: Dull; settlements moderate; export of Black 30,000,000 lbs.; good common Congou, 12d. Freights: Ship 30s., steamer 60s. Shirtings steady; 8¼ lbs., Eagle Chop, Tls. 2.25. Exchange on London: Bank bills, six m.s., 5s. 11d. London telegrams to July 12 received August 1.

(RECEIVED VIA GALLE, AUG. 23.)

HONG KONG, AUG. 4.—There is but little news from the northern ports. The English and French admirals are at Chefoo, awaiting instructions. The military force at Hong Kong is held in readiness to leave immediately in the event of complications.

(RECEIVED VIA GALLE, AUG. 24.)

BOMBAY, AUG. 23.—According to intelligence received here from China by the last mail Count de Rochechouart, the French Minister, had urgently demanded the execution of three mandarins, and the liberation of many native Christians. Benkwofaw, the viceroy, had agreed to the French Minister's terms, except as regards the execution of one mandarin, who was his lieutenant. The alternative offered was the immediate bombardment of Tientsin, but the final result of the negotiations was not known at the time of the mail's departure.

(REUTER'S TELEGRAMS, RECEIVED VIA GALLE AUG. 29.)

HONG KONG, AUG. 11.—Grey Shirtings, 6½ catties, 8¼ lbs., $2 87; Water Twist, $1.35. Tea: Total export (China and Japan), 39,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 4d.

SHANGHAI, AUG. 5.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 2.28

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Cotton, Shanghai, Tls. 18. Silk: Settlements since departure of last mail, 1,000 bales. Export to date (China and Japan) from commencement of season, 22,000 bales. Exchange on London: Bank bills, six m.s., 5s. 11d.

(Received August 24.)

San Francisco, Aug. 12.—The Pacific Mail Steam-ship Company's steam-ship *Japan* arrived to-day, bringing dates from Hong Kong to July 12, and Yokohama to July 22. The *Japan* brought fifty-five cabin passengers, including thirty-two for European cities; also 270 Chinese in the steerage. Among the freights brought by the *Japan* are 826 packages of tea and 120 bales of silk for New York, overland, and 23,860 packages of tea and 143 bales of silk for reshipment *via* Panama. Foreigners in China and Japan are filled with horror at the atrocities committed at Tientsin, and called loudly for vengeance. The United States steamer *Ashuelot* left Hong Kong July 11 for Tientsin, and the *Monocacy* would sail for the same destination in case further assistance is needed.

JAVA.

(Received via Galle, Aug. 23.)

Batavia, Aug. 5.—The market for Colonial produce is very dull, in consequence of the war-news from Europe. All manufactures in very small demand, but prices unaltered. Freight to Holland, f.7o. Exchange on do. f.102 to f.102½ per cent. Arrivals: Cornelia, Cornelis Gips, Cornelis Smit, Maria Elisabeth, Passarouang, Gysbertus Hermanus. Departure: Jonge Jan.

Shipping Intelligence.

ARRIVALS.

At Yokohama—From Bordeaux, June 30, Berne.

At Shanghai.—From Liverpool, June 30, Magdala (str.); from New York, July 6, Game Cock.

At Hong Kong and Canton.—From London, July 10, Invincible; from Liverpool, 9, Nestor (str.); 10, Leith (str.); from Cardiff, 12, Linda; from Shields, 12, Deerfoot.

At Saigon.—From Bordeaux, June 27, Calcutta; from Newcastle, July 6, Deux Sœurs, 12, Cid; from Havre, 14, Jeanne Alice.

DEPARTURES.

From Shanghai.—For London, July 1, Ethiopian; 3, Craigforth (str.); 5, John R. Worcester, Lauderdale; 6, Weymouth.

From Foochow.—None.

From Hong Kong and Canton.—For London, July 13, Priam (str.).

PASSED ANJER.

July 10, Sir William Wallace, Hong Kong to London.

FREIGHTS AND CHARTERS.

At Yokohama.—To London there is no vessel on the berth; to New York £2 10s. per ton.

At Shanghai.—To London £2 10s. per ton ships, £4 10s., nominal, steamers.

At Foochow.—Rates per sailing ships, £3 10s. per ton; steamers, £5 5s., not exceeding 55 days; £5, 60 days; £4 10s., 65 days; £4 if over 65 days.

At Singapore.—The Xulla, to Channel (f. o.), for London or Hamburg, has been taken up at £2 for gambier; £2 10s. light freght, and £3 10s. canes. The Ajax (s.s.), filed up with a quantity of tin and gutta-percha, having failed to secure a full cargo tea at Hankow without the stipulated time, the Priam (s.s.), of same line, from Shanghai, had room for 1,500 tons cargo, which she has pretty well filled up with gambier at £1 15s., and light freight at £2 10s. to £3 per ton.

At Saigon.—The Ludovic et Charles (381 tons), for Bordeaux, gets 38,000 francs in full.

SHIPPING POSTSCRIPT.

Arrivals not in the Tables.—Aug. 24, at Liverpool, from Singapore, Henry Grenfell; 25, off Falmouth, from Rangoon, for Rotterdam, Rosetta; — at Queenstown, from Manila, Espana; 26, at London, from Colombo, Surrey; at Falmouth, from Akyab, Cornelia; 25, at London, from Ilo Ilo, Feliz; at Havre, from Colombo, Carl; 27, at London, from Colombo, Peri; 23, off Plymouth, from Batavia, for Amsterdam, Zeenymph; 24, of the Lizard, from Akyab, for Rotterdam, Naomi; 27, at London, from Ilo Ilo, Ha Moi; at Queenstown, from Rangoon, Primo; 26, at London, from Colombo, T. B. Ord.

Departures.—Aug. 25, from London, for Japan, Pride of the Thames; from Liverpool, for Singapore, China, &c. (via Suez Canal), Elgin (str.), (not 17th as before reported); 8, from Newcastle, for Singapore, Honolulu; from Stockholm, for Batavia, Ludwig; Aug. 24, from Cardiff, for Galle, Cheviot; 25, for Manila, Staffa; 26, from Clyde, for Singapore, Lochleven Castle; 27, from London, for Sunderland and Singapore, Sea Star.

Laid on.—At London, for Singapore, Havelock; at Liverpool, for Galle, John Bunyan.

Spoken.—Alfret (?), Foochow to New York, 84 days out, June 18, 26 S., 7 E.; Zeenimph (Dut), Batavia to Amsterdam, July 20, 17 N., 30 W.; Feliz (Span.), Manila to London, Aug. 8, 40 N., 32 W.; St. Montrose (?), Colombo to Falmouth, 110 days out, Aug. 14, 44 N., 20 W.; English barque, showing 2nd d.p. No. 068, Singapore to Liverpool, Aug. 17, 48 N., 21 W.; Electra (Dut ship), Batavia to Amsterdam, Aug. 22, 49 N., 8 W.; Petchelee, London to Singapore, 33 days out, 5 N., 22 W.; Tinnevelly, Ceylon to London, June 15, 35 S., 20 E.; T. B. Ord (brq.), Colombo to London, Aug. 19, 46 N. 16 W.; Merse (Dut. brq), Macao to Hamburg, May 12, 25 S., 42 E.; Teesdale, Padang to Boston, June 7, 35 S, 23 E., with rudder and foretopmast sprung, but in want of no assistance; Nyassa, Cardiff to Singapore, July 9, 12 N. 24 W., Klimania, Macao to London, June 12, 34 S. 21 E.; Clarata, Colombo to Havre, July 27, 23 N., 31 W.; Eenvick (Dut. brq.) Batavia to Amsterdam, 117 days out, July 4, 36., 36 W.

Casualties.—The City of Agra, Elwood, which arrived at New York, August 12, from Manila, experienced a heavy cyclone, April 15, lasting twenty-four hours, during which she carried away bobstay, sprung bowsprit, and split sails. The Henry Grenfell, Penrose, arrived at Liverpool, from Singapore, reported that after leaving Java Head she encountered a cyclone, during which she lost port bulwarks.

Miscellaneous.—At Port Said, Nile (str.), Wright, from Shanghai, and left August 21 for London; at Gibraltar, Aug. 22, Ajax (str.), Kidd, from Shangbai (*via* Suez Canal).

Messrs. Mactaggart, Tidman, and Co., the London agents of the Tanjong Pagar Dock Company, have received a telegram dated Galle the 28th inst., announcing the half-yearly meeting of the company, and the declaration of a dividend of 8 per cent. to the preference shareholders.

THE JAPANESE STUDENTS IN AMERICA.

According to the New York *Independent* of August 4, there are at present in the United States nearly fifty Japanese students. They are from all parts of the empire, from the inland daimiotes as well as from the sea-coasts. The allowance made to the students by the Mikado and the daimios amounts to a thousand dollars in gold, or about £200 of our money, per annum. Of the fifty, two are sons of daimios, two are sons of Queggi, the Mikado's counsellors, and the first belong to the two-sworded class. They seem to have imbibed American democratic ideas already to a considerable extent. On their first arrival in the country they scrupulously observed Japanese etiquette in their intercourse with one another. This, however, was kept up only a few weeks. These Japanese youths, are quick and bright. They hold the first place in their classes; but their forte is mathematics. They evince a fondness for natural science, though the terms puzzle them. In other languages they are apt scholars, except as to pronunciation. They delight in history, and "it is little less than astonishing to note the ease with which they grasp and unravel metaphysical ideas." In character they are manly, generous, extremely polite, temperate, chivalrous, and brave. They are liked and respected by their fellow-students, in whose sports they freely join, and are well received and esteemed by the townspeople where they reside.

Launch of the "Mindoro."—There has been launched from the building-yard of Messrs. Thomas Wingate and Co., Whiteinch, Clyde, a handsome screw-steamer of 450 tons, and fitted with a pair of surface condensing engines of 70-horse power nominal. This vessel has been specially built for trading with goods and passengers among the Philippine Islands, to the order of Messrs. Ker, Bolton, and Co., of Glasgow, and has elegant and airy passenger accommodation, awning deck, and all the latest improvements for a hot climate. The ceremony of naming her the *Mindoro* was performed by Miss Wingate. The *Mindoro* has been built under the superintendence of Captain David Henderson, and is classed A 90 at Lloyd's. She was launched with steam up, and immediately proceeded down the river on her trial trip. After completing her loading she will proceed to her destination, *via* the Suez Canal, and will act as a consort to a steamer previously built by Messrs. Wingate and Co. for the same owners.

We have received the first number of *The Phœnix*, a monthly magazine for China, Japan, and Eastern Asia. It is designed to supply information on the various topics relating to the countries we have named, and thus to some extent it will supply the place formerly occupied by the *Chinese Repository*. The type and general get-up of the work are satisfactory, but its size is at present extremely limited. We are, however, promised in the opening address that future numbers will be of larger dimensions. The editorial department is conducted by the Rev. James Summers.

Bankruptcy of Mr. W. R. Seares.—This case was mentioned upon an application for the appointment of a receiver. The debtor, trading at 89, Great Tower-street, as a tea merchant, had filed a petition for liquidation by arrangement, under which his debts were estimated at £63,000, with assets £4,700, consisting of cash, stock in trade, and book debts; and it was desirable that there should be no unnecessary delay in collecting the property. Mr. Brough applied that Mr. John Ball should be appointed receiver. The Court, upon proof of the requisites, granted the application.

The executors to the late E. R. Michell have requested all claims to be sent into Messrs. Prior and Bigg, Southampton-buildings, Chancery-lane.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Mactaggart—On the 24th Aug., at Tannadice House, Forfarshire, the wife of William Mactaggart, Esq., of a son.

Parker—On the 5th June, at Sarawak, Borneo, the wife of Edward Corbett Parker, Esq., of a son.

MARRIAGES.

Robertson—Livingstone.—On the 17th Aug., at Dunalistair, Broughty Ferry, the residence of the bride's brother-in-law, by the Rev. James Nicolson, incumbent of St. Salvador's, Dundee, Horatio John Robertson, merchant, Foochow, China, to Williamine Agnes, youngest daughter of the late Thomas Livingstone, solicitor, Inverness.

Breakfast.—Epps's Cocoa.—Grateful and Comforting.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—James Epps & Co., Homœopathic Chemists, London.

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The London & China Telegraph.

LONDON : MONDAY, AUGUST 29, 1870.

GALLE OR COLOMBO AS THE MAIL-PORT.

The question of the substitution of Colombo for Galle, as the mail-port of Ceylon, derives greater importance, and presses more urgently for decision, in consequence of the successful opening of the Suez Canal. Putting out of view the purely partial arguments with which the advocates of the rival ports support their special claims to pre-eminence, we are informed by the last mail of several facts of great value in forming a comparison of the advantages of the two routes. It seems that the Home Government hesitate to accept the modest estimate of a quarter of a million, which the Galle Harbour Commissioners consider sufficient to construct a breakwater without the other improvements which were projected in connection with it. In view of the expected revolution in Eastern trade consequent on the realisation of M. de Lesseps' great work, they are of opinion that at least three times that sum would be required for the completion of such works as would enable Galle to accommodate the vastly increased amount of shipping which may be expected. Another, and a fully experienced and competent, Commission is therefore to be sent from home to inspect the harbour of Galle, and estimate the capability and cost of its enlargement. Here, however, the advocates of Colombo demand why, if Ceylon requires a harbour costing three quarters of a million, it should not be constructed at the capital of the island, and the chief seat of its commerce and its exports. This is certainly a difficult question to answer, if the new harbour can be constructed as well and as economically at Colombo. There does not seem room for much doubt that both these conditions of the utility of a port can be complied with at Colombo, at least as well as at Galle. Now that steamers intended for the Eastern trade are being fitted with machinery especially constructed to economise coal, the number of those requiring to stop at Galle for fuel will be gradually lessened. Most of the new vessels will be able to take in sufficient coal at Aden to last them to Calcutta or China, and *vice versa*. Moreover, Colombo is nearer than Galle in the line from Suez, and it is a port more easily made. Add to this the probability of the deepening of the Ramisseram Channel, so as to admit vessels of as great draught as can pass through the Suez Canal, and the P. and O. steamers would save 230 miles by going from Cape Comorin to Colombo instead of Galle; while, by the same route, the Messageries Imperiales would save 245 miles, and the British-India steamers 285 miles. Mr. D. Wilson has calculated the distance from deep water to deep water at less than a quarter of a mile, and Sir James Elphinstone has recorded his opinion that "few undertakings involving a small outlay "would produce more marked results as respects the "convenience of the whole trade of the coast of India "than the opening of this Channel. It would at once bring "Colombo on the high road for all ships bound from the "Bay of Bengal to the Malabar Coast, and *vice versa*." "I "think" (pursues Sir James) "that the best way of strengthening our position, and reducing the chance of such a proposition" (as that of annexing Ceylon to India) "is to accept "frankly the office of making a harbour at Galle, even at "the contingent risk of having to pay something for it." Among the objects included in this calculation, Sir James considers a port at Colombo as one of the most urgent. "The risk, loss, and damage of shipping in Colombo roads "are too well known to make it necessary even to allude to "them; and a trade, which amounts to eight or nine millions in value, deserves more than an open and exposed "roadstead for its conduct and safety."

Mr. R. J. Dunlop, of Jaffna, has published a timely pamphlet, in which all the information regarding the existing channel at Paumben, and the proposed opening through Ramisseram, is collected. Captain Donnan, the Master Attendant of Colombo, is in favour of straightening and deepening the Paumben opening. Mr. Dunlop, sharing the opinions of Sir James Elphinstone and Mr. D. Wilson, propose that a fresh channel should be cut, about midway between the coast of India and that of Ceylon, through the reef of coral and sand called Adam's Bridge. On a small map, which accompanies Mr. Dunlop's pamphlet, the precise position indicated is the end next India of the island of Ramisseram. The calculation is that the distance from deep water in the Gulf of Manaar to deep water in Palk's Strait would be less than half a mile of cutting through sand and soft coral; and Mr. Churchill, C.E., of the Ceylon Public Works Department, has estimated the cost at something more than £44,000. Allowing £50,000 for this, Mr. Dunlop estimates the gross annual returns to be expected at £24,000, or almost 50 per cent. on the cost. Mr. Dunlop proposes that a company should be formed to take over the Paumben Channel, with all stock, paying Government an equal rent, and levying on all vessels a toll sufficient to keep up the work properly, and pay shareholders. By this route Mr. Dunlop says that the ports of Tuticorin and Colombo are both within a few hours' sail of Negapatam, in the Bay of Bengal; whereas, by the present route, round the south of the island of Ceylon, *via* Galle, the voyage varies from five days to two months between those ports—according to the season of the year, and the vessel employed, whether steam or sailing. In eighteen months he is confident that it might be so far completed as to allow a large portion of the trade to pass through; and eventually it must become the route for steamers and ships to and from Pondicherry, Madras, Calcutta, and other ports in the Bay of Bengal, to and from the westward. As soon as this channel is completed, steamers will not require to coal at Galle, as at Ramisseram Island the water is deep and calm, with abundance of space on shore for sheds, so that steamers might coal comfortably from their own hulks or from the shore. The advantages of the proposed channel are not unquestioned. Sir Wm. Denison and Lord Napier have expressed opinions adverse to it. But, the *Ceylon Observer* well remarks, "Let us "never forget the adverse opinions held regarding the Suez "Canal, and the enormous amount of word-eating, and frank "admission of error, which followed when the success of that "undertaking was undoubted." Deeply as the interests of Ceylon are involved in the present question, it is one of cosmopolitan rather than local importance. It is, moreover, not solely an engineering problem; it is, to a great extent, nautical, and on nautical subjects Sir James Elphinstone's opinion must always command respect.

THE MAIL SERVICES.

A rumour was circulated in London that the French mail steamer had not left Marseilles on Sunday, the 21st, and great surprise was expressed that the directors of the Messageries Imperiales had not sent timely notice to their London agent. It appears, however, that their steamer *Guienne* was detained only a few hours, in consequence of an interruption on the Lyons Railway. We are of course quite prepared for any derangements incident to the war, but we cannot excuse a want of forethought on the part of the administrators of companies. By a timely notice much of the loss and annoyance occasioned by the non-departure of a mail may be avoided. Should Paris be besieged, the transit of our mails through to Marseilles cannot be relied on, and we have called the attention of the Postmaster-General to the circumstance, and requested to know if any steps are being taken to meet this contingency. The whole of the route by Ostend, Cologne, Frankfort, Munich, Innsbruck, and the Brenner pass to Bologna and Brindisi is clear, and likely to remain out of the range of the war. This route occupies about a day longer than by Paris and Mont Cenis, which is compensated by the shorter sea passage from Brindisi to Alexandria. Should this route be also interrupted by the war we must fall back on Southampton; and even now it would be well for our merchants to at once use this route for their bulky despatches and general business correspondence. Indeed, if it becomes necessary to entirely adopt Southampton, and ignore the Continent for a time, no doubt the P. and O. Company would put on an extra speed, and reduce the difference which now exists of seven days to four, leaving Southampton on Tuesday instead of Saturday.

Since the above was in type we have received the following communication from the Post-office :—

I beg leave to inform you that the Postmaster-General is already in communication with the French Post-office, and also with the Post-offices of North Germany and Italy, for the purpose of making such arrangements as will ensure the due transmission of the important Overland Mails between this country and India, China, &c., in the event of the usual route through Paris being interrupted.

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THE STRAITS STEAMER.

The following is the reply of the Earl of Kimberley, Secretary of State for the Colonies, to the letter of the Straits Association, which appeared in our last issue :—

Lord Kimberley directs me to inform you in reply that he is most desirous that all unnecessary expenditure should be saved in this matter, but his Lordship cannot agree with the Straits Settlements Association that the colony should be without one efficient steamer, and he is not satisfied that the *Peiho* would sufficiently answer all the requirements of the Colonial Government. I am to add that a steamer has been purchased for the colony by the orders of Lord Kimberley's predecessor, and will shortly be sent out to Singapore, when it is proposed that the two larger steamers, at present employed by the Colonial Government, should be sold. These new arrangements will in due course be communicated to the Legislative Council of the Straits Settlements, and Lord Kimberley does not doubt that they will be found more satisfactory and, on the whole, not less economical than those proposed by the Straits Settlements Association.

The Times publishes a letter from its correspondent at Shanghai on the subject of the Tientsin massacre, but in these days the affair has not received any attention from the English press. The latest telegram we have on the subject, Hong Kong, Aug. 4, says that the English and French Admirals were at Chefoo waiting instructions from home; and that the French *Charge d'Affaires* at Peking had demanded the execution of three mandarins and the liberation of native Christians, or the alternative of the bombardment of Tientsin. There are rumours that all the foreigners at Peking and Tientsin have been murdered, but there is no foundation for them. We have now received full details of the horrible affair which will be found in our Mail news. It will also be seen that we have advices from Saigon announcing the despatch of three war vessels, but no troops.

An expedition for the exploration of Mongolia, under the leadership of M. N. M. Prshewalski, has been despatched under the auspices of the Russian Geographical Society. The expedition is intended to last three years, and M. Prshewalski is to spend the winter in Peking, and to push forward next spring towards Russian Turkestan through the Chinese parts of Central Asia.

With reference to the Great Northern Telegraph Cable we notice that the *Great Northern* has passed through the Canal, and that the *Cella* has left the Thames. These vessels take out the second and concluding sections of the cable respectively.

CHINESE LABOUR IN AMERICA.

The *New York Journal of Commerce* contains the following article on the comparative value of work performed by some Swedish immigrants and also by Chinamen and negroes :—

"A gentleman largely engaged in cotton-raising in Louisiana gives us some interesting facts about the comparative value of different kinds of labour employed on his plantation. His main force is negroes, about 150 in number, whom he hires on the following terms :—The mules and all the tools required are furnished by him, and he makes reasonable advances for food and clothing, and the negroes give him half a bale of cotton to the acre and have the rest of the product for themselves, reimbursing him for his outlay for subsistence, &c. He was fortunate in engaging twelve Chinese at New Orleans, who had served eight years under Coolie contracts in Cuba, and were experienced in plantation work. To these he gives one-half of the profits over all the expenses, supplying mules and the other working capital, and advancing means for supplies as wanted. His Swedish *employés*, but few in number, were obtained in New Orleans, where he found them out of work, and glad to accept the same terms that he made with the negroes. These terms, as also those with the Chinese, are considered by all hands very liberal; and if the cotton crop turns out as well as expected they will each make a handsome sum of money during the season. The Swedes, though not as skilful in the use of the hoe (for want of practice) as the Chinese and negroes, are in other respects the best hands. They cultivate thoroughly and carefully, keep the mules in fine condition, and take good care of the tools. The climate and the labour seem to agree with them perfectly. But of course a large supply of Swedes or other white labourers from any part of the world cannot be depended on, although their remuneration in a good season would be ample. Next in order of value stand the Chinese—and those employed in the case under notice are decidedly inferior to the Celestials more recently imported direct from Hong Kong. They are fully as industrious as the negroes, neater in details, better mechanics, and in all respects more satisfactory. In the use of liquor they are more temperate than the blacks. It should be said that the freedmen do much more work when Chinese or others are competing with them—on separate portions of estates, however, since it is not deemed expedient to have them labour together. Last year, when the negroes had a monopoly of the work, our informant had occasion to find much fault with their idleness and shiftlessness and carelessness. This year they are doing their best, under the stimulant of competition, which we take to be a proof that the importation of Chinese to the South will have a good effect in bringing out the industrial resources of the freedmen. Subsequent to the engagement of the three classes under mention, the same planter hired eight Pennsylvania farm hands, but for some reason they have not taken readily to cotton culture, though he has not tried them long enough to determine their real worth for that business as compared with the others. This gentleman, like other planters in the same region, is impressed with the desirability of importing as many Chinese as possible. Wherever they have been set at work in the South they are doing well. The Arkansas Association report very favourably on the success of their importation. The Hon. Oakes Ames, who has a sugar plantation near New Orleans, has just received 150 Chinamen direct from Hong Kong. A large influx of the same race may be expected during the year. Our informant says that the cotton crop throughout Louisiana is looking finely."

The Chinese Government having limited the exportation of Chinese labourers to the vessels of the Treaty Powers, General Legendre, the American Consul at Amoy, reports that it is his impression this course will tend at present to decrease Chinese emigration. The American statute of 1862 forbids the transportation in United States' vessels of coolies to be carried to any foreign country, port, or place whatever, to be disposed of or sold for any term of years or any time as servants or apprentices, or to be held to service or labour. The statute provides, however, that nothing in it is to prevent the voluntary emigration of any Chinaman or to apply to the vessel carrying him; but he must have a certificate from the Consul at the port of embarkation, showing that the Consul has personally inquired into his case, and that he is a voluntary emigrant. The Secretary of State, having examined into the present importations, says he is not aware that any coolies are being imported into the United States of the class prohibited by this statute. He has been informed by the American Consul at Hong Kong of the recent departure from that port of two shiploads of coolies for New Orleans, but the Consul describes them as voluntary emigrants, and not only willing but anxious to go. All the American Consuls in China have been requested to rigidly observe and enforce the provisions of this statute. Consul Legendre at Amoy, whose report is above referred to, adds that the order of the Foreign Board in Peking provides that only Treaty Power merchants can open emigration agencies and only Treaty Power ships carry the emigrants, while it is only to the territories of such Treaty Powers that the emigrants can proceed. The coolie traffic is prohibited at Macao. The Consul is sure that under the new rule the traffic must die off, for it has ceased to be lucrative, and the lawful emigration of Chinamen to the Pacific and other States of America, confined to Hong Kong, may soon become a monopoly in American hands.

AMERICAN REPRESENTATION IN THE FAR EAST.

(New York Times.)

The application made a short time since by Mr. de Long, our Minister in Japan, for an establishment and retinue on the same scale as, and similar to, that afforded to his British colleague, opens up an interesting question regarding our diplomatic and consular establishments in that country and China. The reasons urged seem sufficiently cogent. More hands are wanted to do the work, and more "show" is necessary to retain influence over the native mind. We are disposed to go further than Mr. de Long, and to say that the whole of the diplomatic and consular establishments, not merely in Japan, but in China also, require a thorough revision and reorganisation. At the smaller ports, the Consuls are merchants, whose training has in no way fitted them for the arduous and delicate tasks devolving upon them as judges between their countrymen; while, as diplomatists, they fail utterly. Destitute of interpretorial help, the despatches which, by the help of a "pigeon-English" speaking *comprador*, they produce for the benefit of the local authorities are so imperfect that the latter have even been known to show them to the interpreters of other nationalities with the remark that they are utterly incomprehensible. The "consulate" is of course a room in the house, often more filled with "tea-musters" than official documents; while the staff consists of a "marshal," who is as often as not a runaway seaman of doubtful antecedents, Add to this that the profession of a merchant is in Japanese or Chinese eyes extremely low, and the opinion entertained by natives of our representative officials may be easily conceived. It is all very well to say they must be educated out of such absurd notions, but that argument would equally apply to a great deal which is simply done to meet prevailing ideas in civilised countries.

If we turn to the diplomatic service, we have evidence of insufficiency not less striking. The whole staff at Peking consists only of the Minister and Secretary of Legation, a resident missionary being attached as interpreter. The ties which bind this latter gentleman to the Legation being of the slenderest description, it frequently happens that he is out of the way when wanted. And if, as has more than once been the case, the Secretary happens to be ill or absent, the Minister is compelled to borrow an interpreter from the English or French Legation. No demonstration is needed to show how destructive of our position such a system must be. It has formed the theme of numerous articles in the Chinese Press, and is a standing subject of complaint by all citizens whose interests have been injured by the necessary delay which such a short-handed state of affairs necessarily insures.

There is but one cure for this objectionable system—to make the China and Japan Consular services an exception to party patronage. Clever, able men, knowing the langnages and versed in legal matters, could easily be found to take the appointments, if they were assured that their tenure did not depend upon the result of elections at home in which they can have no voice. But who would undertake to learn Chinese or Japanese, or to read up law—still less, who would give up a practice at home to reside abroad, conscious that the accidents of one man's life might in a moment displace him and render of no effect the study he had devoted to his duties? Moreover, it may be added that it takes at least two or three years to master the duties of a consulship in a country where each Consul is rather a Minister *in petto* than a Consul, as the term is understood in this country. We make no

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charge against the present Consuls, beyond that of unavoidable incapacity for their duties. But we cannot remain deaf to the repeated remonstrances addressed to us by every journal published in China and Japan. Mr. de Long's request is, in this respect, but a legitimate result of the system which, to retain party influence, has seriously injured our prestige in the "Far East.'

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	10 to 11
10	Do. Prov. Certificates	All	9½ to 10½
25	Bank of Egypt	All	38 to 40
20	Chartered Bank Ind., Aust., and China	All	16½ to 17½
25	Chartered Merc. of India and China ...	All	26 to 28
20	City Bank	10	10 to 11
100	Colonial Bank	25	41 to 43
500fr.	Comptoir D'Escompte of Paris	—	600
£28½	Hong Kong and Shanghai Bank ...	All	37 to 39
28½	Do. Do. new	11½	5 to 5½ pm.
100	Imperial Bank	20	17½ to 18½
50	London and County	20	47 to 49
50	London Joint Stock	15	33 to 34
100	London and Westminster	20	59 to 60
25	Oriental Bank Corporation	All	40 to 42
50	Union of London	15	36 to 38
	Telegraph Companies.		
10	Anglo-Mediterranean	All	13 to 13½
10	British Indian Submarine	All	6⅞ to 7⅛
10	British Indian Extension	All	5½ to 6
10	British Australian...	5	4 to 3 dis.
10	China Submarine	4	5 to 4 dis.
10	Falmouth, Malta, and Gibraltar ...	All	9½ to 9⅝
10	Great Northern	All	10⅛ to 10⅜
10	Do. China and Japan Extension	6	4 to 3 dis
25	Indo-European	All	12 to 14
10	Mediterranean Extension	All	5 to 6
12	Telegraph Construction Company ..	All	23 to 23½
50	Indiarubr.,Gutta Percha.&Tel. WorksCo.	45	38 to 40
	Miscellaneous.		
20	British India Tea Company	All	3 to 4
-	Ceylon Deb., 6 per cent., May & Nov. 1878	100	107 to 109
—	Do. Do. 1872... ...	100	102 to 104
—	Do. Do. 1882-3 ...	100	110 to 112
20	Ceylon Company	10	5½ to 4½ dis.
20	Do. A shares	5	3½ to 2½ dis.
50	Colonial Company	20	2 to 1 dis.
10	Credit Foncier of England	All	2 to 2¼
10	General Credit and Discount Company	7½	⅝ to ¾
10	Hong Kong Gas Company	All	
10	International Finance Society	5	2 to 1¾ dis.
—	Japan Loan	75	96 to 98
20	London and Prov. Marine Insurance Co.	2	par to ½ pm.
50	Merchant Shipping Company	All	25 to 30
25	National Discount Company	5	10¾ to 11½
25	Ocean Marine Insurance Company ...	5	12½ to 13½ pm.
500fr.	Messageries Imperiales of France ...	All	660
50	P. and O. Steam Company	All	41 to 43
50	Do. Do. 1867	10	4 to 2 dis.
100	Royal Mail Steam Company	60	47 to 49
20	Thames and Mersey Marine Insur Co.	2	3 to 3½ pm.
20	Universal Marine Insurance Company	5	4 to 5 pm.

BULLION AND SPECIE.

Gold.—The arrivals comprise—£158,500, per Russia, from New York; £10,000, per Minnesota, from New York; £440,000, per City of Brooklyn, from New York; £2,400, per Nestorian, from Quebec; £5,500, per Lagos, from Africa; £3,000, per Etna, from Halifax; £80,500, per Great Britain, from Melbourne. About £459,000, in bars and sovereigns, has been taken to the Bank of England since our last, and 90,000 sovereigns have been withdrawn. Owing to the danger of transmission the demand for export has materially abated, notwithstanding the low quotation of the Paris Exchange. A large proportion of recent arrivals will probably be purchased by the Bank.

Silver.—An exceptional purchase of bar silver last week led to some temporary increase in price, but the market is now quiet, with a limited supply. Our quotation is 60½d. to 60⅝d. per oz. standard; but this is in great measure nominal, and little, if any, could be obtained at this rate.

Mexican Dollars.—We have no arrivals to report; the present price is 58¾d. per oz. The P. and O. steamer Delta, on the 20th inst., took £24,500 for Hong Kong on Government account.

Monetary and Commercial.

A telegram received from Hong Kong by the Hong Hong and Shanghai Banking Corporation states that the result of the last half-year to 30th June will give the usual dividend of 12 per cent. per annum, and show a surplus of $100,000 carried forward.

The following vessels passed through the Suez Canal from the 17th to the 23rd inst.:—Outward bound—the English steamers *Ercilia*, *Neera*, and *Great Northern*; the Egyptian steamer *Massouah*; homeward bound—the English steamers *Chiltern*, *Nile*, *Statesman*, and *Achilles*.

Messrs. Nicol, Duckworth and Co., of Liverpool, have issued the following notice, in consequence of reports of their suspension :—

"Certain purely private and personal arrangements for relieving ourselves of our interest in cotton have no doubt given rise to the report published, but we deny having made any suspension of payments, and beg to state our ability to meet all our engagements as they arise."

The *Economist* has the following on the P. and O. Company's new contract :—

"The changes, we think, may be considered for the public advantage. In principle certainly it is better to have a contract for the payment of a fixed sum, and not one which varies according to the profit of the contractor—a profit which will depend entirely on the management of a business, which the Government can only control in respect of the efficiency of the services to itself. The old contract with the Company, in short, applied the vicious principle of sharing profits which has been found to bring so little good to a Government in the guarantee of railways—with this difference, that the Government exercises a real control over the whole business of the railway companies. Whether £450,000 is too large or too small a sum for the service rendered is a different matter, but the difficulty of getting efficient contractors for such services is enormous, and practically it cannot be considered too much as a compromise of the stipulation for which it is substituted. As to the alterations of the services, again, it cannot be considered that any material harm will be suffered by permitting the substitution of Liverpool for Southampton, though it may enable the Company to increase its profits, while the provision for giving us Brindisi for Marseilles is only what should have been thought of before. We can hardly agree with the representation of the Company that Brindisi may be less profitable to them than Marseilles—the passengers can hardly fail to be more numerous,—but in the increase of the speed the Government have at least got some compensation for the diminution of the length of the voyage which the vessels will have to make. We should have liked some arrangement for taking more advantage of the Brindisi route, even before the Mont Cenis Tunnel is completed; but that is fast becoming a question of the past."

ARTICLES OF IMPORT.

TEA.

The market has been very quiet. The demand chiefly runs on Teas ranging from 1s. 6d. to 1s. 9d. per lb., and for the finest parcels, which continue scarce. Red-leaf Congous: Siftings and broken-leaf kinds show no alteration, the demand being quiet. Fair to good common remain firm at previous prices, with only a moderate inquiry. In all the better kinds business has been limited, buyers now waiting the arrival of the Achilles. Black-leaf kinds: The lower qualities have been taken to a small extent at previous prices. Fair to good common have been steady at former rates. In new season's Teas a further decline has been established for all but the finest kinds. Sales have been made from 1s. 6½d. to 1s. 9d. per lb. for good to fine quality, these forming the bulk of the transactions reported. Amoy kinds: Some very low quality was sold in public sale from 6½d. to 6¾d. per lb.; the better kinds are out of request. In new-make Canton kinds there is nothing of interest to report. In Oolongs and Souchongs there is no alteration to notice. In Scented Teas there has been an arrival overland of over 4,000 boxes of new season's really fine Caper and Orange Pekoe, from Macao and Canton, the whole of which found ready buyers at very high prices, say 2s. to 3s 8d. per lb. for Orange Pekoe, and 2s. to 3s. 6d. for Capers. In old season's but little has been done, except at public auction, where mixed spurious kinds sold from 5d. to 7d. per lb., and good quality Foochow Orange Pekoes at 1s. 0½d. to 1s. 1d. per lb., being 1d. per lb. decline. There has been but little done in Uncoloured Japans. Green Teas: The market continues much depressed, and sales made at public auction have been at low prices for all common to medium kinds. Privately but few sales have been made; the prices of the finer kinds remain comparatively steady. Canton-made kinds have been dull of sale at former rates.

The following is from Messrs. Shepard, Harrison, and Rehden's Circular:—The chief business has been in new season's Tea, at a further decline of 2d. to 3d. on second-class quality, or 4d to 5d. per lb on first sales ex-Erl King, but at a public sale, without reserve, held 19th inst, of 1,880 packages ex-Agamemnon, a recovery of a 1d. per lb. took place, and this improvement has since been maintained, though few transactions have taken place. In old season's leaf, public sales commencing 16th inst of 28,800 packages (25,000 without reserve), have supplied buyers for the present, and restricted business by private contract. For export to the Continent no business has been done, but about 5,000 packages of the Agamemnon's cargo have been transhipped. To Canada, moderate purchases have been made in Uncoloured leaf and Young Hyson. The grades of Red Leaf, up to medium Kaisow, have been obtainable by public sale at very cheap rates; Siftings, from Foochow at 6½d. to 7d., bold leafy kinds, good liquor at 8¼d. to 9d., inferior flavory to Kaisow kinds 9¾d. to 1s. per lb. Siftings and leafy of black leaf (redried) sold as low as 2½d. to 3¾d.; bold leafy kinds, with pure liquor, at 5¾d. to 6d. per lb. Pakling, first crop (season 1869-70), in boxes, fine quality, at 1s. 5d. to 1s. 6d. per lb. Tayshan Leaf: No sales have transpired. Black-leaf: In old season's fair quality, with all faults, ex Dartmouth, sold at 9¾d. to 10d. per lb. The arrivals of new season's equal 58,000 chests, and at one time prices were unduly beaten down to 1s. 6½d. to 1s. 7d. per lb. for Oonam, and 1s. 7d. to 1s. 8d. per lb. for Oopacks, but there has been a recovery of 1d. per lb. from these forced sales, to-day's quotations closing at 1s. 7½d. to 1s. 8½d. per lb. for Oonams, 1s. 8½d. up to 1s. 11d. for Oopacks and Ooanfas, and for extra fine quality, of which the market is bare, fully opening rates are obtainable. In Souchong and Oolong there is nothing of interest to report. Scented Tea: Canton Orange Pekoe, ex Fairleader (season 1868-69), of low spurious quality, sold in public sale at 5d. to 6d. per lb., and medium, wiry leaf, well scented, at 1s. 2d. to 1s. 4d. per lb. Of new season's, per overland French route, about 2,000 boxes have been received, which, after great competition, sold at extreme rates, the Teas being strong scented and of superior quality; the same remarks apply to Caper, of which about the same quantity have come to hand, and also sold extremely well. Old season's, low spurious leaf, have sold at 5d. to 8d. per lb. Foochow Scented Orange Pekoe has seldom sold cheaper, 2,500 boxes of medium quality, good

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leaf and well scented, at public sale, realised only 1s. to 1s. 1½d. per lb.

Messrs. Kinnear, Hawes, and Hertz's report:—Since our letter of the 11th inst. the steamer Agamemnon has brought us a further supply of new season's black-leafs, mostly of medium to fine medium quality. The parcels of finest quality are very few, and for a small chop of half-chests the top price of 2s. 8d. per lb. has been paid. The market throughout the fortnight has been in a depressed state, and all transactions effected show a further decline in prices. About 1,900 packages ex steamer Agamemnon, which were sold without reserve in public sale on Friday last, commanded considerably better prices than had been obtainable by private sale, but contracts effected since show that these better rates have not been sustained. The quotations of most contracts range between 1s. 6½d. and 1s. 8d. per lb.

SILK.

Messrs. Jacomb, Hogg, and Co. report as follows:—We have again some sort of a market for Asiatic Silk, the wants of the home trade and a few orders from Switzerland have resulted in a little business at better prices than might under the present circumstances have been expected. In Chinas the demand has been principally for Tsatlees, at one moment a few parcels were sold at prices from which there has since been a recovery of about 1s. per lb. The extreme cost of the new Silk makes importers unwilling to sell; the little business doing is therefore almost entirely confined to old Silk in second hands, though a few lots of new Silk have been placed at the above quotations. In Japans there has been some inquiry the last few days, but at very low prices. Deliveries, 1st to 24th inclusive—China, 1,728, Japan 290; total 2,018 bales.

Messrs. Kilburn, Kershaw, and Co. report as follows:—The market has been rather firmer, with more inquiry during the last few days, but importers are so very determined to hold for improved rates, that very little business results; 25s. has been freely offered and refused for Red Peacocks, and at 23s. to 26s. for 4½ to good No. 4 Tsatlees several parcels have changed hands, chiefly to country buyers. In Japan silk some forced sales of Mybash at a very low price took place recently, but prices are since higher by fully 1s. The deliveries continue very fair considering the state of events.

London Quotations, August 25.

China.	
Tsatlee, No. 1	31s. 0d. to —
,, ,, 2	30s. 0d. to —
,, ,, 3	28s. 6d. to 29s. 0d.
,, Red Peacock	24s. 6d. to 25s. 0d.
Yuenfaa, Nos. 1, 2, and 3	22s. 6d. to 23s. 6d.
Taysaam Keying, Nos. 1, 2, and 3	21s. 6d to 24s. 6d.
Long Reel	18s. 6d. to 21s. 0d.
Canton	15s. 0d. to 21s. 0d.
Chinese Thrown	None.
Japan.	
Maibash and Sinchu, Nos. 1, 2, and 3	23s. 0d. to 30s. 0d.
Idah, Nos. 1 and 2	None.
Sodai, Nos. 1 and 2	25s. 0d. to 26s. 0d.
Oshiu, Nos. 1, 2, and 3	25s. 0d. to 29s. 0d.
Koshiu, Nos. 1 and 2	24s. 0d. to 25s. 0d.
Elchizen	22s. 0d. to 25s. 0d.
Mashta	22s. 0d to 24s. 0d.
Hatchoji	None.

COFFEE.

The market since our last report has exhibited some improvement, especially for Plantation Ceylon, which has been in better demand than at any period since the check imposed upon business by the declaration of war. Although the quantity disposed of has not been large, the prices realised show an advance, and this is firmly maintained at the close. At public sale, on the 20th inst., 103 casks 10 tierces 4 barrels 52 bags realised—triage, 45s. to 48s.; small, 52s. to 56s. 6d.; middling greyish, 59s. 6d. to 60s.; middling to good middling, 61s. to 68s. 6d.; bold, 60s. to 71s. 6d.; peaberry, 74s. 6d. to 76s. On the 23rd there was another offer, consisting of 94 casks 2 tierces 3 barrels 52 bags, which realised—triage and ordinary, 39s. 6d. to 54s.; small, 56s. 6d. to 57s.; low middling to middling, 59s. 6d. to 64s. 6d.; peaberry, 76s. 6d. In addition there has been a moderately active inquiry privately, and about 450 casks have been taken at prices on a par with those of the auctions. Of Native Ceylon there have been no offers at the public sales, but private transactions to the extent of 80 casks and 800 bags are reported, at 47s. to 50s. per cwt. In other East India there has been no business. The Dutch Trading Company's auction, consisting of 100,400 bags Java and 5,000 bags Padang, is announced for the 31st inst. Although the landings for the week are fully 800 tons less than last year, the deliveries are also 600 tons less, the deficiency in the stock being only slightly more. Stock, Aug. 20, 1870, 22,835 tons, against 24,949 tons 1869.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation 308,112 cwt., against 275,046 cwt. at the corresponding date of 1869; Native, 23,140 cwt., against 44,369 cwt. The quantity afloat for the Continent is 15,018 cwt. Plantation, against 8,252 cwt., and 21,768 cwt. Native, against 19,290 cwt. The quantity of Coffee landed in the thirty-three weeks ended Aug. 20, 1870, was, of Ceylon, 23,150 tons, against 24,731 tons during the corresponding period of 1869; of all descriptions, 38,635 tons, against 45,857 tons. The quantity entered for home consumption was, of Ceylon, 6,774 tons, against 7,146 tons; of all descriptions, 11,875 tons, against 11,938 tons. The quantity exported was, of Ceylon, 17,747 tons, against 16,213 tons; of all descriptions, 28,144 tons, against 28,190 tons. The stock on Aug. 20 was, of Ceylon, 12,503 tons, against 12,367 tons; of all descriptions, 22,835 tons, against 24,949 tons.

SUGAR.

The market has slightly improved, a better demand having been experienced, and prices show some advance. The public sales have been for the most part of West India kinds, the only offer of East India 1,900 bags clayed Manila (duty 4s.), being bought in at 23s. By private contract, 100 tons unclayed Zebu, have realised 18s., and 300 tons superior Ilo Ilo 21s.; 400 baskets good Java, about No. 14 (duty 5s. 3d.), have been sold at 32s. 9d., and 1,600 baskets good to fine Java at 30s. 9d. to 33s. 3d, chiefly at 31s. 9d. to 32s. 6d. The deliveries for home use have fallen off considerably, being nearly 1,000 tons less than last week, but with larger exports, the total is equal to last year's, and as the landings are also nearly alike, the surplus in the stock remains about 18,500 tons. Stock, August 20, 105,228 tons, against 86,667 tons.

The quantity of Sugar landed in the thirty-three weeks ended Aug. 20, 1870, was—of Penang, 2,277 tons, against 2,101 tons in the corresponding period of 1869; of Manila, Java, and China, 14,423 tons, against 22,434 tons; the quantity entered for home consumption was, of Penang, 1,578 tons, against 1,650 tons; of Manila, Java, and China, 16,672 tons, against 11,037 tons. The quantity exported was, of Penang, 95 tons, against 80 tons; of Manila, Java, and China, 1,830 tons, against 892 tons. The stock on Aug. 6 was, of Penang, 2,934 tons, against 700 tons; of Manila, Java, and China, 31,711 tons, against 39,069 tons.

Coir Goods.—At the weekly auctions a fair quantity of Yarn offered met a steady but not active demand, and the greater portion found buyers at previous rates, except for common, which sold cheaper. Fibre and Rope were both in small supply and went off without alteration. 172 bales fine to superior Ceylon Yarn were bought in at £41 to £60; of 51 tons ditto in dholls about 30 tons sold. common, £18; good common, £20 15s.; medium to good medium, £23 5s. to £28 5s.; good, £30 5s. Kitool Fibre: Of 285 bundles Ceylon offered 104 bundles sold without reserve at 4¾d. per lb.

Cocoa-nut Oil.—A better demand for Ceylon has been shown; at auction 250 tons are reported sold at £37, and there is a fair amount of business doing privately at the same quotation. The quantity of Ceylon afloat is estimated at 23,219 cwt., against 18,068 cwt. in 1869, and 16,339 cwt. in 1868.

Cutch.—The recent advance is steadily maintained, and there is a fairly active market; at auction 580 boxes good Pegu from Singapore sold at 19s. 3d.; privately, 200 boxes fine Pegu have realised 20s. 6d., and 100 tons for arrival at 20s. per cwt.

Essential Oils.—We note the sale of 2 cases Citronelle at 2½d.

Galls.—About 150 cases China have been sold privately at 43s. 6d.

Gambier.—There is scarcely any inquiry, and the business has been unimportant; fair block is worth 16s. 3d. to 16s. 6d. per cwt.

Hemp.—There is still but little doing in Manila; the quotation remains at £57 for fair roping.

Japan Wax.—There has been no business; 34 cases saucers were offered and bought in at 65s. to 75s. per cwt.

Pepper.—The business has been limited, but prices are maintained with firmness. Of Black there have been no public sales, and but few transactions privately. Of White the sales reported are 100 bags Singapore at 5¾d., and 51 bags Penang at 5¾d. to 5¾d. per lb.

Plumbago.—Ceylon has been very dull, and the only sale to note is of a small lot fair chips at 9s. 9d. per cwt.

Preserved Ginger.—An offer of 100 cases China was bought in at 7½d., with the exception of 32 cases stained which were sold at 5d.

Rice.—The market continues quiet, although somewhat more active than when we last reported; previous quotations are maintained. The sales reported are 7,700 bags old Rangoon sea damaged at 8s. to 9s., sound at 9s. 1½d. to 9s. 3d.; 720 tons new crop Rangoon just landed at 10s. 3d. prompt three months; 12,000 mats 2,500 bags garden Siam at 8s. 3d. to 8s. 6d.; 10,000 bags new ditto at 9s. 3d. and 2,500 bags old field Siam at 8s. to 8s. 3d.; of 5,544 bags new Rangoon per James Lister offered, 1,300 bags heated sold at 8s. 6d., the remainder being bought in at 9s. 6d. to 9s. 9d. Subsequently there was an increased demand for both Siam and Rangoon, 1,000 tons of the former sold, chiefly field, at 8s. to 8s. 3d., a small portion garden at 8s. 9d.; 4,000 bags fine old Rangoon sold at 10s. 3d., 1,000 bags fair at 9s. 3d., and 500 bags fine Moonghy at 10s. 3d.

Spices.—Cassia Lignea: Of 100 boxes China offered one-half unsorted sold at 100s. to 101s. Cinnamon: Of 309 bales Ceylon offered 28 bales sold—good first, 3s. to 3s. 1d.; fair second, 2s. 9d.; good third, 2s. 7d., the remainder low spurious kinds was all bought in at 3½d. to 5d., 18 bags sea damaged chips sold at 3½d. Nutmeg: 6 cases Penang, of old import, were offered and bought in, 87 to 80 nuts to the lb. at 2s. 4d. to 2s. 7d. Mace: 2 cases salvage Penang sold at 2s. 6d.

Shells.—An offer of 5 cases Manila Mother-o'-Pearl was bought in at £9.

Tin.—Straits is in steady inquiry at the last quoted price, £128; Banca continues to rule at £130, and Billiton has improved to £127 10s. to £128 per ton.

NEW YORK MARKET REPORT.

TEA.

The market continues quiet at the rates previously current. We notice sales of 2,485 half-chests Green per Etha Rickmers, 2,680 Oolong per Dacre, 1,100 do. per Lauderdale, 735 do. per Avon, 1,580 do. new crop Japan, to arrive per steamer, 1,128 do. Green, 1,800 do. Oolong, 2,600 do. old Japan, vessels not named, 750 do. per Good Hope, 410 do. per Harlaw, 353 do. per City of Perth, 300 do per Surprise, 800 do. new crop Japan to arrive, and 900 do. Green, vessels not named.

The following are the current quotations, which show no change from those last given:—Greens (Moyune, Twanki and Fychow): Gunpowder, common to good, 55c. to 95c.; fine to finest, 70c. to 120c.; Imperial, common to good, 48c. to 90c.; fine to finest, 55c. to 105c.; Young Hyson, common to good, 40c. to 80c.; fine to finest, 42c. to 110c.; Hyson, common to good, 47c. to 75c.; fine to finest, 52c. to 88c.; Hyson Skin, 35c. to 45c.; Foochow Oolongs, common and good, 48c. to 54c.; superior and fine, 56c. to 65c.; finest, 70c. to 90c.; Amoy Oolongs, common and good, 46c. to 53c.; superior and fine, 55c. to 63c.; finest, 67c. to 72c.; Souchong and Congou, common and good, 40c. to 50c.; superior and fine, 54c. to 63c.; finest, 65c. to 85c.; Japans, common, 55c. to 58c.; medium, 62c. to 64c.; fine and finest, 70c. to 77c.; choice, 80c. to 85c.

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The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to July 27, 1870, were as follows:—Greens, 17,139,265 lbs.; Japans, 7,782,390 lbs.; Souchongs, 2,408,937 lbs; Oolongs, 3,203,853 lbs.; other sorts, 154,464 lbs.; total, 35,688,909 lbs. The stock on Jan. 1 was 9,866,167 lbs.; which, added to the above total, gives a result of 45,555,076 lbs. Subtracting from this total the exports from Jan. 1 to July 27, 3,174,116 lbs., and the withdrawals for home consumption during that period, 23,390,325 lbs., there remains a total of 18,990,635 lbs., representing the stock on the last-named date. The receipts from July 13 to July 27 amounted to 2,118,285 lbs.; the withdrawals for home consumption to 1,236,351 lbs.; and the exports to 181,777 lbs.

COFFEE.—Following our last report sales were effected of 3,192 mats Java at 19½c. to 21c. gold, and of 215 mats Singapore on private terms. Subsequently the demand fell off, and at the close the market is very quiet at last quotations, viz.:—Java, 19½c. to 22c.; Singapore, 18c. to 18½c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. gold. The stock of Manila on the 1st Aug. was estimated at 1,700 bags, against 6,769 bags on Aug. 1, 1869; of Java (Government), at 850 bags, against 1,995 bags; of Java mats, 49,362, against 66,691 bags; of Ceylon, 250 bags, against 1,884 bags; of Singapore, 5,171 bags, against *nil*.

CAMPHOR.—China is quoted 18c. gold (in bond).

CORDAGE.—There is a steady though not active demand for Manila at 21½c. to 22½c.

ESSENTIAL OILS.—Aniseed is quoted $2 to 2.5; Cassia, $1 to 1.25 gold.

FIRE CRACKERS.—There is no demand, and prices are nominal.

GAMBIER.—The current quotation is 3¾c. gold (duty paid).

GUNNY CLOTH.—The market is very quiet at 31½c. for Borneo.

HEMP.—The sale is reported of 500 bales Manila, common quality, at 12¾c. gold 60 days' prompt; the nominal quotations for fair and good is 12¾ to 13c. gold, but no business has been done. The stock of Manila on the 1st August was estimated at 16,934 bales, against 3,600 bales at the corresponding date of 1869, and 26,680 bales in 1868. The imports into the United States from the 1st January to the 31st July, 1870, were 88,353 bales, against 61,235 bales during the corresponding period of last year, and the quantity afloat on the 31st July was 33,045 bales, against 60,952 bales at the same date last year.

INDIGO.—The demand is still limited, and the only sale has been of 10 cases Manila at the previous price, viz., $1.25 to $1.30 currency.

PRESERVED GINGER.—China is quoted $8 to 11 currency (duty paid).

RHUBARB.—The quotation for China is $1 to 2.50 currency (duty paid).

RICE.—The market generally maintains a steady tone. In Rangoon sales for home consumption have been effected at the last quoted prices, namely 3,000 bags at $7.12½ to $7.50 currency, and 350 bags at $5.75 gold, duty paid, but for export there is not so much inquiry, and prices have declined 12½c. to 25c., the sales being 1,970 bags at $3 to $3.37½ gold in bond.

SPICES.—The market for whole parcels is very quiet, and we hear of no sales. In a jobbing way there continues a fair business at steady, and for most goods, firm prices. Nutmegs are a little lower, but the other descriptions are quite firm. We notice sales to the trade of 200 cases Nutmegs at $1.7 to 1.7½; 50 do. Mace, $1.30; 100 do. and 200 bales Cassia, 47c.; 1,200 bags Pepper, 26½c. for Sumatra and 27c. for Singapore; 500 do. Pimento, 18½c. to 18¾c.; 150 bales Cloves, 25¾c.; parcel of 300 do. in bond. 5¾c.

TIN.—The market for Straits continues dull, notwithstanding advices of a rise in London. The sales have been 100 slabs at 37c., and 500 slabs at 36½c. gold, and the closing quotations are—36¼c. to 36½c. Banca is nominally quoted 37½c., but no transactions have been effected.

SHIPPING.

ARRIVALS.—Aug. 5, at San Francisco, from Hong Kong, Windward; 10, at New York, from Hiogo, Esperanza; 11, at San Francisco, from Hong Kong, Charger; 12, at New York, from Manila, City of Agra; from Colombo, Blencathra.

DEPARTURES.—Aug. 1, from San Francisco, for Yokohama and Hong Kong, Great Republic (s.).

LOADING.—At New York, for Shanghai, Surprise.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Aug 22	Emma Ash (str.)	Parker	Colombo, &c., via S.C.	London
— 23	Aline	Kier	Batavia	Plymouth
— 23	Essex	Hodder	Rangoon	Falmouth
— 23	Wellamo	Sundstrom	Akyab	Plymouth
— 23	Peri	Westwaler	Colombo	Do.
— 23	Francis K. Dumas	Bolstorf	Rangoon	Queenstown
— 23	Helen R. Cooper,	Dickenson	Maulmain	Do.
— 24	Hebe	Huyzer	Rangoon	Cowes
— 24	Magnolia	Guswell	Do.	Plymouth
— 23	China	Jordan	Do.	Falmouth
— 24	Princess Somawatty	Gake	Akyab	Do.
— 24	Frederica	Allen	Do.	Do.
— 24	Jorgen Bruhn	Iversen	Do.	Do.
— 24	Freya	Lund	Do., for Copenhagen	Do.
— 24	Undine	Nickelsen	Do.	Do.
— 24	Theophane	—	Rangoon	Liverpool
— 24	Dunkeld	—	Do.	Do.
— 23	Helen Burns	—	Do.	Do.
— 24	Suomi	Mattson	Do.	Falmouth
— 24	Sea Flower	Thomas	Bassein	Do.
— 24	Elizabeth Fry	Foster	Rangoon	Do.
— 24	Anna	Gannessen	Do.	Do.
— 25	Clymene	—	Macao	Deal
— 25	Surrey	—	Colombo	Do.
— 25	Courier	—	Batavia	Do.
— 25	Rogna	—	Akyab	Falmouth
— 25	Concordia	—	Do. for Copenhagn.	Do.
— 25	Baron Macaulay	—	Rangoon	Liverpool
— 25	Corea	—	Singapore	Deal

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug 18	Edinburgh (str.)	Cato	Penang, &c.	London
—	Æolus	De Vries	Batavia	Rotterdam
— 19	Cella (str.)	Gleadell	Hg Kg., via Canal	London
— 19	Solent	Meldrum	Yokohama	Do.
— 19	Crest of the Wave	Harris	Newcastle & Yoko.	Do.
—	Kosmopolit	Dienske	Batavia	Amsterdam
— 20	Hercules	Laing	Ceylon	London
— 20	Windsor Castle	Dinsdale	Cardiff and Shanghai	Do.
— 22	Erl King (str.)	Steele	Sing., Hg. Kg., Shang., & Japan, via Canal	Do.
— 22	Antipodes	Dobson	Shanghai	Do.
— 22	Jacob II.	Lorn	Newcastle & Bangkok	Do.
Jly. 29	Levi Stevens	Newbery	Shanghai	Utsalady
Aug 16	Mogul	Freeman	Singapore	Cardiff

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama and Hiogo: Pride of the Thames. For Yokohama: Lothair, Benmore, Eastern Chief. For Hiogo and Nagasaki: James Paton, Lunan. For Shanghai: Dartmouth, Seatoller. For Hong Kong: Neville, Western Chief, Sir Harry Parkes, Assyrian. For Singapore: Gemini. For Singapore, &c. (via Suez Canal): Scanderia (str.). For Singapore and Penang (via Suez Canal): Wm. Cory (str.). For Penang: Bristow. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Lord of the Isles (str.). For Bangkok: Anita, Aurora. For Colombo: Palmerston, Scawfell, Teviot. For Colombo, &c.: Langstone.

At LIVERPOOL.—For Yokohama: Grenadier. For Nagasaki and Hiogo: Dolphin. For Shanghai: Sarah Nicholson. For Hong Kong: Golden Sea. For Manila: Victoria. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Diomed (str.). For Penang, Singapore, and Hong Kong (via Suez Canal): Bengal (str.). For Singapore, Saigon, Bangkok, and Hong Kong (via Suez Canal): Una (str.). For Galle, &c.: Prince Victor. For Colombo, &c. (via Suez Cana): Historian (str.), Athol (str.). For Batavia and Sourabaya: Stavers. For Singapore: Coldstream.

At GLASGOW.—For Manila: Pausquiza. For Ilo Ilo: Priam. For Batavia and Sourabaya: County of Argyle. For Singapore: Lochleven Castle. For Galle and Colombo: Mary E. Ray.

SPOKEN.

MARIA ROSA (Eng. brq.), Singapore to Liverpool, July 5, 34 S., 13 E.
AVERY, Colombo to London, June 28, 33 S., 16 E.
ELIZABETH (Span. brq.), Manila to Liverpool, April 16, near Anjer.
ELECTRA, Batavia to Amsterdam, June 24, 35 S., 29 E.
ROTA (Dan. ship), Straits of Sunda to Falmouth, June 27, 35 S., 19 E.
CARL AUGUST (Fr. brq.), Hong Kong to N. Orleans, June 24, 35 S., 22 E.
BALNAGUITH (British brq.), Padang to New York, July 2, 35 S., 19 E.
MONARCH, (brq.), Ceylon to London, July 10, 31 S., 13 E.
FRANCINA WILHELMINA, Batavia to Amsterdam, June 6, 28 S., 47 E.
SURREY, Ceylon to London, June 25, 35 S., 21 E.
ACACIA, Ceylon to London, July 3, 30 S., 13 E.
COUNTY OF BUTE, Java to Rotterdam, June 8, 21 S., 64 E.
VON BERG (N. Germ. brg.), from Java, June 30.
JACOBA CORNELIA (Dut. brg.), Java to Rotterdam, July 1, 35 S., 20 E.
JANE AVERY, Colombo to London, June 28, 33 S., 16 E.
JOHN MILTON, London to Yokohama, June 15.
SINGAPORE (ship), Liverpool to Japan, 95 days out.
BREMERLEHE (?), Manila to New York, May 27, 34 S., 29 E.
PANAMA, Manila to New York, May 23, 33 S., 35 E.
DERWENT (brq.), Swatow to Cambodia, June 21, 15 N., 110 E.
EDINBURGH CASTLE (ship), from Sing., June 18, in the Strts. of Sunda.
ROTA, Japan to Falmouth, Aug. 19, 47 N., 14 W.
STAD DOCKUM, Amsterdam to Batavia, Aug. 19, 10 N., 26 W.
FELIZ, Manila to London, July 31, 33 N., 39 W.
CATHARINA, Sourabaya to Amsterdam, July 31, 33 N., 39 W.

FREIGHTS AND CHARTERS.

Berth freights for sailing vessels have exhibited no improvement since our last issue; steamers continue to load readily at improved rates.

Current rates of freight for vessels on the berth: To Yokohama: 32s. 6d. weight, 45s. meast.; per steamer, via Suez Canal, 120s. weight: 113s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30 meast.; per steamer, via Suez Canal, 70s. weight, 70s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—For Hiogo: £35. For Galle: £25. From Newport, Cardiff, or Swansea per ton.—For Hiogo: £1 15s. For Shanghai: £1 16s. For Singapore: £1 7s. For Galle: £1 6s.

The Admiralty have invited tenders for the conveyance of 220 hhds. malt liquor to Hong Kong.

CASUALTIES.

The Achilles (str.), from Foochow, which arrived at Port Said Aug. 20, took the ground on the mud in leaving the latter port, and was detained twenty-four hours to lighten; no damage to ship or cargo.

The Priam (str.) arrived at Bombay, from Shanghai, with loss of the blades of her propeller; she would dock to ship spare propeller. No other damage to vessel, and none to cargo.

Advices from Rotterdam, dated Aug. 21, state that the Azia, Boncker, from Batavia to Amsterdam, which put into Simon's Bay, July 15, leaky, had been surveyed and ordered to discharge part of cargo.

The Dona Anita, from Manila to Falmouth, had been totally lost in the Straits of Mindora.

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MISCELLANEOUS.

The Aline (N. G.), Kier, from Batavia, has put into Plymouth for orders.

At Malta.—Aug. 15, Great Northern (str.), Murrell, from London, with telegraph cable for Hong Kong, via Suez Canal; 20, United Service (str.), from China, &c., via Suez Canal.

At Trieste.—Aug. 15, Stagshaw (str.), Baker, from Colombo, via Suez Canal.

At Port Said.—Aug. 20, Achilles (str.), from Foochow; Statesman (str.), from Foochow, and left for London.

At Ismailia.—Aug. 23, passed from Port Said to Suez, from the 17th to 23rd—Ercillia (str.), London to Singapore and China; Gt. Northern (str.), London to Hong Kong; passed from Suez to Port Said—English steamers Achilles and Nile.

Wrecks and Casualties.—An analysis of the wrecks and casualties reported in *Lloyd's List* during the year 1869, compared with the average of the three previous years, has just been issued. The figures, which occupy eighty-one large pages, have been compiled by Mr. Henry Jeula, the honorary secretary of the statistical committee of Lloyd's, and must have involved much labour and responsibility. The number of casualties posted in Lloyd's Loss Book last year was 2,986, as compared with 2,805 in 1868. The "total losses" were 2,006, of which 1,877 were ships, and 129 steamers, against an average of 2,162 in the three previous years; and the "constructive" losses numbered 156, against an average of 270. These figures show that, notwithstanding the large increase in the mercantile marine of all nations, the proportion of the more serious class of casualties has decidedly diminished. Taking the results to cargoes, we find that in 1869 there were 971 totally lost, against an average of 1,270 in the three previous years; 568 part lost, against an average of 612; and 6 "all saved," against an average of 50. The list of "crews saved" numbered 1,128, against an average of 714; and the lives lost, so far as reported, were 1,643, against an average of 1,703 in the three previous years. The returns show that by far the largest proportion of casualties is in the British islands, the total losses in this division numbering last year 481.

The "Lord of the Isles," the new steamer, built by Messrs. Napier and Sons, Glasgow, for Messrs. Shaw, Maxton, and Co., for the China trade, has arrived in the Thames to load. The Lord of the Isles is 1,753 tons register, and 240-horse power, and is commanded by Captain Robinson, late of the China clippers Fiery Cross and Sir Lancelot. She will proceed to China *via* the Suez Canal.

FALMOUTH, GIBRALTAR, AND MALTA TELEGRAPH COMPANY (LIMITED.)

NEW SUBMARINE ROUTE to SOUTHERN EUROPE, EGYPT, ADEN, and INDIA, via FALMOUTH.

	TARIFF FOR TELEGRAMS OF TEN WORDS.	OF TWENTY WORDS.
To Aden	£1 16 0 ...	£2 8 0
,, Bombay, Calcutta, Madras, &c.	1 17 0	2 17 0
,, Ceylon and Burmah	2 1 0	3 1 0
,, To Gibraltar and Malta	—	0 10 0
,, Spain and Portugal	—	0 9 0
,, Italy and Papal States	—	0 15 0
,, Greece, Turkey, and Roumania	—	0 18 0
,, Germany, Belgium, and Holland	—	0 17 6

Half the Twenty Word Rates for every additional Ten Words. From the Provinces and Ireland, One Shilling Extra.

Messages are received at the Company's Office, 74, OLD BROAD-STREET, and sent direct to their destination.

Messages are also received at all the Postal Telegraph Offices in Great Britain and Ireland. The public should order them to be sent "VIA FALMOUTH." These words will be transmitted free of charge.

London, July, 1870. By Order, JOHN T. BURT, Secretary.

Outfits for China.

MAYNARD, HARRIS, & GRICE,

General Outfitters, and Agents for Passages,

126, LEADENHALL STREET, LONDON,

Adjoining the Offices of the Peninsular and Oriental Steam Navigation Company.

MAYNARD, HARRIS, & GRICE, supply OUTFITS FOR THE EAST of the Best Quality, and upon the Most Favourable Terms.

FLANNEL, OR SILK AND WOOL SHIRTS. INDIA COTTON SHIRTS.
INDIA GAUZE UNDER-CLOTHING, specially for Wear in Hot Climates.
FLANNEL OR TWEED SUITS. WEARING APPAREL of every Description.
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OAK CANTEENS, containing Breakfast and Dinner Services, from £3 10s. to £9.

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FOUR GOLD MEDALS.

Supplied to the British French, Prussian, Russian, Italian, Dutch, and other Governments. Dr. Lankester writes regarding Extract of Meat:—"But there is a difference in flavour, and here, as in all other kinds of food, it is the flavour that makes the quality." It is essentially on account of the fine meaty flavour, as distinguished from the burnt taste of other Extracts, that LIEBIG COMPANY'S EXTRACT defeated all Australian and other sorts at Paris, Havre, and Amsterdam, and is so universally preferred in all European markets.

One pint of fine-flavoured Beef-tea at 2½d. Most convenient and economic "stock."

CAUTION.—Require Baron Liebig's, the inventor's, signature on every jar, and ask distinctly for LIEBIG COMPANY'S EXTRACT.

As stated by the War Office, the assertion of an Australian Agent of solely supplying the British Government is proved to be nothing but an untrue statement.

THE PHŒNIX

A MONTHLY MAGAZINE

FOR

CHINA, JAPAN, & EASTERN ASIA.

EDITED BY

THE REV. JAMES SUMMERS,

Professor of the Chinese Language in King's College, London.

No. 1. July, 1870.

Subscription £1 1s. Per Annum.

London: OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, E.C.

THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Amoy	Brown & Co.
Foochow	Hedge & Co.
Hankow	Virgo, Matthews, & Co.
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Tien-Tsin	James Henderson.
Nagasaki—Japan	Pignatel & Co.
Yokohama	E. C. Kirby & Co.
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C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

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ART,

PICTORIAL AND INDUSTRIAL.

No. 2, for August (now ready), contains the following Illustrations:—

1. Girl Reading (From a Water-colour Drawing) ... ... *W. Cave Thomas.*
2. Mont St. Michel, Normandy (From a Painting) ... ... *J. Webb.*
3. Study of an Interior (From a Drawing in the British Museum) ... *Rembrandt.*
4. Holy Family (From the Engraving by W. Sharp) ... ... *Sir Joshua Reynolds.*
5. External Pulpit at St. Lo (An Architectural Sketch).
6. Study of a Foreground (From Nature).

MONTHLY, PRICE HALF-A-CROWN.

LONDON:

SAMPSON LOW, SON, AND MARSTON,

188. FLEET STREET, E.C.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

eserved Fund ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

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MANAGER.—G. Pietsch.

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The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

ORIENTAL BANK CORPORATION.

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PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1870.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

T. W. JACKSON,

COMMISSION AGENT,

SAN FRANCISCO.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

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GENERAL AGENTS IN CHINA.

Messrs. Jardine, Matheson, and Co.

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Insurances are effected by this office on goods from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.

All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

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Messrs. Todd, Findlay, and Co. ...	Rangoon.

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All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

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Marine Risks are accepted by the above Society on goods by first class vessels from the United Kingdom to India, China, Japan, Melbourne, and Sydney, at the current rates of premium.

Claims for losses and averages are payable in London, or at the Port of destination, as may be desired.

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NOS. 9 AND 11, KING'S ARMS YARD, MOORGATE STREET, E.C.

THE STRAITS TIMES.—Daily, weekly and fortnightly editions; published in Singapore for circulation throughout the STRAITS SETTLEMENTS JAVA, BORNEO, SIAM, FRENCH COCHIN CHINA, CHINA and JAPAN.

This paper, which is the oldest in Singapore, and the most widely circulated throughout the FAR EAST, offers an excellent medium for the advertisements of shipbuilders, machinists, manufacturers, patentees, &c., in the United Kingdom.

Advertisements to be forwarded through an Agents, Singapore, or GEORGE STREET, 30, Cornhill, London.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figure
OXFORD STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad Street Birmingham.
Established 1807.

NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.

Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. NINIAN CRAWFORD in our Hong Kong Firm CEASED on the 31st March last, and Mr. JOHN FAIRBAIRN and Mr. JOHN SAMUEL COX have been admitted Partners therein from the said day.

Our said Firm now consists of DAVID ROBERT FENTON CRAWFORD, JOHN SAMUEL COX, and JOHN FAIRBAIRN.

LANE, CRAWFORD and CO.

Hong Kong, May 4, 1870.

NOTICE.

THE undersigned, the Sole Surviving Partner of the firm of HUNTER, HOUGHTON, and Co., of Batavia (now in liquidation), has ESTABLISHED, under the firm of J. PEET and Co., and has admitted Mr. H. S. HEWLETT a PARTNER.

JOHN PEET.

Batavia, 30th April, 1870.

NOTICE.

WE have OPENED a BRANCH of our FIRM at SOURABAYA, under the management of Mr EDWIN IN'TVELD, to whom we have granted our Power of Attorney.

HUNTER, HOUGHTON, and Co.

Batavia, 15th June, 1870.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

HOLLOWAY'S PILLS

The most effectual remedy for Bowel Complaints and Disorders of the Stomach. At this season of the year, when these complaints are so prevalent, there is no better remedy than Holloway's Pills, whether as a preventive or cure. When taken in moderate doses, and strict attention be paid to diet, the worst cases will be relieved. The strengthening properties of these Pills restore the impaired tone of the stomach, and cleanse the liver. Nothing so good has been discovered for the cure of persons suffering from a long residence in hot climates, and they surpass every other medicine for general family use. They have the happiest effect on the stomach and secretions, promoting digestion, and gently stimulating the torpid bowels.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron hips and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vesse's of 16 to 17 feet draught It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS, and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Marseilles
GIBRALTAR ...	Every Saturday, at 2 P.M.	—
MALTA	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
BOMBAY	,, ,,	,, ,,
GALLE		
MADRAS	Saturday, Aug. 6, 2 P.M.	Sunday, Aug. 14, 7 A.M.
CALCUTTA ...		
PENANG	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
SINGAPORE ...		
CHINA		
JAPAN		
AUSTRALIA ...	Saturday, Aug. 6, 2 P.M.	Sunday, Aug. 14, 7 A.M.
NW. ZEALAND	And every fourth Saturday thereafter.	And every fourth Sunday thereafter.

And all ports touched at by the British India Steam Navigation Company's steamers.

REDUCED RATES OF FREIGHT.

	To India.	To China, Japan, or Australia.
Parcels—		
1 to 12 in., or 2 to 24 lbs.	4s. to 9s. 6d.	4s. 6d. to 15s.
1 to 3 ft., or 24 to 72 lbs.	12s. 6d. to 20s.	20s. to 35s.
Merchandise, per ton ...	£7 to £10	£16 to £20

For the convenience of Country Shippers, Messrs. Pickford and Co.'s Agents receive Goods and Parcels on the Company's account.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 5th and 21st, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 33 ,, ,,
China ..... in 44 ,, ,,

Passengers for California and intermediate points of this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent steamers of the Pacific Mail Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

SUEZ CANAL.

September 4 October 2 October 30	For	Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Singapore, Saigon, Hong Kong, Batavia, Shanghai, & Yokohama.
August 21 Sept. 18 October 16	For	Port Said, Ismailia, Suez, Aden, Point de Galle, Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

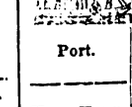
NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.



CHINA and JAPAN.—

The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong	Sir H. Parkes	A1 13 yr.	W.I.D.	With des.
Hiogo and Nagasaki ..	Jas. Paton...	A1 11 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Hong Kong .	Assyrian ...	A1 10 yr.	SWID	With des.
Yokohama ..	Benmore ...	A in A1	SWID	With des.
Nagasaki & Hiogo	Lunan (new)	A1 10 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street Manchester.

CHINA AND JAPAN.

THE following high-classed Clipper SHIPS will be despatched as under from the East India Docks:—

Port.	Ship.	Class.	Tons.	Last Shipping Day.
Hong Kong .	Westn. Chief	A1 13 yr.	750	With des.
Yokohama (Kanagawa)	Lothair	A1 16 yr.	795	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal. To sail on the 24th Sept.

FOR SINGAPORE, HONG KONG, and SHANGHAI (with leave to call at PENANG), the splendid full-powered screw steamer ADA, 967 tons nett register; 260-horse power, nominal (owned by Messrs. Malcomsom Bros., of Waterford); ROBERT TATCHELL, Commander; will load in the Victoria Docks. Has elegant accommodation for first and second class passengers, including cabin fittings, bedding, and linen. Carries a surgeon and stewardess, if required.

For Freight or Passage apply to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship. With despatch.

FOR HONG KONG, the well-known clipper ship NEVILLE, A1; 715 tons register; JOHN HEMSWORTH, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, MAXTON and Co., 2, Royal Exchange Buildings, London, E.C.

Direct for the Malabar Coast. Under engagement to the Council of India. Will meet with the usual quick despatch.

DIRECT FOR MANGALORE, CANNANORE, TELLICHERRY, CALICUT, BEYPORE, AND COCHIN, the magnificent China clipper ship SPIRIT OF THE NORTH, A 1 10 years, 571 tons register, A. MATHEW, Commander; lying in the West India Docks. This fine vessel, so well known for her rapid passages, and the fine order in which she invariably delivers her cargoes, offers the best opportunity to shippers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

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The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS' &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 366.] LONDON, MONDAY, SEPT. 5, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	June 3	July 18	July 22
Yedo			(via San. Fran.)
Osaka and Hiogo	May 20	July 15	July 16
Hakodadi			
Nagasaki	May 13	July 12	July 15
CHINA — Peking	—	—	July 6
Tien-tsin	—	—	„ 8
Chefoo	—	—	„ 9
New-chwang			
Hankow	May 20	July 9	July 10
Kiu-kiang			
Chin-kiang			
Shanghai	May 20	July 3	„ 14
Ningpo			
Foochow	May 27	July 13	„ 16
Formosa			
Amoy	—	—	„ 17
Swatow			
Hong Kong	June 9	July 18	„ 21
Canton			
Macao			
PHILIPPINES— Manilla	May 20	July 2	„ 15
COCHIN-CHINA— Saigon			
SIAM — Bangkok	—	—	„ 8
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	„ 22
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	June 17	July 21	„ 29
Penang	July 17	July 19	„ 31
CEYLON — Galle	—	—	Aug. 9
Colombo	—	—	„ 7

THE MAILS, &c.

The next mails (French) are due on the 12th inst. Advices from Japan to July 22, *via* San Francisco, were received on the 30th August. Telegrams *via* Galle came in to-day, with dates from Hong Kong to August 18. *Via* Kiachta, Shanghai dates to August 12 were received on the 30th ult. These telegrams will be found in another column. There is no truth in the rumour of the murder of all foreigners at Peking nd Tientsin.

List of Passengers.

PASSENGERS INWARD.

Per steamer *Ajax*, arrived Aug. 20.—From Hong Kong: Messrs. A. H. Smith, H. Langlois, J. Middleton, J. Omsten, Mrs. Thomsett, five children, and servant. Mrs. Thomson and infant, Mrs. Burkett and infant. From Shanghai: Miss Mabel E. Alt, Miss Ethel M. Alt, and servant, Mr. G. Croal, Mrs. Lewis, three children, and two servants.

By this mail to Marseilles, per P. and O. steamer *Nyanza*, arrived Sept. 2.—From Hong Kong: Mr. Gittins. From Singapore: Mr. Paddy. From Ceylon: Mr. Hood, Mr. Downall and servant.

To Southampton, per P. and O. steamer *Tanjore*, expected to arrive Sept. 9.—From Yokohama: Mr. Marcus, From Hong Kong: Mrs. F. Smith. From Penang: Mr. and Mrs. Ward, Mr. J. Atkinson. From Galle: Mr. Hesse, Mr. and Mrs. Crabbe, two children, and servant, Mr. J. Townsend.

By last Bombay mail to Southampton, per P. and O. steamer *Massilia*, arrived Sept. 2.—From Hong Kong: Mr. McCalam.

PASSENGERS OUTWARD.

Per French Mail steamer *Ava*, from Marseilles, Sept. 4 (booked from London) none.

Per P. and O. steamer *Nubia*, from Southampton, Sept. 3.—To Hong Kong: Mr. J. Sichel, Mr. and Mrs. W. M. Deane. To Singapore: Mr. and Mrs. W. Boyd, Mr. C. J. Fuller. To Batavia: Mr. Riddle, Mr. Johnson. Mr. Lucas, Mr. H. Donovan. Mr. Morghen, Mr. Beckingsale, Mr. Hamilton, Mr. Campbell, Captain Reed. To Penang: Mr. E. M. Marples. To Ceylon: Mr. W. J. Sendall, Mr. G. Noel.

Per P. and O. steamer *Nyanza*, from Marseilles, Sept. 11.—To Batavia: Mr. W. Sinclair.

Per P. and O. steamer *Massilia*, from Southampton, Sept. 17.—To Singapore: Mrs. Geiger and child.

Per P. and O. steamer *Ceylon*, from Marseilles, Sept. 25.—To Hong Kong: Mrs. Hughes, Mr. D. Welsh, Mr. Nicaisse, Mr. J. S. Lapraik.

Per P. and O. steamer, from Southampton, Oct. 1.—To Hong Kong: Mrs. Coxon and sister, Mr. Whittall. To Ceylon: Mr. and Mrs. F. C. Woods.

Per P. and O. steamer, from Marseilles, Oct. 9.—To Yokohama: Mr. C. B. Ricket To Hong Kong: Mr. W. Kirby. To Ceylon: Mr. F. H. Skrine.

Per Pacific Mail steamer *Great Republic*, from San Francisco, Aug. 1.—To China and Japan: E. R. Smith, S. S. Gilbert, C. King, wife, and servant, J. M. Richards and wife, S. Nacamusa, S. Saigo, C. Mihon, E. Dana and wife, F. A Hill, J. J. Wedge, R.A., Lieut Palmer, R.A., E. J. Spence and wife, Mrs Paul Frank, George F. Train and secretary, S. S. Osgood and wife, Mrs. Sherwood, Mrs. Susan Ring, Mrs. Langsfelt, Mrs. L. Wolf, H. N. Palmer, G. M. Curtis, A. M. Townsend, W. G. Greig, S. Hockfish.

Per *Lord of the Isles*, for China, &c., via Suez Canal, Aug. 31.—To Singapore: Mr. E. Morstadt, Mr Wildridge. To Hong Kong: Mr. J. Wilson, Mr. Fernstrom, Mr. D. Manson, Mr W. H. Taylor, Mrs. R. Tesefeld, Miss Spring, Mr. Bains, Capt. Walker, Mr. Sampson, Mr. and Mrs. Macdonald. To Shanghai: Mr. G. and Mr. C. Barton.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present mail brings dates to the 12th of July. The Pacific mail *via* San Fransisco, however, the correspondence by which was delivered on the 30th ult., brings advices to the 22nd July. The London mail of 3rd June arrived out on the 18th July.

The following letter denies that Sir Harry Parkes assisted Mr. Lay in the loan affair :—

British Legation, Yokohama, July 20, 1870.

SIR,—As Her Majesty's Minister wishes his countrymen to receive a distinct denial of the imputations contained in an article which appeared in yesterday's issue of the *Echo du Japon*, he instructs me to inform you that he never in any way used his influence to promote the negotiation which resulted in a loan being made to the Japanese Government by Mr. Lay, and that the article in question is the first intimation which he has received of another loan having been offered to the Japanese Government on the terms therein named.—I am, Sir, your obedient servant,

F. O. ADAMS.

The *Japan Herald* has the following on the Loan :—

The account of Mr. Lay's doings in London with respect to the Loan has excited amongst the Japanese the liveliest interest, the information which we were enabled to furnish through our columns having been translated for the Government. In our last summary we mentioned the dubiety of Mr. Lay's authorisation, and events which have since transpired show that our remarks were warranted. It is alleged that Mr. Lay concluded a contract with the Japanese to furnish one million sterling at the rate of twelve per cent. per annum, and that he has failed to do so; but that he has instead, by representing himself as the duly authorised agent of the Japanese Government, procured a million sterling, at the rate of nine per cent. per annum, by pledging the Customs and railway income. His authority to do so is, we understand, denied, the Japanese Foreign Office (through which all dealings with foreigners are made), having declared itself not cognisant of the documents incorporated in Mr. Lay's Bond as published. and it is further averred that the Council of State is equally ignorant of the powers which Mr. Lay has exercised on behalf of the Japanese Government. The three Ministers of Finance—Owagma, Okuma, and Ito—who were principally concerned in Mr. Lay's negotiations, are being subjected to a most searching examination by the Council of State, with the object of elucidating the mystery that has shrouded Mr. Lay's proceedings with them, but the investigation is not yet concluded. It is deemed not unlikely that these officers may be removed from the posts they have hitherto held. Until everything is satisfactorily cleared up about this strange affair, we understand that the Government have resolved not to touch a dollar of the money resulting from Mr. Lay's operations. The affair is in such bad odour here that the British Minister has deemed it necessary to deny officially that it was owing to his influence with the Government that Mr. Lay was enabled to enter into a contract with it—a statement to that effect having been made in the columns of a contemporary, and very generally, though it would seem erroneously, credited.

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The *Ocean* proceeds to Nagasaki, there to wait for orders. Of course, the object of this is to be near to China, in the event of affairs there taking such a turn as to necessitate British interference.

The trial of the two Chinamen who established a private mint at the British Legation for the manufacture of spurious paper money has taken place. Ah Ho (Sir Harry Parkes's butler), who gave the other a room to work in, and struck off one note himself, will experience the miseries of life in a Japanese gaol for three years. The other, and his Japanese accomplices, were doomed to be beheaded. A Chinese money-changer, who was so incautious as to issue notes with the ink so wet that it smeared the customer's hand, has since closed and departed. "Honour amongst thieves" is a proverb that does not apply to Far East forgers, for these paid in bad notes their comrade who found the paper.

Mr. F. O. Adams, H.B.M.'s Secretary of Legation, and party have returned from a lengthened tour in the interior, undertaken for the purpose of inquiring into the state of the silk districts and the present condition of silk culture in Japan. Mr. Adams has already by his exertions of last year established a protectorate over the silkworm of Japan, and the Uji have learnt to look upon him as a kind of entomological Attila. We trust that the implacability with which he pursues this race of parasites will be as beneficent as it is determined and vigorous.

Mr. Farrington, who has returned from Hiogo, will commence prospecting next month. A meeting of Daimios and merchants has been held in Yedo concerning the propriety of working the mineral wealth on several estates, the upshot of which is that sixteen wealthy merchants have formed an association to work mines in the neighbourhood of Osaka and Simoda, and are now in negotiation for the services of Captain Coffin, of the U.S. Consulate, of whose successful explorations in Oregon we have spoken before.

The untimely death of Captain Gilfillan, from the effects of an overdose of chloroform, administered by his medical attendant during a surgical operation, has caused through the whole community the liveliest emotion. The verdict delivered by the jurors on the inquest gravely inculpates Dr. Dalliston.

The well-known spot in Yedo, outside the castle and above the foreign college, from where one of the finest views of the city is obtained, is now being laid out and planted as a public recreation ground for the citizens of Yedo.

(FROM A CORRESPONDENT.)

July 22, 1870.

The Japanese Parliament met at Yedo, July 21, and granted an amnesty to the persons who lately coined spurious money.

It was stated that the Government was about to repudiate the English loan negotiated by Mr. Lay, and would send an agent to England to explain the matter. The English Minister officially denies any knowledge of its terms. The works are, consequently, not progressing so fast as might be expected, but I hope they will not be long suspended. There is no fear of the investment. The Government are daily gaining strength, and are well able to pay interest on the amount demanded, and the principal when due.

Nobody in England seems to know anything about the American route to Japan. Men who have lived in Yokohama write me that they know nothing about the mails, and passengers, when they come out, say that they cannot get information at the London office when they inquire about the arrival and departure of the steamers from the different ports. It would be a public boon if the Pacific Mail Company were to advertise more. The American steamers do very well, especially through the inland sea.

A subscription is being raised for $20,000 to purchase an organ, $2,500 for the purchase of ground from the Chartered Mercantile Bank, to widen the main street opposite to the Chamber of Commerce, and $1,500 for the hospital, with $1,000 expenses. The remaining $15,000 is for prizes. This is taking a hint from Judge Hornby, who, by the way, is expected here shortly.

The weather is charming, and all looks well for a most favourable year for the natives. I hope to be able to send you Mr. Adams's report of his silk trip in my next. The Commercial Department have just bought the steamer *Vulcan* for $67,000.

Transport corps should be organised in Yokohama, and only coolies employed. This is far better than wasting money on horses and ponies. Our well-known friend, "public-spirited" Smith, has had a great experience of the coolie transport system in China and Mexico, and warmly advocates its establishment here.

The English and French admirals have left for Chefoo, the *Barossa* for Shanghai; and a North German frigate (the *Medusa*) and two French ones make a good force with the vessels already in China.

Schools for the education of the natives in the English language are to be opened in all the chief towns.

HIOGO.

The following items are from the *Hiogo News*:—

The first of the four dredgers imported from England by Messrs. Alt and Co. was launched on the 3rd July. She would have got off before but for the heavy wind and sea beating into that end of the bay, which lifted her off the ways as she got to the water but would not allow her to go off. This is a single dredger, fitted with oscillating engines of sixty effective horse power, and with a mean lifting power of thirty-five to forty tons per hour. It is fitted with four anchors and steam gear for hauling itself about. A double dredger will be launched in a few days, and in about a month they may be expected to be at work.

The last of the telegraph poles has been erected between Kobe and Osaka. The members of the Race Club have advertised for tenders for improving their racecourse. The municipal council have resolved to exclude all non-members from their meeting; reporters are, however, tolerated, but forbidden to publish the proceedings! Kobe is never without a grievance, calling to heaven and earth for redress; the present is the eternal shrieking of engine whistles. Five steamers ply to and from Osaka; each whistles for two hours and a-half before starting, and commemorate its return without accident by another shriek-sonata of an hour and three quarters' duration, which, when it occurs in the dead of night the people of Kobe are unreasonable enough to wish curtailed. They ought to have a Belgian cathedral with an infinity of jingling carillons in their midst to teach them patience.

Rumours have for some time been floating about with regard to the visit of the Mikado to Kioto. It is asserted that the Emperor himself, and the Kuges also, would rather stay where they are, but that some of the Southern princes, notably Satsuma amongst others, wish him back at his old quarters. The Mikado no doubt must look back with feelings approaching to loathing upon the old dull days at Kito, when, though nominally an Emperor, he was virtually captive; his present life must be one of comparative freedom. Then again, it is said that some of the Northern princes are old favourities of the Mikado and his uncles, and that Aidzu, arch rebel as the Southerners forced him to appear, was but a very few years ago an especial favourite of the royal family. It was Biduz and his men who guarded the royal palace when Chosiu made his raid on Kioto during the Stotsbashi-Chosiu war, and who drove the latter away after a hand to hand fight in the streets of the sacred city. These, like many other events of the last decade in Japan, appear distant to us, lost in obscurity, because of our imperfect knowledge of them, but to the Mikado, young as he is, they must be as fresh as those of yesterday. Satsuma is placed in an awkward predicament; on the one hand he cannot afford to keep up his present large establishment at Yedo, but still less can he afford to leave the field to the intrigues of his natural enemies, the Northern princes. So long as the Mikado is at Yedo, Satsuma must have troops there ready for any emergency. Now, to escape the dilemma he was thrown into by the avowed unwillingness of the Mikado to return to Kioto, Satsuma, it is said, threatened that he would make the Emperor's brother Mikado, and place him in Kioto, so that whether there were to be in future one Emperor to Japan or two, there should be one in Kioto at any rate. Now it is said that the recent visit of the Foreign Ministers to Kagosima—Satsuma's capital—was occasioned solely by these threats of Satsuma to set up a rival Emperor, and plunge his unfortunate country once more into the horrors of a civil war.

NAGASAKI.

(FROM OUR CORRESPONDENT.)

(VIA SAN FRANCISCO.)

JULY 15, 1870.

My previous letter, dated 24th ultimo, *via* Marseilles, was despatched from this by the P.M. steamer *Oregonian*, which vessel passed H.B.M. corvette *Zebra* coming up the harbour, with the English mail of the 6th May, forty-nine days. On the 8th inst. the British steamer *Fusiyama* arrived with the French mail of 15th April, eighty-four days. The London mail of the 29th May arrived here on the 12th inst. in the North German steamer *Tapangnyo*, fifty-three days. H.M.S. *Salamis* also arrived the same day, from Yokohama, with the mail (French) of 13th May, sixty-one days.

Monday, the 4th inst., being the anniversary of American Independence, the day was kept by the American citizens resident here in the usual manner, but owing to the very small number, and there being no vessel of war in harbour, the event was an unusually quiet affair. However, illuminations and cracker firing were kept up, and marked the day.

The British steamer *Bertha*, belonging to Messrs. Adrian and Co.'s line, has again become Japanese property, and changed her flag at the end of last month, and now flies that of Satsuma. The small steamer *Flying Cloud*, and the schooner *G. C. Love*, have also been changed to the Japanese flag; the latter is now employed as a collier, and brings coal from the Takasima mine to the store at Sagromatz, which service she is well adapted for, owing to her having a flat bottom and a light draught of water.

The consular body here have addressed a letter to Mons. Leon Dury, late H.I.F.M. Consul at this port, expressing their regret that he has ceased to act in his official capacity; it also pays him a just tribute for his friendly manner to all.

The *Nagasaki Shipping List* informs us that it is the intention of the Japanese to erect a guard-house at the entrance to this settlement, and looks upon it as a step in the right direction, but how the Editor can arrive at such a conclusion I am at a loss to understand, as it was clearly proved how useless the former one was in times of danger. It was within a few feet of this spot that a ruffian in July, 1865, ran, drawn sword in hand, making cuts at all who came within his reach, and on his approaching the

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guard-house, the brave custodians, two boys, shut it up and bolted into the back premises, and nothing has been heard of the scoundrel since.

It is said that the Japanese intend running steamers between this and Yokohama, *via* Hiogo, in opposition to those of the Pacific Mail Steam Ship Company. They have commenced with the Tosa steamer *Nautilus*, which was built in America, and has already performed one trip. Announcements have been made that the firm of Messrs. Wachtels, Groos, and Co. ceased in Nagasaki on the 25th ult., and that the interest and responsibility of Mr. J. Henry Spahn, in the firm of Schmidt, Spahn, and Co., ceased on the 30th of June, and that Mr. George Westphal has joined the same as partner. The firm is now Schmidt, Westphal, and Co., and consists of Messrs. Max Militzer, George Westphal, and Carl Krümmel, the latter residing in Hamburg. Mr. Aug. Stein is authorised to sign the firm per procuration from 1st July, 1870.

People here seem very divided in their opinions as to the best method of getting the mail punctually. The *Nagasaki Express* says:—"Our readers are doubtless aware that H.B.M. Acting Consul has arranged with the Postmaster-General of Hong Kong, that letters addressed to parties here will be delivered in Shanghai on the application of authorised agents, and thus allow of their being forwarded by the American mail." The same paper suggests that our mail be sent to Yokohama and then to this by the steamer *Thaba*, which will run shortly. If the latter proposal is adopted it will be a move from bad to worse; which my letters to you will clearly prove—in fact the present one gives a very good illustration. I think the best way of getting over the difficulty would be for the postal authorities in London to charge an extra rate on matter when posted, and pay the extra local postage to the American postmaster at Shanghai (letters 6 cents per ½ oz.—currency, I believe—newspapers 2 cents each) when they are compelled to send them by the U.S. packets—this would only happen when a British steamer was not likely to come over. The present arrangement does very well for a makeshift, and when you have personal friends to look after your letters; but I know from experience that on the arrival of the mail from Europe in Shanghai people are very busy, and that our letters are likely to be forgotten, especially when a steamer is likely to leave for Nagasaki in an hour or so.

It will be seen by the movements of H.B.M. ships of war during the interval that we have had very little protection. The *Zebra* left this hurriedly for Shanghai on the morning of the 2nd inst. where she went to replace the *Dwarf;* the *Grasshopper* also left for Tientsin at the same time. The *Salamis* arrived from Yokohama on the evening of 12th inst., and coaled next day, and left again for Chefoo on the afternoon of the 14th idem. The *Adventure* also came in from Shanghai on the 12th. A French despatch boat anchored down the harbour yesterday, coaled, and left again shortly afterwards, for Tientsin, it is said.

In consequence of the supposed danger at ports in China, the ladies and families who annually leave Shanghai for Chefoo during the hot months, I hear, are coming to this place, and have rented several of the *deserted* bungalows, and many have engaged rooms at the Belle Vue Hotel. The present season bids fair to be a successful one for Mrs. Stewart, who is just the sort of person to cause her visitors to renew their trips next year.

The announcement of the Japan Customs Loan has given a subject for discussion here, and is generally considered to be a risky investment by persons who know the character of the natives. It is true that they never openly repudiate, but their propensity for wriggling out of their engagements is something astonishing, and even when most binding documents have been given they will often endeavour to do so. A case occurred here some time ago, when the following defence was set up:—"We regret to say that the agent of the Prince who made this contract has been brutally murdered." This is tantamount to saying that if Her Majesty's Minister happened to be murdered England would not ratify any engagement he had entered into; but in the case of the Japanese it was believed to be untrue, and that the Agent had never been murdered at all.

The state of Japan is very unsatisfactory, and the natives have no confidence in the ruling classes, and any attempt to raise a loan from their own people would be unsuccessful; even if they were able to lend, they would be unwilling to do so—although the Government might offer 24 per cent. per annum. When such a state of thing exists, I think the subscribers to the loan are entitled to our thanks for the boldness of the step they have taken, and even if they have overstepped the bounds of prudence, they have the satisfaction of knowing that the name of Englishmen is not so bad in these parts as certain M.P.s are in the habit of stating; for if it was true the Japanese would never have their railway and plant, too, from a country whose people were hated by them.

The Japanese being a proud and haughty race is an additional security to the lenders, as nothing would sting them more than pointing to them as a dishonest lot in the event of any attempt at repudiation being made by them, and I believe they would repay the amount if it were only to prove their worthiness to be admitted into the family of civilised nations.

Fickleness is one of the greatest failings the Japanese have. While a thing is a novelty they are enthusiasts, but when the novelty has worn off they throw whatever they have on one side as a child does broken toys. They buy steamers, and use them as playthings; not one in ten is used for purposes which is likely to repay its cost, and after badly treating them they are either resold to foreigners at a great sacrifice, or handed over to them for large repairs. Fickleness is not confined to the upper classes alone, but descends to the lower classes. Some time ago foreign clothes were all the rage, and every native felt himself bound to become the owner of as much as he could find the means of purchasing, and some thought themselves tremendous swells when strutting about the settlement dressed only in a shirt and a pair of boots. But this soon died out, and a native in foreign clothes is a rare sight, excepting the soldiery, who now have a regular uniform.

It may not be uninteresting to some of your readers to know some particulars respecting the manner in which the Custom's revenue is collected at this port, especially if they are holders of Custom's Bonds, unless some measures are taken by them; they are not likely to get much from this port, as the Chinese, who falsify both contents and weights of packages, carry on smuggling to an extent which would surprise people at home. Take, for instance, sugar; the weights are declared very often by them at 33 per cent. below the actual weight, while sugar-candy and the dry white are often entered as rice, which pays no duty at all. The valuable article native gensong gets through as Bancha. I could give you a long list which would include all the high duty articles in the tariff. Your readers will no doubt ask where are the custom-house officers all the time this is going on. I will answer the question. In their proper places, but there are none so blind as those who will not see, and it is generally supposed that heavy bribes pay them better than their miserable salaries. I now find that the Customs allow the Chinese to pass all their entries in the "Celestial tongue," which makes it more difficult to obtain information. The administration of the Customs here you will see sadly requires reform, as the honest traders are quite at a disadvantage with the Celestials; most of whom are open to anything, from pitch and toss upwards.

I have written the foregoing to show your readers how dangerous it is to lend money to the Japanese, but not with the view of making them distrustful. For my own part I should like to see Englishmen lend them more, but on good security; which in my opinion is only to be obtained through H.B.M. Minister at Yedo, for not only is it necessary to have the Government seal, but it is also necessary to know that the Japanese Minister who signs the bonds is authorised to do so on behalf of the Government of the Mikado, and then there will be no plea "that the Minister has been cruelly murdered." Japan would be a fine field for enterprise on the part of English capitalists if that dreadful slippery tendency on their part to evade their contracts did not exist.

CHINA.

PEKING AND TIENTSIN.

The correspondent of the *North China Herald* writes:—

Great uneasiness still prevails in Tientsin, though the arrival of H.B.M. ships *Dwarf* and *Avon*, and H.I.M. *Flamme* had aided to restore partial confidence. The Viceroy, Tseng-kwo-fan, had not yet obeyed the Imperial order to visit Tientsin and investigate the circumstances of the massacre, but his arrival was daily expected. Ill health is said to be his excuse for delay. Tacit sympathy with the crime is, however, also named as a possible motive. Mr. Meadows was the only foreigner who had been into the city since the outbreak, and he had passed through unmolested; but it was generally believed that his official connection with the Arsenal had secured for him this privilege; and no confidence was created by his experience. It is said, further, that the *Manchu* in coming down the river saw men employed in strengthening the forts; and people on the river were calling out *Ta Ta*, and making signs across their throats. It is evident, therefore, that the excitement has not yet subsided, though it may be hoped there is no immediate danger of further outbreak.

At Peking, at the date of our latest advices, all was quiet, but a very uneasy feeling prevailed. H.I.M.Chargé d'Affaires was detained in Peking, the Chinese averring that they could not be answerable for his safety on his way through Tientsin. We completely disbelieve their assertion; even if the riot had been more spontaneous than we believe it to have been, a clear intimation of the Emperor's wish would suffice for anyone's passport. Ching How is said to have been appointed Ambassador to Paris, to apologise for the riot; and Messrs. Novion and Imbert of the Custom's service, and Mr. J. A. T. Meadows, of the Imperial Arsenal at Tientsin, will accompany him.

CHEFOO.

A panic arose on the night of the 3rd, strengthened, we are told, by the presence of a number of suspicious characters in the settlement, and by an apparent inclination on the part of Chinese servants to quit their foreign masters. But nothing occurred to substantiate the alarm; and the Taotai declares that there is no fear of disturbance. These disquieting rumours have, however, led the community to follow the good example of Shanghai in forming a volunteer corps for local defence. But there seems every probability of tranquillity being undisturbed. The Chinese authorities have assured the Consul that there is no cause of grievance at the port between the natives and foreigners,

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and no feeling among the people adverse to ourselves. As business ness is going on as usual there seems no reason to doubt this.

The arrival of H.M.S. *Grasshopper*, Lieut. Hope, R.N., from Nagasaki at such an opportune moment has considerably added to the confidence already previously felt. A report will be found elsewhere of proceedings at a meeting held for the purpose of forming a volunteer corps, and we hear of a subsequent meeting at Messrs. Fergusson and Co.'s offices, for the purpose of forming a permanent vigilance corps, when resolutions were passed to obtain a supply of Snider rifles and ammunition, to be used in case of emergency. The moderate display of determination on the part of this community not to be taken by surprise has had an excellent effect on the Chinese, who seem disposed to avoid any act that could give offence. Our correspondent thinks, therefore, visitors desiring to enjoy the cool sea breezes of Chefoo during the coming hot weather may come in all confidence of not being molested.

SHANGHAI.

Dates from this port now reach to the 14th July. The outward mail of 20th May arrived on the 3rd July.

The absorbing topic was the Tientsen tragedy, and its consequences. The *North China Herald* says :—

It must be understood that the victims were not merely killed in a street riot, under the influence of sudden popular excitement, but were butchered—by a mob assembled with official countenance, after deliberate pre-arrangement—with the addition of every fiendish torment that the imagination of the rioters could invent. The picture must be conceived, of nine defenceless women in the hands of a vast mob, looking for instant death as a relief almost from their terror, but condemned to first pass through a series of mental and physical tortures almost too horrible for recital. Stripped naked before the eyes of their butchers, they were not even allowed the mercy of simultaneous death ; but were killed one by one, after deliberate mutilation and outrage. A picture must be conceived of a woman dragged away from her sisters, her eyes dug out, her breasts cut off, her quivering body elevated on the point of a spear, the death-blow inflicted only after this awful torture, and the survivors told that each one would have to go separately through the same process before the eyes of the remainder. Our readers will then understand what it is the French nation have to avenge, and what it is that the Chinese seek to compensate by a simple apology and monetary payment. The Chinese officials appear at the present moment to be divided between satisfaction at an injury successfully inflicted on foreigners and a dread of its possible consequences. Their reliance on their warlike preparations is rather shaken now that they have provoked a trial, yet they entertain a half hope that they will be able to extend the process of extermination to all foreigners in the Empire. It is the opinion of nearly every foreigner, and the Chinese themselves admit, that any further disaster in the north would be a signal for immediate outbreak elsewhere ; and that, unless reparation is exacted with a firm hand on the spot, the position of foreigners at every treaty port will become insecure.

A very uneasy feeling prevails in the Settlement, from an apprehension that the first success of the Tientsin outbreak may encourage a similar movement here. Reports of proclamations, exciting the people against foreigners, have been current ; and though we have failed to obtain a copy there is no doubt that such have existed A placard of a hostile nature was found also a few miles inland, on the Pootung side, near a Catholic church, and sent into Shanghai. Innumerable other rumours have been current—many, no doubt, utterly baseless ; but still showing a disturbed state of public feeling. The Volunteer Corps is drilling actively, in case its services should be needed, and has attained, in the short while since its formation, a very fair degree of efficiency. Ammunition has been served out, and an alarm signal and a place of rendezvous agreed on. We are thus prepared, as far as possible—in case of the emergency, which we all hope will not arise. It is arranged that Captain Denison, R.N., will take command of the Corps, if their active services should be claimed.

An alarm was raised of an attack on the French Settlement ; and a large number of foreign residents turned out for its protection. The French Volunteers, a number of the English Corps, a small body of Rangers and nearly all the French residents, mustered, and patrolled the settlement till an early hour in the morning. A guard of a hundred men were also landed from the *Zebra*, and stationed in the British Consular Compound for a short while, but were re embarked when it appeared that there was no urgent danger. The approaches from the city were guarded, and all Chinese were prevented from entering, though free egress was allowed from, the settlement. A slight collision occurred in one case in consequence of this order.

The Chinese Government has appointed Ching How ambassador to France, for the purpose of conducting negotiations relative to the late outrage. The appointment of so high an official contrasts strongly with the slight shown in the nomination of the men to accompany Mr. Burlingame, and shows that the Government at least appreciate the gravity of this crisis. But we cannot think an official on whom rests suspicion of connivance at the late outbreak will be a welcome envoy at the Tuileries We think it undesirable, moreover, that the *venue* should be thus changed from Peking to Paris, and undesirable, therefore, that Ching How should leave China before the necessary investigations are entered upon.

Our readers will probably infer (says the *North China Herald*) with us that there is little fear of disturbance originating with the Shanghai men proper ; but that there is sufficient risk of disturbance by bravos acting under higher inspiration to make it well worth our while to keep on the alert. The result of the alarm on Tuesday night will have proved to the Chinese that we are so ; and the unremitting drill of the Volunteers will strengthen the evidence. The gun-boat *Leven* has gone to lie up near the junks, for which she would be well able to account, in case the crews became unruly ; and the shells of the *Zebra* and rifles of the Volunteers should be sufficient to check any attempt at incursion into the Settlement.

Messrs. Lees and Hall, missionaries, have addressed Mr. Lay, the acting Consul, in which they conclude :—Our only anxiety has been to assist you in forming an accurate idea of what appears to us to be the truth in this dreadful business. Much of the evidence upon which our views are based is already in your hands. Further evidence will probably yet be obtainable, and, of course, we shall feel it to be our duty to communicate to you anything which seems really valuable. It does not lie within our province to do more. We would only, therefore, express the fervent hope that such action will now at length be taken by civilised powers as to make the repetition of such awful deeds impossible. If crimes like these are permitted to pass unpunished, what may we not look for in the future ? Certainly, on this occasion, nothing but the gracious care of God has prevented Tientsin from becoming a second Cawnpore.

The *Evening Courier* says :—

We hear that pending the appointment of a Vice-Consul for Shanghai to replace Mr. R. J. Forrest, who leaves for England. Mr. J. P. M. Frazer will take charge of the Vice-Consul's office, and Mr. H. Margary will act as Assessor at the Mixed Court.

It is said that a nephew of Tseng-kwo-Fan arrived here a few days ago to enter on the duties of *Haifung*, to which office he has been appointed. The title implies duties analogous to those of port-admiral with us. He ranks next to the Taoutai, and with a Taoutai whose eccentricities are excused on the ground that he has had no experience in dealing with foreigners, and a Haifung so closely related to the very head and embodiment of Chinese anti-foreign feeling, we have little prospect of satisfactory relations with the local authorities at the present crisis.

A funeral service was held at the Roman Catholic Cathedral, in memory of the victims of the Tientsin massacre.

(FROM A CORRESPONDENT.)

July 13, 1870.

You will have received full particulars of the massacre at Tientsin by last mail. The most important additional information to hand up to this time is the fact of the French Consul having been murdered in the official residence or "Yamun" of Ching How, the chief authority at Tientsin. The only survivor, who was concealed in the Yamun, heard and saw what took place. The Consul was first speared in the thigh by one of Ching How's soldiers, and when he went to the outer door he was attacked by the soldiers and mob and killed. This same Ching How, in whose house the French Consul was murdered, is appointed by the Emperor Ambassador to France. A more gross insult was never offered to any nation.

This Tientsin massacre ought to arouse the attention of the Government and people at home ; but, judging from the conduct of the Home Government in the Greek massacre, but little can be expected from them. The policy of the English Government in refusing to protect their subjects in China, while possessing an undoubted treaty right, and censuring their officials here, and submitting to every species of insult from the Chinese short of murder, has emboldened them to commit the atrocities they have done, expecting, of course, the promised impunity in consideration of paying some blood money. If the French or English Governments do not inflict a heavy punishment on the mandarins and people of Tientsin, good-bye to any security of life for foreigners in this savage country. The Chinese already say that it is only a small affair, and can be settled by paying some money.

All nationalities here sympathise with the French under so great a calamity, which comes nearest to the Cawnpore massacre in everything except numbers ; but it is impossible to ascertain even now how many Europeans have been murdered.

After an experience of twenty-five years in China, my opinion is that the Chinese never believed the stories circulated, but merely used them as a pretext to exterminate the foreigners, and the exemption of the English settlement from attack at Tientsin was owing to the fact of its being defensible. It is situated two miles from the Chinese city, and has an open space around it, where an attacking party could be easily shot down. The French Consul's residence was in the Chinese city, and indefensible. Twelve French gunboats have already gone to Tientsin, and the Admiral is expected shortly from Saigon, as the *Nile* steamer, on her way to England. was chartered to deliver a letter at Saigon to the French Admiral, advising him of what had taken place. It is to be hoped that this Chung How, the arch murderer, may be taken and hanged before he can have an opportunity of insulting still further the French nation, already so outraged.

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A feeling of insecurity exists at all the outlying stations, and the demeanour of the Chinese has become most insulting; and even in the French settlement at Shanghai they have insulted foreigners. Last night the guards were doubled in the French settlement, as the walls of the city were placarded with threatening notices against the French. Had there been even a solitary gunboat at Tientsin, the massacre might have been prevented, and a fleet at Chefoo could have avenged the outrage in a few days. Now that the mischief is done we shall have a large naval force going to the gulf of Pechelee, and most likely doing nothing, as the hands of the authorities are so tied by instructions from home. Every day brings fresh proofs of the complicity of the Mandarins in the murders.

P. S.—Shanghai is now in a state of commotion, as the Chinese have commenced to threaten foreigners, particularly French; 200 men were landed last night from H.M.S. *Zebra*, to guard the French settlement, and the volunteers were on duty all night. The priests and sisters were brought to the French Consulate. Stones were thrown at the French Police Station, but no harm done. One Chinese soldier was cut down, as a small mandarin and party of soldiers tried to force their way into the French settlement. The volunteers are drilling every evening; things are very unsettled, and all now depends upon a speedy and severe retribution falling upon the mandarins and people of Tientsin, otherwise more murders will be committed.

AMOY.

(FROM A CORRESPONDENT.)

JULY 13, 1870.

There is no special news just now in Amoy. Indeed, every other subject seems for the present to be overshadowed by the startling event that has just taken place in Tientsin. News has come down the coast that a mob had there attacked the Roman Catholic mission and had murdered several of the missionaries, as well as the nuns that were residing in the city. The French Consul also, who had gone to their assistance, had fallen a victim to the brutality of the mob. In all, according to the report, some ten or eleven persons are said to have been killed. It is to be hoped that further accounts will modify somewhat this disastrous story, though, from the private accounts that have been received here, it is to be feared that it is but too fearfully true. Of course, as usual, those delightful characters, the *literati*, are said to be at the bottom of the whole. Anyone who knows anything of Chinese life will have very little difficulty in believing this. These are the men that Western governments are just now so particularly tender about, for whom such a concern is manifested that their own countrymen would be snubbed in order to pay due regard to them. It is to be hoped that a fact like this will convince our rulers that China cannot yet be placed on a footing of equality with the civilised nations of the West.

HONG KONG.

Dates from this port are to the 21st July. The outward mail of 10th June arrived on 18th July.

There is but little local news, the papers being full of the Tientsin tragedy. The *China Mail* says:—

There is a rumour—it can be nothing else, though it may foreshadow a fact—that the Emperor has acted promptly on M. Rochechouart's telegraphic message; that he has sent an Imperial *ultimatum*, demanding a material guarantee pending negotiations; and, following the example of Great Britain on a certain other occasion of stern political necessity, that he has backed up his demand by the despatch of an expeditionary force, military and naval, strong enough to compel acceptance of the *ultimatum*, if compulsion should prove necessary. The expedition will leave Marseilles and will proceed via the Suez Canal. [How cruelly the French in China will find themselves neglected.]

We hear with regret, of the sudden death of the Very Reverend Pe. Jorge, Acting Bishop of Macao. His reverence complained of some slight indisposition a few days previous to his death, but nothing of a serious nature was apprehended until on the 14th at one o'clock, when his illness assumed a serious form, and he sank a few minutes afterwards. His reverence had acted as schoolmaster for upwards of twenty-five years, and was much respected and esteemed by the Macaences.

The clergy of Macao have now requested the Rev. Padre Remedios, the brother of the Portuguese Consul here, to fill *pro tem.* the office of acting bishop until a new one is nominated by the Archbishop of Goa.

The following official notifications appear in the *Gazette*:—

The Rev. Canon Beach, M.A., colonial chaplain of Hong Kong, having been granted six months leave of absence from the 14th inst., H.E. Major-General Whitfeild has been pleased to appoint the Rev. John Piper to act as Colonial Chaplain provisionally, and until further notice.

Notice is given that G. Overbeck, Esq., Consul General for Austria, has returned to Hong Kong, and resumed charge of his office.

The Hong Kong, Canton and Macao Steamboat Company held their ordinary half-yearly meeting on the 16th July, when the report was unanimously adopted. The working of the steamers for the past six months showed a profit of $80,204.21, paying a dividend on the paid-up capital at the rate of sixteen per cent. per annum, and carrying $30,000 to the credit of depreciation and reserve account.

The Hong Kong Hotel Company's half-yearly meeting was held on the 15th, when, also, the report was unanimously adopted, showing a balance to credit of $5,552.55, thus reducing the debt of the company to $8,496.76.

PHILIPPINES.

MANILA.

The Spanish barque *Tetuan*, which vessel left this for Liverpool, *via* Cebú, on March 31, put back to Zamboanga where she arrived on June 22 last. Being off Celebes Island on the 8th part of the crew mutined, killing the first and second mates and the boatswain, and, as rumours goes, two more of the crew, wounding at the same time the apprentice and carpenter. The captain leaped overboard, and in the quarrel which ensued amongst the three principal leaders, about who was to follow the captain to despatch him, they fought and murdered each other. The remainder of the crew lowered a boat and took the captain on board, who carried the vessel to Zamboanga, from where the *Perla del Occeano* brought the news here.

The following extract from a private letter from Manila, June 9, has been kindy handed to us (*China Mail*):—"The English barque *Petunia*, just in from Hong Kong, picked up a little steamer between this and that port. She is without name; no papers or persons on board, and in no way damaged. Is about 53 feet long and 13 wide, and painted red. She was probably cut adrift from some vessel which had her in tow, as she was found with two hawsers out which had been cut." There is no doubt that this derelict is the *Sultan Muda*, built in Hong Kong for Mr. Thomas Howard, and intended by him to be used in developing his trade with Coti and other places in Borneo. The little craft is fitted with engines especially made for her in Scotland. She departed from here a short time ago in tow of one of Mr. Howard's vessels; when the journey was about half accomplished a storm came on during the night, the towing hawsers parted—not "cut," as the letter says—and nothing more was seen of her, though search was made for several days in the neighbourhood of the place where the parting occurred.

SIAM.

BANGKOK.

Dates by this mail extend to the 8th July. From the *Summary* we learn that the large estate of the late Chow Phya T'ipa Karawongsa Maha Kosa Dipa Bawdee, valued at about $500,000, is at the disposal of his Grace the Regent, who is said to intend to devote part of it to the construction of roads, canals, and bridges. Nothing is said about the endowment of schools, but it is felt that education is the primary want of Siam just now.

An Embassy, consisting of Phraya R'at, ambassador, Nai Phawn, secretary, and Mons. L. Pilfert, interpreter, appointed by the Court of Siam to proceed to Saigon to settle some matters with the French authoritles, left Bangkok in H.S.M.'s steamer *Regent* on the 27th June.

On the same date the American steamer *Coetey* returned, having on board the French and U.S. Consuls.

The cremation of the remains of the eldest sister of the present Chow Phya Yomarat, and daughter of the late Chow Koon Me-t'-ap, was consummated in Wat Sumplung. H.M. the supreme King ignited the pyre; H.M. remained in the Wat about half an hour, and then returned to the palace.

When will the Government of Siam follow the example set it by the Japanese and commence "the work of putting down Buddhism?" A proclamation has been issued ordering that all *Shinto Mias* (Temples of the *Kami* or gods) should be forthwith purged of all Buddhist idols. In consequence of this edict one of the stock sights of visitors of Yokohama,—the gigantic bronze statue of Daiboots at Kamakura,—is likely to dissappear from its pedestal, where for about six hundred years it has sat in serene and solemn majesty. The image is for sale, and will probably be bought by some one for the metal it contains, as it will be impossible to remove it without breaking it up.

The case of the United States *v.* steamer *Coetey* was decided in in the U.S. Consular Court, when half the *Coetey* was adjudged forfeited to the United States. A brief report of the proceedings will appear in the next mail.

The steamer *Chow Phya* reports that the British steamer *Bangkok*, on her passage to Singapore, struck on a reef, four or five miles below point Romania. Her fore-foot rested on either a rock or hard bottom for about seven hours, and she only got off when the flood made. She made no water after the accident, but probably she will have to be docked.

Bangkok is full of people from the country, who have come at the call of the Government to have their names enrolled or re-enrolled on the books of the lords or chiefs to which they respectively belong. In this enrolment, called *Sak*, every man is obliged to receive an indelible mark on his fore-arm or side, denoting the chief to whom he belongs. They are of four classes. 1st. The *Prei-luangs*, or servants of the Government, who are obliged to give one-fourth of all their time to the king's business. 2nd. The

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class denominated *look-som*, literally children suitable—that is suitable or proper for the chief ruler as appendages of dignity, being liable some times to be called to hard service. 3rd. The class called *t'a-nai*, young men regarded as the personal servants of chief rulers, but not liable to be called to hard service. 4th. The class of *mahat-lake-Chow*, men who perform light gentlemanly service for the chief princes, as the company of *Mahat-lakes* do for the kings. In short, nearly all persons who receive no salary from the Government are obliged to be *Saked*, or thus marked and all other subjects are enrolled on the Government lists of *beawat* men, that is men who receive salaries from the royal treasury ranging from $2.40 to $960. These annual stipends are considered not as equivalents for services performed for the State, but rather as an indication of the degree of rank given them by the State and the amount of freedom they each enjoy in taking b ibes from the plebeians and squeezing them for their time and money.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates by this mail extend to the 29th July. On the 21st the P. and O. steamer *Columbian* arrived with the London mails of 17th June.

H.E. the Governor returned from his visit to the native rulers along the east coast of the Malay Peninsula, on the 16th in the *Peiho*. The Maharajah of Johore, who accompanied him in the *Rainbow*, returned on the 18th. The object of the visit, we are told, was to make the acquaintance of the Rajah of Calantan, and to make friendly visits to the Sultan of Tringanu and the Bandahara of Pahang. H E. was well received both at Calantan and Tringanu, but the Bandahara of Pahang was absent in the country when the steamers arrived, and, therefore, they had no opportunity of seeing him. A murrain among cattle had prevailed both at Tringanu and Calantan, which had proved very fatal, and had caused great distress; it was said to be spreading across the peninsula in the direction of Penang.

In the Legislative Council the Malacca land question has been again discussed. Mr. Thomas Scott asked Government to lay on the table such papers as will afford the Council an opportunity of forming an opinion on the subject; to which the Governor replied that the matter was not in a state to be laid before the Council. As the Malacca land question has been made the subject of local legislation, it is to be regretted the Government was not in a position to explain the state of affairs there.

An alteration has been made in the days of sailing of the B.I.S.N. Company's steamers during the months of August and September, and the next one to arrive here was to leave Calcutta on the 20th July, and is due at this port on Thursday, the 4th August. The following steamer will leave Calcutta on the 17th August, and is due here on Thursday, the 1st September. After that, they will again fall due here every fourth Saturday as hitherto.

Some very strange rumours are current here regarding the steamer *Fair Singapore*, which vessel has been trading between this port, Malacca and Penang, for some time past. This vessel, according to the shipping reports, left here on Saturday last, having cleared under British colours for Malacca and Penang as usual; but it is asserted that she is no longer a British owned ship—in fact, that she has been purchased by the Rajah of Quedah, manned by European sailors, and armed expressly to enable this Rajah to carry on the war with the Rajah of Klang—the result of a family quarrel. If there is any foundation for these reports the fact does not speak much for the vigilance of our authorities.

PENANG.

The London Mission Chapel and the Boys' School in Farquhar-street have been pulled down. The chapel was built fifty years ago, at a cost of $6,000. In our own time Scotch Presbyterians, Baptists, Plymouth Brethren, and others, have worshipped in the chapel. The attendance was never great, and the concern has been a total failure. As emphatically remarked, "there has been no result," and that was the reason why the London Mission Society sold the grounds. A trial of fifty years, and an expenditure of fifty thousand dollars at least, with half-a-dozen Christian Chinese to show for the money, is certainly discouraging enough.

The new Excise Act, which came into operation on the 15th July, will cause a loss to our Municipal Revenue of a considerable sum. Although a portion of the fines under the Act will go to the Government, and from that to the Municipality, and the effect of giving a moiety of the fines under it to the farmer may be to increase his activity, still the clause forbidding him to compromise offences which was in the old Act and has been left out of the new one vitiates everything.

THE TIENTSIN MASSACRE.

Concerning this atrocious outrage, of which we gave particulars in our last, we have received the following from a correspondent, dated Shanghai, July 14th.

There is not a shadow of doubt that the massacre was instigated by officials. A certain Szechuen mandarin, who was on active service at Nanking as a ti-tee or general officer, when Rochechouart was there, came into collision with the latter, and was somewhat curtly treated. This man is the intimate friend of the Fu of Tientsin, and went to Tientsin a few days before the incendiary proclamation was issued. It is thought that Tsing Kuer-fan was also an instigator, for the secret memorial shows that Tsing is bitterly opposed to foreigners, *though he quite appreciates their power*. Moreover, Tsing is a man of vast ambition, and has been very badly used by his Government, being practically degraded from the post of Governor-General to that of Governor. He was formerly Governor-General of Kiangsu, Kiangse, and Anhuie, and is now Governor-General of Chihli only. If, therefore, he could inflict injury on foreigners, and, at the same time, bring down their vengeance on Peking, he would be killing two birds with one stone. As an illustration of the pride of his family, his son, who is a distinguished man of letters, refused to pass any examination, which is the portal of official life. Pressure, however, was brought to bear on the Court, and, the other day, young Tsing was appointed *by edict* to a secretaryship in one of the Peking boards.

But although undoubtedly instigated by officials, the massacre cannot be said to have been officially originated. The Cabinet here had nothing to do with it, beyond being so weak that they are mere puppets in the hands of the anti-foreign party, and, therefore, unable to inspire any fear of consequences *from home* falling on the perpetrators of the outrage. Hence at present there is no ground for war. That ground must arise from the refusal of the Chinese to meet the demands of the French. Now, what ought the French to do and to demand? In the first place, it is now officially announced that Ching How, accompanied by Mr. Meadows, head of the Imperial arsenal at Tientsin, and Messrs. Novion and Im bert, of the Customs service, will, within a month, leave for Paris to negotiate the matter. It is important to notice that Ching How is not, in the eyes of his countrymen, a high mandarin. He is Foreign Commissioner at Tientsin. He has never governed a province, and, in fact, his official existence is altogether anomalous. He is appointed solely to control the "barbarians," and if foreigners left China to-morrow, Ching How would become a mere private individual, and would probably return to mercantile life. His Legation to Paris is, therefore, a mere "coolie Legation," and the French Government will make a great mistake if they receive it officially. The Chinese do not understand the courtesy which causes their envoys to be received at foreign Courts, when they keep their own ruler inviolate from the pollution of foreign eyes. They, consequently, regard every audience granted to a "coolie Minister" as an act of submission.

The French ought to insist upon an audience of the Emperor, either by Rochechouart or by a special envoy. Bruce had ambassadorial powers in reserve, should he ever stand in need of them—a fact which cannot be too generally known. Rochechouart ought to be appointed to conclude this affair, or else the Chinese will say that his being superseded by someone else is a mark of disgrace; but it is also necessary that he should be armed with ambassadorial letters, and firmly demand a garrison Taku, with at least two regiments, at the expense of the Chinese Government, who are confessedly unable to control their own servants and subjects. All this ought to be done before the winter. For three months Peking, Tientsin, and Newchwang are cut off from help, and during those months God knows what may happen to the foreign residents!

A mixed commission should also be appointed to try the offenders, and, if it takes ten years to detect them, let the guilty parties be brought to justice; when convicted they should be executed *by the French*. Hanging is an "honourable" death among the Chinese; beheading is the usual process; but neither of these forms of execution would suit the present case. Special emergencies demand special means. The condemned should be blown from the mouths of guns. We know what the effect of this was in India—it would be immeasurably greater here.

Lastly, indemnity, cession of territory, or whatever else the French Government may demand, should be insisted on, under penalty of war. Do not be deceived into the mistake that the present massacre is anything exceptional. International law does not recognise either consuls or nuns, as such; therefore what the Chinese have to account for are certain atrocious murders committed by persons whose official position infinitely aggravates their offence. Such murders may, at any moment, be repeated, because the Chinese Government has not the power, if it has the inclination, to exercise proper control over powerful official subordinates, who are subordinates only in name. Unless a bitter expiation is exacted for the Tientsin Massacre, foreigners lives will be no longer worth a day's purchase in China; and no European can feel justified in keeping his wife and family here to share his dangers. Decision and promptitude may restore security on a permanent basis, but nothing else will do, and no time is to be lost.

MISSIONARIES IN CHINA.

(To the Editor of the *London and China Telegraph*.)

SIR,—I have read carefully the article headed "Missionaries in China" in your *Express* of May 4th, and wish to offer some remarks on the reply of Sir Rutherford Alcock, of which you give a summary, to the question whether any British subject (he is dealing with the claim of missionaries) has a right to hold any land or building in China away from an open port. He says that

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before this question can be answered in the affirmative it must be shown that such a right has been conceded to French missionaries, in which case Englishmen might claim to share it under the "favoured nation" clause. Now, in the "Convention of Peace between the Emperors of France and China," signed and sealed by their Plenipotentiaries at Peking, Oct. 25, 1860, it is said, Art. VI., according to the Chinese version, "It shall be promulgated throughout the length and breadth of the land, in the terms of the Imperial edict of Feb. 20, 1846, that it is permitted to all people in all parts of China to propagate and practice 'the teachings of the Lord of Heaven,' to meet together for the preaching of the doctrine, to build churches and to worship; further, all such as indiscriminately arrest [Christians] shall be duly punished, and such churches, schools, cemeteries, lands, and buildings, as were owned on former occasions by persecuted Christians shall be paid for, and the money handed to the French representative at Peking for transmission to the Christians in the localities concerned. It is, in addition, permitted to French missionaries to rent and purchase land in all the provinces, and to erect buildings thereon at pleasure." There is here a most ample concession to French missionaries of the right in question; but Sir Rutherford Alcock replies that this article is not in the French version of the Convention, and nothing, therefore, can be argued from it, because by Art. III. of the Treaty between France and China, signed at Tientsin, June 27, 1858, it is stipulated that the French version of that and all other engagements between the two Empires shall be the only authoritative one.

There is thus brought clearly to the notice of the public, for the first time, a very strange fact, on which I should like to address a few inquiries to Sir Rutherford Alcock.

I.—Who foisted such an important article into the Convention between the Emperors of France and China?

II.—How came the Chinese Government to accept an article which must have been so distasteful to it, and a portion of which is really oppressive and unjust?

III.—How came the French Government to allow the introduction of such an article, and thereafter to insist, as it has done, on the fulfilment of it?

IV.—How came the Ambassadors of Great Britain and the United States to be silent on a transaction of so doubtful a character? Something was whispered about it, for the member for Chelsea, in writing to *The Times*, about the time of the Yangchow imbroglio, affirmed that the article in question was a forgery, about which something might be learned at the Foreign Embassies in Peking. But the representatives of the nations abovementioned should have spoken out boldly on the matter. Of whom were they afraid? Let me observe, however, leaving the article in the French Convention, that what we call the "most favoured nation clause" is to the effect that "the British Government and its subjects shall be allowed free and equal participation in all privileges, immunities, and advantages that may have been, or may hereafter be, granted by his Majesty the Emperor of China to the Government or subjects of any other nation." There is no limitation to the application of this provision by the condition that "the privileges, immunities, and advantages" shall be granted by solemn treaty. Given the fact that they are actually granted by the Government of China to subjects of any other nation, and it would seem to follow from the wording of Art. 54 of our treaty that they must be granted to British subjects as well.

Sir Rutherford Alcock should not say that it is merely "on sufferance that French missionaries are permitted to exercise the right of internal residence in a limited degree." Everybody knows that that right and other privileges are conceded to them, it may be not heartily, but, actually, in an unlimited degree.

The dreadful massacre at Tientsin on the 21st ult. shows at what risks the treaty rights of foreigners in China have to be asserted even in the open ports; but it is an all but universal conviction of Europeans and Americans in this part of the world that the tragedy, which will by this time be thrilling the civilised world with horror, has been caused in a great measure by the want of boldness and decision in the representatives and Government of Great Britain, in insisting on the rights of their countrymen. There will soon, in all probability, be a readjustment of all foreign relations with the Empire of China, which will be satisfactory only by the co-operation of all Western nations in it. Let them act together in confidence and candour, and with decision, and we may hope for a new settlement, with happier issues than have resulted from the past.—I am, Sir, your obedient servant,

Hong Kong, July 19. Z.

Commercial Report.

IMPORTS.

YOKOHAMA, JULY 21.—The market had been very quiet during the fortnight, and transactions had been on a small scale. Grey Shirtings were in very limited inquiry; prices were nominal. Cotton Yarn had become dull of sale, and prices were weak. Velvets and Woollens without change. The Singapore, Albatross, and John Milton had arrived from England with large supplies of general staples. Quotations were as follows:—Cotton Yarn, Nos. 16 to 24, per picul, $46.50 to 47.50; 28 to 32, $49 to 50; 38 to 42, $51 to 52; Camlets BBB and S, per piece, $14 to 14.50; ditto, SS, $13.25 to 13.50; ditto, SSS, $10 to 11; Cloth, medium and broad, per yard, $1.04 to 1.60; Spanish Stripes, per yard, $0.75 to 1.0; Long Ells (Assorted), per piece, $8.0 to 8.75; Blankets, per lb., $0.30 to 0.35; Iron, nail rod, per picul, $2.50 to 3.50; Lead, $5 to 6; Coals (English), per ton, $8.50 to 9.0.

HIOGO AND OSAKA, JULY 16.—The market for Piece Goods had been quiet during the month, and quotations were, if anything, somewhat lower than those previously ruling. Grey Shirtings: A fair demand had existed, and at one period prices had a firmer tone. At the slight decline now quoted they continued saleable. Cotton Yarn was neglected during the earlier part of the month, leading to a decline of about Rios 10 per picul. A better inquiry was felt at the close, and prices had regained firmness. Chintz of good patterns was saleable. Black Velvets and Turkey Reds were asked for at quotations. Taffachelass entirely neglected. Camlets: A few sales of Black reported at about previous rates. Lustres continued in fair demand, Black and White being the favourite colours. Mousselines de Laine showed some improvement, but none but the best patterns attracted attention. Blankets saleable, but prices improved very slowly. Iron: There was a little inquiry for Hoop. The quotations at the close ruled as follow (in dollars at 106 rios per 100 dollars):—Cotton Yarn, Nos. 16 to 24, $136.80 per bale; 28 to 32, $141.51; 38 to 42, $146.22. Cotton Piece Goods: GE Grey Shirtings, 7 lbs., per piece, $2.59; 8¼ to 8½ lbs., $2.94 to 2.97; 9 lbs., $3.18; GE White Shirtings, 56 to 60 reed, $2.59 to 2.83; 64 to 72, $3.18; T-Cloths, 6 to 7 lbs., $2.12 to 2.47; Handkerchiefs, Assorted, per dozen, $0.57 to 0.71; Brocades and Spots, White, per piece, $2.71; ditto, Dyed, $2.83 to $3.30; Chintz, Assorted, 24 yds. 30 in., $1.80 to 3.07; ditto, Turkey Red, $2.59 to 3.18, Turkey Red Cambrics, 3 lbs., $2.83 to 3.07; Velvets, Black, $7.55 to 8.02; Victoria Lawns, $1.24; Iron, Bars, per picul, $2.36; ditto, Nail Rod, $2.36 to 2.59; ditto, Hoop, $2.83 to 3.07; Lead, $5.90 to 6.13; Tin Plate, $6.13.

SHANGHAI.—The advancing tendency which prevailed at the date of the last advices was checked by the arrival of the steamer Nanzing from Tientsin, with news that fresh disturbances were anticipated there. The dealers had, in consequence, withdrawn from the market; while some of the early speculators were endeavouring to realise at the little profit shown by the late advance in prices. Whilst the uncertainty prevailed, a re-sale of 8¼ lb. Grey Shirtings, of good chop, by silkmen, established the rate at Tls. 2.0.8 per piece. Similar goods were sold afterwards at fully 1 mace per piece advance. The quotation for them at the close was Tls. 2.2.3 to 2.2.5 per piece, and Dewhurst's best Eagles were held for Tls. 2.2.8 to 2.3.0 per piece, but the dealers seem indisposed to operate at these extreme figures. White Shirtings reported to have changed hands to the extent of 40,000 pieces. In value, however, these had receded, true 64 reed having been sold at Tls. 2.2.2½ per piece. T-Cloths: The market continued very irregular. At the same time there was a general improvement, both in demand and value. Drills: Larger settlements than at any previous period this season; demand almost exclusively for English and Dutch; some 10,000 pieces of Americans reported, at Tls. 3.2.7 to 3.3.5 per piece; and upwards of 40,000 pieces of the former makes at Tls. 2.6.8 to 3.1.5 per piece—the latter figure for best 16 lb. goods. Jeans also improved, and slowly rising in value; transactions in all kinds estimated at about 25,000 pieces, at Tls. 2.3.5 per piece for American, Tls. 2.0.2 to 2.1.5 per piece for English, and Tls. 2.2.5 per piece for Dutch 9 lb. best goods. Sheetings: Only one sale reported—700 pieces, superior quality, 15 to 16 lb. goods, 40 in. by 40 yards, at Tls. 3.7.0 per piece. Fancy Cottons: Attention directed chiefly to Velvets, Velveteens, Chintzes, Mottles, and Cotton Lastings, considerable lots of these placed at current quotations. A sale of best Gentian Shirtings at Tls. 2.50 per piece. Estimated sales during the fortnight: Velvets, 1,800 pieces; Velveteens, 7,000 pieces; Chintzes, 6,200 pieces; Mottles, 2,500 pieces; Cotton Lastings, 2,000 pieces; Brocades, white and dyed, 1,000 pieces; Spotted Shirtings, white and dyed, 600 pieces; Damasks, 600 pieces. Woollens: A better feeling had been apparent. Long Ells of favourite chop wanted, ordinary and outside chops very difficult to place, unless at about Tls. 4.3.0 to 4.6.0 per piece, for very fair quality and assortment. Spanish Stripes have likewise improved, at an advance of 2c. per yard. Figured Orleans: A speculative feeling springing up, but only a trifling business reported; quotations very low. Martaban Crapes sold as low as Tls. 2,8.0 per piece for cash. In Camlets not much doing; prices are steady. Estimated sales: Camlets, 1,820 pieces; Long Ells, 7,500 pieces; Spanish Stripes, 4,300 pieces; Martaban Crapes, 3,600 pieces; Figured Orleans, 2,800 pieces: Lastings, 800 pieces. Iron: No business done; rates nominally unchanged; stocks heavy. Lead: Foreign holders firmer in their demands; L.B. quoted fully 1 mace higher. Good common chops changed hands at Tls. 4.20 to 4.25. Quotations (duty paid in Shanghai sycee):—G.E. Grey Shirtings, 7 lbs., Tls. 1.7.8 to 1.8.6 per piece; 8¼ to 8½ lbs., Tls. 2.1.8 to 2.2.8; 9 lbs., Tls. 2.2.5 to 2.3.0; G.E. White Shirtings, 1.7.5 to 2.4.5. T-Cloths, 6 lbs., Ordinary, Tls. 1.1.5 to 1.2.4; 7 lbs., Tls. 1.2.5 to 1.3.8; 6 lbs. Mex., Tls. 1.4.0 to 1.4.5; 7 lbs., Tls. 1.6.0 to 1.7.5; 8 to 8½ lbs., Tls. 1.8.7 to 2; XX, Tls. 2.2.5 to 2.3.0; Chintz, Tls. 1.1.0 to 1.5.5; Turkey Reds, Tls. 2.1.0 to 2.7.5; Velvets, Black, Tls. 0.1.2½ to 0.1.5 per yard; Velveteens, Black, Tls. 0.0.9 to 0.1.6; Dimities, 12 yards 37 inches, Tls. 1.0.5 to 1.2.5 per piece; Muslins, 12 yards 42 inches, Tls. 0.9.0 to 1; Camlets, English, SS, Tls. 10 to 10.7.5; SSS, Tls. 9 to 9.5.0; Spanish Stripes, Tls. 0.4.2 to 0.5.0 per yard; Medium Broad and Habit Cloth, Tls. 0.9.0 to 1.5.0; Long Ells, Scarlet, 24 yards HH, Tls. 5.6.0 to 5.7.0 per piece; CPH, Tls. 5.5.0 to 5.5.5.

HANKOW.—Grey Shirtings: For the season of year, sales had been on a fair scale, but in the face of declining rates, advised by each successive steamer from Shanghai, prices had given way considerably. 7 lbs. closed at Tls. 1.75 to 1.76; 8¼ lbs., Tls. 2.10 to 2.18, enquiry being chiefly directed to best goods, and 9 to 10 lbs., Tls. 2.30 to 2.55 per piece, almost nominal. T-Cloths: Quotations: 6 lbs. and ordinary 7 lbs., nominal; good 7 lbs. taken to a moderate extent, at a decline of 1 mace per piece; 8 lbs. not asked for. Drills: Again lower, dealers only buy for immediate requirements, expecting a further fall in rates. Sales, almost entirely of English, at Tls. 2.90 to 3 for best. Dutch and American, unsaleable. Fancy and Dyed Cottons: Only retail sales reported; prices nominal. Woollens and Worsteds: Market deluged wit[h]

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bartered goods of all descriptions, and quotations for Camlets, Lastings, Long Ells and Spanish Stripes nominal, the dealers supplying their moderate wants from the Tea hongs, on advantageous terms. Figured Orleans: Small sales of good assortments at low rates. Lead: Still lower; Tls. 4.60 per picul was the closing quotation.

HONG KONG.—The amount of business done of late had been much restricted, on account of the disturbed state of public feeling, which was participated in by Chinese fully as much as by foreigners. Quotations were nominally lower all round. Cotton Yarn: There had been little or no demand, and only two or three sales were reported. These were of a forced character, and showed a smart reduction in prices. Grey Shirtings: 7 lbs. in good supply and little inquiry; 8.4 lbs. better held, but sales of the best qualities reported at $2.84 to 2.85 per piece. Of 10 lbs. some fine makes had been moved at $3.60 per piece. White Shirtings: No change from late inactivity. Grey T-Cloths: The bulk of the business had been in this class of goods, which, however, did not show any signs of improvement. Indeed, whilst they continue to be shipped so freely from hence such a change can scarcely be expected, even by the most sanguine exporters. Grey Twills: Almost nothing doing. Woollen Cloths: Sales of medium and superfine. Spanish Stripes: Business trifling. Long Ells: No improvement. Camlets: Still but little demand, sales reported at about former rates. Lastings: Special colours and qualities taken at low prices. Metals: Nail Rod Iron without change, and firmly held in many instances. Wire: No sales reported. Lead: W. B. declined in value, and moved at $5.50 to 5.70 per picul; L. B. no change. Quotations:—Cotton Yarn, 16 to 24, $130 to 137.50 per bale; 28 to 32, $140 to 144; 38 to 42, $150 to 155; Grey Shirtings, 7 lbs., $2.40 to 2.45; 8-4 lbs., $2.80 to 2.85; 9 to 10 lbs., $2.95 to $3.60. White Shirtings, $2.30 to 3.40: Finer qualities, $4. T-Cloths, 6 lbs., $1.75 to 2; 7-lbs., $1.92½ to 2.32½; 8 to 8.4 lbs., $2.45 to 2.55; Spanish Stripes, Scarlet, $0.64 to 0.68; Assorted, $0.60 to 0.65; German Assorted, $0.90 to 0.91; Long Ells, H Scarlet, $6.80 to 6.90 per piece; HH Scarlet, $6.90 to 7; H Assorted, $6.50 to 6.60; HH Assorted, $6.65 to 6.80; Blankets, Assorted, $0.42½ to 0.45; Camlets, SSS Assorted, $12 to 12.50; SS, $14 to 14.50; S, $14.50 to 15.50; Dutch, $23 to 25; Iron Nail Rod, Nos. 1 to 6, $2.40 to 2.60; Lead, L. B., $5.40 to 5.50; W. B., $5.70 to 5.80.

BANGKOK.—The market was in a most inanimate condition, and sales of manufactured goods could only be effected in small quantities, and at reduced rates. T. Red Twist No. 40s was the only article which had been in any inquiry, but the demand seemed to be satisfied. G E Grey Shirtings: 8½ lbs., Tls. 4¾ per piece (equal to $2.48 per piece net), in small demand; 7 lbs., Tls. 4 (equal to $2.16 per piece net), not wanted; 6 lbs., Tls. 3⅜ per piece (equal to $1.70 per piece net), not wanted. Grey T-Cloths: 7 lbs., Tls. 3½ per piece (equal to $1.89 per piece net), saleable in small quantities; 6 lbs., Tls. 3⅛ per piece (equal to $1.70 per piece net), no inquiry. Grey Madapollams: Ticals 33 per corge (equal to $17.82 per corge net), stocks large, and no demand; White Madapollams: Ticals 35 per corge (equal to $18.90 per corge net), stocks large, and no demand. White Figured Shirtings: Ticals 4⅞ per piece ($2.63 per piece net). Grey Yarns: No. 40s, Ticals 235 per bale (equal to $126.90 per bale net), moderate inquiry; No. 30s, Ticals 215 per bale (equal to $116.10 per bale net), dull of sale; No. 18-24s, Ticals 195 per bale (equal to $105.30 per bale net), dull of sale. T. Red Twist: No. 40s, in 10 lb. bundles, Tls. 235 per bale (equal to $126.90 per bale net), fair business. Green Twist: No. 40s, in 10 lb. bundles, Tls. 140 per bale (equal to $75.60 per bale net), nominal. Orange Twist: No. 40s, in 10 lb. bundles, Tls. 135 per bale (equal to $72.90 per bale net), nominal.

BATAVIA.—Madapollams.—Dutch White and Grey in somewhat more request; narrow widths mostly in demand; 5/4 in good inquiry, 6/4 in trifling request, 7/4 unsaleable. English White, medium qualities saleable; Grey, 3 lb. dull of sale. Shirtings.—Dutch White: Stocks of 5/4 and 6/4 light and of ready sale, prices firm; Grey, in moderate request. English White: Moderate sales at previous rates. Grey: 7lb. 39 inch scarce, and in some request. Cambrics: No. 24 saleable; 15/16 still large stocks. Drills.—Dutch: In little demand. English: Saleable in small quantities. Blue: Nothing doing. Jaconets.—Plain: Without demand. Printed: Suitable patterns saleable. T. R. Cloth: In somewhat more request. Dyed Cloth: Orange only inquired for. Prints: Demand for consumption somewhat improved, especially padded pinks, but prices continue to decline. Mule Twist.—Late arrivals placed at full rates. Turkey Red: Only superior dye saleable. Green scarce, and in moderate request. Orange: Dull. Sewing Thread: Sales, but prices depressed. Batticks: Sales at gradually receding rates. Blankets.—Woollen: Neglected. Molton: Unsalenble. Iron.—Swedish: Large stocks, and little demand. English: Supplies still ample. Steel: Of ready sale at previous prices. Sheet Copper: Unaltered. Zinc, Sheet and Spelter: Saleable now and then at former rates. Lead, Sheet and Pig: In face of small stocks, little inquiry.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—Our market for Grey goods has been characterised by extreme dulness, and the few sales reported are generally at lower prices. In White goods we have no improvement to notice, the trifling demand that exists is being supplied at very low rates. Market closes weak for all descriptions of goods. 39 inch Grey Shirtings: 6 lb., small sales reported at $2.05 to 2.02½; 7 lb., very limited inquiry at $2.32½ to 2.35.; 8¼ lb., bulk of the business done at $2.82½, but $2.80 to 2.77½ closing quotation. 45 inch difficult of sale; 7 and 8 lb. nominally $2.20 to 2.25, and $2.70 to 2.75 respectively; 9 lb. purchased for immediate wants at $3. 36 inch White Shirtings: Sales very small at lower prices. 45-inch quoted $3.70 to 3.75, but in no demand. 45-inch White Cambrics: Values of all descriptions declining and inquiry very limited; transactions reported at $20 to 19½ per corge for No. 24's 16 by 16, $30 to 29 for Nos. 15/16. 36 inch White Spots: A moderate inquiry experienced at $2.82½. 30 inch White Madapollams: No change, nominal at $20.50 to 21 per corge. 33 inch Imitation Irish Linens out of demand, nominal quotation $2. 32-inch Grey T-Cloths: 4 lb., placed at $1.25; 5 lb. at $1.50; 6 lb., at $1.72½ to 1.75; and 7 lb., at $2. Enquiry, moderate for 5 lb., 6 and 7 lb. dull. 32-inch Grey Madapollams: Transactions small at $20½ for 2¾ lb.; $20⅝ to 21 for 3 lb. 36-inch Grey Drills: No change. Quotations nominal at $82½ to 85 per corge for 14 lbs.; English: Small sale of 30 yards 9½ lbs. Dutch reported at $58 to 57. Grey Yarn: 40s very moderate enquiry at $133 to 134. 30s and 18/24 very dull at $122½ to 125, and $100 to 102½ respectively. 32-inch Turkey Red Cambrics: Small sales at $2.05 for 2¼ lbs., and $2.30 to 2.37½ for 2¾ lbs. Woollens: Quite neglected; no change in quotations, which are almost nominal. Scarlet Spanish Stripes, 65 to 75 cents per yard. Scarlet Long Ells, 12 lbs. $7¾. No sales reported. Metals: Yellow Metal and Copper Sheathing quite neglected. Iron is quiet: no alteration in values. Swedish Flat Bar in request at $3.40; Square placed at $3¼ per picul. A small sale of Tin Plates at $5½ per box. Nos. 7/20 Brasswire in limited request at $22½ to 23 per picul. Pig Lead: Nothing doing, buyers offering $5¼ per picul, which holders decline to accept.

PENANG.—The transactions in Piece Goods and Yarns indicate a tendency downwards, and have besides been very limited. Grey Shirtings dull; 6 lbs., $41 to 42½ per corge; 7 lbs., $47 and 48; 8½ lbs., $57 and 58. Grey Long Cloths not moved, quotations nominal. Grey Madapollams still in considerable stock; unimportant sales of 2¾ lbs. at $19½ per corge. Grey T-Cloths: Little business in 6 lbs. at $36 and 37; 7 lbs., at $42 per corge. White Shirtings in little request, small sales at $57 to 98 per corge, according to quality. Low and Medium most inquired for. A few sales of 45-inch at $76½ and $95½ per corge. White Cambrics: Weak inquiry; Middling, $26 and 26½; Nos. 15/16, $31 per corge. Grey Sheetings: A small quantity disposed of at $90 and $82 per corge, according to weight. Dutch Drill no demand. No change in any description of Dyed Goods. Unimportant sales of Turkey Red Cambrics, 2¼ lbs., at $42 and $41½ per corge, and. of Kling Dresses at $9. Yarn not active; Grey Mule, No. 30, taken in small quantities, at $125; No. 40, at $131 and $137 per bale of 400 lbs Turkey Red, No. 40, $144 per bale of 200 lbs.; Imperial Red, No. 40, $74 and 76; and Green, No. 80, $76½ cash, and $80 credit. In other Yarns no business.

EXPORTS.

TEA.

YOKOHAMA, JULY 21.—A somewhat brisk demand had resulted in rather heavy settlements, amounting to about 6,000 piculs; making settlements since the last American mail fully 8,000 piculs. These consisted of good medium to choice grades, and were principally for the New York market. Prices had ruled very firm, and higher rates than those quoted had been paid, but a cessation in the demand during the few days preceding the close had caused a slightly easier tendency, and closing prices were the same as those last quoted. Supplies had more than met the demand, and the stocks were increased and of good quality. The Pacific mail steamer took a large quantity both from China and Japan. The Chloris would sail on the 22nd July for New York with 357,531 lbs.; there were several vessels offering for the same port. The closing quotations were:—Common and good common, nominal; medium, $37 to 39 per picul; good medium, $40 to 43; fine, $44 to 47 per picul; finest, $48 to 50; choice, $51 to 55.

HIOGO AND OSAKA, JULY 16.—After the departure of last mail considerable settlements were made, and prices advanced Rios 8 and upwards on last quotations. The market closed weak, and many holders were anxious to realise at reduced prices. The high opening rates had caused unusually heavy arrivals for this period of the season. Arrivals estimated at about 4,600 piculs; settlements at about 2,600 piculs; stocks at about 2,000 piculs. Quotations: Common and good common, none; medium (new leaf), Rios 36 to 42 per picul; good medium, Rios 43 to 48 per picul; fine (new leaf) Rios 49 to 55 per picul; finest, Rios 56 to 62 per picul; choice, none.

SHANGHAI.—Black: A very large business had been transacted since the departure of the last mail, at prices showing more than usual irregularity, and although many of the purchases would point to an advanced market, others (principally those ranging from Tls. 20 to 24) showed no advance in rates. Ningchow Teas possessing point, but of the doubtful keeping capacity peculiar to this class of Tea, were quality considered, decidedly higher, and few desirable parcels had been purchased at the previous quotations; natives had yielded to some extent in the price of common Teas, and these descriptions had been bought at lower rates than were before demanded. Supplies had continued to come forward freely, as evidenced by the fact that although no less than 100,000 chests had been purchased during the month, stocks still continued as large as 86,000 chests. Few parcels possessing desirable characteristics remained unsold, and the bulk of the stock consisted of dry and dusty Ningchows, slighted Oopacks, and Shantams, of almost matchless inferiority, mostly held for prices beyond their home values, judged by the telegrams from London. Settlements for the fortnight, 46,000 chests; Reshipments on owners' account, 4,600 chests; Stock, 261 chops, or 84,000 packages. Quotations, duty paid (exchange for credits, six months' sight, at 6s. 1d. per tael, and freight at £2. 10s. per ton). Hohow, common to fine, Tls. 18 to 27, equal to 1s. 0½d. to 1s. 6½d.; Oonam and Oanfaa, common to fine, Tls. 18¾ to 27, equal to 1s. 1d. to 1s. 6½d.; Ningchow, common to good, Tls. 20½ to 28, equal to 1s. 2d. to 1s. 6¾d.; Oopack, common to good, Tls. 20½ to 28½, equal to 1s. 2d. to 1s. 7d. Kienteh, good, Tls. 33, equal to 1s. 9¾d. Green: The demand for these had been very active, settlements since 30th June amounted to 14,271 half-chests new Pingsueys. An advance of Tls. 3 to 4 per picul had been established in all fine and finest Teas, caused by the competition between English and American buyers, which last had been purchasing for shipment per P. M. steamer to "New York." Several chops medium Hoochow leaf (Ningpo-packed) had been taken at extreme rates. Quotations were for whole chops Pingsuey, Tls. 36 to 43; fine lines in boxes, Tls. 44 to 52. Settlements for the fortnight, 17,418 half-chests; Re-shipments on owners' account, 533 half-chests; Stock, Pingsuey, 11 chops, or 7,141 packages, and Shanghai-packed, 11 chops, or 5,882 packages.

HANKOW—Messrs. Drysdale, Ringer and Co. report as follows, under date 9th July:—Since 25th ult. our Tea market has been very quiet.

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Settlements for the fortnight are 9,268 chests and 1,800 half-chests, the greater part of these being made in the earlier part. Prices from 13¾ to 22½. During the last week little or nothing has been done, the only business being seven or eight barter operations. Stocks are now very small, and only one or two parcels having any approach to quality remain on offer. For these, Teamen are asking high prices, and they will probably soon be placed upon the Shanghai market. Some five or six musters of the second crop Tea have arrived, but being very inferior in quality have met with little favour. One settlement is reported at Tls. 17. Two or three parcels have already been sent to Shanghai. These Teas are late this year, Teamen say, owing to the high prices asked up country, the crop being inferior to last year's. It is rather difficult to determine prices in the present position of the market, but we think latest settlements show an advance of quite Tls. 1 to 2 over previous quotations:—Oonams: Tls. 13¾ to 16 have been paid for Shuntam packed, and Tls. 18 for fair Lee Ling tea; Oonfas, Tls. 17½ to 22; Oopacks, common to fair, Tls. 14 to 17½; medium, Tls. 19½ to 22½. Settlements from June 25:—6,900 packages, at Tls. 13¾ to 18, equal at exchange 6s. 2d.; freight (£2 10s.), 1s. 1½d. to 1s. 4d., Tls. 5 being added for exchange, duty, &c.; 4,300 packages, at Tls. 18 to 22½, equal at exchange, 6s. 2d.; freight (£2 10s.), 1s. 4d. to 1s. 7d., Tls. 5 being added for exchange, duty, &c. Shipments to Shanghai, on native account, 28,000 packages, and since the opening 123,000 packages, against 121,000 packages last year.

FOOCHOW.—Messrs. Silverlock and Co.'s report is as follows:—Business has again been moderate, and heavy stocks remain on offer. Settlements have been chiefly in medium and common teas for the colonies, purchases for England having been confined to the finer Congous, Oolong, and Scented Teas. Second-crop teas have been arriving freely, but have been sparingly dealt in, owing to the high prices asked for them. In make they contrast favourably with the first crop, but they are wanting in strength and flavour in the cup. Prices show little alteration during the week. Fine and finest teas have been settled at rather higher rates, taking quality into consideration. Nearly all the finest have now been cleared off the market. Some of the purchases of medium teas show a decline of 1 to 2 taels. This fall is more general and marked in the flavoury and common kinds. Sellers have submitted to a considerable reduction in the medium and common grades of Pehling Congou, for which there is little demand. The following are the current quotations, to which Tls. 2.8 must be added for duty. The cost at which Teas lay down in London is calculated at an exchange of 4s. 7½d. per dollar, and freight £3 per ton. Dust and siftings, Tls. 6 to 10, equal to 7½d. to 10d., cost in London; broken leaf to ordinary, Tls. 10 to 14½, equal to 10d. to 1s. 1d.; fair to good common, Tls. 15 to 16½, equal to 1s. 1½d. to 1s. 2d.; flavoury to medium, Tls. 17 to 23, equal to 1s. 2½d. to 1s. 6½d.; good medium to fine, Tls. 24 to 30, equal to 1s. 7d. to 1s. 11d.; fine to finest, Tls. 30 to nominal. Souchong: Settlements have been restricted to the fine and finest, at Tls. 25 to 32, the prices asked for the lower qualities preventing business. One chop of boxes has been settled at Tls. 42. The supply is much in excess of last year. Oolong: Large purchases have been made for America, of common to good cargo, at Tls. 17½ to 22½, equivalent to 60 to 67 cents laid down in New York, at 4s. 7½d. per dollar, and freight at $15 per ton. Scented Teas: A moderate business has been done at former prices, viz., medium to fine, Tls. 23 to 26; fine to finest, Tls. 27 to 30.25.

AMOY.—The market for both Oolong and Congou was opened on the 9th and 11th July. Congous: 5,838 half-chests settled, at rates $1¼ to $1½ under last year's. The crop will be a small one. Oolongs: Fairly dealt in for New York, at somewhat irregular prices. In some cases as much as $2 per picul over last season's rate had been paid; but this apparent advance was to a great extent balanced by the superior quality of the leaf, which is this year freer from dust than even last season. Two vessels loading would take forward the bulk of the fine Teas, which were, for the moment, entirely bought off the market. The crop, though expected to exceed last year's, would not come up to an average. The absence of dust in the leaf made the Teas compare very favourably in this respect with Foochow settlements. On the berth for New York, the Devana and Ocean Gem, the former loading at £2 7s. 6d. for forty feet; the latter's terms not reported. Quotations: Congou, good ordinary, $15½ to 16½; superior, $17 to 18; fine, $21½ to 23. Oolong, good fair to good, $22 to 24; superior, $25 to 28; fine, $27 to 32.

CANTON.—The settlements on Scented Teas had been unusually small, and in most cases a further reduction had been accepted. Some 13,000 boxes were reported to be being returned to the teamen for not being equal to the original muster—a fact which would seem to indicate the good effect the discouraging advices from home were having upon this market. No reliable information could be obtained regarding the season's supply of Country Congou. Canton settlements from 2nd to 16th July:—Country Congous and Canton District Congous, nil; Scented Orange Pekoe, 6,000 boxes, at Tls. 13 to 26; Scented Caper, 3,000 boxes, at Tls. 20 to 30; Canton Greens—Gunpowder 1,500 boxes at Tls. 16 to 28; Young Hyson and Country Greens, nil; stock of Country Congous, 1 chop or 450 chests.

SILK.

YOKOHAMA, JULY 21.—Supplies had not been so large as might have been expected, and settlements had been somewhat limited in consequence, amounting to about 400 bales during the three weeks preceding the departure of the mail. Prices were rather lower than last quoted, $780 to 830 being the current rates for average parcels of Mybash, which had formed the bulk of arrivals, no best parcels having been brought down. Of Silkworms' Eggs, some 3,000 to 4,000 cards had been received, but no settlements were reported; dealers were asking $4 to 5 per card for annuals. Silk settlements:—Hank sorts, 350 bales; other sorts, 50 bales—total, 400 bales. Stocks, new, 300 bales. Quotations:—Hanks, Mybash and Sinchu, extra and best, nominal; medium, $780 to 830 per picul, equal to 31s. 10d. to 33s. 10d; inferior, $700 to 760 per picul, equal to 28s. 10d. to 31s. 1d.

HIOGO AND OSAKA, JULY 16.—During the month an insignificant business had been done, owing to want of supplies. Only a few hand musters of new Silk had reached this port, but bulk was expected very shortly; the quantity and quality were favourably spoken of by natives, but the musters shown were too small to prove this. Settlements for the month were estimated at 50 bales of 80 catties, of old and inferior silks; consequently quotations must be considered quite nominal. Silkworms' eggs were beginning to be brought in pretty freely, but no business had resulted. The quality, so far, was not equal to those of last season. Holders asked Rios 2.25 to 2.50 per card for the best on offer. Natives alleged that the disease Uji is prevalent this year, and also that the Tsu Sho were imposing an extra duty of Rios 4 per bale of 50 catties on Silk and Rios 0.06¼ per card on Silkworms' eggs.

SHANGHAI.—We take the following from Messrs. C. J. Skeggs and Co.'s Circular:—The business for the French mail which left here on the 8th (taking forward 814 bales to England and 1,378 to France) was done at a rather higher tael price for best chops and Kahing Taysaams, medium Tsatlees showing little alteration. Quotations as follows at exchange 6s. 2d.:—Koo-fong-sing and Choopings, 3rds, Tls. 607½; Dragon, Tls. 600; Cock and Worm, Tls. 587½; Eukefong Elephant chop, Tls. 550; Gold Lion No. 1, Tls. 565; Kukee's Chinjan, Tls. 545; Red Peacock, Tls. 530; medium and inferior Tsatlees, Tls. 515 to 485; Ting-How Kahing, Tls. 510 to 520, but for a few choice selections for the American market, such as best Eagles and Tung-yu "Chang-von," Tls. 520 to 540 was paid. Some Re-reeled Hainins of inferior description were taken at Tls. 590 to 620; Chinese Thrown Tram, 40 to 55 deniers, Tls. 500 to 520. Exchange now shows a further decline, but prices have remained much the same, notwithstanding the dealers' efforts to establish higher rates. The Silk is coming forward more slowly, and is much inferior to the earlier shipments. Many of the native merchants assert that one-half of the Tsatlee crop has already reached this market, and that the total export will certainly be under 38,000 bales. Kahings being scarce, are firmly held, and extreme quotations are wanted for all good Tsatlees, although common descriptions are somewhat easier. No. 2 Fatmow Hainins have fetched the high price of Tls. 512½. Settlements for English mail are about 1,200 bales.

SIAM, AND STRAITS PRODUCE.

BANGKOK.—The following is from the Borneo Company's report:—Rice has somewhat declined in value owing to a continuance of unfavourable advices both from China and Japan. We now quote Namaun Mill cleaned Rice at $1.15 per picul, and Nasuan at $1.30 per picul, put on board in the river in mat bags. Paddy: The season for Nasuan grain is now nearly over and supplies can only be collected slowly. Namaun also comes in sparingly and prices continue firm. Until the natives are more assured as to the prospects for the next crop we are likely to have uncertain supplies, and a strong market at or above our present valuations, as our short crop makes the natives extremely unwilling to part with their stocks quickly or at any reduction in prices. White Rice of good quality is worth Tls. 55 per coyan ($1.89 per picul f.o.b.). Sugar: The supplies this season have been unusually scanty, and prices have continued high. Stocks are now comparatively light, and no shipments of consequence can be made until we have next season's crop. We quote No. 16 Laconchaisee (D.S.), Tls. 10 per picul ($6.53 per picul f.o.b.); Brown, Tls. 6 per picul ($4. per picul f.o.b.). Sapanwood is in very slight request, and good sound wood, suitable for China, is worth Tls. 3 per picul ($2.21 per picul f.o.b.). Sticklac is very scarce, and a small parcel of good quality is now held for Tls. 17 per picul ($12.47 per picul, f.o.b.). Teel Seed: The early crop, which is now coming to market in small quantities, is taken for local consumption only at Tls. 90 per coyan ($3.46 per picul f.o.b.). The bulk of the crop does not come in till the month of September. Gamboge and Gum Benjamin: We are still without supplies of good quality. Buffalo Hides can be bought at Tls. 11 per picul ($7.78 per picul f.o.b.). Buffalo Horns are worth Tls. 13½ per picul ($8.87 per picul f.o.b.). Deer Horns can be procured in small quantities at Tls. 13 per picul ($8.50 per picul f.o.b.). Black Pepper is scarce at Tls. 11½ per picul ($7.62 per picul f.o.b.).

SINGAPORE.—Malacca Tin: Late arrivals all taken for China at $30.75 to 31.25 per picul. Gambier: Bought to a fair extent at $3.12½, buyers offering less at the close. Black Pepper: Trifling supplies taken at $8.40 to 8.50. White Pepper: Very scarce, and worth $11.75 to 12. Pearl Sago: In fair request at $2.95 to 3.07½ per picul, according to size of grain. Sago Flour: Sales of 5,200 piculs Singapore at $2.50, 2,500 piculs Sarawak at $2.55, and 2,000 piculs Borneo at $2.60. Tapioca: Obtainable at $3.85 to 4; demand small. Buffalo Hides: In good demand at $10.50 to 10.75 for first quality. Cow Hides: Worth $15¼; very scarce.

PENANG.—The market had been moderately supplied with Tin and Pepper; other articles of export had been rather scarce. Black Pepper, West Coast, purchased to arrive, and a small quantity for immediate delivery at $8⅜ per picul; about 1,500 piculs saved from the wreck of the barque Andes, at $8.37½ per picul. East Coast and Achcen ranged from $7.92½ per picul to $8.45, $8.35 being the closing price. Tin had been bought at $29.60 and upwards to $30½, the higher price having been paid for the Indian and Chinese Markets. A parcel of Laroot sold at $30.30. Last sale at $29.50. Sugar: No sales reported. Tapioca contracted for at $3¾ per picul; flour at secret rates. India-Rubber: Weak supply, arrivals found purchasers at $44 and 45 per picul. Gutta Percha: Also scarce, a small parcel of No. 1 secured at $70 per picul. Cutch in boxes (a small quantity) offering on the market at $5 per picul. Hides, Cow: In fair supply, and taken at $14 per picul. Buffalo, in small supply, offered at $10.10 per picul, without a buyer. Nutmegs: The only purchase had been of 110 nuts per lb. at $52. In Mace a purchase of No. 1 at $85 per picul.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to June 30, 1870	10826	15606052	...	...	1981240	17600118	6515
Corresponding period last season	...	15986370	3091000	...	...	19077370	1507

Shipments Since:

July	1 per Ethiopian	From Shanghai	...	1,060,838	
—	2 ... Craigforth (str.)	... Do.	...	1,192,910	57
—	4 ... John R. Worcester	... Do.	...	1,102,691	
—	5 ... Lauderdale	... Do.	...	640,748	86
—	— ... Weymouth	... Do.	...	1,035,875	
—	7 ... Priam (str.)	... Do., and Canton	...	633,135	128
—	— ... Whinfell	... Do.	...	152 923	
—	— ... Argonaut	... Do.	...	1,451,995	60
—	11 ... Statesman (str.)	... Foochow	...	2,015,461	
—	12 ... Eliza Shaw	... Shanghai	...	960,559	177
—	13 ... Achilles (str.)	... Foochow	...	2,182,829	
—	14 ... Peiho (str.)	... Canton	...	58,350	1,136
—	16 ... Belted Will	... Do.	...	926,470	
—	21 ... Hindostan (ml. str.)	... Shanghai, &c.	...	—	1,080

TO THE CONTINENT.

		Bales.
From June 1 to June 30, 1870	10640	2150
Corresponding period last season	42720	364

Shipments Since:

July	1 per Malacca	From Canton	...	17,180	
—	14 ... Peiho (str.)	... Do.	...	6,675	1,722
—	21 ... Hindostan (str.)	... Shanghai, &c.	...	—	763

TO UNITED STATES.

		Pcls
From June 1 to June 30, 1870	747245	1066
Corresponding period last season	61511	1832

Shipments Since: None.

TO AUSTRALIA.

From June 1 to June 30, 1870	450,313 lbs.
Corresponding period last year	68,960

Shipments Since:

July 14 per Mikado	From Foochow	378,180

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844	51,022,660	...*
,, 1845 to 1846	57,334,260	18,604
,, 1850 to 1851	63 972 060	22,143
,, 1853 to 1854	77,327,800	61,280
,, 1855 to 1856	92,240 360	50 481
,, 1857 to 1858	76,990,255	68,315
,, 1858 to 1859	65,789,792	83,134
,, 1859 to 1860	85,560,452	64,169
,, 1860 to 1861	90,066,160	70,644
,, 1861 to 1862	109,854,040	79,199
,, 1862 to 1863	121,273,580	72,887
,, 1863 to 1864	117,463,586	46,603
,, 1864 to 1865	121,236 870	82,313
,, 1865 to 1866	118,383 042	62,890
,, 1866 to 1867	118,423,290	50,052
,, 1867 to 1868	116 890,430	57,449
,, 1868 to 1869	142 789,804	70 917
,, 1869 to 1870	139,740,193	63,607

* Including the Continent.

SILK SHIPPERS FROM YOKOHAMA.—SEASON 1869-70.

(Japan Gazette.)

Aspinall, Cornes, and Co.	728	Seyd E., and Co.	102
Aymonin and Co.	567	Siber and Brennwald	246
Abegg and Co.	12	Smith, Baker, and Co.	82
Bavier and Co.	895	Stephenson, Dallas, and Co.	36
Batto	27	Strachan and Thomas	1,016
Comi, V.	373	Schmidt, E.	48
Davison, James	132	Textor and Co.	518
Deveze and Co.	78	Thorel and Co.	74
Eccard and Raud	604	Valmale, Schoene, & Milsom	730
Fraser, J. C., and Co.	84	Van der Tak	158
Facchi	8	Wilkin and Robison	905
Gilman and Co.	264	Walsh, Hall, and Co.	307
Grosser and Co.	18	Ziegler and Co.	55
Gutschow and Co.	512	Sundries	101
Goddard, R.	522		14,449
Heard, A., and Co.	145		
Hecht, Lilienthal, and Co.	827		
Hooper Brothers	211	Shipment to England	8,526
Hudson, Malcolm, and Co.	231	Shipment to France	5,713
Jacquemot, J. M.	533	Shipment to America	210
Jardine, Matheson, and Co.	15	Shipment to Italy	
Kingdon, N. P.	96		14,449
Kniffler, L., and Co.	278		
Leggatt, C. E., and Co.	119		
Macpherson and Marshall	275	Shipped per P. and O. Co.	9,070
Morf, H. C., and Co.	137	Shipped per M.I. Co.	3,658
Petrocochino, P. E., and Co.	144	Shipped per P.M.S.S. Co.	725
Prato and Co.	183	Shipped Crown sailing vessel	96
Patties, —	160		14,449
Path, E.	115		
Ravel, Blanc, and Co.	835		
Reis and Co.	378	Shipped up to the same time last year, 1868-9	14,984 bls.
Sitwell, Schoyer, and Co.	84	Do. do. 1867-8	12,179 bls.
Schultz, Reis, and Co.	393		
Shaw, Winstanley, and Co.	188		

LIST OF SILK SHIPPERS FROM SHANGHAI TO SOUTHAMPTON AND MARSEILLES.

Season 1870-1871.

(North China Herald.)

	Bales.		Bales.
Adamson, Bell, and Co.	591	Jardine, Matheson, and Co.	359
Balfour, F. H.	206	Jarvie, John, and Co.	216
Barnet and Co.	842	Meynard and Co.	20
Birley, Worthington, & Co.	136	Milsom and Tod	485
Bland, J.	50	Nachtrieb, A., and Co.	468
Borntraeger and Co.	284	Petrocochino and Co.	65
Bourjau, Hubener, and Co.	37	Reid and Co.	84
Bovet, Brothers and Co.	202	Russell and Co.	698
Bower, Hanbury and Co.	619	Remé, Wm., and Co.	168
Brand, Monro, and Co.	1,034	Scheibler, Matthaei, and Co.	74
Carter and Co.	180	Seare, Essex, and Co.	816
Chapman, King, and Co.	20	Shaw Brothers and Co.	284
Cumine and Co.	10	Siemssen and Co.	184
Dent and Co.	70	Skeggs and Co.	1,452
Dickinson and Co.	5	Textor and Co.	535
Fogg and Co.	23	Thorne Brothers and Co.	188
Gamwell, F. R.	144	Trautmann and Co.	10
Gibb, Livingston, and Co.	108	Turner and Co.	77
Gilman and Co.	695	Westall, Brand, and Co.	77
Glover, Dow, and Co.	105	Sundries	801
Heard, Augustine, and Co.	83		
Hogg Brothers	145	Total bales	14,590

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 6½d.	4s. 6¾d	4s. 7d.
Shanghai ,, ,,	6s. 0¼d.	6s. 0⅝d.	6s. 1d.
Canton ,, ,,	4s. 6d.	4s. 6¼d.	4s. 6⅝d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,,	4s. 3¼d.	4s. 4d.	4s. 4½d.
Manila ,, ,,	4s. 4½d.	4s. 5d.	4s. 5d.
Colombo ,, ,,	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	369	231½ to 232
,, Hong Kong	24¼ to 25 dis.	—
Bar silver	111 5 0	7 prem.
Mexican dollars	74 9.0	¼ to ½ prem.

Bons, at Yokohama, 340 per 100 dols.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 26½; Old, 37 per cent. premium.
Hong Kong Gas Company, 45 dols. per share.
Hong Kong and Whampoa Dock, 8 to 10 per cent. discount.
China Traders' Insurance, 1,600 dols. premium.
Hotel shares, 60 to 65 per cent. discount.
Hong Kong and Macao Steamboat Company, 34 to 34½ dols. premium.
Hong Kong Fire Insurance Company, 190 dols. premium.
Union Insurance Society of Canton, 1,500 dols. premium.
China and Japan Marine Insurance Company, Tls. 25 premium.
China Fire Insurance Company, 40 dols premium.
Victoria Fire Insurance Company, 18 to 20 dollars premium.
China Sea, Saigon, and Straits Steamship Company, 5 per cent. dis.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, July 17, John Milton; from Liverpool, 6, Singapore; 9, St. James; 16, Albatross.

At SHANGHAI.—From London, July 12, Glenavon; 13, Junfraw; from Plymouth, Robert Rickmers; from New York, 6, Game Cock; from London, Arracan, Taunton, Dundonald; from New York, Delpussund (reported by telegram).

At HONG KONG and CANTON.—From London, July 14, Lufra; 15, Joseph Sprott; from Cardiff, 16, Golden Age; from Shields, 19, Monkchester; from Callao, Camilla Cavour.

At MANILA.—From Liverpool, July 10, Aurora; 14, Aureliana.

At SINGAPORE.—From London, July 19, Windermere; from Glasgow, 25, Norham Castle; from Liverpool, 27, Waverley (str.); from Sunderland, 17, Julie; from Cardiff, 22, Condor; from Rotterdam, 19, Maria Diederika; from Bordeaux, 26, Francois Felix.

At PENANG.—From Liverpool, July 28, Albatross (str).

At BATAVIA.—From Liverpool, July 18, Grefve Berg; 21, Spirit of the Day; from Amsterdam, 6, Aria and Betsy; 17, Maibit, Helena; from Rotterdam, 10, Ortelius; 15, Otto; 17, Bastian Pot; from Clyde, County of Ayr (reported by telegram).

At BANGKOK.—From Havre, July 2, Emma.

DEPARTURES.

From YOKOHAMA.—For Callao, July 16, Merrie England.

From HIOGO.—For New York, June 16, Edward Herbert.

From SHANGHAI.—For London, July 8, Argonaut; 13, Eliza Shaw; 7, Priam (str.), Whinfell, Zephyrus, Leith (str.), Nestor (str.), Sir Lancelot (reported by telegram).

From FOOCHOW.—For London, 11, Statesman (str.); 13, Achilles (str.); Niger (str.), Norman Court, Emer, Melbrek (reported by telegram).

From HONG KONG and CANTON.—For London, July 20, Danube (str.); 16, Belted Will, for Callao; 10, Maria Gavina.

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From MANILA.—For Liverpool, July 11, Martin, for Cadiz; 3, Lyola.
From SINGAPORE.—For London, July 13, Unrivalled; 16, Craigforth (str.); 19, Priam (str.); 22, Statesman (str.); 23, Achilles (str.); for Liverpool, 13, Howden; 23, Bothwell Castle; for Channel (f.o.); 19, Egmont en Hoorn.
From BATAVIA.—For Holland, July 9, Agra; 13, Maasnymph; 18, Fop Smit; 19, Bezoekie Nederland; 31, Nicot, Lauretta.
From PENANG.—For London, July 26, Herald of the Morning and Priam (str.); for Cork, Kingdom of Italy; for New York, 21, M. A Evans.

VESSELS LOADING.

At YOKOHAMA.—None.
At SHANGHAI.—For London, Undine, Charlgrove, Doune Castle, Columbus, Duke of Abercorn, Thyatira, Geraint, Golden Spur, Wild Deer.
At FOOCHOW. — For London, Thermopylæ, Windhover, Everest Falcon, Wylo, Ambassador, Norman Court, Maitland, Flying Spur, Kelso, Carrick Castle, White Adder, Lennox Castle, Chinaman, Caliph, Leander, Queen of the Age.
At AMOY.—For New York, Devana, Ocean Gem.
At HONG KONG and CANTON.—For London, Burdwan, Fiery Cross; for New York, Sarah E. Kingsbury, Hudson.
At MANILA.—None.
At SINGAPORE.—For London, Roslin Castle, Chrysolite; for Falmouth (f.o.), Xulla; for Boston, Midnight.
At BATAVIA.—For Holland, Harwich, Californie, Helena and Henriette, Singapore, Oceana, Anna and Sophia, Jan van Brackel, Electric, Gladstone, Earl Russell; for Channel, Larnax, Argo; for United States, Ida, Sanderson, Sir James, Lizzy.
At PENANG.—For London, Isabella; for New York, Fearless.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To New York, £2 to £2 10s., nominal.
At HIOGO.—To London and New York the rate is £3 2s. 6d. per ton.
At SHANGHAI.—To London, the tonnage in harbour is larger, and rates have declined to £2 to £2 10s.
At SINGAPORE.—To London, Tin and Gambier, £1 10s. per 20 cwt.; Sago Flour £1 15s. per 20 cwt.; Sago in Boxes £2 5s. per 18 cwt.; Hides £2 10s. per 16 cwt.
At FOOCHOW.—To London, by steamer, £5 5s. under 55 days; over 65 days, £4 per ton of 40 ft.
At AMOY.—To New York, £2 7s. 6d. per ton of 40 ft.
At HONG KONG AND CANTON.—To London, £3 10s. per ton of 50 ft.; to New York, £2 5s. per ton of 40 ft.
At MANILA.—To London, Wet Sugar, £2 15s. per 20 cwt.; Leaf Tobacco, £3 10s. per ton of 50 ft.; Coffee, £3 5s. per ton.
At PENANG.—To London, Tin £1; Sugar £2; Light Freights £2 2s. 6d. to £2 10s. per ton; Measurement £3.
At BATAVIA.—To Holland, Sugar f.70 to f.72.50; Coffee f.70; Hides f.85.

VESSELS PASSED STRAITS OF SUNDA.

Date.		Ship.	From	To.
July	2	Wilhelmina	Batavia	Rotterdam
,,	3	Gelderland	Batavia	Amsterdam
,,	5	Kinfaun's Castle	Singapore	Liverpool
,,	—	Felix	Toulon	Yokohama
,,	6	Osceola	Newcastle	Hong Kong
,,	—	Taeping	Macao	London
,,	10	Agra	Batavia	Amsterdam
,,	—	Sir W. Wallace	Hong Kong	London
,,	—	Bedfordshire	Sarawak	London
,,	11	Ella Gladstone	Bangkok	London
,,	—	Mutlah	Manila	New York
,,	12	Pakwan	London	Singapore
,,	—	Helena	Amsterdam	Yokohama
,,	—	Kildonan	Glasgow	Singapore
,,	—	Rosalie	Manila	Hong Kong
,,	—	Otto	Rotterdam	London
,,	13	Baatiaan Pot	Amsterdam	Batavia
,,	—	Thomas Wood	Sunderland	Japan
,,	—	Sir James	Aden	Batavia
,,	—	Taunton	London	Shanghai
,,	14	Grefve Berg	Liverpool	Batavia
,,	—	Maibit	Amsterdam	Batavia
,,	16	Dundonald	London	Shanghai
,,	17	Nile (str.)	Shanghai	London
,,	18	Acyron (st. frigate)	Singapore	France
,,	—	Yokohama	New York	Hong Kong
,,	—	Lord Macaulay	London	Hong Kong
,,	—	Benicia (st. frigate)	Cape of G. H.	Singapore
,,	20	Spirit of the Day	Liverpool	Batavia
,,	21	Davino	Sunderland	Batavia
,,	—	Ferdinand & Louis	Amsterdam	Samarang
,,	—	Haamstede	Rotterdam	Batavia
,,	—	Highlander	Rotterdam	Singapore

LOSS OF THE "RANGOON."—The British ship Rangoon, 1,200 tons, Congden, master, from Yokohama to Hong Kong, was lost on the N.E. corner of the Pratas Shoal on the forenoon of the 15th July, and on the afternoon of the same day signals were made to a passing ship, which proved to be the N.S. schooner Laureta, from Newcastle (N.S.W.), by which vessel all hands were saved and bought to Hong Koug. The wreckers had taken immediate possession of the ship, and were employed in stripping her before the master and crew left.

MR. N. B. DENNYS, the assistant editor of the *China Mail*, has, we understand, accepted an engagement in New York, and will not return to Hong Kong.

LATEST TELEGRAMS.

CHINA.

(RECEIVED VIA GALLE, AUG. 30.)

SHANGHAI, AUG. 4.—Advices from Tientsin state that the foreign officials are awaiting instructions from Europe in reference to their further action. Meantime much evidence is being collected, but no decisive steps have as yet been taken to bring the perpetrators of the massacre to justice. Mr. Wade, the British Minister, has visited Tientsin. It is reported that Tseng Kwo-fan, the Governor of Chili, has written a letter to Chung-how, the superintendent of trade for the three northern ports, and the Governor of Tientsin, expressing his belief in the innocence of the missionaries, and that the magistrates were guilty of not restraining the outbreak. No further attack is reported.

(RECEIVED VIA KIACHTA, SEPT. 1.)

SHANGHAI, AUG. 12.—Silk: No. 3 Tsatlees, 31s.; No. 4 Red Peacock, 27s.; No. 5 Red Peacock, 25s.; export since commencement of season, 18,600 bales; stock, 5,500 bales. Tea: settlements declining; export of Black 31,250,000 lbs.; good common Congou, 12d. Business in Tea and Silk suspended on receipt of telegrams announcing declaration of war. Freights: Ship 30s., steamer 60s. Shirtings in moderate demand; 8¼ lbs., Eagle Chop, Tls. 2.24. Exchange on London: Bank bills, six m.s., 5s. 10½d. London telegrams to July 19 received August 11.

(RECEIVED VIA GALLE, SEPT. 5.)

HONG KONG, AUG. 18.—The negotiations with the Chinese authorities in connection with the Tientsin tragedy remain in the same position, failing instructions from Europe. A feeling of insecurity prevails at all the Treaty ports, which is increased by this inaction. The presence of the British and French Ministers and the two Admirals at Tientsin has quickened Tseng-Kwo-fan, the Governor of the province, in his inquiry regarding the complicity of the Tientsin mandarins in the massacre.

(REUTER'S TELEGRAMS, RECEIVED VIA GALLE, SEPT. 5.)

HONG KONG, AUG. 18.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.87½; Water Twist, $1.35. Tea: Total export (China and Japan) 47,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 4d.
SHANGHAI, AUG. 12.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 2.23 Cotton, Shanghai, Tls. 18. Silk: Settlements since departure of last mail, 1,100 bales. Export to date (China and Japan) from commencement of season, 23,000 bales. Exchange on London: Bank bills, six m.s., 5s. 10½d.

JAVA.

(RECEIVED VIA GALLE, AUG. 30.)

BATAVIA, AUG. 14.—Colonial produce without transactions. Billiton Tin, 10,000 piculs sold at 66¾. Manufactures inactive. Freights to Holland, f.75; Exchange on London, f.12 to f.12.25. Arrivals: Cornelia Adolphine, Geziena Maria, Kosmopoliet II., Maassluis, Staatsraad van Ewyck, Anna Margaretha, Vier Gezusters, Ternase.

STRAITS SETTLEMENTS.

(RECEIVED VIA GALLE, SEPT. 5.)

SINGAPORE, AUG. 20.—8¼lbs. Grey Shirtings, $2.70; 6lbs. T-Cloths, $1.65; Mule Twist, 16 24, 92.50; 40's, $130; Exchange on London Bank Bills, six m. s., 4s. 3¾d.

COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O. Company's steamer *Nubia*, from Southampton on the 3rd inst., was, in gold, to Gibraltar, £3,400; in silver, to Hong Kong, £24,936; to Shanghai, £4,200; total in gold, £3,400; in silver, £29,136.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—Aug. 30, at Marseilles, from Hong Kong, Paris Port de Mer; 31, at Liverpool, from Manila, Maria y Dolores; 25, at Boston, from Padang, Cyclone; Sept. 1, at Scilly, from Rangoon, E. von Beaulieu, put in to avoid capture; 2, at Liverpool, from Rangoon, Tim Whiffler. Arrivals not in the tables. Sept. 2, at London, from Galle, &c. (via Suez Canal), Crosby (str.); at Queenstown, from Akyab, Lalla Rookh; off Queenstown, from Rangoon, Princess Dagmar; 3, at London, from China, Singapore, &c., Craigforth (str.); United Service (str.); at Deal, from Ceylon, Tinnevelly; 4, at London, from Colombo, Zoroaster; 3, at Liverpool, from Rangoon, Nagpore; 4, at Queenstown, from Colombo, Amibile; 5, at London, from China, Statesman.
DEPARTURES.—Sept. 1, from London, for Hong Kong, Western Chief; Aug. 30, from Newport, for Singapore, Alblasserdam; 31, from Cardiff, for Shanghai, Palawan; Sept. 1, from Cardiff, for Hong Kong, Canaan; 3, from London, for Madras and Singapore (via Suez Canal), Scanderia (steamer); 1, from Glasgow, for Ilo Ilo, Priam; 1, from Liverpool, for Batavia, Stavers; from Liverpool for Hong Kong, Golden Sea.
SPOKEN.—Zoroaster, Colombo to London, 41 N., 10 W.; Romulus, Singapore to Liverpool, May 21, 30 S., 39 E.; Ombs, London to Shanghai, June 24, 9 N., 25 W.
LAID ON.—At Liverpool, for Amoor River, Iris; for Batavia and Sourabaya, Henry Grenfell; at London, for Batavia and Sourabaya, John Scott.
CASUALTY.—Advices from Amsterdam, dated Aug. 30, state that the Maria Louise Antoinette, Muysson, from Samarang to Rotterdam, which put into Mauritius May 16, with damage, sailed thence July 27, after repairing, having sold the damaged portion of her cargo (500 bags coffee).
MISCELLANEOUS.—At Malta, Aug. 21, Craigforth (str.), Froud, from Shanghai, &c. (*via* Suez Canal), and left 22 for London. At Port Said, Aug. 31, Danube (str.), from China, &c., and left for London; at Suez, Aug. 15, Prins Hendrik der Nederlanden (str.), from Amsterdam, for Batavia. The Neville has been taken up by the Admiralty for the conveyance of stores to Hong Kong.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the Office or by letter.

Homeward-bound Passengers by the Overland Route will find copies on sale at the Agents in Singapore, Penang, Anjer, Galle, Aden, and Alexandria. Passengers to and from China and Japan by the Pacific Route may procure them at San Francisco and New York. The list of Agents will be found in our advertising columns.

The "LONDON AND CHINA EXPRESS" is published weekly for despatch *via* Marseilles by the English and French mails, for circulation in China, Japan, Philippines, Cochin China, Siam, Borneo, Java, the Straits Settlements, and Ceylon. Annual Subscription, including postage, payable in advance, $15.

The applications for the "LONDON AND CHINA TELEGRAPH" from the Straits, China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "LONDON AND CHINA EXPRESS" in those countries. The Subscription is $10 per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, SEPT. 5, 1870.

THE TIENTSIN MASSACRE.

THE details of this horrible affair are now before us, and of all the ghastly stories ever presented to us from China we must give this the foremost place. We find no difficulty in tracing out the origin of this tragedy, although some of our contemporaries are disposed to attribute it to the rash conduct of the unfortunate French Consul, M. FONTANIER. Long before this unfortunate gentleman was cut down, however, the cruel deeds were decided on, and we have no patience with the cold-blooded people, both in China and here, who always seek to show that it is the fault of the foreigner. The alleged cause of the catastrophe, the abduction of children, is not in any way borne out. That the Roman Catholic missionaries in China have made a practice of taking into their seminaries children who would have been cast either into the pond or otherwise disposed of we know full well. What more particularly concerns us is the people who bear authority in China, and who, for their own purposes, can rule them well enough. We must bring Western affairs with China into such a shape as will secure us against the rabble taking the law into their own hands. For years past our representative at Peking has been urging upon our Government the policy of having our grievances referred to the Central Government, and patiently await the issue, when, of course, any attempt at retribution would be futile, and yet here we have the inhabitants of Tientsin, a city only eighty miles from Peking, committing an atrocity like this. What other conclusion can we come to but that the local magistrates take the part of their own rabble? Never was there a clearer case. The event did not take place in the dead of night on a surprise, but in broad daylight, and the French Consul was actually before the chief authority, CHUNG HOW, pleading for protection, which, had it been promptly rendered, would have stopped the slaughter. Instead of this, we find that CHUNG HOW does not disturb himself, and that the Consul is cut down while leaving his Yamun. Will any further proof be required of the utter impossibility of treating China on a civilised and equal footing? If we were prepared to accept the position, it was quite clear that the Chinese were not prepared to do the same to us. It is a great calamity that the French are not in a position to obtain immediate satisfaction. As already stated, the least that they should insist on would be the execution of the ringleaders, the rebuilding of all the places destroyed, and an indemnity for each life destroyed to be bestowed on the friends of the deceased. It should be also stipulated that the means of defraying the latter should be levied from the inhabitants of Tientsin. We are indeed glad to observe that Mr. LAY, the acting British Consul, adopted a resolute tone in this melancholy affair.

WE understand that the Netherlands India Steam Company intend to supplement their fleet in Java by building one or two more boats here. It is to be hoped that they will be built more on the American plan, with the cabin accommodation on the fore part of the vessel. The heat and stench from the cargo in the present steamers is intolerable.

LONDON *VERSUS* THE FAR EAST.

IT is extraordinary how little attention is given to the rapid loading and discharge of sailing vessels and steamers in this country. In the docks in London ships may be seen lying for three to six weeks discharging a cargo of Eastern produce. Then often they have to be towed a mile up the river to be sighted in a dry dock, and back again to a fresh loading berth, where another month (and often two) is wasted while cargo comes creeping down, sometimes in a lighter covered with a miserable tarpaulin, quite insufficient to keep out a heavy rain, and sometimes in a railway truck, protected by a material of no better description. The result of all this is incalculable loss to the shipowner, whose property is eating its head off for some three months, trouble and vexation to the merchant, who never knows when he is going to receive his goods from abroad, or when his outward venture is to be started, loss to the underwriters, for we believe that in many instances they are called upon to pay for damage that has been done by the carelessness of railway officials and lightermen. Indeed, so evident is this to us, that we have often wondered that surveyors are not appointed by LLOYD'S to examine the goods going on board the various vessels in the docks. We have been astonished to see how all these evils can be remedied in ports on the other side of the world, possessed of none of the wealth or facilities ready to the hand in London, Liverpool, or Glasgow. We read, for example, that at the new harbour of Singapore (Tanjong-Pagar) a vessel of any size may be discharged and loaded within ten days, and that if she requires cleaning or repairs she can be hauled into a granite dry dock only a few yards from her berth. Again, the facilities for coaling steamers are almost unparalleled. We see a steamer—the *Diomed*, 1,200 tons—coming in at two hours past midnight, and leaving again at half-past nine in the morning, having taken on board 377 tons coals. Work of this kind is nothing exceptional; it is a thing of daily occurrence, and is enough to put to shame, if anything could do it, the docks in this country. To the shipowner disgusted with the delays inseparable from his business in England, Singapore must appear a marine paradise. Why so small a place should be in a position to offer advantages unknown to this country we cannot pretend to say; but we will venture to affirm that there must be in the direction of a dock that can do such work as we have described administrative ability as well as enterprise—two qualities altogether wanting, it would seem, in these "boards" that manage similar companies at home.

THE WAR AND THE POSITION.

(*London and China Express*, Sept. 2.)

THE lull between the encounters of the contending armies was again disturbed on the 30th August by another engagement between the KING and General MACMAHON, near Beaumont, on the left bank of the Meuse, when the French were completely routed and driven back with great loss, several miles towards the Belgian frontier. Their encampments were taken by the invaders, and the number of their prisoners was too great to be ascertained, even approximately, up to the time of our last advices. Another and a most crushing defeat has thus been added to the unvaried record of French disasters in the present war, almost at the same moment that another battle, with a like result, was being fought at Carignan, which is on the eastern side of the Meuse, between Sedan and Montmédy. From these reports from opposite sides of the river it appears almost certain that MACMAHON must have been attacked while in the act of crossing the river, in the forlorn hope of hurrying to the relief of Metz. And these defeats appear to have been almost courted by the miserable generalship of MACMAHON. Once again have vacillation, waste of time, and the apparent absence of a fixed plan thrown away the large force which, by a supreme effort, had been re-gathered under the command of the French Marshal. Eight days should have sufficed for his march the whole distance between Rheims and Metz. MACMAHON had the start of the German Prince by at least thirty-six hours; and yet, after eight days' march, he is cut off and routed about midway in the distance he ought to have accomplished! The march for Metz we have already described as a "forlorn hope," and it is essential to the conduct of such an expedition that it should be carried on with the utmost despatch. If MACMAHON had not resolved

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to attempt this perilous feat, he had but one alternative—to retire upon Paris, and harass and check the advance and siege operations of the Germans. He chose the former course; it has failed; and the latter is now no longer open to him. The road to Paris lies open to the invading armies; and the remnant of MACMAHON'S forces is hemmed in, within a few miles of the soil of Belgium, while BAZAINE is being starved and stormed out of Metz; the surrender of Strasbourg is only a question of hours, and fresh telegrams, arriving at the moment we are going to press, tell us that fighting is again taking place at Douzy, near Carignan and Sedan, and the Prussians keeping the advantage. At such a moment one question animates all observers—What will be the attitude taken by Paris when the truth of the continual defeat of her armies, which has been as unscrupulously concealed from her by the present, as the late, Government, shall be revealed unmistakably by the appearance of the enemy under her walls? Will she, under such circumstances, enter on a resistance which can only increase the sufferings and the humiliation of France? Or will she, by offers of peace, give a material guarantee that she will no longer submit to the creatures of the dynasty which have cheated her into the present extremity? A few days—perhaps a few hours—will answer the inquiry; and, we believe, in the way which justice demands, and Englishmen would certainly take, were the case their own. It is not likely that an awakened France will sacrifice its capital to prolong a struggle which is decided, past recal, for the sake of a dynasty under which she is almost certain to be dismembered.

ACCORDING to the advices just received from Yokohama it appears that the greatest dissatisfaction prevails at the manner in which the Japanese loan has been raised, and a special agent has been despatched by the Government to London by the American mail to look into the matter, and in a short time we shall doubtless know something more of this mysterious transaction. Mr. LAY keeps the affair as secret as possible, and nothing is yet known of how the proceeds of the loan have been applied. It was, of course, understood that the money was to be expended in rails and other material for constructing the railway, but up to the present time there is no information of such having been done. The impression consequently is, that the amount has been used for clearing off former loans made to the Japanese. The market value of the loan fluctuates, and but for purchases by interested parties to support it the price would be considerably lower. The price at present current on the Stock Exchange is 96 to 98. We believe that the Chancery suit instituted against Mr. LAY by Mr. FAIRBAIRN, Captain OSBORN, and others, for participation in the profits of this loan has not been settled yet.

IT is reported that the French fleet have captured the North German corvette *Hertha*. The place of capture is not reported, and the information has not been confirmed in any manner. Our correspondent at Nagasaki, whose letter appeared in the *London and China Telegraph* of August 22, writing on the 24th June, remarked that the movements of the French frigate *Dupleix* had attracted attention, and we cannot help surmising that the commander of the *Dupleix* must have had some premonition of France declaring war against Prussia. If so it is another proof that war was a foregone conclusion on the part of the EMPEROR, and yet what a miserable inauguration he and his generals made of it.

THE departure of the 300 to 400 marines for Japan which it was decided to send out by H.M.'s troopship *Tamar* has been postponed, and this vessel has proceeded on other employment. It appears to have been the intention of the Home Government to have withdrawn all the troops now at Yokohama after the arrival of these marines, but owing to representations from Sir HARRY PARKES we understand that the Government have altered this decision.

ADMIRAL KELLET, Commander-in-Chief of the China and Japan Stations, has, we understand, been requested to mediate between the Prince of SATSUMA and the Koreans, and should the result be favourable for the Japanese the Prince promises larger facilities for trade and the opening of more ports for that purpose. We are sorry to hear that the gallant Admiral is in a bad state of health.

WE have received the prospectus of a new Directory for Hong Kong and the Far East, under preparation by Messrs. STRAHAN and Co., which will be found in our advertising columns. This prospectus has been issued by Mr. C. LANGDON DAVIES, of Hong Kong, and from it we may expect the best Directory yet produced for China.

HER Majesty has been pleased to confirm the appointment of JAMES RUSSELL, Esq., as Police Magistrate at Hong Kong, and to approve of Mr. HECTOR CROSS BUCHANAN as Consul at Colombo for his Majesty the King of Sweden and Norway; and Don LEON CHECA as Consul for Spain at Singapore.

THE China and Japan papers announce a reduction in the rates of the P. and O. Company made by the local agent, but no notice has been issued by the London Office.

No less than 84 steamers are now on the berth for Straits and China *via* Suez Canal.

WE regret to announce that both Sir RICHARD and Lady MACDONNELL are in a bad state of health.

THE TIENTSIN MASSACRE.

(THE TIMES.)

The details we published on Tuesday of the Massacre at Tientsin on the 21st of last June prove the French to have been the victims of one of the most horrible outrages ever perpetrated against foreigners by a semi-barbarian race. As many as twenty-two persons, besides natives, were savagely murdered in a brief outburst of popular fury. The French Consul and one of his assistants were cut to pieces at the very doors of the Governor of the city, if not in his very presence; the French Consulate was attacked; the building was sacked and burnt; and a French gentleman and his wife, the guests of the Consul, were murdered and mutilated. At the same moment a furious onslaught was directed against the French missionary establishment. The Priests and Sisters of Mercy were murdered with every circumstance of brutal atrocity. Their bodies were mutilated and burnt, and the Sisters, it is feared, were subjected to still more abominable outrages. The native converts were burnt; and, in the confusion, thirty or forty children from the Orphanage were suffocated. The details are too horrible for repetition. It is enough to say that all the cruelty and barbarity of which the Chinese nature is capable were wreaked on the Frenchmen and the helpless Frenchwomen who happened to be within reach of the mob.

We do not dwell upon these points merely for the sake of discussing the duty of the French, or the degree of punishment to be exacted. It is of the highest interest to ourselves to inquire whether, as some are ready to allege, this is a new instance of an inextinguishable hatred of foreigners, and of the interested connivance of the magisterial class in China, or whether it can in any degree be accounted for by exceptional considerations. The circumstances connected with the outbreak seem to favour the latter supposition. It was not directed against foreigners as such. It was entirely aimed at the Roman Catholic Mission in Tientsin and at the French, as those who promote the Mission. Three Russians, indeed, were killed, but they were mistaken for Frenchmen, and when other Russians, on being attacked, made known their nationality they were at once let alone. No attack was made on the Foreign Settlement, and Englishmen, Germans, and Swiss, who were in the Chinese quarter of Tientsin at the time of the outrage, came down next day to the Foreign Settlement unmolested. The reason of this singular concentration of animosity is not far to seek. The principal element in the Roman Catholic missionary operations was an orphanage. It was the plan of the French priests and Sisters to obtain the charge of friendless children, to bring them up as Christians, and, when they had grown up, to establish them in the country as the heads of Christian families. The plan is said to be successful, but it is obvious that questions of extreme delicacy are liable to be touched in obtaining possession of these children. Kidnapping is a regular, though infamous trade in China, and a custom also prevails for parents to sell their children when young. The missionaries, it appears, had the inconceivable rashness to intrust their native converts with money for the purpose of buying these little slaves to be turned into Christian recruits. The intention may be unexceptionable, but the process is open to the gravest suspicion; and it is believed that some of these converts pocketed the money and supplied the children by the cheaper process of kidnapping. Is it the least to be wondered at that "an ignorant, superstitious, and prejudiced people conceived the most violent suspicions of those who propagated an alien religion by proceedings so capable of abuse? Has there not been a Mortara case in Europe? Within this very year have we not had remarkable experience of the suspicions which even English gentlemen can entertain of Roman Catholic convents? According to our correspondent, the people of Tientsin, again following examples very near home, demanded a strict inquiry into the allegations of kidnapping brought against the missionaries. Now comes the point in which the conduct of the local authorities becomes of importance. They are said to have entreated the French authorities to allow this inquiry to be made and the Orphanage to be inspected. The request was refused, and it was not until after this refusal that the mob rose in fury. Now, we must say that, if all this be true—and it looks exceedingly like truth—the French authorities and the Missionaries imposed a most undue responsibility upon the Chinese magistrates. Indeed, it may be questioned whether the magistrates would have been exceeding their duty if they had insisted on inspection as a condition of allowing the establishment to remain. So long as it remained, they were bound to do their best to protect it; but they could not fairly be asked to relieve the propagators of an alien religion from all consideration for the

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feelings of the people. In fact, we can understand that the task might be impossible, and China is not the only country in which religious fanaticism, once roused, is savage and unreasoning. The preachers of new truths have undoubtedly as much right to be heard in China as the vendors of new wares, but they must learn to treat the ignorance and the prejudices of the people with consideration and gentleness. This massacre indicates undoubtedly a danger to foreigners in general, because they are liable to be identified with their religious pioneers. But, according to our present information, its causes are so entirely exceptional that it would be extremely unjust to make it the occasion of reviving the antagonism, which we hoped was dying out, between the Chinese and the Western Nations.

(STANDARD.)

Europe has dealt feebly and wickedly with the Chinese, and taught them to despise and to defy her. France, upon the whole, has not rendered herself liable to these suspicions; Great Britain, in fact, had taken a stand upon the letter of former conventions; but we, having tely stipulated with the provincial powers of a jealous and a barous race, find ourselves incapable of protecting, and even of pleador, the subjects of our most valuable ally. It is useless now, and d be base, to urge that our influence was not exerted because our ests were not threatened. We happen, however, to have been ex ited, principally by accident, from the butcheries and mutilations on e banks of the Peiho. We may admit that the Imperial Government s not, personally, responsible for these special outrages. Then who is responsible? What is responsible? With what or with whom do we conclude treaties, and is there a Chinese Government at all? We know that high functionaries have been concerned, and that cannon planted in the embrasures of Imperial forts have been fired upon missionaries and other unoffending strangers. Gathering the net result from the series of broken narratives, we learn in effect this—that Europe has never yet taught the Chinese to observe or respect a treaty; it may not be possible, but, if impossible, in the name of common-sense let us not boast about our Oriental diplomacy. This latest example of outburst and atrocity was, however, as we are bound to say, brought about, in fact, by peculiar circumstances. To begin with, the Roman Catholic missionaries were charged with having kidnapped children for the purpose of killing them, and employing their eyes and other parts of their bodies in medicinal uses. Public warnings, ordered for the walls of vast cities, had, indeed, been posted, But with what meaning? Simply to show that the Imperial Government was either hostile or helpless, or that Europe, in its effort to diplomatise with that, of course, still savage race, has been totally outwitted, baffled, and beaten. A very complicated question arises out of all this. It is asserted that no persons excepting those claiming a French nationality were attacked, or put in fear at all, and that if some Russians were assassinated it was in mistake. We cannot believe it in the least degree. Though our Consul at Tientsin was not assailed, his remonstrances were scouted; his flag was not held in honour; and as for our men-of-war, they were, of course, under the blessed Gladstone dispensation, nowhere. They might have been proudly idling in the Baltic; they might have been fashionably flirting with the autumnal Mediterranean breezes; but not a broadside of them was within hail when the French asked for a friend on the Peiho. We are going a long way, as it seems to us, to separate ourselves from an old and true ally. The moment has not yet arrived, perhaps, for even France to exact indemnification for the agony and the injury inflicted upon her at Tientsin, the scene of our common triumph; or for England to offer, not her alliance, but, for this is due to France, her brotherhood, when humanity has been so disgraced; but the day is not far off. Far be it from us to suggest that Europe should make permanent war upon such an empire as China—as if China ever were an empire!—to secure its trade, or its political relations, or its diplomatic favour. But the character it assumes for itself must not be ignored. Wars, bombardments, submissions, ransoms, and indemnities notwithstanding, it maintains a notion that we—the French, the English, and all the Western races—are the inferiors, and can so be treated whenever an occasion arises. Well, there is no blame to an European community if it trade with a barbaric community upon conditions synonymous with suspicion. But we cannot deal with these Governments or these nations as though the one were responsible or the other civilised. They are to us as they have ever been, and, we are afraid, for many generations must be, strangers. Says a writer:—"We must recognise the fact that the Chinese people, though well-disposed, are ignorant, superstitious, and prejudiced, and that their ignorance, superstition, and prejudices are easily worked upon, and are worked upon to subserve the exclusive ends of their rulers." The truth is that the Chinese Government in its negotiations with our and other European messengers has never been sincere, and has always relied upon the mob to overthrow them. So that the French Consulate itself has been pulled down as though it was a missionary Babel, and murder has been threatened to every British resident. Now we repeat our opinion, many a time recorded in these columns. We have a right to trade with the Chinese. It is of value to us, and it is of value to them. The same with the French. The same with the sacred men who carry the Gospel into the Chinese country. But, after our successive wars, and after our many conventions, we must, at last, give up all confidence in paper faith on the part of Imperial China.

(DAILY TELEGRAPH.)

After reading the detailed accounts of the recent massacre of Europeans at Tientsin, it is difficult to resist the conclusion, that we have as yet made no real progress in dealing with that bitterly bigoted exclusiveness which has ever been the true wall of separation between China and civilised Europe. The three leading features of that outrage—treachery in planning, savage inhumanity in perpetrating, and complicity of the lower officials—carry us back to the days of the Macartney Embassy, when all classes in the Empire regarded foreigners as objects of contemptuous toleration within certain narrow limits, to be sacrificed without hesitation if they once infringe those bounds. For the Tientsin tragedy, indeed, there does not appear to have been even the excuse of broken treaty engagements. The town is one of the northern ports of the Empire that were opened to external trade by the Elgin Treaty, and it contains what is called a foreign settlement, in which most of the Europeans reside. How are we to explain the concentration of popular wrath on the heads of members of one nationality only? Perhaps the *Figaro* may see the finger of Bismark in this sudden outburst; but out of Paris we suspect there will be little difficulty in understanding the causes of so sanguinary an outrage. Missionaries have always been objects of suspicion in China. They have been distrusted by the officials, who regard them as spies penetrating the country far beyond the tracks of commerce; they are hated by the native priesthood as dangerous rivals, and they are disliked by the lower orders because they are foreigners. Protestant missionaries have occasionally suffered; but, as a rule, the palm of martyrdom has been reserved for the Roman Catholics; who have always been the most aggressive and the most successful in their proselytism. Indeed, the Annals of the Propaganda remind us that they regard China less as a country to be converted than as a relapsed wanderer to be recovered. Nor has the Roman Church forgotten that centuries ago her native adherents in the Empire numbered millions, that her missionaries held places of trust and honour near the Court, and that Jesuits contributed much both of the statesmanship and the science which then flourished in Peking. Hence the modern missionaries are zealous, and a little more. They are not all so prudent as Huc and Gabet, who, besides being pious priests, were accomplished men of the world, alike tolerant and unprejudiced. Unfortunately, the very thoroughness of their devotion to duty strengthens prejudices which might in course of time have died out before a less demonstrative spirit of proselytism. The Romanist missionaries, in their eagerness to save ignorant heathens, keep all the machinery of conversion in constant work to the minutest detail. To chapels, stations, and schools are added orphanages and homes for the helpless poor—institutions which the Chinese cannot understand, and therefore credit with the most diabolical purposes. The principal cause of that hatred with which the mission work at Tientsin was regarded was the charitable zeal of the Sisters in collecting, maintaining, and educating orphan children. The ignorant rabble were told, and they believed, that the children were kidnapped for the purpose of being sacrificed in unholy rites or having parts of their bodies used for medicinal purposes. Had the missionary band been less hasty, had they qualified Christian zeal with worldly discretion, and been content to guide rather than to force local opinion, the outrage might never have occurred. But, as if all this were not enough—as if the claim that China was a mere preserve of the Church were not sufficient to keep native fanaticism in a chronic state of smouldering fury—the French Consul interferes, in his traditional capacity as protector of the Latin Christians, with an imprudence that adds fuel to the flame. It is impossible to deny that the self-asserting demeanour of our gallant neighbours is a cause of offence to many with whom they hold diplomatic intercourse. A Frenchman does not colonise, and he does not negotiate successfully either with savages or with settled communities whose civilisation is of a different type from his own, because his consciousness of ineffable superiority prevents him from seeing in the sentiments of such races anything else than prejudices which must be disregarded. Without casting undue blame on poor M. Fontanier, who has not survived to furnish the world with his own justification, it is impossible not to see in his mode of managing the Governor a repetition of the fatal mistakes that have so often made French officials revolt feelings which they ought as men of the world to have conciliated, and disregard motives which they might have enlisted in their favour. French missionary zeal, French diplomatic *brusquerie*—these were the direct impelling causes of the Tientsin massacres.

It is painful to record an outrage which recalls the worst episodes in our earlier intercourse with China, and the event shows how much has still to be done before our communications with that enormous Empire can be placed on a satisfactory footing. But the remedies for such a state of things are not difficult to ascertain. We may assume that, with or without the co-operation of other Powers, France will exact some kind of satisfaction for the outrage, and that the indemnity will, to a certain extent, form a guarantee for the future. We may further endorse a claim constantly made by Europeans in China, and admitted by our statesmen in theory, though not always carried out in practice, that the Imperial authorities should by public acts confer such a recognition on foreigners as shall remove the stigma of inferiority and sufferance, and convince the most ignorant natives that Europeans are not barely tolerated, but are practically equal. Again, weak as the central authority may be, we are at least entitled to claim from it such an exercise of its power as shall restrain official subordinates from pandering to the lowest passions of the populace, and shall punish them sharply if they abuse their power to plot against the foreign residents who enjoy a nominal protection from the State. But our chief ground of hope in better things for the future lies in the conduct of foreigners themselves. After all, even fanaticism has its limits, and it cannot be difficult for Europeans resident in China to study the feelings of their most ignorant neighbours, and to disarm their prejudices, however unreasonable. There is some encouragement for them to do so in the fact that enlightenment and knowledge are spreading, though slowly, in the Celestial Empire; and that each new foreign settlement becomes, after a time, a centre not only of trade, but of toleration. If missionaries choose their steps cautiously, and remember that to conciliate is the first condition of enduring success—if Consuls moderate the zeal of their countrymen as readily as they enforce demands on the Imperial authorities—there will be no repetition of the tragedy of Tientsin, and no necessity for those violent measures of reparation which so often embitter the original dispute.

(THE GLOBE.)

If this outrage had been committed in a moment of sudden excitement, a heavy responsibility would still have rested on the inhabitants and the authorities of the town, but it is impossible to acquit the mob of having premeditated, and the mandarins of having wilfully neglected every precaution to prevent, the sad catastrophe. Eight days prior to the attack placards were posted on the walls of the city announcing that on the 21st the Frenchmen and the Sisters of Charity were to be massacred, and when the fatal day arrived the mob was collected by

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beat of gong, and was dispersed by the same signal. Report says that the rioters were largely recruited from the local fire brigades, and the fact that the fire signals were used and obeyed by the mob seems to confirm this belief; but whoever were the actual perpetrators of the outrage, it is certain that for days beforehand its probable occurrence was a common subject of conversation, and as the day drew near there were not wanting premonitory symptoms, such as stone throwing at and open abuse of Frenchmen as they passed along the streets to warn the victims of their approaching danger. These symptoms were not disregarded by the foreign consuls, who one and all addressed urgent remonstrances to Ching How on the subject. On the 18th, 20th, and again on the 21st, the British Consul wrote to that mandarin, urging him to take steps to prevent a rising, but his letters were disregarded and left unanswered. There can be no doubt, therefore, that the Chinese officials showed most culpable negligence prior to the event, and the probability is that they were not unwilling that the hated Roman Catholic missionaries should be taught by a stone-throwing mob to limit their perhaps too successful operations. But when the storm arose they found they were quite unable to govern it, and the concern they have shown at the fatal results of their own negligence is probably genuine. On the news of the massacre reaching Peking, Tseng-kwo-fan, the Viceroy of the Province, was ordered to make a searching inquiry on the spot into the affair. By a later telegram we are informed that M. de Rochechouart, the French Chargé d'Affaires, has demanded the execution of three mandarins, two of whom, it is stated by the same authority, are to be beheaded at his request. We hope that if this is true it is only part of the penalty that will be exacted for the outrage. In a country like China, where locomotion is slow and difficult, the knowledge of any such local reprisal would probably never spread more than a few miles. It is essential to the safety of foreigners living in China that for such a glaring case of political dishonesty and popular cruelty a punishment should be inflicted which should be known and felt throughout the length and breadth of the empire.

(NEW YORK JOURNAL OF COMMERCE.)

The massacre of Europeans and native Christians at Tientsin recalls to mind the horrible barbarities of religious wars in Europe a few centuries ago. It also brings afresh to remembrance the burning of Catholic churches in Philadelphia, and the sacking of a convent in Charlestown, Massachusetts, not many years since, and the street fights between Ribbonmen and Orangemen in Eighth Avenue the other day. Wherever bitter religious antagonism exists, whether in Europe, the United States, China, or Japan, such dreadful scenes are likely at any moment to be enacted. Their occurrence should not be taken as a proof of the general want of civilisation and humanity in any nation where they take place. To foreigners as a class China and the Chinese are not unkindly disposed. When we consider the bold and revolutionary character of European and American civilisation, how audaciously it proceeds to the overturning of all the religious and social customs of any people where it enters the wedge, we are not surprised at the bloody and desperate resistance which it meets at stages of its onward course. We judge the feelings of a brutal Chinese mob towards the temples and observances of Christian settlers and converts by those of the San Francisco *canaille* towards the Chinamen who come to this land of boasted civilisation, religious freedom and equality under the law. We are not sure that even in New York, Boston or Philadelphia, where there is no pretence of danger from Asiatic immigration and heathen example, a Buddhist temple would be safe for twenty-four hours. There are men in every one of the great American cities capable, in a wild outburst of fanatical frenzy, of perpetrating all the outrages committed by the "Dead Rabbits" and "Blood Tubs" of Tientsin. We commend this fact—for it is a fact—to the consideration of thoughtful Americans. We ask them to look with philosophic impartiality upon the infamous treatment dealt out to the Chinese in parts of this country, San Francisco, for instance, where the laws do not suffice for the protection of Chinamen, and, worse still, where laws are passed virtually outlawing them. We ask them to read the denunciatory resolutions against Chinese labour advocated by men calling themselves statesmen and adopted by trades unions and political conventions. What are all these but the seeds from which crops of massacres may be gathered at some not very distant day? And what else can Americans expect, when they allow Chinese to be attacked and beaten in the streets, but that Americans will be assaulted, by way of reprisal, in the cities of China? At the beginning of the Chinese persecution in the United States, we declared that redress would be exacted at the expense of Americans resident in China; and had Americans formed any part of the Christian population of Tientsin, they would have fallen beneath the vengeful hands of the native rabble, as did the twenty-two Europeans and the forty Chinese children who, as representatives of the Christian religion and Christian civilisation, received the whole force of the blow. The statement, with the scanty evidence before us, is not susceptible of proof—but it is not improbable that the American wrongs upon Chinamen led to the Tientsin butcheries. If this be so, it becomes Americans to look at home and set a better example of toleration to the Chinese before demanding from our Government in connection with other foreign Powers the swift and summary chastisement of China for the supposed complicity of that nation in the outrages. If for every American persecuted in China we should demand apology and reparation, we should be prepared to make the same atonement to China for the maltreatment of her citizens dwelling here in the peaceful pursuit of a livelihood.

THE BOARD OF TRADE RETURNS.

The Board of Trade returns for the month and seven months ending 31st July last show, for the first time for several months, a slight falling-off in the total of our exports, the declared value of these for July being £17,346,764, against £17,394,951 in July, 1869. The principal changes are a decrease in apparel, beer, cotton yarn, haberdashery, linen yarn, machinery, copper and brass, woollen yarn, and woollen manufactures, but an increase in coals, cotton manufactures—9 per cent.—hardwares, jute, yarn, linen manufactures, iron and steel manufactures, silk manufactures, and "unenumerated" articles. For the seven months the totals are £114,455,872 in the present year, against £108,880,216 in the corresponding period of 1869, and £100,349,426 in the first seven months of 1868. The free imports of last month were generally below the corresponding month last year, the principal falling-off being in wheat, Indian corn, and flour. Raw cotton shows a considerable increase, which is entirely due to the United States shipments, and wool seems to have diminished about 45 per cent. In the quantities of articles subject to duty entered for home consumption the changes are unimportant. Cocoa, sugar, tea, and spirits have been taken out in additional quantities, while coffee, fruit, molasses, tobacco, and wine have slightly diminished. The computed real value of the principal articles imported in the first six months of this year was £118,754,135, against £107,062,638 in the first half of 1869, and £110,857,665 in the corresponding period of 1868.

The following is a summary of those figures which relate to our Export trade with China and other countries in the Far East:—

COTTON YARN.

To		For the Month ended 31st July. 1868.	1869.	1870.
China and Hong Kong	lbs.	978,160 ...	556,080 ...	927,570
Japan	,,	162,100 ...	414,550 ...	344,670
Straits Settlements ...	,,	163,400 ...	115,500 ...	184,000
Ceylon	,,	13,600 ...	68,300 ..	14,346
		For the Seven Months ended 31st July.		
China and Hong Kong	lbs.	3,824,806 ...	2,645,860 ...	5,741,249
Japan	,,	1,686,210 ...	3,240,972 ...	5,308,850
Straits Settlements ...	,,	869,600 ...	623,515 ...	1,545,690
Ceylon	,,	284,610 ...	139,222 ...	119,102

COTTON MANUFACTURES

To		For the Month ended 31st July. 1868.	1869.	1870.
China and Hong Kong	yds.	86,332,288 ...	25,812,188 ...	34,119,512
Japan	,,	2,527 300 ...	1,201,805 ...	1,909,140
Philippine Islands ...	,,	1,149,600 ...	2,259,300 ...	3,440,270
Java	,,	47,700 ...	— ...	3,544,200
Straits Settlements ...	,,	6,249,075 ...	6,629,053 ...	8,422,696
Ceylon	,,	1,670,347 ...	4,627,959 ...	1,806,944
		For the Seven Months ended 31st July.		
China and Hong Kong	yds.	179,590,656 ...	186,587,439 ..	201,875,055
Japan	,,	12,298,543 ...	11,297,057 ...	16,401,512
Philippine Islands ...	,,	18,051,020 ...	15,251,839 ...	18,055,810
Java	,,	13,542,552 ...	10,181,570 ...	18,039,954
Straits Settlements ...	,,	35,226,600 ...	37,591,337 ...	55,902,601
Ceylon	,,	15,259,751 ...	13,181,127 ...	15,029,846

WORSTED STUFFS.

To		For the Month ended 31st July. 1868.	1869.	1870.
China and Hong Kong	yds.	1,675,035 ...	2,618,111 ...	1,509,987
Japan	,,	363,660 ...	330,316 ...	244,505
		For the Seven Months ended 31st July.		
China and Hong Kong	yds.	12,958,186 ...	18,327,391 ...	11,181,681
Japan	,,	2,245,685 ...	2,518,448	1,010,558

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1868.	1869.	1870.
For the month ...	yds.	251,073 ...	225,596 ...	212,697
For the seven months	,,	1,381,062 ...	1,414,413 ...	1,380,790

LEAD TO CHINA AND HONG KONG.

		1868.	1869.	1870.
For the month ...	tons	1,572 ...	555 ...	728
For the seven months	,,	6,545 ...	7,519 ...	9,508

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and six months ended 31th June, 1870, compared with the corresponding periods of the two preceding years, is returned as follows:—

To	For the Month ended 30th June. 1868.	1869.	1870.
China (exclusive of H. Kong)	£453,757 ...	£584,571 ...	£514,970
Hong Kong	245,300 ...	259,864 ...	251,370
Japan	91,149 ...	118,241 ...	72,193
Straits Settlements	141,630 ...	168,988 ...	265,846
Ceylon	120,471 ...	49,592 ...	104,932
Philippine Islands	121,003 ...	75,553 ...	59,455
Java	81,493 ...	61,444 ...	69,621
Siam	— ...	5,460 ...	—
	For the Six Months ended 30th June.		
	1867.	1868.	1869.
China (exclusive of H. Kong)	£2,919,842	£3,607,010	£3,148,840
Hong Kong	1,078,868 ...	1,010,461 ...	1,342,020
Japan	504,775 ...	800,280 ...	809,278
Straits Settlements	762,548 ...	822,781 ...	1,114,167
Ceylon	410,799 ...	279,110 ...	435,494
Philippine Islands	480,912 ...	371,589 ...	376,778
Java	402,958 ...	296,899 ...	361,877

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the three months and six months ended 30th June, 1870, compared with the corresponding periods of the two preceding years is returned as follows:—

From For	For the Three Months ended 30th June. 1868.	1869.	1870.
China (exclusive of H. Kong)	£1,608,243 ...	£1,409,889 ...	£1,541,600
Hong Kong	39,815 ...	103,281 ...	70,614
Japan	36,859 ...	88,882 ...	64,268

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Straits Settlements	493,261 ...	545,975 ...	526,030
Ceylon	1,117,511 ...	1,126,940 ...	1,233,828
Philippine Islands	361,697 ...	488,585 ...	471,442
Java	12,702 ...	19,653 ...	164,372
Siam	16,527 ...	168,412 ..	169,225
Borneo	— ...	8,598 ...	27,082

For the Six Months ended 30th June.

	1867.	1868.	1869.
China (exclusive of H. Kong)	£4,496,929 ...	£4,614,241 ..	£4,939,955
Hong Kong	79,045 ...	169,193 ...	83,606
Japan	56,542 ...	141,393 ...	74,784
Straits Settlements	786,368 ...	991,118 ...	955,785
Ceylon	1,605,732 ...	1,488,707 ...	1,460,077
Philippine Islands	692,958 ...	695,953 ...	633,841
Java	12,702 ...	27,740 ...	210,375
Siam	16,527 ...	229,848 ...	176,085
Borneo	12,115 ...	20,063 ...	27,082

ARTICLES OF IMPORT.

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TEA.

The following is from Messrs. W. J. and H. Thompson's Circular:—Samples ex Ajax have been placed upon the market. The Teas as a whole have been in favour, and a good business has been transacted; in some of the fine kinds, at better prices than those in the previous steamers. In inferior common Black Leaf Teas of old import the Sales during the week show a further decline. Foo Chow Congous: Siftings, dust, and broken leaf remain as last quoted; and by Public Sale common to good common has been realised at 10d. to 11d., and good common to fair 11d. to 1s. per lb.; prices being about equal to those ruling last week. Black Leaf Congous: At the last Auctions inferior common was sold at 6¼d. to 7¾d. per lb., which showed a further decline, and good common to fair at 11d. to 1s. per lb. The sales, ex-Ajax, have been for good medium to fine 1s. 6¼d. to 1s. 11d.; fine 2s. to 2s. 2d.; finest 2s. 4d. to 2s. 7d. Tayshan Congous: A few parcels of common, at public sale, realised 10¾d. to 11d. per lb. Souchongs: About 1,000 boxes of fair to good have been sold at 11¾d. to 1s. 2¾d. per lb. Oolongs are still without enquiry. Scented Teas: A few sales have been made of common Canton Scented Caper at 5¼d. to 8d. per lb., and medium Foo Chow Scented Orange Pekoe at 1s. 0¼d. to 1s. 0¾d. per lb. Green Teas: 1,836 packages New Season's Ping Sueys, ex-Ajax, are advertised for public sale "without reserve;" privately two invoices have been placed on the market, but as yet no sales have been reported. The quality is generally considered inferior to last season's. The China auctions commenced on the 30th, and concluded on the 31st ult. They comprised 16,579 packages. 13,594 packages "Without Reserve," chiefly of the commoner grades, and prices realised for black-leaf teas of inferior common quality show a further decline on former rates.

SILK.

Messrs. Durant and Co'.s Circular says:—The market is still very quiet. Some little business is doing daily, but in the smallest possible quantities. The total arrivals of new Silk have reached comparatively large figures, 7,000 bales China and 1,600 bales Canton—hitherto a very small proportion has been put forward for sale, or rather a very large proportion is entirely withheld. Hence in some few cases decidedly improved prices have been realised, chiefly in medium quality Tsatlee—but the whole quantity sold does not probably exceed 600 to 800 bales. Foreigners are not buying, so that it is only the daily requirements of the home consumers that make the little business that is doing. In Japan Silk we are without any new Silk; some few hundred bales of old Maibash have been sold at very low prices, but this has not hitherto induced any increased attention to this Silk, so we make no quotations for the other classes. In Canton Silk nothing of moment has been done, only some very few small parcels of new Silk have been sold.

COFFEE.

The supplies of Ceylon at the public sales have been larger than for some time past, and there has been some pressure to sell, while the inquiry has been less active. The sales have therefore been at somewhat lower prices, and the advance reported last mail may be said to have been lost. The following have been the latest prices paid:—Plantation Ceylon, triage and ordinary, 37s. 6d. to 56s.; small grey to coloury, 54s. 6d. to 60s.; low middling grey to middling coloury, 55s. 6d. to 65s. 6d.; bold grey, 63s. to 68s.; good middling to good bold coloury, 66s. 6d. to 78s.; peaberry, 70s. to 78s. 6d. Native Ceylon, small, 41s.; small good ordinary, 45s. 6d.; good ordinary, 46s. 6d.; fine ordinary, 47s. 6d.; bold, 48s. 6d.; good bold pale, 50s.; peaberry, 49s. 6d. to 51s.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation 308,112 cwt., against 275,046 cwt. at the corresponding date of 1869; Native, 23,140 cwt., against 44,369 cwt. The quantity afloat for the Continent is 15,018 cwt. Plantation, against 8,252 cwt., and 21,768 cwt. Native, against 19,290 cwt. The quantity of Coffee landed in the thirty-four weeks ended Aug. 27, 1870, was, of Ceylon, 23,920 tons, against 25,060 tons during the corresponding period of 1869; of all descriptions, 39,729 tons, against 46,917 tons. The quantity entered for home consumption was, of Ceylon, 6,932 tons, against 7,339 tons; of all descriptions, 12,214 tons, against 12,326 tons. The quantity exported was, of Ceylon, 18,262 tons, against 17,004 tons; of all descriptions, 28,946 tons, against 29,429 tons. The stock on Aug. 27 was, of Ceylon, 12,590 tons, against 11,712 tons; of all descriptions, 22,788 tons, against 24,382 tons. The weekly landings being but slighly in excess of last year's, and as the deliveries continue to show a falling off, the deficiency in the stock is now lessened to 1,600 tons. Stock, Aug. 20, 22,835 tons, against 24,949 tons. Stock, Aug. 27, 22,788 tons, against 24,382 tons.

CINNAMON.

The following report of the quarterly sales which took place on the 29th ult. is from Messrs. Brookes and Faith's Circular:—The sales comprised a total quantity of 2,178 bales, with sundry parcels and boxes. Of the above, nearly 500 bales consisted of low spurious or Sassafras kind, and were retired at 3d. to 5d. per lb. in the total absence of demand. Of the remainder, about 1,200 bales sold, prices (as compared with the rates obtained last May), showing a general decline of 3d. to 5d. per lb., noticeable more particularly upon the medium and finest qualities. The common and good sorts were better competed for. Broken Cinnamon was in excellent demand, and sold from 1s. 7d. to 1s. 9d. per lb. for good quality. Chips: The assortment was not good, but for the small lots offered, fair prices were obtained, good selling at 5d. to 5½d. per lb., and fair at 3d. to 3½d. Low flavourless bark was in superabundance, about 2,000 bags being offered, but as there were no bids for any quantity over 1½d. per lb., same were all withdrawn, 2½d. being generally asked. Prices ranged as under for sound Cinnamon, viz.:—Superior quill, 3s. 1d. to 3s. 3d.; firsts, good to fine, 3s. 1d. to 3s. 3d.: do., middling to fair, 2s. 6d. to 2s. 10d.; do, very low and ordinary, 1s. to 2s.; seconds, good to fine, 2s. 9d. to 3s. 2d.; do., middling to good middling, 2s. to 2s. 8d.; do., very low to ordinary, 1s. to 1s. 10d.; thirds, good to fine, 2s. 3d. to 2s. 11d.; do., middling to fair, 1s. 6d. to 2s. 6d.; do, coarse and inferior, 10d. to 1s. 3d.; fourths, good to fine, 1s. 5d. to 2s. 2d.; do., ordinary to middling, 8J. to 1s. 3d.; do., very low, unassorted, 3d. to 5d.; jungle, 1s. 2d. to 1s. 3d.; broken good, 1s. 7d. to 1s. 9d.; chips, good to fine, 5d. to 6d.; ordinary to middling, 3d. to 4d.; bark, 1½d. to 2½d.

SUGAR.

There has been an extremely limited demand since our last report, and but little business has been done; prices are nominally the same as those last quoted. At the public sales there have been no transactions in East India kinds; an offer of 1,568 baskets Java was bought in, middling to good yellow (duty 5s. 3d.), at 29s. 6d. to 31s.; brown (duty 4s. 9d.) at 27s. 6d. to 28s. 6d.; also 2,796 bags very low dark at 17s. Privately, 3,000 bags clayed Manila have been sold at 21s. 6d., and 6,000 bags of unclayed Zebu at 18s. 6d.

The quantity of Sugar landed in the thirty-four weeks ended Aug. 27, 1870, was—of Penang, 2,277 tons, against 2,101 tons in the corresponding period of 1869; of Manila, Java, and China, 14,423 tons, against 23,198 tons; the quantity entered for home consumption was, of Penang, 1,588 tons, against 1,681 tons; of Manila, Java, and China, 17,032 tons, against 11,560 tons. The quantity exported was, of Penang, 95 tons, against 82 tons; of Manila, Java, and China, 1,830 tons, against 1,035 tons. The stock on Aug. 6 was, of Penang, 2,924 tons, against 667 tons; of Manila, Java, and China, 31,351 tons, against 39,168 tons. The landings for the week, consisting wholly of British West India and Mauritius, are smaller than for some time past, but almost exactly on a par with last year, and, as the deliveries in the two years also show but little difference, the position of the stock is unaltered. Stock, August 20, 105,228 tons, against 86,667 tons; stock, Aug. 27, 102,937 tons, against 84,338 tons.

COIR GOODS.—At the last sales only small quantities were offered, which were mostly sold at steady rates, especially for good qualities. 32 tons Ceylon Yarn sold, common, £19 15s.; medium, £24 10s. to £24s. 15s.; good, £28 10s. to £30; fine, £35 5s. to £38; and 50 bales low coarse red Conconada, commencing at £9 and closing at £11; 3,400 ballots Ceylon Fibre sold, fine bright, £26 to £27 5s.; common kinds, £10 5s. to £13 15s.

COCOA-NUT OIL.—The enquiry for Ceylon has become less active, but prices are firmly maintained; there are buyers at £37 and sellers at £37 10s. The quantity of Ceylon afloat is estimated at 23,219 cwt., against 18,068 cwt. in 1869, and 16,339 cwt. in 1868.

CUTCH.—The demand continues good, and a considerable business has been done at previous rates; the public sales have been, 520 boxes fine Pegu, Elephant mark, at 20s. to 20s. 6d., and privately, 1,000 boxes fine Pegu have changed hands at 20s. per cwt.

CASSIA LIGNEA.—An offer amounting to 239 cases China was all sold at steady rates, good unworked at 102s. to 103s., fair to good second pile at 102s. to 105s., first pile at 108s. to 110s.

CARDAMOMS.—We note the sale of 13 bags Ceylon at 3s. 2d. for good quality, and 3s. 2d. for pickings.

CAMPHOR.—Prices of China continue to decline, and an offer of 303 cases, at public sales, was bought in at 71s., the highest offer made being 66s.; no improvement can be looked forward to at present, a large quantity being expected per Hopewell. Japan is wholly neglected, and no offers have been made.

CUBEBS.—At public sale 7 cases good, but slightly mouldy, Singapore realised 25s.

DRAGONSBLOOD.—An offer of 6 cases Singapore lump was bought in at £9 10s.

ESSENTIAL OILS.—Out of an offer of 32 cases Citronelle 2 cases were sold at 2⅛d., the remainder being bought in at the same price.

GAMBIER.—The market continues very dull, and the only sale has been of 100 bales, at 16s. 3d. per cwt.

GALLS.—China have further declined; 80 cases out of 265 cases offered were sold at 42s. Of Japan there have been no offers.

GUMS.—Benjamin: Of 18 cases Sumatra seconds offered, 4 cases sold; good at £9; good fair storaxy and mixed with dark at £8, the remainder being bought in at £9, grey at £7 10s., and 24 cases good fair marbly thirds at 85s. In other gums no business has been done.

HEMP.—There is still a small business doing in Manila, at £57 for air roping, but there is no great activity.

HIDES.—Messrs. Dyster, Nalder, and Co.'s Monthly Circular is as follows:—The market for East India Hides, in the absence of any material demand for export, continues depressed. At the first sales of the month only about half the quantity offered was sold, at irregular prices ranging from ¼d. to ¾d. per lb. decline, but at the last auction, the quantity offered being very moderate, there was fair competition, and a slight recovery in prices. Present average rates are, however, fully ¼d. per lb. under those current at the end of July. The sales comprise 158,255 Kips in the hair and tanned. Singapore and Penang Cow Hides continue of difficult sale, but about former rates have been

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obtained for the portion sold. 4,431 Hides have been cleared—Heavy, 6d.; extra heavy, 6d. to 6½d.; small and Calf, 6½d.; fourths, 3¾d. to 4d. per lb. Singapore and Penang Buffalo Hides are in very limited demand at a further reduction of ¼d. to ½d. per lb. 2,536 Hides have been cleared—Best heavy, 4¾d. to 4½d.; seconds, 3½d.; light, 5d.; Bangkok, best heavy, 4½d.; seconds, 3½d.; light, 4½d. per lb.

MUSK.—At public sales of 25 caddies Tonquin 20 caddies good sold at 29s. to 30s., rough bally and flat mixed at 16s. 6d. to 18s., and 9 tins Nepaul flat and bally pods rather rough at 29s., more rough and bally at 24s. Of 18 tins grain 4 tins sold; good fair, 50s. to 50s. 6d.; fair, 48s. Of 7 packages skins, &c., 4 packages sold at 11d. to 5s.

PEPPER.—Black: Advanced rates have been realised; on the spot 300 bags Penang have sold at 4 13-16d. to 4¾d. cash, and 400 bags Singapore at 5d.; afloat, 2,200 bags Penang at 4¾d., including first-class sea-damaged, and 200 bags at 4 11-16d. White: The following quantities of old import have been sold publicly at about previous rates:—250 bags Singapore at 5¾d. to 6d. (chiefly 5¾d.), and 220 bags common Penang at 5¼d.

PLUMBAGO.—There has been an entire absence of business in Ceylon.

RHUBARB.—China is steady at the late decline; of 187 chests offered at auction 91 chests sold—fair smooth coated at 2s. 3d. to 2s. 6d., ordinary rough at 3d., one lot at 3½d. The present value of good root is decidedly very low, and with any revival of trade prices should improve. We may mention that root, such as has lately been sold at 2s. 9d. to 3s. per lb., was worth 5s. 6d. per lb. a few months since.

ROOTS.—Cuscus: 15 bales good fair quality realised 24s. to 24s. 6d. per cwt. China: 35 bales retired above value, 40s. asked; last price paid for quantities, 25s. Colombo: 20 bales fair quality, slightly wormy, bought in at 35s.; good sound fresh offers at this.

RICE.—Immediately following our last report two floating cargoes, arrived off coast, were sold, viz., the Princess Somawatty, 1,184 tons Necransie Arracan, at 9s. 6d., ex ship for London, and the Willamo, 742 tons do., at 9s. 4½d., for the Continent. Since then the business has been very limited, the demand having fallen off. Landed last week, 357 tons; delivered (exclusive of the quantity ex ship), 1,559 tons; stock, 37,491 tons, against 46,152 tons at this time last year.

SAGO.—There has been no business; an offer of 227 bags small pearl was bought in at 17s. to 17s. 6d.

TOBACCO, &c.—Of tobacco the last public sales included 3 bales Japan damaged and re-packed, which sold at 1¾d. Cigars: 1 case Manila 5A water damaged 8s. 3d.. and 3 cases 2A sold at 5s. 6d. to 5s. 9d., and 1 case 1A Cavites at 6s. 6d.

TAPIOCA.—There have been no sales; 272 bags Singapore were offered and bought in at 2d.

TIN.—There is a less active demand for Straits, which has receded to £126 per ton; Banca and Billiton are also lower, the former being quoted £129, and the latter £126. The deliveries of Straits during last month were 336 tons, the present stock is 885 tons, and 651 tons are afloat.

VERMILION.—China has been withdrawn at 3s. 2d. per lb. for good genuine. To effect sales a considerable decline would have to be submitted to.

WAX.—No auctions of Japan have taken place, but privately about 200 cases good have been placed at 70s., being lower.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

The prevailing features in this market since our last report have been dulness and inactivity. Producers, as a rule, are well engaged, and this prevents their being pressing sellers. Nevertheless, prices are the turn weaker, and incline in favour of buyers. The prices of most descriptions of China Shirtings and T-Cloths show a decline of 1½d. to 3d., except Eagle Chop, 8¼lbs. Shirtings, which are still quoted 10s. 3d. Cotton Yarn is ½d. to ¾d. per lb. lower.

QUOTATIONS.

GREY GOLD END SHIRTINGS, CHINA AND JAPAN QUALITIES.

Width	39 in.	...	...	...	...	...	44 in.
Weight	7 0	7 0	8 4	9 0	9 4	9 12	9 0
Count	14 by 12½	14 by 13	16 by 15	16 by 18	19 by 19	19 by 19	16 by 15
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Pillar Ticket ...	8 3	8 3	9 6	11 0	11 9	—	—
Horse & Jockey Ticket... ...	8 4½	8 4½	9 10½	11 3	12 0	12 3	10 9½
Hand & Branch Ticket... ...	8 7½	8 7½	10 0	11 6	12 3	12 9	11 0

T-CLOTHS, CHINA AND JAPAN QUALITIES.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14 by 13	15 by 15	15 by 15	18 by 18	18 by 18	18 by 18	18 by 18
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Horse and Jockey Ticket	5 9	6 0	7 0	6 9	7 9	8 10½	9 1½
Hand and Branch Ticket	6 0	6 3	7 3	7 0	8 0	9 1½	9 4½

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	10 3	—
Maddapollams	3 7½	—
Long Cloths	9 6	—
White Spot Shirtings ... (nominal) ...	11 0	—
,, Brocade ... ... do. ...	11 3	—
,, Damasks ... ... do. ...	19 0	—
Cotton Yarn, Nos. 16-24 China	1 0 to 1 1	
Nos. 28-32 do.	1 1 to 1 2	
No. 40 do.	1 1½ to 1 2½	
No. 40 Mule Twist	1 1 to 1 3	

METALS.

IRON.—Welsh: Rails, £7 5s. to £7 10s.; Bars, £6 15s. to £7. Staffordshire Best: Bars, £7 15s. to £8; Nail Rods, £7 12s. 6d. to £8; Hoops, £8 15s. to £9; Sheets, £9 15s. to £10; Scotch, Pig No. 1. £2 11s. 6d. to £3 4s.; Swedes, Bars, Hammered, £10 to £10 10s.; Swedes Steel in kegs, ½ and ⅝ in., £14 15s. to £15 5s.

YELLOW METAL.—Sheets, 4 by 4 ft., 6½d.; Sheathing and Rods, 7 d. per lb.

TIN.—English Refined, £130. Tin Plates: Charcoal I C, per box, 27s. 6d. to 31s.; Coke, 23s. 6d. to 26s.

LEAD.—Pig, L.B., £19 10s. W.B., £20 5s.; do., other brands. £19 5s. to £19 10s.; Spanish, soft, ex ship, £18 10s. to £18 15s.; Sheet, £20 10s. to £21; Shot, kegs, extra, £22; White, do., £30; Red, do., £19 15s. to £20 10s.

SPELTER.—Silesian, £18 5s. to £18 10s.; English, smelted from ores £19.

The following is from Messrs. French and Smith's Circular:—Iron is not in much demand excepting for rails, which are firm. Scotch Pig Iron is quoted 51s. 6d. Tin: The shipments to New York and Russia of English Tin have been fairly good the past month, but to Germany and France scarcely any has been sent. There is no speculative inquiry whatever, but for consumption the demand is steady here. Tin Plates are in fair demand, but the last month the make has rather fallen off, owing to shortness of water. The shipments in August were 167,000 boxes, against 125,000 in August, 1869. Lead: There is now very little inquiry, and prices are easier. We quote: W.B., £20 5s.; L.B., £19 10s.; other good brands, £19 5s.; Soft Spanish, £18 10s. Spelter is very quiet, the quotation is £18 5s. to £18 10s. for Silesian. Quicksilver: The price is now £8 8s. per bottle, and very firm. Antimony is quoted £3 or £4 per ton cheaper since the beginning of August.

WOOLLEN GOODS.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London and Liverpool:—

		Pieces Long Ells.	Pieces Camlets.	Pieces Spanish Stripes, Broad Cloth, &c.	Pieces Stuffs.	Pieces Inferior Woollns.
Shipped to this date during the present year	To Hong Kong	13,480	4,956	5,428	40,465	33,647
	,, Shanghai	86,800	48,730	39,651	216,693	26,446
	,, Japan	—	600	13,453	37,895	8,211
Total...		100,280	54,286	58,622	295,053	68,304
Shipped to same date last year	To Hong Kong	19,880	9,830	9,696	21,340	39,103
	,, Shanghai	115,120	41,510	49,894	240,498	52 790
	,, Japan	1,500	6,490	13,498	70,506	89,804
Total...		136,500	57,830	73,088	332,344	181,697
Total shipped during the year 1869 ...	To Hong Kong	25 120	18,570	13,803	35,920	54 836
	,, Shanghai	159,000	60,050	70,253	335,193	56.180
	,, Japan	2,000	7,240	15,823	82,556	96,206
Total...		186,120	85,860	99,879	473,669	207,222
Do do. 1868	To Hong Kong	21,460	7,190	15.989	46,000	18,581
	,, Shanghai	125,080	64,710	61,510	304 520	33,560
	,, Japan	—	8,290	3,055	73,460	33.906
Total...		146,540	80,190	70,554	423,960	86,047
Had arrived out when the last accounts left of this year's shipments...		61,580	25,650	26,011	123,350	16,698

QUOTATIONS.

	s.	d.		
HH Long El's	29	6	per piece	Scarlet
HH Spa: Stripes	2	9½	,, yard	,,
HH SS Camlets	58	0	,, piece	,,
HH Lastings (6 reed)	52	6	,, ,,	Gentian
LL ,, (5 reed)	46	6	,, ,,	,,
HH Crape Lastings	41	0	,, ,,	,,
LL Do. do.	37	6	,, ,,	,,
HH China Figures	21	0	,, ,,	Scarlet
HH Crape Lustres	19	0	,, ,,	Black
China Blankets	1	8	,, lb.	Scarlet

(The above prices (except for Blankets) include tilleting and packing, and are subject to a discount of 1½ per cent for cash.)

NEW YORK MARKET REPORT.

TEA.

The market cannot be called active, but there is a pretty fair inquiry for invoices, and the line trade has improved, the Canadians taking low-priced Twankay, Hyson, Young Hyson, and Imperial to some extent. Prices are supported, with little or no variation since our last. The sales are 1,761 half-chests Green, per Elizabeth Dougall, 281 per Dilspussund, 3,600 Japan, and 1,700 Green, by other vessels, 1,030 half-chests Green, per Good Hope, 858 do. do. per Surprise, 400 do., per City of Perth, 300 do., per Banian, 400 do., Japan, per Esperanza, 557 do. Oolong, per Music, 500 do. Green, 500 do. Japan, vessels not named, and 1,000 do. Oolong, from second hands.

The following are the current quotations, which show no change from those last given:—Greens (Moyune, Twanki and Fychow): Gunpowder, common to good, 55c. to 95c.; fine to finest, 70c. to 120c.; Imperial, common to good, 48c. to 90c.; fine to finest, 55c. to 105c.; Young Hyson, common to good, 40c. to 80c.; fine to finest, 42c. to 110c.; Hyson, common to good, 47c. to 75c.; fine to finest, 52c. to 88c.; Hyson Skin, 35c. to 45c.; Foochow Oolongs, common and good, 48c. to 54c.; superior and fine, 56c. to 65c.; finest, 70c. to 90c.; Amoy Oolongs, common and good, 46c. to 53c.; superior and fine, 55c. to 65c.; finest, 67c. to 72c.; Souchong and Congou, common and good, 40c. to 50c.; superior and fine, 54c. to 63c.; finest, 65c to 85c.; Japans, common, 55c. to 58c.; medium, 62c. to 64c.; fine and finest, 70c. to 77c.; choice, 80c. to 85c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to July 27, 1870, were as follows:—Greens, 17,139,265 lbs.; Japans, 7,782,390 lbs.; Souchongs, 2,498,987 lbs; Oolongs,

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8,203,853 lbs.; other sorts, 154,464 lbs.; total, 35,688,909 lbs. The stock on Jan. 1 was 9,866,167 lbs.; which, added to the above total, gives a result of 45,555,076 lbs. Subtracting from this total the exports from Jan. 1 to July 27, 3,174,116 lbs., and the withdrawals for home consumption during that period, 23,390,325 lbs., there remains a total of 18,990,635 lbs., representing the stock on the last-named date. The receipts from July 13 to July 27 amounted to 2,118,285 lbs.; the withdrawals for home consumption to 1,236,351 lbs.; and the exports to 181,777 lbs.

COFFEE.—There has been a revival in the demand both for Brazil and East India kinds, but the enquiry is still restricted, being confined to immediate requirements. The current quotations are as before, viz.:—Java, 19½c. to 22c.; Singapore, 18c. to 18½c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. gold. We note sales of 1,000 mats Java and 800 bags Ceylon at these prices, and also of 1,050 mats 30 bags Java on private terms. The stock of Manila on the 1st Aug. was estimated at 1,700 bags, against 6,769 bags on Aug. 1, 1869; of Java (Government), at 850 bags, against 1,995 bags; of Java mats, 49,362, against 66,691 bags; of Ceylon, 250 bags, against 1,884 bags; of Singapore, 5,171 bags, against *nil*.

CAMPHOR.—China is quoted 18c. gold (in bond).

COIR YARN.—The sale is reported of 100 bales Ceylon on private terms.

CORDAGE.—Manila at 21½c. to 22½c.

ESSENTIAL OILS.—Aniseed is quoted $2 to 2.5; Cassia, $1 to 1.25 gold.

FIRE CRACKERS.—There is no demand, and prices are nominal.

GAMBIER.—The current quotation is 3¾c. gold (duty paid).

GUNNY CLOTH.—The market continues quiet at 31½c. for Borneo.

HEMP.—There is no change in the market for Manila; the absence of transactions continues, and the nominal quotation is still 12¾c. to 13c. gold. The City of Agra and the Panama have arrived; the former brought 4,908 bales, of which a portion had been sold afloat at 13½c., and the remainder was imported on manufacturers' account; the latter brought 3,290 bales, of which all but 998 bales had been sold previous to arrival. The stock of Manila on the 1st August was estimated at 16,934 bales, against 3,600 bales at the corresponding date of 1869, and 26,680 bales in 1868. The imports into the United States from the 1st January to the 31st July, 1870, were 88,353 bales, against 61,235 bales during the corresponding period of last year, and the quantity afloat on the 31st July was 33,045 bales, against 60,952 bales at the same date last year.

INDIGO.—There has been more enquiry, but only for small lots, and sales have been effected amounting to about 40 cases Manila at $1.10 to $1.32½ currency, the higher prices paid showing an advance of 1½c.

PRESERVED GINGER.—China is quoted $8 to 11 currency (duty paid).

RHUBARB.—The quotation for China is $1 to 2.50 currency (duty paid).

RICE.—There is more enquiry for Rangoon, which is relatively lower than the native production. The sales effected have been 2,700 bags duty paid at $7 to $7.37½ currency, and 6,550 bags in bond at $3 to $3.12½ gold.

SPICES.—The market for whole parcels remains quiet, and we have only to notice the sale of 250 bags Singapore, ex Alexandra, at a private price. In a jobbing way, there is a steady moderate demand, and sales have been made of 200 cases Nutmegs at $1.07; 25 do. Mace, $1.30; 400 to 500 bales Cassia, 47c.; 100 do. Wild Cinnamon, 45c.; 200 do. Cloves, 25½c. to 25¾c.; a few bales Clove Stems, 14½c.; 1,000 to 1,200 bags Pepper, 26½c. to 27c.

TIN.—Although a further advance on the English market has been advised, the demand continues very limited, and the sales of Straits have only reached about 50 slabs at the former quotations, 36½c. to 36¾c. gold; Banca has declined to 37c. gold.

SHIPPING.

ARRIVALS.—Aug. 11, at San Francisco, from Hiogo, Charger; 14, at New York, from Foochow, Allandale; 15, from Zebu, Golden State; 16, at San Francisco, from Yokohama, Britomart; 17, at New York, from Manila, Panama.

DEPARTURES.—None.

LOADING.—At New York, for Shanghai, Surprise.

SUNDRIES PER "HOMER," FROM NEW YORK, FOR HONG KONG AND SHANGHAI.—CLEARED AUGUST 2.

W. H. FOGG AND CO.
1 ck. lamps
30 cks butter 4,680 lbs.
15 cs. whisky
3 pkgs. blocks
10 bls. duck 1,455 yds.
15 cs. chairs
1 bl. wicking
600 cs. oil 6,000 galls.
1 cs. hardware
18 pkgs. glassware
1 cs. cherry pectoral
23 cs. scales
100 kegs nails 10,000 lbs.
50 cs. turpentine 500 galls.
4 cs. hardware

G. F. DICKMAN AND BROTHERS.
51 pkgs. fancy goods
1 brl. butter 92 lbs.
1 box butter 70 lbs.
1 box soap 15 lbs.
25 boxes scales
1 keg beans
50 boxes bitters
2 boxes show cards
8 brls. butter 760 lbs.
8 half-brls. beef 800 lbs.
7 brls. pork 700 lbs.
50 cs. condensed milk.
11 pkgs. books, &c.
8 pkgs. drugs
1 box personal effects
7 bls. duck 1,250 yds.
138 bales 1 box drills 50,000 yds.
675 bales domestics 300,000 yds.
28 cks. blocks
25 pkgs. furniture

G. F. DICKMAN AND BROS.
78 pkgs. hardware
24 barrels beef and pork
30 cs. chairs
2 billiard tables
15 refrigerators
210 oars
6 iron safes
25 barrels pitch
3 cases clocks
25 gals. varnish
50 bales oakum
200 cs. refined petroleum 2,000 g.
3 nests trunks
16 pkgs. hardware
125 kegs nails
15 bales canvass
20 pkgs. hardware
1 case paper

SUNDRIES PER "HOMER."—(*continued.*)

21 cases soap 6,880 lbs.
100 kegs nails
3 barrels varnish
100 cases turpentine 1,000 gs.
1 case oil cloth
52 cases condensed milk
17 pkgs. furniture
69 pkgs. missionary goods
250 cs. refd. petroleum 2,500 gals.
2 casks butter 360 lbs.
3 cases pumps
1 church bell
18 pkgs. hardware
18 pkgs. clocks
11 pkgs. glassware
12 pkgs. missionary goods
53 do. do.
49 pkgs. fancy goods
1 do. do.
7 bales duck 1,250 yards
66 cs. preserved meats and fruits
1 case brushes
10 barrels beef
9 barrels pork
1 cylinder
27 casks ginseng 6,750 lbs.
30 ditto 6,350 lbs.
125 tons coal
1 cask sarsaparilla 224 lbs.
25 cs. manuf. tobacco 3,400 lbs.
50 kegs nails
30 oars

J. A. CUNNINGHAM.
200 lbs. dried apples
5 doz. tins beans
35 doz. brushes
10 half-barrels beef
1918 lbs. butter
504 lbs. candles
10 doz. tins green corn
36 doz. extract lemon and vanila
900 lbs. lard
10 kits mackerel
5 half-barrels pork
72 doz. tins milk
100 gallons syrup
2900 lbs. soap
30 doz. tins yeast powder

G. A. POTTER.
5 cases corn starch 200 lbs.
3 boxes yeast powders 18 lbs.
3 boxes saleratus 36 lbs.
4 barrels coton twine 324 lbs.
23 cases preserves
23 pkgs. glassware, &c.
10 casks butter 1,000 lbs.
9 ditto 1,350 lbs.
2 cases preserves
13 cases milk
1 case yeast powders
3 casks butter 450 lbs.
1 case bitters
1 case manuf. tobacco 186 lbs.
10 cases whisky 24 gals.
7 cases preserves
25 oars

YOUNGS AND CO.
25 cases balances 7,562 lbs.
1 case Gedney's capsules

LANMAN AND KEMP.
50 boxes perfumery
100 boxes medicines
3 ditto
2 boxes tonic

E. J. EMERY.
81 boxes tobacco 10,074 lbs.
64 boxes soap 4,788 lbs.
10 boxes brushes
10 boxes brushes
3 boxes mess kettles
300 tin pans
13 boxes mustard
13 boxes pepper
3 cs. blacking
200 brls. beef
200 brls. pork
68 pkgs. apples 5,036 lbs.
200 boxes candles 6,000 lbs.

WETMORE, CRYDER, AND CO.
125 bls. 1 box shtng. 125,040 yds.
1 box 125 bales sheeting 100,040 yds.
1400 cs. kerosine oil 14,000 gls.
500 cs. kerosine oil 5,000 gls.

CARY AND CO.
2 metallic lifeboats
1 box wearing apparel

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From HONG KONG to LONDON, per Clymene, entered Aug. 26.—102 chests 1332 boxes tea, 5 cases curiosities—L. Reiss, Bros., and Co.; 200 boxes tea—Rodocanachi, Sons, and Co.; 1 package merchandise—Malcolm, Hudson, and Co.; 25 packages merchandise (in transit)—T. T. Racquet; 5 packages merchandise (in transit)—L. D. P. de Ricasoli; 2 packages merchandise—F. K. Aston; 1 package merchandise—S. W. Baker; 1 package merchandise—R. Cresswell; 5 packages merchandise—J. G. Newton; 5 packages merchandise—J. Morrison and Co.; 7 packages merchandise—S. B. Bergue; 61 packages merchandise—W. R. Shatwell; 4 packages merchandise, 1 box ginger—G. Webster; 8 boxes plants—J. and R. M. Cracken; 69 packages merchandise, 20 boxes preserves—F. Morris; 4 cases preserves—H. S. King and Co.; 1 case ginger—A. Moore; 100 casks soy—J. C. Baldwin; 200 chests 4196 half-chests 19,087 boxes tea, 369 packages merchandise, 5 cases curiosities, 14 bottles 1 quarter-cask wine, 1 box furs, 81 rolls matting, 529 packages canes, 26 boxes 13 packages 472 bales silk, 200 boxes 290 cases preserves, 50 casks 550 cases 100 boxes ginger, 165 casks soy—Order.

From ILO ILO to LONDON, per Feliz, entered Aug. 27.—22,117 bags sugar—Parr, Hermann and Co.; 12½ tons sapanwood—Master.

From SINGAPORE to LIVERPOOL, per Henry Grenfell, entered Aug. 25.—2874 bales gambier, 1867 bags sago flour, 1466 hides, 1707 bags pepper, 5335 ps. wood, 38 boxes gum damar, 125 bags, 50 boxes tapioca.—Order.

From SINGAPORE and BATAVIA to LONDON, per Corea, entered Aug. 28.—From Singapore, 3147 bags pepper, 1235 bags sago, 91 bags tapioca flour, 15 bags seed, 200 cases cutch, 47 cases gum copal, 19 cases gum damar, 44 cases 39 baskets shells, 85 baskets india-rubber, 96 packages canes, 772 pieces cow hides, 306 baskets gutta-percha, 38 casks tallow, 9486 bundles rattans, 1222 bags 50 boxes tapioca, 12 cases gum benjamin, 248 buffalo hides, 1210 bales gambier—Order. From Batavia, 155 bags pepper, 276 cases gum damar—Baring Bros. and Co.

From SHANGHAI, HONG KONG, and SINGAPORE to LONDON (*via* Suez Canal), per Ajax (steamer), entered Aug. 31.—From Shanghai: Tea—1401 half-chests—L. Reiss Bros. and Co.; 818 half-chests—Styan and Co.; 850 half-chests—Konisberg Commercial Association; 314 half-chests—Radocanachi, Sons, and Co.; 200 half-chests—A. Tesdorff and Co.; 150 chests 250 half-chests, in transit—F. Huth and Co.; merchandise—1 package—J. E. Cooke; 5 packages—Wilkin and Co.; 11 packages—J. Faulding; 6 packages—R. J. Goldsmit; 1 package—C. Overbeck; 1 package—S. Maw and Co.; 5 packages—Pickford and Co.; 1 package—H. B. Aretz; 2 packages—A. Raynal; 2 packages—Hall and Co.; 7 packages—J. P. Hertz; 20 bales raw silk—Baring Bros. and Co.; 9 cases curios, 1 case ginger, 5519 chests 11,517 half-chests 2658 boxes 4793 packages tea, 58 packages merchandise—Order. From Hong Kong: 1 package merchandise—H. B. Denniss; 16 packages merchandise—J. Morrison and Co.; 2 packages merchandise—E. Hamilton; 1 package merchandise—J. Starkey; 1 package merchandise—H. S.

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Reid; 1 package merchandise—G. Boswell; 4 packages merchandise—Bensham and Co.; 12 packages merchandise—Hong Kong and Shanghai Banking Corporation; 6 packages merchandise—Brenner and Laycock; 1 package merchandise—A. Smith; 5 packages merchandise—Matheson and Co., 1 package merchandise—S. Smith; 1 package merchandise—Cartier and Co.; 5 packages merchandise—F. A. Carter; 3 packages merchandise—C. F. Potquil; 1 package merchandise—Humber; 25 cases opium—D. Sassoon and Co.; 1 case paper—C. M. Bank India Company; 104 packages merchandise, 40 cases essential oil, 38 cases curios.—Order. From Singapore: 1 case cigars—Smith, Wood, and Co.; 3 packages merchandise—F. H. Golliet; 12 cases gamboge, 1833 slabs tin, 3000 baskets gutta-percha, 22 cases mace, 2 cases cigars, 12 packages merchandise, 5 cases gum benjamin, 599 bags coffee, 195 chests tea, 1 case nutmeg oil—Order.

From MANILA to LIVERPOOL, per Eliza, entered Aug. 31.—367 casks gum, 15 bales fibre, 46 cases indigo, 900 bundles rattans, 803 bundles hemp, 11 654 bags sugar, quantity of sapanwood—Order.

From MANILA to LIVERPOOL, per Espana, entered Sept. 1.—228 bags coffee—Captain; 7333 bags sugar, 2773 bales hemp—Order.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Aug 24	Henry Grenfell	Penrose	Singapore	Liverpool
— 25	Rosetta	Scott	Rangoon, for Rotdm	Off Falmouth
—	Espana	—	Manila	Queenstown
— 26	T. B. Ord	Walker	Colombo	London
— 25	Feliz	Urrutia	Ilo Ilo	Do.
— 26	Cornelia	Croese	Akyab, for Antwerp	Falmouth
— 25	Carl	Engstrom	Colombo	Havre
— 27	Peri	Westwater	Do.	London
— 24	Naomi	Malcolm	Akyab, for Rotterdm.	Off the Lizard
— 27	Ha Moi	Greetzen	Ilo Ilo	London
—	Primo	—	Rangoon	Queenstown
— 28	Maddalena Prima	—	Do.	Do.
— 26	Electra	Landweer	Batavia	Texel
— 26	Maria Catharina	Blum	Banjoewangie	Do.
— 26	Zeenimph	V. Roggen	Batavia	Do.
— 30	Ajax (str.)	Kidd	Singapore, China, &c., via Suez Canal	London
— 30	Lucknow	Alexander	Akyab	Falmouth
— 28	Aldebaran	—	Banjoewangie	Texel
— 31	Eliza	—	Manila	Liverpool

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug 25	Pride of the Thames	Tonkin	Yokohama and Hiogo	London
— 25	Elgin (str.)	—	Singapore, China, &c., via Suez Canal	Liverpool*
— 8	Honolulu	Skulken	Singapore	Newcastle
—	Ludwig	—	Batavia	Stockholm
— 24	Cheviot	Ogilvie	Galle	Cardiff
— 25	Staffa	Jopp	Manila	Do.
— 26	Lochleven Castle	McDiarmid	Singapore	Clyde
— 27	Sea Star	Varey	Sunderland & Singap.	London
— 27	James Lister	Hunter	Galle	Cardiff
— 29	Mary Blundell	Fisher	Shanghai	Do.
— 31	Lord of the Isles (str.)	Robinson	Peng., Sing., H. K., & Shang., via Suez C.	London
Aug. 31	Cicero	Alexander	Cardiff & Hong Kong	London
— 30	Walmer Castle	Berridge	Galle	Cardiff
— 30	Veloce	Andre	Manila	Penarth
— 25	Mary	Phinney	Do.	Do.

* Not as before reported.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Lothair, Benmore, Eastern Chief. For Hiogo and Nagasiki: James Paton, Lunan. For Shanghai: Dartmouth, Seatoller. For Hong Kong: Neville, Western Chief, Sir Harry Parkes, Assyrian. For Singapore: Gemini, Havelock. For Singapore, &c. (via Suez Canal): Scanderia (str.). For Singapore and Penang (via Suez Canal): Wm. Cory (str.). For Penang: Bristow. For Bangkok: Anita, Aurora. For Colombo: Palmerston, Seawfell, Teviot, Chacma. For Colombo, &c.: Langstone.

At LIVERPOOL.—For Yokohama: Grenadier. For Nagasaki and Hiogo: Dolphin. For Shanghai: Sarah Nicholson. For Manila: Victoria. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Diomed (str.), Bengal (str.). For Singapore, Saigon, Bangkok, and Hong Kong (via Suez Canal): Una (str.). For Singapore: Coldstream. For Galle: John Bunyan. For Galle, &c.: Prince Victor.

At GLASGOW.—For Manila: Ususquiza. For Ilo Ilo: Priam. For Batavia and Sourabaya: County of Argyle. For Galle and Colombo: Mary E. Ray.

SPOKEN.

JOHN LIDGETT, London to Hong Kong, July 6, 19 S., 32 W.
CARL AND AUGUSTE (Dut. brq.), Singapore to New York, July 4, 33 S., 17 E.
MARIA ADOLPHINA, Rotterdam to Batavia, July 21, 12 N., 26 W.
ELIZA (brq.), Manila to Liverpool, June 21, 30 S., 14 E.
PERPETUA (brq.), Sourabaya to Amsterdam, July 21.
CLIFTON (brq.), Singapore to Boston, July 15, 14 S., 10 W.
VICTORIA REGINA, Penang to Falmouth, June 13, 6 N., 91 E.
MAASSLUIS, Newcastle to Batavia, June 29. 40 S., 17 E.
AGNES, Penang to Boston, June 28, 2 N., 95 E.
MIRACLE (?), Manila to Falmouth, May 21, 27 S., 51 E.
KATE CARNIE, London to Hong Kong, July 13, 9 N., 27 W.
SAIADIN, Singapore to Liverpool, July 15, 12 N., 28 W.
AMIOS (brq.), Manila to Liverpool, 27 S., 44 E.
MARNON, Sourabaya to Hamburg, Aug. 7., 15 N., 28 W.
PROF. v. D. BOON MESCH, Clyde to Java, Aug. 18, 31 N., 16 W.
SLIEVE BLOOM, Shields to Ceylon, July 28, 7 N., 24 W.
MIRELLA (brq.), London to Hong Kong, Aug. 26, 47 N., 10 W.
SALISBURY (ship), London to Shanghai, July 31, 13 N., 20 W.
TEESDALE, Padang to Boston, June 7, 35 S., 23 E., with rudder and foretopmast sprung, but in want of no assistance.
NYASSA, Cardiff to Singapore, July 9, 12 N., 24 W.
KLIMANIA, Macao to London, June 12, 34 S., 21 E.
CLARATA, Colombo to Havre, July 27, 23 N., 31 W.
EENVICK (Dut. brq.) Bat. to Amsdm., 117 days out, July 4, 36 N., 36 W.

FREIGHTS AND CHARTERS.

We have no change to note in berth freights since our last issue.

Current rates of freight for vessels on the berth: To Yokohama: 32s. 6d. weight, 45s. meast.; per steamer, via Suez Canal, 120s. weight: 113s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30 meast.; per steamer, via Suez Canal, 70s. weight, 70s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—For Hiogo: £35. For Galle: £25. From Newport, Cardiff, or Swansea per ton.—For Hiogo: £1 15s. For Shanghai: £1 16s. For Singapore: £1 7s. For Galle: £1 6s.

CASUALTIES.

The Gelderland, Mulder, from Batavia, to Amsterdam, put into Mauritius July 29, leaky, and with loss of sails, and reported that she had experienced bad weather, and made five inches water per hour.

The Belle Marguerite, Dusaussay, from Cardiff to Galle, put into Grand Port July 9, partially dismasted and with decks swept, and upper bulwarks strained; she was towed round to Mauritius on the 16th, and was being repaired.

A telegram from Galle, dated Aug. 28, states that the North German vessel Henolula (? Honolulu), with coals from Newcastle to Batavia, was reported stranded in Torres Straits.

The Panama, Petingall, arrived at New York from Manila, reported that on April 15 she encountered a cyclone, which lasted forty-eight hours, and during that time she lost main topsail, and was obliged to lie under bare poles.

The Henry Grenfell, Penrose, arrived at Liverpool, from Singapore, reported that after leaving Java Head she encountered a cyclone, during which she lost port bulwarks.

The steamer Ajax while on her passage from China, damaged her machinery, and was detained, in consequence, three days in the Red Sea.

MISCELLANEOUS.

At GIBRALTAR.—Aug. 20, Phillis, Bowman, from Colombo, and cleared for Trieste; 28, Cella (str.), from London, for China, via Suez Canal.

Off GIBRALTAR.—Aug. 30, Statesman (str.), from Foo Chow, via Suez Canal.

At MALTA.—Nile (str.), Wright, from Shanghai, and proceeded Aug. 28.

At PORT SAID.—Aug. 10, Pelos (Amer. war str.), from Naples, for China.

At MAURITIUS.—July 9, Ocean Belle, Jarvis, from Singapore; 8, Immaculee Conception, Legoff, from Bordeaux, sailed for Singapore; 16, Frederic Gustav, Artigolle, from Monte Video, sailed for Singapore; 20, Sidonie, Bourge, from Monte Video, sailed for Singapore; 17, Peter Dickson, Gadda, sailed for Straits of Sunda; 26, Clara, Nickels, from Monteo Video, sailed for Batavia.

At MAHE, SEYCHELLES.—July 19, Anais, Legrineau, sailed for Singapore.

LAUNCHES.

Messrs. Aitkin and Mansel have launched from their ship-building yard, Whiteinch, Clyde, a handsome screw steam vessel, of 1,000 tons register, which has been built to the order of Mr. William Laing, of Leith. The Commissariat received her name from Mrs. Laing, and after the launch was towed to the harbour, to be fitted with machinery by Messrs. J. Howden and Co., of Glasgow. The vessel is intended for the Eastern trade, *via* the Suez Canal.

The Pollux, a screw steamer of 1,800 tons, has been launched from Messrs. A. and J. Inglis' yard, at Point House, Clyde. She is a sister vessel to the Castor, lately built by the same firm, is the property of the Royal Netherlands Steam Ship Company, of Amsterdam, and will be employed in the line between Holland and Java.

THE NEW STEAMER "LORD OF THE ISLES."—This steamer, which has already been noticed in our columns, left the docks on the 31st Aug., under the command of Capt. Robinson, with a full cargo, of over 3,000 tons, and several passengers, for China, by the Canal, calling at the ports in the Straits *en route*. She was drawing over twenty-one feet. This steamer has been built specially for the trade, and is in all respects a first-class vessel. Her length is about 330 feet, with a beam of thirty-eight feet, and engines of considerable power. Her speed round from the Clyde was, we believe, over ten knots. The saloon and cabins are first-rate in all the appointments, and, with the prospect of reaching China in sixty days, a passage in her at £70, through the Suez Canal, is certainly a great boon.

TRIAL TRIP OF THE P. AND O. STEAMER "AUSTRALIA."—The new P. and O. steamer *Australia* was taken to Stokes-bay for a trial at the measured mile, under the command of Captain R. Methven, previous to her being despatched to India for service on that station *via* the Suez Canal on the 17th inst. She made two runs on the mile, there being no wind and no tide at the time, the first of which was accomplished in 4min. 22 secs., equal to 13·748 knots per hour, and the second in 4min. 18sec., or 13·953 knots, the true mean of the two being 13·850 knots; revolutions of engines 59; pressure of steam, 40lb.; vacuum, 26. The total weight of coals, &c., on board was 325 tons, and her draught of water, 18ft. 3in. forward, and 18ft. 4in. aft. After completing her runs at the measured mile the *Australia* steamed round the Isle of Wight, which she did in about four hours.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Zinc.	Steel.	Shot.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Beer in Bulk.	Beer in Glass.	Brandy	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Gunpowder.
				Tons.	Tns.	Tons	Tns.	Tons.	Tns.	Tns.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	lbs.
Lord Raglan	Batavia & Sour.	London.	Aug. 9	538	...	...	...	...	...	...	...	...	250	401	12000	...	...	...	...	30	...	...	...	17	240	...	...	...	...	...	1200	110	50	...	...	...
Hedwig	Do.	,,	,, 11	100	...	...	...	8	...	...	20	...	25	464 &1cs.	...	...	...	...	...	...	...	28825	...	98	338	...	...	...	2948	527	...	82	...	...	...	9000
Callisto	Singapore	,,	,, 11	300	52	...	50	7	50	...	...	...	20	108 &8cs.	184500	...	...	...	...	...	...	18000	...	31	...	...	...	...	...	228	...	...	...	...	...	7750
Otter	Do.	,,	,, 12	...	...	...	...	16	70	7	...	2	39	1555	251089 £2722 &2cs.	16098	...	...	...	528	150	20800	78	65	1719	...	...	...	59	1043	...	161	152	414	275	29100
Loudoun Castle	Shanghai	,,	,, 13	100	345	12	...	...	205	...	5	...	16	74	2847150	227146	366	700	25	8477	450	...	...	...	260	82	344	25	622	1145	24	58	140	180	15	...
Mount Vernon	Singapore	Livrpool	,, 11	120	100	...	...	...	...	...	...	...	...	1745	1590453 &£428	177856	...	...	394	1193	214	34200	...	18	...	...	...	...	...	205	...	84	...	169	...	...
Macedon	Colombo	London.	,, 16	30	5	...	...	7	3	...	1	...	80	826	270950	54788	...	100	2cs.	...	...	2600	218	102	1695	...	1229	2001	34	1048	200 &£38	73	390	...	38	...
Mirella	Hong Kong	,,	,, 17	...	117	17	40	21	3	...	27	...	...	267 &2cs.	2087004 &£150	101161	1140	...	...	1139 &2cs.	1023	270010	27	93	971	...	344	119	693	1480	...	190	53	925	18	7500
Albuera	Shanghai	,,	,, 17	...	200	14	...	8	158	...	22	...	640	332	1064540 &£6473	16950	...	...	...	7186	...	...	65	65	493	...	2000	465	817	1164	250	65	...	...	...	...
Antipodes	Do.	,,	,, 22	...	199	45	20	...	150	...	...	...	...	52	777939 &£14100	18000	...	...	...	7260	...	16000	...	6 &8cs.	321	...	4092	383	1466	934	...	70	...	...	...	...
Solent	Yokohama	,,	,, 19	...	50	60	...	...	50	...	...	...	...	6	663440 &£1760	162920	1255	...	...	340	...	499220	...	11	399	356	195	356	139	341	707	95	...	...	...	...
Elgin, str., via Suez Canal	Hong Kong	Livrpool	,, 17	...	...	...	...	...	...	...	100l.	...	...	85	3478132	121455	...	...	...	13320	...	...	...	...	...	...	...	...	...	...	...	865	...	...	...
Do. do.	Shanghai	,,	,, 17	...	...	9	40	...	...	...	...	...	...	...	331340	...	450	...	...	2821	...	59600	...	...	...	...	...	...	12	...	100	729	1000	...	...
Erl King, str., via Suez Cnl.	Hong Kong	London.	,, 22	...	...	...	...	...	...	...	...	...	...	...	1474149 &£522	23160	500	320	...	7950	...	...	3	2	25	...	...	...	140	420	...	...	70	...	...	...
Do. do.	Shanghai	,,	,, 22	...	...	...	...	...	...	...	...	...	...	...	6000 &£400	57572	...	...	...	1330	...	20600	...	6	...	...	...	18	...	24	...	...	160	...	...	...
Do. do.	Japan	,,	,, 22	...	...	...	...	...	...	...	...	...	...	...																						

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship.	For	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Beef and Pork.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.
		£	Cwt.	Cwt.	Cwt.	£	£	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	lbs.
a Lord Raglan	Bata. & Sour.	1245	500	...	...	75 &10cs.	168 &4cs.	...	...	75	...	...	...	...	...	...	...	...	...	...	...
b Hedwig	Do.	388	...	...	...	8	...	...	...	...	...	...	...	...	47	...	...	...	...	...	...
c Callisto	Singapore	445 &10cs.	222	...	...	...	...	...	...	17cs.	...	2cs.	...	...	...	2	...	95 &2cs.	...	...	...
d Otter	Do.	369 &38cs.	220	...	...	865 &12cs.	257	2	...	65 &12cs.	161 &49gls	128 &10cs.	56	4cs.	107	145	80	103 &42cs.	44	150	90
e Loudoun Castle	Shanghai	1cs.	...	2 &£66	...	164 &12cs.	50	1½	63	47	29	76	...	...	...	...	10	40 &80cs.	420	...	12
Mount Vernon	Singapore	1215	...	...	135½	...	...	...	...	...	25	...	130	...	...	...	...	...	35	...	...
f Macedon	Colombo	415 &24cs.	...	£285	...	685	100	...	198	23	94gls.	254	46	84	72	...	...	87 &5cs.	38	...	986
g Mirella	Hong Kong	436 &7cwt	20 &£25	£120	..	256 &3cs.	109	...	...	383 &79ct.	25 &6gls.	...	101	...	75	50	169	230 &45cs.	...	720	...
h Albuera	Shanghai	170	£150	...	...	87	75	...	20	290	...	...	66	...	...	143	...	...	...	...	...
Antipodes	Do.	...	...	£150	...	109	...	...	40	50	...	...	100	30	100	...	...	30cs.	...	...	...
i Solent	Yokohama	57	5 &£40	£28	...	184 &5cs.	...	11½	25	110	...	200	24	...	...	...	...	...	...	...	126
k Elgin, str., via Suez Canal	Hong Kong	130	...	4	...	...	...	...	...	...	85	22	...	...	...	10	...	50	...	899	...
l Do. do.	Shanghai	...	...	5	...	...	...	...	90	...	150	...	50	...	...	...	...	...	...	...	...
m Erl King, str., via Suez Canal	Hong Kong	20 &3cs.	77	...	...	...	20	...	205	36	4gls.	423 &71cs.	5cs.	130 &2cs	...	...	50	50cs.	...	1080	...
n Do. do.	Shanghai	30 &3cs.	...	...	...	...	10 pkg	...	...	33cwt.	...	...	156	...	...	20 &3cs.	250	25cs.	...	460	150
o Do. do.	Japan	...	...	...	...	82 &15cs.	...	...	210	70	...	973	150	...	...	...	...	...	...	...	2339

SUNDRIES.

a Sugar machinery, £375; matches, £553; clocks, £23; whiting, 60 tons; cement, 10 tons; sugar roll, £50.——*b* Matches, £1,050; carriage, £118; wheels, £28.——*c* Cocoa mats, £90; matches, £950; flints, 51 tons; brimstone, 20 tons.——*d* Wire rope, £240; brass wire, £770; sheathing felt, £45; carpet shoes, £100; seal rugs, £33; india rubber shoes, £50; matches, £1,870; chalk, 120 tons; flints, £100; fire engine hose, £76; glass beads, 10 cases; feeding bottles, £30; effects, £254; clocks, £60; brass ornaments, £20.——*e* Brass manufactures, 7 cwt.; cement, 20 tons; mineral water, £13; stone slab, £10; lighthouse, £1,000.——*f* Cordials, 38 gallons; refined sugar, 9 cwt.; tea, 46 lbs.; brimstone, 20 cwt.; steam engine, £120; matches, £9; effects, £123; granite monument, £30; belts, £4; galvanised iron, £40; picture, £19; fuze, £28.——*g* Iron wire, 36 tons; old wire rope, £41; galvanised iron wire, £57; cotton velvets, £305; lucifers, £270 and 10 cases; cocoa matting, £17; emery paper, £10; clock work, £55; effects, £20; sundries, 11 cases; billiard and bagatelle tables, £20.——*h* Iron bridge work, £1,000; engine, £450; cordials, 18 gallons; wood, £13; refined sugar, 25 cwt.; iron manufactures, 10 tons; mineral water, £23; vestas, £160; bricks, £5; plain cottons, 33 bales; india rubber belting, £84; grindstones, £20; electro and plated ware, £35.——*i* Cotton velvet, £1,402; cordials, 10 gallons; mineral waters, £19; effects, £80; varnished hides, 3 cases; pianos and musical instruments, £70.——*j* Cordials, 26 gallons; matches, £80; tar and pitch, 30½ barrels.——*k* Mixed silks, £365; window frames, 2 cases; copper buttons, 1 case; silk velvet, £37; pianos and musical instruments, £357 and 1 case.——*l* India rubber goods, £56; metal buttons, £140.——*m* Philosophical instruments, £110; effects, £165; cochineal, 8 cases; lamp cottons, £35; clocks, £132; boiler tubes, £220; silk manufactures, 2 cases.——*n* Sundries, 3 cases; tomb, £30; effects, £193; lighthouse, £760.——*o* Refined sugar, 10 cwt.; effects, £107; spirits, 83 gallons.

NOTE.—Per Coulnakyle, from London to Yokohama, cleared July 9 (addl.).—Oilman's stores, £44 and 3 cases; cotton manufactures, £1,880; woollens, £842; hardware, £18; drugs, £80 and 1 case; machinery, £15. Per Belle of Southesk, from London to Singapore, cleared July 28 (addl.).—Oilman's stores, £75; drugs, £5; perfumery, £7; lime light, £10.—Per Eldon, str., from Liverpool to Singapore, via Suez Canal, cleared July 2 (addl.).—Plain cottons, 1,000 yards. Per Cella, str., from London to Shanghai, via Suez Canal, cleared Aug. 19.—Telegraph cable, £90,000; British spirits, 19 gallons; telegraph stores, £300; white wine, 52 cases. Per Eldon, str., from Liverpool to Hong Kong, via Suez Canal, cleared July 2 (addl.)—Coloured cottons, 1,500 yards. Per Alonso, str., from Liverpool to Yokohama, via Suez Canal, cleared July 21 (addl.)—Plain cottons, 44,000 yards; woollens, £1,143. Per British Empire, from Liverpool to Yokohama, cleared July 23 (addl.)—Plain cottons, 58,250 yards; dyed cottons, 12,000 yards; yarn, 118,000 lbs.; iron safes, £150; soap, 23¼ cwt. Per Mount Vernon, from Liverpool to Singapore, cleared Aug. 11 (addl.).—Woollens, £160.

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London, July, 1870. By Order, JOHN T. BURT, Secretary.

ART,

PICTORIAL AND INDUSTRIAL.

No. 3, for September (now ready), contains the following Illustrations:—

1. "GO, AND SIN NO MORE." From an unfinished painting by the late John Phillip.
2. SAMSON AND THE LION. Statue by Thos. Milnes.
3. TWO DRAWINGS. By E. Vedder.
4 and 5. EXAMPLES OF DORMERS. (Architectural Sketches).
6. SIX PRINTS FROM NIELLI.

With contributions on Art subjects by Blanchard Jerrold, J. Forbes Robertson, Charles Burton, Hyde Clarke, W. R. Ralston, J. Cordy Jeaffreson, G. W. Yapp, J. Piggot, G. W. Reid, &c.

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Supplied to the British French, Prussian, Russian, Italian, Dutch, and other Governments. Dr. Lankester writes regarding Extract of Meat:—"But there is a difference in flavour, and here, as in all other kinds of food, it is the flavour that makes the quality." It is essentially on account of the fine meaty flavour, as distinguished from the burnt taste of other Extracts, that LIEBIG COMPANY'S EXTRACT defeated all Australian and other sorts at Paris, Havre, and Amsterdam, and is so universally preferred in all European markets.

One pint of fine-flavoured Beef-tea at 2½d. Most convenient and economic "stock."

CAUTION.—Require Baron Liebig's, the inventor's, signature on every jar, and ask distinctly for LIEBIG COMPANY'S EXTRACT.

As stated by the War Office, the assertion of an Australian Agent of solely supplying the British Government is proved to be nothing but an untrue statement.

THE PHŒNIX

A MONTHLY MAGAZINE

FOR

CHINA, JAPAN, & EASTERN ASIA,

EDITED BY

THE REV. JAMES SUMMERS,

Professor of the Chinese Language in King's College, London.

No. 1. JULY, 1870.

SUBSCRIPTION £1 1s. PER ANNUM.

LONDON: OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, E.C.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figure
OXFORD STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad Street Birmingham.
Established 1807.

NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.

Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. NINIAN CRAWFORD in our Hong Kong Firm CEASED on the 31st March last, and Mr. JOHN FAIRBAIRN and Mr. JOHN SAMUEL COX have been admitted Partners therein from the said day.

Our said Firm now consists of DAVID ROBERT FENTON CRAWFORD, JOHN SAMUEL COX, and JOHN FAIRBAIRN.

LANE, CRAWFORD and CO.

Hong Kong, May 4, 1870.

NOTICE.

THE undersigned, the Sole Surviving Partner of the firm of HUNTER, HOUGHTON, and Co., of Batavia (now in liquidation), has ESTABLISHED, under the firm of J. PEET and Co., and has admitted Mr. H. S. HEWLETT a PARTNER.

JOHN PEET.

Batavia, 30th April, 1870.

NOTICE.

WE have OPENED a BRANCH of our FIRM at SOURABAYA, under the management of Mr EDWIN IN'TVELD, to whom we have granted our Power of Attorney.

HUNTER, HOUGHTON, and Co.

Batavia, 15th June, 1870.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

T. W. JACKSON,

COMMISSION AGENT,

SAN FRANCISCO.

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D. NICHOLSON AND CO.,

Silk, Woollen, and Manchester Warehousemen (Wholesale and Retail), India, Colonial, and Foreign Outfitters,

50 TO 52, ST. PAUL'S CHURCHYARD (CORNER OF CHEAPSIDE), LONDON.

ESTABLISHED TWENTY-FIVE YEARS.

PRICE LIST, 76 PAGES.—D. N. and Co. invite the attention of their Foreign and Colonial Correspondents to their Trade List Price Current, gratis and post free, just published, which contains seventy-six pages of matter, comprising full particulars of every description of Silks, Woollen Goods, Muslins, Calicos, Prints, Ladies' Under-clothing, Baby Linen, Mantles, Shawls, Men's and Boys' Clothing, Linens, Blankets, Carpets, Hosiery, Gloves, Ribbons, Lace, Haberdashery, Jewellery, &c., &c. Also, numbers and widths of Ribbons, Tapes, &c., and sizes in Gloves and Hosiery; in short, all necessary information for ordering this class of goods from D. N. and Co.'s house in London.

PATTERNS BY POST.—D. NICHOLSON AND CO. undertake to forward to India, post free, packets containing upwards of 200 patterns of fashionable Silks. A similar assortment may be had of Muslins, Grenadines, and every kind of dress fabric; also, Prints, Calicos, Linens, Woollen Cloths, Doeskins, &c., &c. Each pattern is marked the width and price per yard or dress, so that correspondents are able to ensure having the exact goods they order, by retaining a portion of the pattern of each article they require.

OUTFITTING DEPARTMENT.—D. N. and Co. also forward an abridged list containing every requisite for Indian Outfits for both sexes, properly classified for the especial use of correspondents, military and civil, who might be perplexed with some of the technical terms used in the Trade List.

CONTRACTS FOR UNIFORMS, &c.—D. N. and Co. undertake to supply commanding officers with every description of regimental clothing, cloths, serges, belts, shoes, and other details necessary for completing uniforms at considerably less than agent's prices.

Orders addressed to D. N. and Co., accompanied by a remittance of 50 per cent., will be forwarded on condition that the balance be paid to their Agents in Calcutta, Madras, Bombay, or Colombo, on presentation of the Bills of Lading.

AGENCY DEPARTMENT.—D. N. and Co. undertake the purchasing of goods for Merchants and Traders in India, who have not buyers in London, for a Commission of 2½ per cent. on indents of £250 and upwards; on smaller amounts the charge is 5 per cent. As D. N. and Co. have accounts for their own business with every house of importance in connection with the silk and Manchester Trade, they can offer their Correspondents considerable advantages beyond what could be obtained from an ordinary agent. Under arrangements of this kind the original invoices are in all cases furnished.

D. NICHOLSON & CO.,

Silk, Woollen, and Manchester Warehousemen (Wholesale and Retail), India, Colonial, and Foreign Outfitters,

50, 51, and 52, ST. PAUL'S CHURCHYARD, LONDON.

ESTABLISHED TWENTY-FIVE YEARS.

MESSRS. D. NICHOLSON AND CO.'S LONDON BANKERS ARE MESSRS. MARTIN AND CO., 68, LOMBARD-STREET.

MESSRS. D. N. AND CO.'S AGENTS IN CALCUTTA ARE MESSRS. BALMER, LAWRIE, AND CO.; IN BOMBAY, MESSRS. WHEATLEY AND CO.

FROM WHOM PATTERNS CAN BE OBTAINED.

Sole Agents for the Wanzer and Britannia Sewing Machines in the City of London.

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For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

2, Cowper's-court, Cornhill, London, E.C.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar. Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume

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JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

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GENERAL AGENTS IN CHINA.

Messrs. Jardine, Matheson, and Co.

BRANCH AGENTS.

Messrs. Matheson and Co.	... ...	London.
Messrs. Jardine, Skinner, and Co.	...	Calcutta.
Messrs. Remington and Co.	... ...	Bombay.
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Messrs. Daniell King and Co.	...	Sydney.
Messrs. Jas. Henty and Co.	... ...	Melbourne.
J. F. Crockett, Esq.	... ...	Singapore.

Insurances are effected by this office on goods from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.

All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

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All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

MATHESON and Co., Agents in London.

No. 3, Lombard-street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

HOLLOWAY'S OINTMENT

RHEUMATIC AND NERVOUS PAINS.—Only a short time seemed to place their victims beyond the reach of pity or of help. Now Holloway's discoveries yield to all such sufferers present ease, and by perseverance conduce to considerable immunity from future attacks. The chilly mornings and evenings will provoke acute torture in constitutions susceptible to these maladies. Nothing offers so much relief as Holloway's Ointment well rubbed upon the skin after repeated warm fomentations. Thousands of testimonials bear witness to the wonderful comfort obtained from this safe and swift treatment, which all can adopt. Holloway's Ointment, assisted by the judicious use of his Pills, is especially serviceable in assuaging the sufferings from cramp and other muscular pains.

BASS & ALLSOPP'S INDIA PALE ALES

GEORGE JONES, No. 8, Billiter-street Present prices, 7s. 3d. per dozen quarts, and 4s. 9d. per dozen pints. Free on board. Protected by his own and the Brewer's Label and Patent Capsule.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron hips and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vesse's of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with inthes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS, and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Marseilles
GIBRALTAR ...	Every Saturday, at 2 P.M.	—
MALTA	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
BOMBAY	,, ,,	,, ,,
GALLE	Saturday, Sept. 3, 2 P.M. And every alternate Saturday thereafter.	Sunday, Sept. 11, 7 A.M. And every alternate Sunday thereafter.
MADRAS		
CALCUTTA ...		
PENANG		
SINGAPORE ...		
CHINA		
JAPAN		
AUSTRALIA ...	Saturday, Sept. 3, 2 P.M. And every fourth Saturday thereafter.	Sunday, Sept. 11, 7 A.M. And every fourth Sunday thereafter.
NW. ZEALAND		

And all ports touched at by the British India Steam Navigation Company's steamers.

REDUCED RATES OF FREIGHT.

	To India.	To China, Japan, or Australia.
Parcels—		
1 to 12 in., or 2 to 24 lbs.	4s. to 9s. 6d.	4s. 6d. to 15s.
1 to 3 ft., or 24 to 72 lbs.	12s. 6d. to 20s.	20s. to 35s.
Merchandise, per ton ...	£7 to £10	£16 to £20

For the convenience of Country Shippers, Messrs. Pickford and Co.'s Agents receive Goods and Parcels on the Company's account.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 5th and 21st, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,

Passengers for California and intermediate points of this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan China, &c., by the magnificent steamers of the Pacific Mail Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

eserved Fund ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIESAT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.
MANAGER.—G. Pietsch.
SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).
Established in 1833.
CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two Threadneedle-street, London, 1870.

UNION INSURANCE SOCIETY OF CANTON.

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W. NISSEN, Esq.,
J. P. DUNCANSON, Esq.,
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E. A. HITCHCOCK, Esq.,
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AGENTS FOR LONDON.
Messrs. DENT, PALMER, and Co.

Marine Risks are accepted by the above Society on goods by first class vessels from the United Kingdom to India, China, Japan, Melbourne, and Sydney, at the current rates of premium.

Claims for losses and averages are payable in London, or at the Port of destination, as may be desired.

OFFICES:—
Nos. 9 AND 11, KING'S ARMS YARD, MOORGATE STREET, E.C.

THE STRAITS TIMES.—Daily, weekly and fortnightly editions; published in Singapore for circulation throughout the STRAITS SETTLEMENTS JAVA, BORNEO, SIAM, FRENCH COCHIN CHINA, CHINA and JAPAN.

This paper, which is the oldest in Singapore, and the most widely circulated throughout the FAR EAST, offers an excellent medium for the advertisements of shipbuilders, machinists, manufacturers, patentees, &c., in the United Kingdom.

Advertisements to be forwarded through an Agents, Singapore, or GEORGE STREET, 30, Cornhill, London.

THE COMMERCIAL ANNUAL AND DIRECTORY FOR 1871.

For China, Japan, the Philippines, and the Far East Generally. Published by the Proprietor of the *China Magazine*, Hong Kong. (London: A. Strahan and Company.) Price 16s. Ready in London November 1st.

Printed in London, under the Superintendence of Messrs. A. STRAHAN AND COMPANY, of Ludgate-hill.

The type will be "old style," of the Pattern used for the *Pall Mall Gazette*, and the *Globe Shakespeare*, and the same size as that in which the *China Magazine* is printed. The Paper will be extra fine toned paper. The size of page will be the same as the *London Directory*, and the number of pages as many as may be required, say from 350 to 700.

The Illustrations will consist of a MAP OF CHINA AND JAPAN, and an Engraving of Hong Kong. The Map is to be engraved on Steel in the best manner.

Binding.—The Annual will be well and strongly bound in cloth, with gilt lettering. A few copies will be bound in calf, the price of which will be One Guinea.

THE CONTENTS.

1.—TREATIES. The treaties between the Chinese, Japanese, and Siamese Governments and Foreign Nations, in full, including the Memorials presented to Government on the subject of Sir Rutherford Alcock's Convention, with the text of the Convention itself (if it can be obtained in time). These, and all other such documents will be accompanied by marginal notes for ready reference to the subjects treated in each paragraph.

2.—COMMERCIAL DOCUMENTS. In addition to the treaties enumerated above, all public documents bearing upon the commerce of the Far East, such as the China and Japan ORDER IN COUNCIL, the Chinese, Japanese, and Siamese CUSTOMS TARIFFS, HARBOUR REGULATIONS for all Ports, Prospectuses of NEW PUBLIC COMPANIES established, and Abstracts of REPORTS of Public Companies and Institutions issued during the past year, Reports of CHAMBERS OF COMMERCE, Tables of Weights, Measures, Interest, Court Fees, Registration Fees, Fares for Steamers, Coaches, Chairs, and other conveyances, Boat and Coolie Hire, Tide Tables, Anglo-Chinese Calendar, &c., &c., and all other documents and information of any value which can be collected, either in the East or in England, up to the latest moment.

3.—MEANS OF TRAVELLING. A collection of all existing modes of travelling and conveying goods to, from, and into the Countries to which the Annual refers.

4. DIRECTORIES.—Very complete and accurately prepared DIRECTORIES FOR EVERY TREATY PORT IN CHINA AND JAPAN, and for MANILA, SAIGON, BANGKOK, &c., &c., containing the Names, Addresses, and Occupation of all Foreign residents, Officers of Governments, Consulates, Customs, Public Companies and Institutions, Lines of Steamers, a list of Places of Worship, with the hours of Divine Service at each, &c., &c. (The usual List of "names too late for insertion" will be added after arrival of the work in Hong Kong. It will be posted up to December 15th.)

5. HISTORICAL AND TOPOGRAPHICAL NOTES on each place, with brief records of events of more than usual importance which have occurred during the past year.

6. A COMPLETE INDEX by means of which information upon any point can be found with facility.

ADVERTISEMENTS of suitable character.

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TANJONG PAGAR DOCK COMPANY

(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

SUEZ CANAL.

September 4 October 2 October 30	For	Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Singapore, Saigon, Hong Kong, Batavia, Shanghai, & Yokohama.
August 21 Sept. 18 October 16	For	Port Said, Ismailia, Suez, Aden, Point de Galle, Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong	Sir H. Parkes	A1 13 yr.	W.I.D.	With des.
Shanghai ..	Taeping	A1 14 yr	E.I.D.	With des.
Hiogo and Nagasaki ..	Jas. Paton ..	A1 11 yr.	E.I.D.	With des.

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CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
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Yokohama .	Benmore ...	A in A1	SWID	With des.
Nagasaki & Hiogo.....	Lunan (new)	A1 10 yr.	SWID	With des.

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FOR SINGAPORE, HONG KONG, and SHANGHAI (with leave to call at PENANG), the splendid full powered screw steamer ADA. 967 tons nett register; 260-horse power, nominal (owned by Messrs Malcomsom Bros., of Waterford); ROBERT TATCHELL, Commander; will load in the Victoria Docks. Has elegant accommodation for first and second class passengers, including cabin fittings, bedding, and linen. Carries a surgeon and stewardess, if required.

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For Freight or Passage apply to THOS. SKINNER and Co., 12, Gordon-street, Glasgow; and 17, Gracechurch-street, London, E.C.

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THE *London and China Express* ON SALE.

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FRENCH MAIL EDITION.

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 367.] LONDON, WEDNESDAY, SEPT. 14, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	—	—	No mail.
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking			
Tien-tsin	—	—	July 12
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	June 10	July 22	„ 22
Ningpo			
Foochow	„ 3	„ 17	„ 22
Formosa			
Amoy			
Swatow			
Hong Kong	„ 17	„ 27	„ 28
Canton			
Macao			
PHILIPPINES— Manilla			
COCHIN-CHINA— Saigon	—	—	Aug. 4
SIAM — Bangkok	—	—	July 29
BORNEO—Labuan			
Sarawak			
JAVA — Batavia			
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	July 1	Aug. 2	Aug. 6
Penang			
CEYLON—Galle	—	—	„ 16
Colombo	—	—	„ 14

THE MAILS, &c.

Telegrams from Hong Kong to Aug. 25 were received on 10th, and from Shanghai, 23rd, on the same day. Telegrams *via* San Francisco from Japan, Aug. 22, were received to-day.

AN influential meeting of merchants, bankers, and others interested in China was held at the London Tavern this afternoon, Mr. KIRKMAN HODGSON, M.P., in the chair, to consider the present unsatisfactory state of affairs in China, consequent on the Tientsin massacre. A deputation subsequently waited on Earl GRANVILLE, and laid before his lordship the object of the meeting. His lordship, in reply, stated that instructions had been sent to Her MAJESTY'S Minister in China to support the demands of the French Government. In regard to the other statements, he requested that a letter should be addressed to him, which should have a full reply.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Imperiales steamer *Dupleix*, arrived at Marseilles Sept. 12.—From Shanghai: Mr. Evans. From Hong Kong: Messrs. De Villaralba, Fourveile, Kernandez, Salaframa, Espin, Frogaza, Gluvet, Perret. From Saigon: Messrs. Legrand, Bertrand, Mdme. Allain. From Singapore: Messrs. Gaille, Ysselwein, J. Leuwen, L. Leuwen, Giorn, Myrez, Sunster, M. L'Abbé Joly. From Galle: Messrs. Cook, Brindeau, Turbè, Monet, Williams.

Per Pacific mail steamer *Japan*, arrived at San Francisco Aug. 12.—R. J. Forrest and wife. T. J. Reeves, Dr. J. Carrmichael, R. Urr, Milton Lissey, W. H. Lane and wife, A. Comet, J. R. Cunningham, Joseph Russell, J. H. McCarthy, P. H. Young, F. D. Dunterz, Geo. H. Lewton, W. W. Long, Mrs. F. H. B. Jenkins, A. J. Bauduin, George de Baranoffsky, Andn. de Baranoffski, F. Spence, Mrs. B. P. Chenoworth and two children, Mr. H. Forbes and wife, Albert Allen, B. F. Hawke, wife, child, and servant, F. Abella, I. B. Taylor, D. J. Bailey, W. F. Russell, E. Delbanco, Reuben Schuyler and infant, H. Heinszer.

PASSENGERS OUTWARD.

Per P. and O. steamer *Nubia*, from Southampton, Sept. 3.—To Hong Kong: Mr. J. Sichel, Mr. and Mrs. H. M. Deane, Mr. R. C. D. Moffat, and one second-class passenger. To Singapore: Mr. C. J. Fuller. To Batavia: Mr. Riddle, Mr. Johnson, Mr. Lucas, Mr. H. Donovan, Mr. Morghen, Mr. Beckingsale, Mr. Hamilton, Mr. Campbell, Mr. Scott, Mr. Dallas. To Penang: Mr. E. M. Marples. To Ceylon: Mr. W. J. Sendall, Mr. G. Noel and one second-class passenger.

From Malta.—To Singapore: Mr. Padmore.

Per P. and O. steamer *Massilia*, from Southampton, Sept. 17.—To Shanghai: Mr W. Graham Sandford. To Hong Kong: Mr. and Mrs. Deacon. To Singapore: Mrs. Geiger and child. To Batavia: Mr. Sinclair, Captain Reed. To Ceylon: Mr. and Mrs. J. Duncan and three children, Mr. W. H. Duncan, Mr. A. Mercer, Mr. and Mrs. W. Douglas.

Per P. and O. steamer *Ceylon*, from Marseilles, Sept. 25.—To Hong Kong: Mrs. Hughes, Mr. D. Welsh, Mr. J. S. Lapraik.

Per P. and O. steamer *Poonah*, from Southampton, Oct. 1.—To Hong Kong: Mr. Nicaisse, Mrs. Coxon, Mr. Whittall, Miss E. Thompson. To Ceylon: Mr. and Mrs. F. C. Woods, Mr. A. T. Karslake.

Per P. and O. steamer *Bangalore*, from Marseilles, Oct. 9.—To Yokohama: Mr. C. B. Rickett. To Ceylon: Mr. F. H. Skrine.

Per steamer *Diomed* (Holt's line), from Liverpool, Sept. 9.—To Penang: Mr. L. C. Brown, Mr. Wormsley, Miss E. J. Ball, Miss L. Ball. To Singapore: Mr. O'Brian, Mr. and Mrs. J. Brinkmann and servant, Mr. A. Behncke, Mr. and Mrs. Mulholland, Miss Anderson. To Hong Kong: Mr. C. K. Cleeve, Mr. Welch. To Shanghai: Mr. R. M. Davidson, Rev. J. D. and Mrs. Valentine, Mr. J. W. Hyde, Mr. J. Hall, Dr. W. Brown, Mr. J. B. Goddard, Miss A. M. Jones.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The *Japan Gazette* says:—Mr. Lowder, H. B. M.'s Acting Consul for Kanagawa, leaves for Europe. He proposes availing himself of his leave of absence to study law at one of the London Inns of Court, in order to qualify himself for the highest Consular appointments in Japan, which in future are only to be held by gentlemen who have been called to the English bar. Mr. Lowder's advancement in the Consular service has been signally rapid, and he is, we believe, the youngest Consul in China and Japan. Making allowance for inexperience of the world, and occasional prejudice too palpably exhibited, he has many of the requisites of a good magistrate; and we hope that his home sojourn, and the experience he will gather in the home Courts may rub off some of the asperities of his magisterial demeanour, and that we may in future see his undoubted talents guided not only by justice but by generosity.

CHINA.

SHANGHAI.

Dates are down to July 22. The London mail of June 3 arrived out on July 17, and June 10 on the 21st. Telegrams *via* Kiachta were to June 28. The *North China Herald* has the following on the Tientsin affair:—

The following precis of conversations which are now current among the people in this neighbourhood will be instructive to those who may incline to think our reports exaggerated.

1. The country people say it has been conclusively proved that foreigners have been kidnapping on an extensive scale, more than 100 children having been found by authorities at Tientsin, and clearly shown to have been intended for unholy purposes. Hence the rising of the people and the massacre of the foreigners.

2. War has been declared, and one battle fought and won. The poor rustics are jubilant over the supposed victory, and say the Fung-shui has at last taken a turn in their favour.

3. The prospect of a fight with foreigners is talked of with immense delight. China's "lucky day" has come at last, and the hated intruder is doomed.

4. Some of the better informed, who know that the late massacre has a special reference to France, are hoping the other foreign Powers will remain neutral, and allow China and France to fight it out by themselves. Hitherto China has had to contend against the combined strength of the whole barbarian world; but now there is a chance of entering the lists with France alone. The event is a propitious one, and thrice welcome; for it will prove that, one by one, China could conquer all the barbarian nations.

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5. Should all the foreigners, however, take part in the war; then, when the men-of-war go North to the principal scene of action, there will be a simultaneous attack from the city and country on the foreign settlement, and every foreigner exterminated.

6. Natives friendly to foreigners counsel watchfulness. They say we cannot be too careful. There is mischief brewing, and we had better prepare.

7. The subject of Russian aggression on China is also being discussed. Many fear Russia will avail of the present difficulties to get another slice from the "Flowery Land."

8. The wheelbarrow men and all their friends are wild at the action of the Municipal Council in requiring them to pay for their license. Their earnings are very small, and 600 *cash* a quarter is a heavy sum. They are under the impression that the license of the English Council will not enable them to pass into the French Settlement, or *vice versa*. But wait a while, the day of vengeance is coming, the loot from the foreign hongs may help to compensate for the loss of trade.

We have further correspondence from Tientsin, which goes to confirm the accounts already given. Messrs. Fraser and Adkins, of the British Legation, are in Tientsin investigating affairs. Tseng-kwo-fan had arrived, and had issued a proclamation declaring his intention to have a strict investigation. His first step has been to remove the Taoutai, the Prefect, and the city Magistrate. These men, the latter two especially, should be executed; but there is no chance of Tseng-kwo-fan doing this of his own will. The case against them was so clear that he could not help removing them, unless he was prepared for open war. It is rumoured, however, that he has declined to act further.

A correspondent writes:—"It is, of course, the Chinese object now to quiet the English and Americans, if they can, by showing that there is no anti-foreign feeling generally at Tientsin; but everyone here now knows that it was settled that, on the Friday after June 21, all foreigners were to be exterminated. A man was caught on the top of the Protestant Church tower in the settlement, with a heap of brushwood that had been placed there by an incendiary, going to burn the tower and the Church. An employe of the Arsenal came to Consul Lay and reported six brass guns in the Treaty Joss-house, close by Tientsin, and asked him to send men to receive them for the defence of the Europeans; but failing to get enough men to draw them, he returned to the Arsenal and found them all gone, shells, ammunition and all. They had been taken during his absence by Chung How's soldiers. What for? Not to defend Europeans nor to crush the mob, but simply lest Europeans should be able to resist the impending Friday attack. If it had not been for the *Manchu*, and her commander, Captain Steele, all the foreigners would have been killed."

The uneasiness prevalent in Shanghai has spread also to Ningpo, where inflammatory proclamations have been issued. There is no symptom of immediate outbreak, but it is felt that any disturbance at Shanghai would spread. H.M. gunboat *Leven* has gone down for the protection of the Settlement; and a Defence Committee has been organised, and watch is kept every night.

Another French man-of-war has arrived from the south; and we believe the N. G. frigate *Hertha* is shortly expected from Japan. The Volunteers are drilling vigorously.

We have to acknowledge a copy of the Shanghai pages of the *Customs Gazette* for the second quarter of 1870. The imports generally show an increase over the corresponding quarter of 1869. Grey Shirtings, 954,000 pieces, against 860,000; White Shirtings, 158,000, against 101,000. T-Cloths, 637,000, against 432,000. Drills and Camlets have fallen off; Longs Ells and Lustres show a large increase. Iron fell from 74,000 to 44,000 pieces, but Lead is much higher. The import of Opium is about the same, Malwa having slightly increased, but Patna fallen off.

The present mail brings over 1,800 bales of China and Japan silk.

The record of the celebrated case *Von Gumpach* v. *Hart* has at last we believe been completed for transmission to the final Court of Appeal, the Privy Council. The documents extend to over 800 folios, portending enormous charges to somebody.

The departure of the French Mail Steamer *Dupleix* has been postponed one day, by order of the French authorities, to enable her to carry the further advices which may arrive from Tientsin. Count Rochechouart was expected to meet the Admiral in Tientsin, when some line of action may be determined on.

Proclamation issued by Tseng-Kwo-fan (Viceroy of Chih-li), at Tientsin, July 10th, 1870:—"Whereas with reference to the affair of the 13th day of the 5th moon (June 21st), I have received repeated decrees commanding me equitably to investigate and take action in the matter, with the resolute design to give no opening for hostilities, it is the duty of all, whether servants of the State or simple subjects, to correspond to the intentions of his Majesty, making it their object to allay trouble and give tranquillity to the people. Accordingly, this Proclamation is issued to the resident population in general. It is your duty to pursue as before your accustomed avocations, and you are forbidden to roam about the streets and form assemblages in numbers, spreading abroad unfounded rumours, mutually alarming and disturbing each other. Equally is it forbidden to collect together in the neighbourhood of the foreign houses and foreign vessels, thereby giving rise to occasions of quarrel. As regards the measures to be taken for inquiring into and judicially dealing with the affair in question, I shall, as in duty bound, hold a stringent investigation and arrive at a decision thereupon in conformity with the principles of justice, and shall show not the slightest partiality or negligence. Let all tremblingly obey, &c."

It is reported from Peking that Chung How has resigned his appointment as ambassador to France. Two facts give confirmation to this rumour. Mr. Meadows had engaged freight in the *Dragon* for a large quantity of treasure that was believed to be for the use of Chung How's Embassy, but at the last moment he announced that it was not to be sent. And Mr. Novion who had been summoned from Chefoo to Peking to accompany the Embassy as an interpreter, when he arrived at Tientsin found himself stopped by the refusal of the authorities to grant him a passport to Peking.

The following is the most authentic account of the horrible torture and butchery of the Sisters of Mercy, which we consider it our duty to print, as it is necessary that the truth of this frightful atrocity should be published, for the guidance of all interested:—

The rabble went quietly to their door, and said they wished merely to look through the premises, which, of course, the Sisters were all agreeable to. In the first place, they wished to see all the Sisters, and when the nine were got together in the one room, they were seized upon, dragged out into the yard, and stripped of their clothes. The Superioress was then taken, and the others were made to look on, and told they also would have the same fate one by one. Her eyes were first scooped out, her breasts cut off, spears sufficient to bear the weight of were run up the body. She was then held up writhing on the spears for some time, then taken down, ripped up, her heart and liver cut out, and cut in small pieces and distributed amongst the crowd; the body was then cut in pieces and thrown into the burning premises.

(FROM A CORRESPONDENT.)

JULY 22, 1870.

Things remain very much *in statu quo*, but at every port in China where there are foreigners the Chinese are on the *qui vive* to massacre them on the first favourable opportunity. The climax of absurdity may be found in the orders issued to the men-of-war on the station. The *Barrosa*, a heavy 18-gun vessel, arrived here from Japan a few days ago, and people here were foolish enough to suppose that she was sent for the protection of the settlement, threatened by Chinese armed and drilled soldiers and desperadoes of all kinds. It turns out that the captain of the *Barossa* has *written orders* from the Admiral not to land a single man, but to send his boats to the jetties to receive those who wish to embark. As any attack would be made at night, the only thing left for the brave seamen and marines would be to search for any bodies that might have heads on them, or whose bowels were not hanging out after the usual ripping process as practised by the mild Chinese. The captain of the *Barrosa* is senior officer, and has issued similar instructions to the captain of the *Zebra*, who was doing all he could to afford assistance in case of need.

I trust, however, that the community of Shanghai are in a position to defend themselves against any attack by the Chinese. The great danger is fire by the act of incendiaries. We have organised a Rifle Corps, an Artillery Corps, and Mounted Rangers, in all 500 or 600 men, who already make a very good show. At Hankow, Tientsin, Chefoo, and other ports Volunteer Corps are organising for defence, as we appear to be abandoned by our own Government.

We are in the midst of war alarms. It was announced by the Chinese that on two particular days we were to be all massacred, but the affair has not yet come off, but after the Tientsin affair such warnings are not to be despised.

The Taoutai has called on the Consul here to ascertain the numbers and objects of the Volunteers, and to request that they should be discontinued as likely to irritate the Chinese. This is an example of the cool effrontery of their dealings with foreigners. The fact is that the Chinese at Shanghai are as much afraid of our attacking them as we are of their attacking us.

Nothing has been done to punish the people of Tientsin for the foul murders they have committed on unoffending people. In addition to the foreigners slain, sixty Cantonese were killed, as they are looked upon as foreigners in the north. Major Winstanley and his drill instructors have come in from the Chinese camp, to avoid being murdered by their own men. The Sisters of Mercy have come in from Sicower also, as the Chinese threaten to kill them and burn their houses, as they did at Tientsin. The English and French Admirals are gone to Tientsin, and doubtless will wait for instructions from home. The Chinese are not idle; they are arming and manning the Taku Forts as fast as possible, moving up materiel of war from various points, and chartering vessels to carry rice to Tientsin. Had our fleet been at Chefoo they could have occupied the Taku Forts in forty-eight hours, and thus saved much trouble and loss of life. The people in Peking are in most danger, as if any retaliatory measures were adopted at Tientsin all foreigners at Peking would be tortured and murdered as the Prussians were in the last war. If the French adopt any coercive measures at Tientsin, it would be necessary to remove all foreigners from Peking, as their lives would not be worth an hour's purchase. They are virtual prisoners, as the Chinese Government refuse to issue any passports, on the ground that they could not guarantee the safety of anyone travelling between Peking and Tientsin.

The French were all under arms here last night, as a massacre was threatened, and the ladies sent on board ship for the night.

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CHEFOO.

(FROM A CORRESPONDENT.)

JULY 16, 1870.

The situation in North China is undoubtedly very grave. The population of Tientsin, incited to their bloody action by the anti-foreign party among the mandarins, have gained what is in their opinion a signal victory over the foreigner, and strong confirmation is thus added, so far, to the feeling which has prevailed for the last two or three years, that China need only exert herself valiantly in order to be rid for ever of the hated barbarians. The whole tone of the edicts and proclamations thus far published is plainly on the side of the people, covered merely with a thin disguise of deference to foreign pressure, and the slightest show of weakness or vacillation on the part of any among the foreign Legations may bring about a further outbreak more sanguinary and indiscriminate than the last.

Vice-Admiral Sir Henry Kellett and the French Commander-in Chief, Admiral Dupré, arrived at Chefoo (only twenty hours' steaming distance from the Peiho) on the 16th July, having left Japan on the first receipt of the news of the massacre. Admiral Dupré carried his flag on board the frigate *Venus*, and was accompanied by the corvette *Dupleix*. Sir Henry Kellett was on board the *Salamis*, which was to be followed by the corvette *Barossa*, the *Midge*, *Leven*, and other gun-vessels. A French corvette, the *Linois*, was at Taku, with three French and three British gun-vessels at Tientsin. The British and French Ministers were expected to be at Tientsin (if permitted to leave Peking) in time to meet the Admirals on their arrival. They will then, it is presumed, concert measures for ensuring the safety of the foreign communities in the North, by occupying Tientsin and the Taku Forts, pending the receipt of instructions from the Home Governments.

FOOCHOW.

We have received the July number of the *Chinese Recorder and Missionary Journal*. We regret to see that this meritorious little magazine is not so well printed this month as its contents deserve. Our own number is, in fact, partially illegible, a defect which the conductors will do well to rectify promptly. The Rev. Mr. Edkins commences an interesting history of the Miau Tsi Tribes, and the "Overland Trip from Kiukiang to Foochow" is well continued. Dr. Dudgeon contributes a third chapter of his "Chinese Arts of Healing;" and Mr. Phillips a second instalment of "Marco Polo and Ibu Batuta in Fokien." At the present time, when the attention of foreigners is so strongly directed to China, the following analysis of the division of the Empire is peculiarly acceptable :—

Province.	Capital City.	Departments.	Sub-departments.	Major Districts.	Minor Districts.	Totals.
Chih-li ..	Pao-ting-fu ..	11 ..	— ..	23 ..	123 ..	157
Kiang-su ..	Kiang-ning-fu	8 ..	3 ..	6 ..	62 ..	79
Ngan-hui ..	Ngan-king-fu	8 ..	— ..	9 ..	50 ..	67
Kiang-si ..	Nan-chang-fu	13 ..	2 ..	2 ..	75 ..	92
Che-kiang ..	Hang-chow-fu	11 ..	3 ..	1 ..	75 ..	90
Fokien ..	Foo-chow-fu ..	10 ..	— ..	2 ..	62 ..	74
Hu-peh ..	Wu-chang-fu ..	10 ..	— ..	8 ..	60 ..	78
Hu-nan ..	Chang-sha-fu	9 ..	4 ..	7 ..	64 ..	84
Ho-nan ..	Kai-fung-fu ..	9 ..	1 ..	10 ..	96 ..	116
Shan-tung ..	Chi-nan-fu ..	10 ..	— ..	11 ..	96 ..	117
Shan-si ..	Tai-yuan-fu ..	9 ..	— ..	16 ..	85 ..	110
Shan-si ..	Si-ngan-fu ..	7 ..	7 ..	10 ..	73 ..	97
Kan-suh ..	Lan-chow-fu	8 ..	2 ..	13 ..	49 ..	72
Szu-chuen ..	Che'eng-tu-fu	12 ..	9 ..	19 ..	112 ..	152
Kuang-tung	Kuang-chow-fu	9 ..	2 ..	11 ..	78 ..	100
Kuang-si ..	Kuei-lin-fu ..	11 ..	— ..	18 ..	47 ..	76
Yun-nan ..	Yun-nan-fu ..	14 ..	5 ..	29 ..	39 ..	87
Kuei-chow ..	Kuei-yang-fu	12 ..	5 ..	14 ..	33 ..	64
Total ..	..	.. 181 ..	43 ..	209 ..	1279 ..	1735

HONG KONG.

Dates are down to the 28th July. The outward mail of 17th June arrived on the 27th.

Our files of Hong Kong papers are filled with accounts from Shanghai, &c., of the Tientsin tragedy. The *China Mail* says :—

We learn from Canton that the French have left the city and established a *pro tem.* office on Shamien. A mat-shed on their concession also does duty as a temporary chapel, where a funeral service was held.

The following gentlemen are gazetted as justices of the peace for this colony, and have taken the oaths of office :—Edward Arthur, Esq.; Emanuel Raphael Belilios, Esq.; James Berwick, Esq.; Samuel John Gower, Esq.; William Macaulay, Esq.; Lewis Henry Moorsom, Esq.; Richard Alfred O'Brien, Esq., M.D.; Thomas Pyke, Esq.; James Muschamp Vickers, Esq.; and James Whittall, Esq.

A public meeting of the Canton Church Society was held on the 20th July, to receive the report of the trustees of the Episcopal Chapel at Canton and the treasurer's account for the half year-ending the 30th of June, being the date after which the grant in aid heretofore allowed by Her Majesty's Government would cease to be made. These accounts show a deficit of $1,195,55, which, however, will be covered by the Government grants not yet received. There is, therefore, no present need for a call on the community, but the trustees fear that the withdrawal of the grant at the present time may necessitate the closing of the Church Establishment as a permanent institution at this port. The report was adopted unanimously, as was, also, a resolution in the name of the foreign community, expressing their high sense of the services rendered by the Venerable the Archdeacon Gray, who for a period of eighteen years has unremitingly devoted himself to the performance of his duties.

SIAM.

BANGKOK.

Dates by this opportunity extend to July 29.

The most exacting rice cultivator can have no cause to complain of the amount of the rainfall. Continuous weather, like the past week, will give a good yield of paddy, so far as water is concerned. The cultivators, it is hoped, will give good heed that all the other conditions of a good crop are complied with; if so, the prospects of a diminished crop are very remote.

Foreign vessels, in the upper part of the river, are scarcely to be seen, these being mostly at the steam rice mills, or outside the bar. The daily shipping report shows that there are to-day forty-seven vessels of all rigs, sizes, and nationalities in port, and the greatest part of these getting ready for sea.

The Siamese gunboat *Regent*, which left Bangkok on the 25th June for Saigon, having on board Siamese Commissioners who were empowered to negotiate articles defining the mutual rights of the Siamese and the French in the great fresh water Lake, known as Talesap, returned on the 24th July, its mission being accomplished. Particulars are not yet published.

The late collision has been made the basis of a charge against the owners of the British steamer *Johore*, by the owners of the Siamese vessels the *Meridian* and *Seaman's Bride*. The case has been tried at the court of H.B.M.'s Consulate General, and decides against the British steamer. An appeal will doubtles be made to the Court of Singapore.

There is a rumour going the rounds that C. P. Lalla, of Singapore, has failed.

The U.S. Consul this week has notified that after August 1 no suit will be entertained in the U.S. Consular Court at Bangkok to recover money in payment, either in whole or in part, for liquor sold by the drink, at any American or foreign drinking house.

The American steamer *Coety* has been sold by auction to James McCormick, Esq., for the small sum of $2,900.

A total eclipse of the moon occurred on the 13th inst. at 5.16 A.M. It appears that the natives were not aware that there was to be an eclipse, or else they were somewhat unprepared for it, because the disc of the moon was about half concealed before the usual hubbub commenced with guns, gongs, conch-shells, &c., to scare the old *Yak Rahoo*.

We have information concerning the King of Cheangmai. It appears that he was no better when at Rahaang, that he was exceedingly anxious to get home before death, and that he was going to be carried in a hand palankeen through the woods and over the mountains, the short cut of eight or ten days to Cheangmai, as the journey by the river over the thirty-two falls would be toolong for him.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates by this mail extend to Aug. 6. The P. and O. steamer with mails of June 24 and July 1, arrived on the 2nd Aug.

In the Legislative Council the water supply has been again discussed. H.E. the Governor, having regard to the surplus in hand, and considering the amount of revenue contributed by Singapore, and chiefly by the Chinese, whom the water-works will mainly benefit, proposed that the water-works should be supplied by money taken from the general revenue, and denied the fairness of thrusting it all upon the Municipality; and the following resolution was adopted without a division :—"That the Council is of opinion that the present water-works should, if possible, be utilised, so that ample supplies of fresh water may be introduced into tanks and reservoirs, say at Campong Karbow, base of Fort Canning-hill, near Singapore River, and at such other places as may be readily accessible to the public; and this Council is prepared to vote the necessary funds for the purpose."

Notice is given that an unknown reef has been discovered by the captain of the Government steamer *Hertog Barnard* east of the Choondong Islands (Lampong Bay). The reef lies from the south corner of the East Choondong Islands, West, an eighth of a geographical mile distance. It has an extension of about 200 square yards, with only six feet of water.

The British barque *Robert Fletcher*, Capt. Pittendrich, was boarded by a native pilot outside Singapore Straits last week, thirty-six days out from Manila, bound to London; all well, and wished to be reported.

A committee of German residents has been appointed to collect from their own countrymen and others interested in the German cause subscriptions to a fund for the relief of those who may be wounded or left destitute by the war. We understand that up to the present time about $2,000 has been received in donations, and monthly subscriptions to the extent of $400.

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Commercial Report.

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IMPORTS.

SHANGHAI.—Grey and White Shirtings had not been so freely dealt in, but a fair business at quotations was reported. T-Cloths: Upwards of 60,000 pieces, principally of the lower and medium weights and quality, had changed hands, and an advance of 4 to 6 cents per piece had been established. Drills: Great excitement had prevailed in the market for Drills, and quotations showed an improvement of fully 3m. per piece from the lowest point. Settlements of all kinds, estimated at over 65,000 pieces. American Drills had been sold at Tls. 3.3.5 per piece, but at the close they were held for Tls. 3.50 per piece, short prompt (proportion half "dragon" and "cock," and the remainder inferior chops). Jeans also in greater inquiry, and slowly advancing in value. The Fancy Cotton Goods Market showed no noticeable change, saving for Chintzes, which were slightly dearer. Woollens: Long Ells C. P. H. assorted had been re-sold by natives at Tls. 5.5.5 per piece. For Scarlet of other known chops, Tls. 5.50 per piece had been refused. Of Lastings, some 1,200 pieces had been sold at Tls. 8½ to 9 per piece. In Camlets a small business was reported; rates unchanged. For Figured Orleans the speculative inquiry noticed in our last had been developed, and considerable sales at better prices had been effected. Spanish Stripes were higher, and the demand for them continued. Metals.—Iron: Sales had been made to the extent of some 11,000 bundles, at Tls. 2.10 to 2.25 for small sizes, and Tls. 1.90 to 2.05 per picul for fair to good assortments, showing a reduction of about 1 mace per picul on former quotations. About 1,000 piculs Bar Iron found buyers at Tls. 1.85 to 1.95 per picul, also showing a reduction of about 1 to 2 mace per picul. Lead: Market much firmer; parcels of L.B., good common chops, in inquiry at the former rates. Quotations (duty paid in Shanghai sycee):—G.E. Grey Shirtings, 7 lbs., Tls. 1.7.6 to 1.8.5 per piece; 8¼ to 8½ lbs., Tls. 2.1.6 to 2.3.0; 9 lbs., Tls. 2.2 5 to 2.3.0; G.E. White Shirtings, Tls. 1.7.5 to 2.4.5; American Drills, Tls. 3.3.5 to 3.4.8; Jeans, Tls. 2.4.0 to 2.5.5; English Drills, Tls. 3.1.5 to 3.2.5; Jeans, Tls. 2.2.0 to 2.3.0; Sheetings, Tls. 3.2.0 to 3.7.0; Dutch Drills, Tls. 3.0.5 to 3.2.0; Jeans, Tls. 2.1.0 to 2.3.0; T-Cloths, 6 lbs., Ordinary, Tls. 1.2.0 to 1.2.6; 7 lbs., Tls. 1.3.5 to 1.4.3; 6 lbs. Mex., Tls. 1.4.0 to 1.5.0; 7 lbs., Tls. 1.6.0 to 1.7.5; 8 to 8½ lbs., Tls. 1.8.7 to 2.0.0; XX, Tls. 2.2.5 to 2.3.0; Camlets, English, SS, Tls. 10 to 10.7.5; SSS, Tls. 9 to 9.5.0; G.G., Tls. 10.9.0 to 11.0.0; Spanish Stripes, Tls. 0.4.5 to 0.5.1 per yard; Medium Broad and Habit Cloth, Tls. 0.9.0 to 1.5.0; Long Ells, Scarlet, 24 yards HH, Tls. 5.6.0 to 5.7.0 per piece; CPH, Tls. 5.6.0 to 5.6.5; Assorted, HH, Tls. 5.3.0 to 5.4.0; CPH, Tls. 5.5.0 to 5.5.5; Orleans, Figured, Tls. 3.1.0 to 3.6.0; Plain, Tls. 3.3.0 to 3.6.5.

FOOCHOW.—We note the sale of 300 pieces 6 lbs. Grey Shirtings at $2.05.

HONG KONG.—Messrs. Olyphant and Co. send the following report under date 28th July:—The market for Raw Cotton has ruled quiet during the past week, and values now appear rather lower. In Cotton Yarns, the placing of a few parcels of Nos. 16 to 24 at prices ranging from $130 to 139 per bale have been the only transactions. In Piece Goods, little or nothing has been done except in 8-4lb. Grey Shirtings, which have met with better enquiry under the influence of an increased demand at the North, and sales to the extent of about 15,000 pieces have been effected at $2.82½ to $2.87½ per piece. The active business in Drills at Shanghai has not affected this market as yet, and no transactions have taken place in these goods. In Woollens, Dutch Camlets have been fairly placed at about previous quotations; other articles have been comparatively neglected. In Metals, no business of importance has been done.

SINGAPORE.—The closing quotations were as follow:—No. 40's Mule Twist, $137; 8½ lbs. Shirtings, $2.80; 7 lbs., $2.40 to 2.37½; 5 lbs. T-Cloths, $1.50; 6 lbs., $1.82½ to 1.80; 7 lbs., $2 to 2.02½.

EXPORTS.

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TEA.

SHANGHAI.—Black: During the week a large business had been done, the settlements amounting to 2,200 chests; reshipments, 4,800 chests; leaving a stock of 74,000 chests. The few parcels of first crop teas possessing any quality had been taken at fully previous rates; but the most noticeable features were the purchases of Shongtams (fair common Congou) at Tls. 8½ to 8¾, say 1s. 0¾d. to 1s. 1d. per lb., and the settlement of several second crop teas, with good leaf but without character in the cup, at Tls. 24 to 26. Prices paid had been:—Hohows and Ningchows, Tls. 18 to 29, equal to 1s. 0½d. to 1s. 7⅛d. per lb.; Oonams and Oonfas, Tls. 18½ to 25, equal to 1s. 0½d. to 1s. 5d.; Oopacks, &c., Tls. 19 to 27, equal to 1s. 1d. to 1s. 6½d. In Green a small business, say 3,300 chests in Pingsuey was reported, at Tls. 35 to 40 for chops, and Tls. 43½ to 54 for finer leaves in boxes; almost entirely for America. Stock, 6,500 ½-chests Pingsuey, 4,000 ¼-chests Hoochow, and 2,600 ¼-chests old teas. The new Teenkais would soon arrive, and prices were expected to open very high.

FOOCHOW.—The following is from the Chamber of Commerce Report:—For two days after last issue heavy settlements of Congou were made, but the news from London checked purchases for England; and the requirements of vessels loading for the colonies being partially satisfied, a moderate business has since been done. The demand has been chiefly for Teas costing from Tls. 16 to 23. The prices obtained for the few fine Teas which were left show no reduction compared with previous settlements. The better chops, with distinct characters and flavour, are beingg radually selected from the stock, leaving the proportion of common Tea on offer greater than before. The decline in medium Teas which took place last week attracted more attention to them, and for a few days they were rather dearer. Latterly it has been possible to buy them at a slight reduction on former quotations. Holders of common and flavoury Teas having a large quantity of such Tea unsold have accepted about a tael less. In dust and broken leaf there have been few transactions. The following are the current quotations, to which Tls. 2.8 must be added for duty. The cost at which Teas lay down in London is calculated at an exchange of 4s. 7d. per dollar, and freight £2. 10s. per ton. Dust and siftings, Tls. 5 to 10, equal to 6¼d. to 9¾d., cost in London; broken leaf to ordinary, Tls. 10 to 13½, equal to 9¾d. to 11¼d.; fair to good common, Tls. 14 to 15½, equal to 11¼d. to 1s. 1½d.; flavoury to medium, Tls. 16 to 23, equal to 1s. 1½d. to 1s. 6¼d.; good medium, Tls. 23½ to 25, equal to 1s. 6½d. to 1s. 7¼d.; fine and finest, none on the market. Souchong: A steady business has been done at full prices; purchases have been chiefly of good medium to finest at Tls. 25 to 30½; the lower qualities are still neglected. Oolong: No disposition has been shown to continue business at previous rates; none of the finest teas have yet been shown. Scented Teas: Are a tael cheaper, but the market is dull, and the settlements are small; quotations are as follows:—Medium to fine, Tls. 22 to 25, equal to 1s. 5½d. to 1s. 7¼d., cost in London; fine to finest, Tls. 26 to 28, equal to 1s. 8¼d. to 1s. 9¼d.

AMOY.—Oolongs had ruled quiet, and few settlements had taken place. Congous, however, had been freely bought for London at $15.50 to 17 for tea much mixed with spurious leaf, the better kinds being held for $22 to 23 per picul.

SILK.

SHANGHAI.—A large business had been done, notwithstanding the receipt of adverse advices of the home market, and this led to the supposition that buyers were placing reliance on the reports from the Chinese that fully 50 to 55 per cent. of the total yield had already arrived in Shanghai. The decline in the rate of exchange, coupled with lower tael prices, had also led to business, and the settlements for the week may be put at 2,000 bales. Prices had ruled irregularly, owing to the large native shipment business done, and some purchases showed a decline of fully Tls. 20, whilst others exhibited very little or no change. The unsold stock was estimated at 5,000 to 5,500 bales, and contained many rejected parcels of inferior and second crop silks. The present (French) mail steamer brings upwards of 1,800 bales.

SILK SHIPPERS AT SHANGHAI.

Season 1870-71.

	Bales.		Bales.
Adamson, Bell, and Co. ...	633	Meynard and Co.	20
Balfour, F. H.	244	Milsom and Tod	511
Barnet and Co.	349	Nachtrieb, A., and Co. ...	463
Birley, Worthington, & Co.	184	Petrocochino and Co. ...	100
Bland, J.	90	Pala and Co.	40
Borntraeger and Co. ...	304	Reid and Co.	34
Bourjau, Hubener, and Co.	77	Russell and Co.	791
Bovet, Brothers and Co. ...	220	Remé, Wm., and Co. ...	300
Bower, Hanbury and Co....	706	Sassoon, D., Sons, and Co.	29
Brand, Monro, and Co. ...	1,170	Scheibler, Matthaei, and Co.	136
Carter and Co.	180	Seare, Essex, and Co. ...	316
Chapman, King, and Co. ...	20	Shaw Brothers and Co. ...	331
Cumine and Co.	10	Siemssen and Co.	209
Dent and Co.	90	Skeggs and Co.	1,555
Dickinson and Co. ...	5	Smith, Archer, and Co. ...	28
Fogg and Co.	41	Textor and Co.	678
Gamwell, F. R.	199	Thorne Brothers and Co. ...	188
Gibb, Livingston, and Co...	176	Trautmann and Co. ...	10
Gilman and Co.	933	Turner and Co.	77
Glover, Dow, and Co. ...	105	Westall, Brand, and Co. ...	77
Heard, Augustine, and Co.	139	Sundries	915
Hogg Brothers	158		
Jardine, Matheson, and Co.	397	Total bales... ...	13,640
Jarvie, John, and Co. ...	302		

TEA SHIPPERS FROM HANKOW.

Season 1870-71.

Shippers.	Chops.	Chests.	Half-chests.	Boxes.
Adamson, Bell, and Co.... ...	5 ...	2,070 ...	— ...	—
T. F. Ballance	8 ...	2,160 ...	250 ...	1,300
Beazley, Paget, and Co.... ...	25 ...	6,370 ...	5,170 ...	460
Bronsted and Luddeke	20 ...	8,010 ...	3,260 ...	—
Drysdale, Ringer, and Co. ...	77 ...	28,360 ...	9,280 ...	5,370
Evans and Rainbow	60 ...	25,640 ...	6,100 ...	2,200
Gibb, Livingston, and Co. ...	20 ...	7,260 ...	4,040 ...	—
Gilman and Co.	28 ...	9,120 ...	7,160 ...	—
Gordon Brothers...	59 ...	18,330 ...	11,850 ...	3,040
Haminoff, Rodionoff, and Co. ...	8 ...	3,190 ...	520 ...	200
A. Heard and Co.	3 ...	1,300 ...	860 ...	—
Holliday, Wise, and Co.... ...	3 ...	1,540 ...	— ...	—
Ivanhoff, Oberin, and Co. ...	9 ...	4,600 ...	— ...	—
Jardine, Matheson, and Co. ...	11 ...	4,080 ...	2,380 ...	1,160
Major and Smith	15 ...	6,620 ...	650 ...	2,000
Okooloff and Tokmakoff ...	26 ...	7,070 ...	5,480 ...	—
Overweg and Co.	5 ...	2,480 ...	2,080 ...	—
W. Pugh and Co.	4 ...	1,100 ...	560 ...	390
D. Sassoon, Sons, and Co. ...	3 ...	1,990 ...	— ...	—
Shaw, Ripley, and Co.	2 ...	420 ...	240 ...	—
E. Townend and Co.	26 ...	6,470 ...	2,010 ...	420
Turner and Co.	6 ...	3,720 ...	— ...	—
Native shipments	288 ...	118,440 ...	— ...	—
Total	724 ...	274,950 ...	62,950 ...	16,540

OLD SEASON'S TEA VESSELS EXPECTED.

Date.	From.	Ship.	lbs.
May 29	... {Foochow / Shanghai} ...	Sir Wm. Wallace ...	949,793
	Total		lbs. 2,238,480

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NEW SEASON TEA VESSELS.

From	Ship.
Hankow...	Oberon (str.)
,, ...	Titania.
Shanghai	Cutty Sark.
,, ...	Serica.
,, ...	John R. Worcester.
,, ...	Lauderdale.
,, ...	Weymouth.
,, ...	Argonaut.
,, ...	Priam (str.) [put into Bombay]
,, ...	Eliza Shaw
,, ...	Danube (str.)
,, ...	Duke of Abercorn.
,, ...	Forward Ho
,, ...	Ethiopian
,, ...	Whinfell
,, ...	Leith (str.)
,, ...	Zephyrne
,, ...	Kildare
,, ...	Thyatira
,, ...	Columbus
,, ...	Doune Castle
,, ...	Golden Spur
,, ...	Hipparchus (str.)
Canton	Taeping.
,, ...	Deerhound.
,, ...	Belted Will.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6½d.	4s. 6¾d	4s. 7d.
Shanghai ,, ,, ...	5s. 11¼d.	6s. 0¼d.	6s. 0⅜d.
Canton ,, ,,	4s. 6d.	4s. 6¼d.	4s. 6⅜d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 3¾d.	4s. 4d.	4s. 4½d.
Manila ,, ,, ...	4s. 4½d.	4s. 5d.	4s. 5d.
Colombo ,, ,, ...	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	308	231½
,, Hong Kong	24½ to 24¾ dis.	—
Bar silver	111.2.5	7 prem.
Mexican dollars	74.1.0	¼ to ½ prem.

Bons, at Yokohama, 340 per 100 dols.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 26; Old, 38 per cent. premium.
Hong Kong Gas Company, 45 dols. per share.
Hong Kong and Whampoa Dock, 8 per cent. discount.
China Traders' Insurance, 1,600 dols. premium.
Hotel shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 34 dols. premium.
Hong Kong Fire Insurance Company, 190 dols. premium.
Union Insurance Society of Canton, 1,500 dols. premium.
China and Japan Marine Insurance Company, Tls. 25 premium.
China Fire Insurance Company, 35 dols premium.
Victoria Fire Insurance Company, 18 dollars premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Aug. 2, Chieftain (str.), (reported by telegram).

At SHANGHAI.—From London, July 14, Clara; 15, Hindostan; 20, Northampton; 21, Juanpore, City of Hankow; from Liverpool; 16, Nestor (str.); 18, Leith; from New York, 14, Mikado; from London, Chusan; from Liverpool, Albatross (str.); from Cardiff, Ornate (reported by telegram).

At HONG KONG.—From Shields, 26, Osecola.

At SINGAPORE.—From Liverpool, Aug. 1, Albatross (str.); from England, Eldon (str.), Oscar, Mooyer, Civiale (reported by telegram).

At BANGKOK.—From Havre, July 16, Emma.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, July 14, Danube (str.); 19, Duke of Abercorn; Geraint, Undine, Thyatira, Golden Spur, Hipparchus (str.), (reported by telegram).

From FOOCHOW.—None.

From HONG KONG and CANTON.—For New York, July 27, Sarah E. Kingsbury (cleared).

From SINGAPORE.—For London, Aug. 2, Roslin Castle.

From BANGKOK.—None.

CASUALTIES.

HONG KONG.

The Rangoon, Yokohama to Hong Kong, has been totally lost on Pratus Shoal.

BATAVIA.

The Countess of Seafield has been totally lost in Torres Straits.

LATEST TELEGRAMS.

CHINA.

(RECEIVED VIA KIACHTA, SEPT. 6.)

SHANGHAI, AUG. 12.—Silk: No. 3 Tsatlees, 31s.; No. 4 Red Peacock, 27s.; No. 5 Red Peacock, 25s.; export since commencement of season, 19,300 bales; stock, 5,500 bales; crop of Shanghai silk generally estimated under 40,000 bales. Tea: settlements declining; export of Black 32,300,000 lbs.; good common Congou, 11½d. nominal. Business in Tea and Silk suspended. Freights: Ship 30s., steamer 60s. Shirtings quiet; 8¼ lbs., Eagle Chop, Tls. 2.23. Exchange on London: Bank bills, six m.s., 5s. 10d. London telegrams to July 26 received August 15.

(RECEIVED VIA KIACHTA, SEPT. 12.)

SHANGHAI, AUG. 23.—Silk: Business still suspended; export since commencement of season, 19,300 bales; stock, 6,000 bales. Tea: Market active, at Tls. 2 decline for medium; settlements increasing; export of Black, 32,500,000 lbs.; good common Congou, 11½d. Freights: Ship, 30s.; steamer, 60s. Shirtings in little demand, better feeling; 8¼ lbs. Eagle Chop, Tls. 2.23. Exchange on London: Bank bills, six m.s., 5s. 10¼d. London telegrams to Aug. 2 received Aug. 22.

Chinese gathering troops; missionaries assaulted.

(RECEIVED VIA GALLE, SEPT. 10.)

HONG KONG, AUG. 23.—The condition of Tientsin has become more unsatisfactory. The Chinese are becoming bolder, and are massing large numbers of troops there. A commercial panic has been caused in China generally in consequence of the war in Europe. Business in in imports and produce is almost entirely suspended at all ports.

There is a rumour of a rising at Foochow, and the murder of foreigners, but it cannot be traced to any reliable source.

JAVA.

(RECEIVED VIA GALLE, SEPT. 6.)

BATAVIA, AUG. 21.—Coffee nominal; Sugar, No. 14, f.13½; Rice, f.145; Indigo, f.4½; Maddapollams, 6/4 f.5⅛; Calicots, f.5¼; Shirtings, f.10; unbleached do., f.8½; Drills, f.8¾; Freight to Holland, f.75 to f.85; Enchange, f.102.50. Arrivals: A. M. E., Anna, Johanna Christina, Elshout, Jan van Galen, Nieuwland, Samhiri. Departures: Helena Henriette, Honigby.

STRAITS SETTLEMENTS.

(RECEIVED VIA GALLE, SEPT. 10.)

SINGAPORE, SEPT. 3.—8½lbs. Grey Shirtings, $2.90 (?); 6lbs. T-Cloth $1.65; 7 lbs., $2.32½; Mule-twist, 16-24, [$92.50; 40's, $130; Exchange on London, Bank Bills, six m. s., 4s. 4¼d.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 8, at Deal, from Ceylon, Acacia; at Falmouth, from Akyab, Hannah Maria; 7, at Liverpool, from Manila, San Fernando; 3, at Cadiz, from Manila, Candida; 8, at Falmouth, from Akyab, St. Petersburg; off Queenstown, from Rangoon, Jane Davie; 9, at London, from Ceylon, Hanover; at Queenstown, from Manila, Chorason; 9, at London, from Galle, &c., Helarion; at Falmouth, from Akyab, Erling Skjalgsen; from Akyab, for Copenhagen, Valkyrien; 7, at Brouwershaven, from Batavia, Hendrik Ido Ambacht; 4, at Cadiz, from Manila, Chica; 8, at Havre, from Colombo, Flodden; 10, at London, from Colombo, Teesdale; at Deal, from Rangoon, Agnes Muir; from Ceylon, Princess of Wales; from Singapore, China, &c. (via Suez Canal), Nile (str.); from Ceylon, Queen of the Bay, Boyne; at Falmouth, from Akyab, Golden Dream; from Rangoon, Morning Glory; from Bassein, Sostrene; 9, at Queenstown, from Akyab, Seaforth; 8, at Zierikzee, from Java, Vooruit; 10, at Deal, from Colombo, Brierly Hill; at London, from Colombo, James Avery; 11, from Shanghai, Shakspere; at Queenstown, from Akyab, Lematin; 12, at London, from Singapore, Ystavat; 11, from Bassein, Black Prince; at Deal, from Java, for Hamburg, Maranon; 10, at Falmouth, from Rangoon, Americano; 11, from Akyab, Brodrene; 12, at Liverpool, from Manila, Gloria; 9, at Brouwershaven, from Batavia, Jacoba Helena; 11, Noach I.; 10, at Texel, from Batavia, Stad Leyden.

DEPARTURES.—Sept. 8, from London, for Cardiff and Galle, Dhuleep Singh; 5, from Glasgow, for Colombo, Mary E. Ray; 10, from London, for Yokohama, Lothair; for Cardiff and Singapore, Eulalie; 8, from Cardiff, for Singapore, Sylvia; 12, from London, for Hiogo and Nagasaki, James Paton; for Shanghai, Dartmouth; 9, from Newcastle, for Yokohama, Crest of the Wave; 11, from Falmouth, for Sourabaya, Jacoba and Christina, after repairing; 11, from Cardiff, for Singapore, Criterion; 12, for Galle, Ocean Chief.

LAID ON.—At London, for Penang, Peri; for Shanghai, Skakspere.

SPOKEN.—Nile (str), Shanghai to London, Aug. 26, 35 N., 20 E.; Professor (N. G. brq.), Singapore to Boston, Aug. 30, 28 S., 5 E.; Harrington (brq.), London to Shanghai, July 16, 3 N., 24 W.; Khorasan, Manila to Queenstown, Aug. 8, 13 N., 25 W.; Change (?) (brq.), Colombo to London, Aug. 23, 33 N., 35 W.; Jedo (Dutch ship), Rotterdam to Batavia, Aug. 5, 8 N., 24 W.; Ferdinand (Dutch), Batavia to Rotterdam, Aug. 30, 44 N., 27 W; Dundee, Straits of Sunda to Amsterdam, June 13, 27 S., 46 E.; Catharina Maria, Rotterdam to Java, July 2, 10 N., 24 W.; Chieftain (brq.), Hong Kong to Halifax, N.S., June 21; Lizzie H., Cardiff to Galle, Aug. 8, 13 N., 26 W.

CASUALTIES.—The Cyclone, King, which arrived at Boston Aug. 25, from Padang, encountered a heavy westerly gale, June 7, in which she had boats stove, sprung rudder head, and received other damage. The County of Bute, which arrived at Brouwershaven Sept. 8, from Sourabaya, had been in collision in the roads with the Elizabeth Marie (Dutch brq.) bound to Samarang, the former lost bowsprit, &c., and the latter her jibboom. The Vooruit (Dutch brq.) arrived at Zierikzee Sept. 8, from Java, had lost anchor and chains. The Priam which sailed from the Clyde, Sept. 6, for Ilo Ilo, has put back to Greenock leaky.

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THE TIENTSIN MASSACRE.

Two letters on this distressing subject appear in *The Times*. "Alpha," who is said to be Sir Rutherford Alcock, says that it has long been foreseen, by those most conversant with the progress of affairs in China, that unless France could be induced to modify her policy of supporting by force and menace the Roman Catholic missions with their Ultramontane doctrines, such disasters as this at Tientsin must inevitably result. The correspondence on missionary affairs which was laid before Parliament during the last Session very plainly showed a consciousness of impending danger, that the true source of the hostility manifested towards the missionaries was not to be sought in religious fanaticism. Probably there is no nation in the world so indifferent to the distinctions between different creeds and forms of religion as the Chinese. The literati as a body are rationalists—philosophers of the school of Confucius, and sceptics. For the rest, the educated classes, together with the body of the people, are Buddhists, in a very loose and vague way, and with very little earnestness or faith. The women and children are the chief votaries at the shrine of their gods, and nearly the only worshippers in the temples. The Bonzes, who form the priesthood, have fallen into great contempt, and it may fairly be doubted whether they exercise any active influence over the minds of the people. Hence it is a mistake to attribute to them any of the hostility or fanatical feelings manifested by the Chinese mobs against the missionaries. This is almost exclusively due to the Ultramontanism of the Roman Catholic missions, and the consequent jealousy and fear created in the minds of the educated and governing classes. They see in the tenets of the Roman missionaries a subversive action destructive of all native authority. No sooner are converts made than they are withdrawn from their allegiance, and cease in effect to be amenable to the native tribunals. The Chinese authorities affirm that no small number of the converts are the worst characters in the empire, and are solely influenced in their profession of Christianity by the desire to secure such protection and immunity while they carry on their depredations against their more honest neighbours. It is sufficient to assume that a small portion of this may be true to understand how wide-spread and deeply-rooted must be the hostility of the mass, to say nothing of the official hierarchy throughout the empire, and all directed against the French missions and authorities, with ever-increasing intensity.

Religion has nothing whatever to do with the feeling which dictates the denunciation of the missionaries as kidnappers, murderers, and practisers of foul rites with the scooped-out eyes or the brains of their victims. Of course, these cries and vindictive onslaughts are not always limited to the Romanists, although, as regards the official classes generally, they know there is a broad distinction between the Protestant and the Romanist missionaries. But when once a cry is raised and a mob is incited to violence it is to be expected that little distinction will be made between one class of missionaries and another. They are all propagandists of an alien faith, and they are all foreigners, and in both capacities more or less hateful to the natives. Thus the danger has a constant tendency to spread, until the whole foreign race, irrespective of religious creed or nationality, are enveloped in the same undiscriminating hostility. To France, with no material interests at stake in China, this may be a small matter; but to Great Britain and the United States, which together have a trade in the China Seas of some thirty millions sterling annually, and even to the Northern Confederation of Germany, which finds in this commerce a large employment for its shipping, it is worthy of serious consideration whether some collective steps cannot be taken to arrest the evil.

The Ultramontanism which lies at the root of the mischief is the more indefensible on the part of France, since her rulers have strenuously resisted its application within the limits of the French Empire, and firmly maintained the supremacy of the civil power. To force a totally opposite state of things as well as an alien religion on an unwilling nation like the Chinese is an abuse of power which cannot fail to be a cause of disturbance. It is difficult to say whether the pretension of the Romanist missionaries and bishops in China or that of the French Government is the more objectionable to the Chinese rulers. There can be no doubt that the greatest impediment to progress and improved relations in China lies in the determination of the French to control, intervene, and dictate where in reality France has no material interest whatever at stake, or any political ends to serve which might justify such inordinate pretensions. This has done much already to damage the free growth and value of the best graft European civilisation has ever made on China—the foreign inspectorate of Customs. By insisting upon patronage for an equal number of French subjects, although French commerce does not contribute one-twentieth of the Customs dues annually collected, they threaten to destroy its efficiency.

The fear of dictation and imperious claims for equal concessions for the French nation, and, following suit, to other Treaty Powers, makes all such schemes unworkable and abhorrent to the Chinese. The recent massacre is but a consequence of a long course of wrongdoing and aggressive action on the part of the French authorities and missionaries combined. That it would lead to a catastrophe has been predicted and clearly foreseen by many; and during the past two years a succession of minor outrages of a similar character, in different parts of the empire, has given ample warning; yet those most directly interested have been both blind and deaf. In some of these cases British and American missionaries have suffered equally—mobs seldom being discriminative. But in this instance nothing is more significant than the distinction made between the French and all other residents in the place. Other foreigners, missionaries and officials as well as merchants, were in the vicinity, and some actually residing in the Chinese city which was the scene of the riot, and yet none were molested except by mistake, as in the case of three Russians. Surely this ought to be sufficient to convince the most sceptical that certain determinate causes of hostility exist not affecting foreigners generally, but the French exclusively?

The Consuls and their superiors, no doubt, conceive it their duty so to protect the missionaries and their converts as to deter all in authority from the assertion of any injurious rights of jurisdiction, without considering that this is to exterritorialise all Chinese subjects who become, or are induced to profess themselves, Christians. What nation or Government in the world would tamely acquiesce in such an assumption? Even from a religious point of view is it not a mistaken policy? Nothing can be more inimical to religious progress that the association of a creed with political and foreign influence in a country like China. And as regards interference with the internal affairs and administration of the Empire, it is, if possible, a still more grievous mistake for any foreign Power to assert rival claims and interpose for the employment of its subjects in equal numbers with those of any other nationality, with the avowed object of maintaining a balance of influence or power in the councils of China. It is simply to render all recourse to foreign skill or science for the development of China impossible, and indefinitely to retard the employment of those means by which alone Russia and other States have advanced by rapid strides from barbarism to civilisation.

The Rev. Mr. Butcher, British chaplain at Shanghai, also writes to *The Times* that it is no exaggeration to say that since Cawnpore no such deed of blood has been committed. The murder of the Sisters of Mercy is an outrage, not on a nation or a Church, but on humanity itself. The massacre of Tientsin suggests three points as its most important lessons. 1. This event disproves one popular fallacy—viz., that the Chinese are free from superstition. Now, though there is much that is admirable in the writings of Confucius, it is a mistake to believe that his system has been able to preserve the mass of the people from the most abject and ignorant superstition. The people whom many delight to represent as a school of tolerant and placid philosophers are actually proved to be capable of cruelties which bear comparison with those of North American Indians. As an illustration of the fallacy of the popular view, I may say that at the very time when I received the news of the savage murder of nine Sisters of Mercy, a priest, and his converts, I was reading an article in the *Saturday Review*, stating that the Peking Government is "entirely exempt from religious bigotry."

2. This event blows to pieces any fragments of trust in the late Mr. Burlingame and his theories that may yet remain in men's minds. The speeches about the Chinese mandarins desiring to see the "shining cross" on every hill are now felt to have been fabrications made to serve a particular purpose. The truth is the literati hate missionaries; the common people hear them gladly.

3. The tragedy in the north shows us that the Chinese Government is absolutely untrustworthy. His Excellency Chung How knew three or four days before the massacre that an outrage was intended. He took no steps whatever to prevent it; on the contrary, he connived at it. The actual perpetrators of these crimes were the bravos of Tientsin, but it must never be lost sight of that the Sisters were murdered in the presence of disciplined troops, who protected the native shops from pillage, but did not stir a hand to defend the foreigners—*i.e.*, they were present to keep the murderers to their fiendish work and to prevent their digressing into any other more innocent employment. This event has no parallel in the Gordon Riots or any similar disturbances when a Government has been temporarily unable to control a mob.

That the responsibility rests with the officials none can doubt who read the account, which says distinctly:—

"The whole thing was done by the bravos of Tientsin, the fighting men and brothel bullies, the streets being full of troops, who were apparently there simply to keep the rowdies from breaking into the shops. The attack was made by signal, the same as used at fires, and when the murders were completed the retreat was tom-tommed in the same way as at fires, and the crowd dispersed."

It is very important to keep this in mind, as before the assassins could have well washed the blood off their hands, an Englishman in the employ of the Chinese was engaged in writing to a Chinese newspaper an account endeavouring to throw the blame on the French Consul and the Sisters. No money and cunning will be spared to hide the truth.

And now about the future. It is the wish of all fair-minded men interested in the China question that foreigners may not attempt to atone for a culpable remissness by any unreasonable violence. To take blood-money and to procure the judicial slaughter of a number of substitutes while the real criminals escape will do more harm than good. The officials, when their complicity is thoroughly proved, may be called upon to suffer; but the real mode of turning this trial to good will be to make it the plea for insisting on the opening of the country, the laying down of rail-

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ways, and the erection of telegraphs. The troops whom we had seen so ready to protect the people while they were doing evil should be compelled to protect the foreign missionary while he is doing good. This is all that the Roman Catholic Fathers and the Protestant teachers desire.

The *Pall Mall Gazette* says:—If it is true—and all the accounts which have come to hand combine to show that it is true—that the French missionaries gave no provocation to their murderers, it was probably their foreign rather than their religious character which was the real cause of the hostility displayed against them. In that case their cause is really the cause of every foreign resident in the Treaty Ports. The common interests of every European Government demand that the authors of the massacre should be visited with adequate punishment, and especially that a searching inquiry should be instituted into the alleged complicity in it of Chung How and his subordinate officials. We have never advocated an interpretation of the Treaty of Tientsin which should bear hardly on the Chinese, and the insertion in it of an unlimited right to travel in the interior has always appeared to us a very great mistake. But if we are to have any relations with China the lives and property of Europeans peaceably living in the Treaty Ports must be held sacred; and when one European Government is prevented from enforcing its just claims for redress, it is no mere sentiment which points to the conclusion that its cause should be taken up by those other Governments who are only one degree less concerned in seeing justice done. No foreign Power can suffer unjustly in China without every other Power being brought in the end to suffer with it.

MISSIONARIES IN CHINA.

(To the Editor of the *London and China Telegraph.*)

SIR,—We have now received full details of the massacre, and these, instead of mitigating the horrors, increase them.

This is the most serious thing that has happened in China. I think there can be no doubt in the mind of any one that knows anything of how matters move here, that this frightful massacre, if not instigated by the authorities, has at least been connived at by them. It is now an ascertained fact that for days before the outrage took place the authorities knew that it was intended, and being planned. Nay, more, close beside the scene of the slaughter stands the official residence of the most powerful mandarin in Tientsin. Why was the foul deed not prevented? Why were not measures taken for securing the life of unoffending foreigners when the capital is so near, and when there were abundant means for doing so within reach?

Simultaneously with these occurrences there were rumours of similar movements at Nanking, and had not the French authorities despatched a gunboat to that place we would have had a repetition there of these frightful scenes.

There is no doubt that if the late Mr. Gibson had not taken the stand he did in Formosa we should most certainly have had a similar wholesale massacre there. The action of our Government in condemning so faithful, so able, and so conscientious a servant, and its whole insane policy for the last two years, have precipitated matters, and been the cause of emboldening this most treacherous of Governments. That action and that policy cannot by any possibility be construed by a people like this, and a Government like this, to mean anything else than that we are weak and very much afraid of the Emperor and people of China. I need hardly ask anyone as to the danger of putting a deadly instrument like this into the hands of a Government who know full well that every step of progress made here is a standing protest against themselves and their method of administering the affairs of this vast Empire.

It will be said in Britain that this is a missionary matter; but then there is the murder of the French Consul, and of several persons besides who were not missionaries. It is a very remarkable thing that no one here takes that ground, and surely they who have long resided in China may be expected to know something of the country and of the people in their modes of thought and acting.

The pretext for the Tientsin massacre is the old one of kidnapping children, taking out their eyes, &c., and making medicine therewith. In the Formosa case such things as these were inserted by a Chinese magistrate in an official document. These magistrates know as well as you and I that such charges are utterly false, but their policy is not to deny them. In their hands and in those of the literati, a band of greedy office-seekers, such charges are a most ready and effectual means for inflaming and rousing to deeds of atrocity an ignorant and half-civilised mob; and the inference from all this is as plain as daylight. We know it, and have stated it again and again—it is enmity deadly and implacable on the part of these two classes against the hated foreigner. The crime of kidnapping children is one of daily occurrence in every city of China. And even supposing the Roman Catholic missionaries had acted unwisely (and more than this their bitterest enemies would not dare to say against them), still it is impossible for anyone not to believe that the foundation for all this lies very much deeper than anything that appears on the surface.

I see that people at home are most rightly expressing great horror at the atrocities in Greece; and it is said that Earl Clarendon spoke of that matter with great emotion. Now what will he say of the Tientsin massacre? The policy he has been pursuing, and the principles that guide that policy are a grand mistake. By them security is at an end in this country; and unless the policy be reversed our apprehensions for the future cannot be too exaggerated. There is most evidently some movement against foreigners in contemplation, and our only hope now is most vigorous action by both the French and English Governments in connection with this case. Such action will most certainly not be in the line of flattering, and talking fine and empty platitudes to a lying and corrupt Government: but it will place foreign life in security, and will be an inestimable boon to this down-trodden and oppressed people. My intense love for China and my deep interest in its people alone make me write as I do.—Yours truly,

Amoy, July 18, 1870. A TEN YEARS' RESIDENT IN CHINA.

THE JAPAN LOAN.

(To the Editor of the *London and China Telegraph.*)

SIR,—Your impression of September 5 contains, in pages 589 and 601, reference to the Japanese Loan, and comments upon myself of, to say the least, an objectionable character. I have to beg that you will insert this letter in a conspicuous position, and take this opportunity of informing you and all interested in the Japanese Loan that when occasion requires it I am in a position, and shall be able and glad, to furnish a most satisfactory account of my personal conduct in connection with the Japanese Loan and the construction of the railway. In the meantime, permit me to inform you that the material for the construction of forty miles of the railway in question has already been ordered from some of the first firms in the kingdom, and that under the superintendence of George P. White, Esq., the Consulting Engineer of the British Government for India, who has been appointed by me to act in a like capacity for the Japanese Government, everything is progressing in such a way as to secure the interests alike of the Japanese Government and the bondholders.—I am, Sir, your obedient servant,

H. N. LAY.

THE movement to import Chinese house-servants for employment in New York received a set-back when it became known that they would ask $18 to $20 a month, gold, with board and lodging. One of our citizens, much interested in the undertaking, learns upon further correspondence with Koopmanschap and Co., that they will supply new hands, speaking very little English, at $10 to $12, gold, per month. These servants have had no experience in American cookery and housework, but they are the raw material out of which the best Chinese domestics in San Francisco are made; and after a little practice will be equally good. This puts a new face on the matter; and several householders propose to co-operate in the importation of the new hands on Koopmanschap and Co.'s terms. It will be necessary to pay the transportation expenses to New York, from $65 to $100 per man, according to the number sent, payable to Koopmanschap and Co. upon their delivery here.

STAFF COMMANDER ROBERT J. C. GRANT, of H.M.S. *Captain*, the loss of which is reported, served on the China station from March, 1867, until Oct., 1868, on board the *Rodney*, flag ship.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ADAMSON.—On the 8th Sept., at Rushton Park, Mountfield, the wife of W. R. Adamson, Esq., of a daughter.

FFINCH—On the 4th Aug., at Slave Island, Colombo, the wife of H. Maule Ffinch, Esq, Public Works Department, of a daughter.

IRVING—On the 24th July, at Singapore, the wife of Charles John Irving, Esq., Auditor-General of the Straits Settlements, of a son.

PADDAY—On the 25th July, at Penang, the wife of Henry J. D. Padday, Esq., of a son.

PHILLIPS—On the 16th July, at Amoy, China, the wife of G. Phillips, of H.B.M.'s Consular Service, of a son.

WOOD—On the 2nd Sept., at "Lu Shan" House, New Barnet, Herts, the wife of J. L. Wood, Esq., of a son.

MARRIAGES.

PAYN—ERRAUT.—On the 16th July, at Trinity Church, Shanghai, by the Rev. Canon Butcher, M.A., and afterwards at H.B.M. Consulate, Thomas, eldest son of Thomas Payn, Esq., formerly of La Francheville, and now of St. Martin's, Jersey, to Jane, eldest daughter of John Erraut, of Springvale, Grouville, Jersey.

RECKA—BARNICOT.—At Christ Church, Canton, by special licence, by the Ven. Archdeacon Gray, M.A., Frederick Edward Recka, to Ellen, relict of the late William Barnicot, of the Colonial Secretary's Office, Hong Kong.

DEATHS.

DOUGLAS.—On the 9th July, at Alexandra-terrace, Hong Kong, Catherine Harrington, the beloved wife of F. Douglas, Superintendent of Victoria Gaol, aged 36.

GEERE—On the 10th July, at Pagoda Anchorage, Foochow, Mr. George Geere, of London, aged 24.

GILFILLAN—On the 11th July, at the International Hotel, Yokohama, Capt. John Gilfillan, aged 41.

HAMILTON—On the 4th Sept., at Great Malvern, Ellen Mary, the beloved child of Richard F. and Jane Hamilton, of Addiscombe, and late of Foo-chow-Foo, aged six years and nine months.

KELWAY—On the 9th Sept., Susan, wife of Mr. R. C. Kelway, Oriental Hotel, Southampton, in the 62nd year of her age.

MITCHELL—On the 24th June, at Nagasaki, Captain George Mitchell.

THOMPSON—On the 25th July, at Hong Kong, William Andrew Thompson, late master of the British barque *Despatch*, aged 28 years.

TORCKLER—On the 6th July, at the Shanghai General Hospital, Frederick Torckler, of Australia, late commander of the steamer *Illawarra*.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Office or by letter.

Homeward-bound Passengers by the Overland Route will find copies on sale at the Agents in Singapore, Penang, Anjer, Galle, Aden, and Alexandria. Passengers to and from China and Japan by the Pacific Route may procure them at San Francisco and New York. The list of Agents will be found in our advertising columns.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: WEDNESDAY, SEPT. 14, 1870.

THE TIENTSIN MASSACRE.

THE last mail from China teems with descriptions of the awful tragedy at Tientsin, and the measures which should be adopted to prevent the extension of these atrocities to the English and other foreigners in China. We cannot refrain from expressing our opinion that had the policy of our Government been different, the Chinese officials would certainly not have countenanced this dreadful butchery. It is only by a wholesome fear of the consequences that the Chinese can be brought to respect the foreigner. The attempt at glossing over the affair by the despatch of the very man on whom lies all the odium of the massacres, was certainly the most Chinese way of atoning for the offence. Distracted as is the Government at Paris, we can promise CHUNG HOW a warm reception should he venture to come there. One of the first stipulations for redress should have been the hanging of this miscreant and his principal myrmidons, the public degradation of all minor officials, and its publication in the *Peking Gazette*. Most assuredly if this affair is allowed to pass over the lives of Europeans in China will not be safe in any port. We are happy to say that notwithstanding the great pressure on the daily papers throughout the country caused by the war, a full ventilation has been given to the subject. The Bishop of VICTORIA has entered the ranks and pointed out the dangerous policy of our Government for the past two years. The Rev. Mr. BUTCHER writes an admirable letter to *The Times*, which strangely enough appeared immediately after that of "ALPHA," which we print in another column, and which, we need hardly say, has not been well received. The letter signed "Z." in our columns also takes up the old question of our rights in the interior under the French Treaty, which are undeniable *when demanded;* but, unfortunately, the English Government has not demanded these privileges from the Chinese Government, and this seems to be overlooked by most writers on the subject. Now, we do not advocate the occupation of Taku or the bombardment of Tientsin for outrages committed by the Chinese, but we most distinctly want the governing classes to feel that they cannot break their engagements with us with impunity, and it is the duty of our Government, either with or without the "inevitable gunboat," to insist on the due performance of our Treaty rights. A military occupation of any port in China is fraught with so many inconveniences, and is so impracticable, owing to the climate and other conditions, that it is unnecessary to discuss the subject. We do think, however, that our fleet, especially of small craft, should be always in an efficient state, and that the expense involved should be defrayed by the Chinese Government. The telegrams on the subject, dated from Hong Kong and Shanghai, say :—"The "negotiations with the Chinese authorities in connection "with the Tientsin tragedy remain in the same condition, "failing instructions from Europe. A feeling of insecurity "prevails at all the Treaty Ports, which is increased by this "inaction. The presence of the British and French Ministers and the two Admirals at Tientsin has quickened "TSENG-KWO-FAN, the Governor of the province, in his "inquiry regarding the complicity of the Tientsin mandarins "in the massacre." The latest one is from Tientsin, Aug. 27, and states that the Chinese were massing troops, and that missionaries had been assaulted. Our friends in China must not be misled by the following paragraph which appeared in the *Standard*, as there is no truth in the statement :—"It is "reported, in quarters exceedingly well informed, that England "will, in conjunction with France, as soon as a stable Go-"vernment is formed across the Channel, declare war with "China to obtain that satisfaction for the Tientsin massacre "which appears to have been refused, and to secure material "guarantees against a repetition of such an outrage."

In our mail news from Shanghai we print the particulars of the diabolical atrocities committed on the Sisters. Our readers must not forget that one of these Sisters was a British subject. Under other circumstances, and, as a rule, we should decline to print such details, but it is necessary in this case to disregard ordinary rules. It is most essential that the truth should be published, and we do so, trusting that the authors of this foul butchery will be visited with such retribution as will render it unlikely that such a duty will again fall to us. To say that this demoniacal massacre makes all ordinary men shudder to the quick is indeed a mild description; and yet we find that Mr. MEADOWS—an Englishman, at the time, moreover, acting as the Consul of the United States—comes forward to defend these fiends, and declares it was the fault of the unfortunate victims! It is to be hoped that the Government of the United States will mark their sense of such an atrocious outrage on humanity, by at once discharging him from the post. Happily it is not often we have to record such cold-blooded conduct on the part of Englishmen. This man, it seems, holds an appointment in the Chinese Arsenal under CHUNG HOW, and instead of using his influence with him to save the victims, actually defends the Chinese. Such a man not only deserves the execrations of all his fellow-countrymen, but banishment from China, and the British Government will, we trust, order his expulsion forthwith. Let such a specimen of an Englishman be ostracised. It has been a matter of surprise that the English and other foreign residents made no sort of attempt to divert the attention of the mob by an attack in defence of the victims, however futile. It certainly intensifies our distress that the miscreants were allowed to work out their fiendish will uninterrupted. Any diversion, however small, *might* have saved them, but this was impossible. To those acquainted with the locality it is not a matter of surprise, as the French were located inside the Chinese city, while the English and other foreigners are on the river side at a considerable distance. Had the French been in the precincts of the foreign settlement undoubtedly some sort of a stand would have been made in their defence, even at the risk of being all sacrificed. Mr. MORGAN, the Consul at Tientsin, is now in this country on leave, and will be able to furnish our Government with all local information. In this horrible tragedy we make another unpleasant discovery, and that is that the Northern men can be as cruel and bloodthirsty as the Cantonese. This is opposed to our experience hitherto.

INFORMATION has been received at the Board of Trade that the export duties on sugar from Siam have been reduced. The duties hitherto imposed have been two salungs (equal in English money to 1s. 3d.) per picul of 133 lbs. for white, and one salung (equal to 7½d.) per picul for red or brown qualities, but they are now to be only half these rates. To the despatch received from Her MAJESTY'S Consul-General in Siam by the Secretary of State for Foreign Affairs, it is added that the Siamese Government reserve to themselves the right of reverting to the old duties after the expiration of five years, if they should think proper.

EVEN in these times of war excitement, the late gallant little exploit of the Sarawak Government (reported in the *London and China Telegraph*) should not be allowed to pass without its meed of appreciation. The British Government can claim no credit on this account, they having declined all the responsibilities of the late Sir JAMES BROOKE, who obtained the settlement from the native rulers. Our mercantile marine is indebted solely to the Sarawak Government for the protection which it at present receives, and which has sensibly diminished the number and violence of piratical attacks in the Eastern Archipelago.

WE have received a letter from Mr. H. N. LAY, which will be found in another column, by which it will be seen that a portion of the plant for the proposed railways in Japan is now in course of construction, under the superintendence of Mr. G. P. WHITE, Consulting Engineer to the Government of India.

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THE *William Cory* has been despatched by the Telegraph Construction Company with the remaining portion of the cable for the section to connect the Straits with Madras. It is expected that the laying of this cable will be completed before the end of the year. The cable to be laid up the China Sea from Singapore to Hong Kong is now in course of construction, and will be laid during next year. The line from Hong Kong to Shanghai will be laid in a few months, the whole of the material having been despatched by the Great Northern Company.

IT has been decided by the French postal authorities to avoid Paris for the present in the transmission of the mails to and from Marseilles, and to adopt the route by Rouen and Tours. This will cause a delay of about twenty-four hours. The mails will, however, leave London, as usual, on Fridays, and the steamers will leave Marseilles on Monday, instead of Sunday.

MR. MCLEAVY BROWN, with the Chinese Commissioners, have left for China.

Foreign Intelligence.

—o—

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Sept. 6.

Last Saturday we here—and the world in general—were electrified by the telegram announcing that the Emperor Napoleon had surrendered his person to the King of Prussia and MacMahon and his whole army had been made prisoners of war at Sedan, and great was the joyful gratitude and enthusiasm with which it was received. The city immediately wore a festive appearance, the shops being shut up and bunting displayed on almost every house, whilst the inhabitants flocked to the Exchange, the coffee-houses, and other places of public resort to discuss and gossip over the important intelligence. Such a wonderful thing as a whole army of nearly 100,000 men, the flower of the French forces, perfectly trained, and most of them with practical experience of war, laying down their arms and being made prisoners, has never occurred in the whole history of civilised warfare, the only event approaching to it being the capitulation of Ulm on the Danube in the time of the First Napoleon, when General Mack surrendered with twenty thousand men. In the evening the illuminations were general, and the streets and promenades crowded by the inhabitants not only of Hamburg Proper, but from Altona and other places, who flocked in by thousands, and helped to swell the dense masses of human beings who almost blocked up the streets and made it extremely difficult for the police to enforce their "Move on." A large band of singers, belonging to several of the vocal clubs, turned out with banners and torches, and sang patriotic songs under the windows of the General in command of the garrison, the Prussian Ambassador, the Burgomaster of Hamburg, and other popular notabilities. Altogether, it was a very lively and amusing scene. The chief point of attraction was, of course, the Exchange, which was not only brilliantly illuminated with jets of gas, and almost hid by the numerous flags displayed from every window, but exhibited a bust of the King of Prussia crowned with a wreath of fresh laurel leaves, and surrounded by Prussian and other German flags, very tastefully draped together and ornamented with garlands of leaves thickly interspersed with the flowers of the season. The telegrams as they arrived were immediately read out to the assembled crowd, and then three cheers were given for the King and his gallant army, many voices anticipating the future were even heard to cheer for the "Emperor of Germany and *Prince* Bismark."

Though the war has been conducted with the most consummate strategical talent, and hitherto with such brilliant success, it is painful to contemplate the reverse of the picture, as so many thousands of families all over Germany have been plunged into mourning and distress by the deaths of sons, husbands, and brothers,—many even into abject penury by the loss of their bread-winners. Hamburg has also not escaped, and every day the columns of the local press contain many advertisements of such deaths, most of them the consequence of the great battles near Metz on the 14th, 16th, and 18th of August. Among these I may mention the son of Herr Camille Vidal (of the firm of Ross, Vidal, and Co.), a son of Herr Donna, of Altona, and a fine promising lad, the eldest son of Mr. Annesley, H.B.M. Consul here, ensign in the 2nd Regiment of Foot Guards at Berlin. A very affecting scene occurred here on 'Change a few days ago: a merchant from Berlin received a telegram, which caused him to break out in loud lamentation, "My poor boys, my poor wife!" The message announced that his two sons were killed, and that his wife had in consequence gone mad!

With reference to the notice lately published in *Lloyd's List* that claims for compensation for German vessels captured by the French must be sent in within a month, I may state that hitherto no official confirmation or contradiction has as yet been published in Germany.

A foolish telegram has been published in a Danish organ in Schleswig—the *Flensburger Norddeutsche Zeitung*, stating that the German corvette *Hertha* had been captured by the French ships of war "off Alexandria." Almost on the same day letters were received at Kiel from officers of the *Medusa*, dated Yokohama, June 24, mentioning the consolatory fact that the *Hertha* was then lying at anchor alongside.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Sept. 7.

The day upon which the sitting of the States General will be closed and a new one opened approaches, and this will give new life to our home politics, in which the greatest dulness still prevails, the whole attention of the public being fixed upon the war. The First Chamber will, as I told you in my last, deal with the Bill to abolish capital punishment, and our Lords seem to be preparing for a warm party fight. The Section Report is not at all so favourable as we thought it would be, but, nevertheless, there is no question but that the Bill will be outvoted. There are signs that the colonial policy will again attract a good deal of attention in Parliament. You know that the Royal decree has yet to be issued by which the Agrarian Bill comes into force. This law, as you will remember, fixes only the principal stipulations, and leaves a good deal to the executive power. The Liberal party has much complained thereabout, and its co-operation was only secured because it was thought that the Minister of the Colonial Department would be liberal in applying the law, so that it should become what the Liberals wished. News from India, however, is not very satisfactory on this point. Rumours circulate that a draft of a Royal decree, prescribing stipulations about the introduction of the Bill, has been addressed to the Council of State, and that this draft has a strong Conservative character. If this rumour agrees with the truth, then Mr. de Waal has deceived the Liberal party. I need not add that if this should be the case war will be declared, and the colonial question will become once more the topic of Parliamentary debate, for the Liberal party will not rest until the whole Cabinet is over thrown. Rumours are again in circulation that Mr. Roest will resign.

The affairs of the *Oost Indische Compagnie van Administratie en Lyfrente* become every day more and more a topic of conversation. Mr. L. Wandrichem van Vliet has published his plan to reconstruct the company and to save the money of the parties interested. Mr. van Vliet wishes to prevent the failure of the company, because in that case the whole capital of the shareholders would be lost, while the creditors would only obtain 64 per cent. He suggests that operations should be continued, and he thinks that if his plan is adopted the money of all the parties will be saved. The figures advanced by Mr. van Vliet, however, are very problematical, and I am of opinion that he has put them upon paper without knowing the true state of the company. His project deserves the less confidence because he offers himself as administrator to reconstruct the company at Java. Much more impartial is a pamphlet of Mr. C. Costens, a concurrent creditor. He sketches the whole history of the company, and give reasons and facts to show that nothing is better than for the failure to be declared, which is the only way to secure the interests of the creditors. I recommend both these reports to the attention of your readers, especially the last-named pamphlet, which will give some very strong facts about the management of this company. The greatest uncertainty still prevails as to whether the Court will agree with the demand for *surseéance*, or that the failure will be declared.

The company for the welfare of the Javanese has published a very desponding circular. It states that the number of members has decreased by 300 this year. There is little sympathy for the League, and at this we cannot wonder when we remark the very strange behaviour of the managers of late.

Her Majesty's has conferred the order of the Netherlands Lion upon Messrs. J. de Wal Hzn, and H. W. du Perron, both vice-presidents of the High Court of Netherlands India; also upon J. J. Meyer, assistant resident of Amoenthay (Borneo); G. L. Dorrepaal, at Samarang; and F. Alting Mees, at Batavia, president of the Java Bank.

The Netherlands Bank has reduced its rate of discount to 5½ per cent.

PRODUCE MARKETS.

COFFEE.—Since the Trading Company's auction there has been a rather lively demand, the communication with Germany being re-established. Holders, however, decline to operate without an advance of 1c. to 1½c. upon the last auction's prices. The transactions thus include only 2,386 b. Java, ex Anna Storey, 4,200 b. Java, ex Lanercost, India Packet, Allahabad, and Dahlkarlsa, and 1,500 b. Java, ex Lanercost.

RAW SUGAR.—The Trading Company announce that on the 20th inst. 60,400 mats Java will be offered for sale. The market looks very healthy, and there is, especially for white sorts, a good demand. About 3,000 mats Java, of this quality, have been sold at prices kept secret, but which are said to be very high. Some floating lots have found buyers at f.1 above July value. The unsold stock of raw sugar in bond was, on the 1st inst., 76,508 mats; stock on warrants, 41,660 mats; private stock, 7,995 mats.

RICE.—Meets with more demand now it becomes more probable every day that the crop of potatoes will partly fail. Particulars of transactions have not transpired.

SPICES.—Inactive; only 29 cases Cloves, ex G. H. Betz, have found buyers.

TEA.—The market is very dull; 460/4 chests China Congou, ex Riding Hood, bought in at auction on the 27th July, were sold at 80c. to 81c.

JAVA TOBACCO.—Notwithstanding the political situation, prices for tobacco are very firm. Amongst the transactions I note:—363 b. Java, K P S, ex Madura, at 80c.; 619 b. Java, A J/Walter; 189 b. Java, Kawie L, ex Golden City.

ARRACK.—The following parcels have changed hands:—75 casks Batavia, ex Jannetje; 50 casks do., ex Courser.

TIN.—Dull. Banca is nominally quoted f.75; Billiton, f.72½. Stock (unsold) of Banca, August, 113,793 slabs; floating, 20,900 slabs. Unsold stock of Billiton, 1,698 slabs.

PASSENGERS OUTWARD.—Per Elisabeth Marie, for Java: Mr. Stokhuyzen and family, Mr. de Ruyter and family, Mr. Klaar and family, Mr. Feescher and family, Mr. Ebeling, Mr. Lemans and family, Mr. Schopf.

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ARTICLES OF IMPORT.

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TEA.

There has been rather more firmness in the market, and prices have been steadily maintained, the only exception being in the low qualities of black-leaf, which have experienced a decline. The more moderate export from China has given confidence to holders of new season's black-leaf kinds, and the recent sales show a slight improvement in prices. The Statesman, with the first supplies of Kaisow kinds, has arrived, and her samples have been placed on the market, but at present but little business has resulted; the quality is generally considered inferior. The Stock in the United Kingdom on the 31st ult. was estimated at 74,800,000 lbs., against 69,278,000 lbs.; the quantity afloat at 27,500,000 lbs., against 35,987,000 lbs. last year.

Red-leaf Congous: Siftings and broken-leaf kinds have been rather more inquired for at previous prices. Fair to good common remain steady. Fair kinds of Kaisow, from 1s. 1d. to 1s. 3d., have been in better request. Good to fine Kaisows, of new season, have been sold in limited quantity from 1s. 6d. to 2s., a very few finest from 2s. 1d. to 2s. 6d. per lb. Pak Lins: We hear of no sales at present. Black-leaf kinds: The low qualities have sold at public sale at ½d. to 1d. per lb. reduction. Fair to good common remain firmly quoted, with a moderate demand. There have been a few sales made from 1s. 0½d. to 1s. 3d. for fair quality. In new season's there has been a better demand, and prices for good kinds, ranging from 1s. 7d. to 1s. 10d. per lb., show an improvement of ½d. to 1d. per lb. from the lowest point. In finest sales to some extent have been made from 2s. 4d. to 2s. 8d. per lb. for export. Amoy kinds have been without inquiry. In new-make Canton kinds there has not been much done at public sale; a parcel sold rather lower. Oolongs: In old season's there has been but little done; new have been sold from 1s. 9d. to 2s. per lb. Souchongs: There have been a few parcels of new offering, but at present we hear of no sales. Scented Teas: Canton Capers, of recent arrival, have sold at full prices. Orange Pekoes: Old season Canton kinds have been saleable only at low prices. Foochow kinds: Fair to good of old season continued much depressed; new have been sold from 2s. 2d. to 2s. 4d. per lb. for good to fine quality. In Uncoloured Japans common kinds remain heavy of sale at 10½d. to 11d. per lb.; good to fine are in moderate demand. Green Teas: There have been some arrivals of new season's Ping Suey, one invoice of which was sold at public auction, realising full prices; privately the prices obtained were not quite so high; the finer kinds sold comparatively well, the medium kinds going at irregular prices. In Canton Gunpowders there has been but little done.

Messrs. Shepard, Harrison, and Rehden's Circular contains the following:—We are enabled to report a firm market during the past fortnight, the supplies to hand being moderate, and importers have not forced sales; prices have advanced a further ½d. to 1d. per lb. for fine and finest Congou. The Ajax brought a choice selection of Ningchows, a few parcels of which have been taken by shippers at 2s. 4d. to 2s. 7½d. per lb. The steamer Statesman, with the first cargo of new season's red-leaf Congou, arrived on the 4th inst., followed next day by the Achilles; both vessels have made rapid passages of 55 and 54 days respectively. The crop generally is disappointing; Teas possess fair strength, but are by no means of fine quality. Latest advices from China, to 18th ult., state business is virtually suspended in consequence of the war news; shipments, 47,000,000 lbs., against 63,000,000 lbs. last year at same date. The export trade has been quiet, as purchases for Canada have entirely ceased, and to the Continent buying has been confined to finest Congou. Deliveries show satisfactory development, and stand thus:—

	1870.	1869.
Home consumption for London from 1st Jan. to 31st Aug. ...	53,592,000	51,533,000
Export do. do.	19,700,000	23,843,000
Sent coastwise do.	28,900,000	24,051,000
Total,	102,192,000	99,427,000

Messrs. Kinnear, Hawes, and Co. say:—The samples ex S.S. Craigforth and United Service are being placed on the market; these Teas are mostly of a medium to good medium quality. No business of great extent has taken place in them, but former quotations have been fully sustained. In some cases, where the character of the Teas bore a similarity to Kaisow Teas in flavour, an increased price has been obtainable. Such Teas have been taken as substitutes for U.S. Kaisows; which, judged by the cargoes ex Statesman, and the Tea parcels we have seen ex Achilles, must be pronounced as of very unsatisfactory quality, both in appearance and flavour.

BLACK.—Of the grades below common, the limited business transacted has been mostly ex-public sale, at the low quotations advised in ours of 24th ult.; inferior to good flavoury Kaisow kinds have sold at 10d. to 1s. per lb.; in other grades of old season's supplies are exhausted. The new season's were offered yesterday; a few sales have been made in medium to fine Kaisow at 1s. 6d. to 2s. 1d., and finest up to 2s 4d. per lb.; Pakling, in boxes, at 1s. 10d. to 1s. 11d. per lb. Tayshan Leaf: The Clymene, from Canton and Macao, brought supplies of low grades, but it has been impracticable to effect sales by private contract, dealers being already well stocked. Black leaf: In old season's there is nothing of interest to report; the new, ex-Ajax, has sold at 1s. 5½d. to 1s. 6½d. for flavoury mixed Ooanfa kinds and Oonams, the quality of which has not been equal to the earlier imports; 1s. 9d. to 2s. per lb. for full Pekoe-flavoured Oopacks and Ooanfa, and 1s. 9½d. to 2s. 7½d for fine to extra fine Monings and Ning Chows. Souchong and Oolong: A few new seasons have been offered, and sales have been made in Oolong at 2s. 2d. per lb. for finest. Scented Teas: Canton kinds, no change. New Foo Chow Pekoes, which are strong scented and of superior quality, have sold freely at 2s. 2d. to 2s. 4½d. per lb., and Capers at 2s. 2d. to 2s. 8d. per lb.

GREEN.—*An invoice* of new Ping Suey, ex Ajax, was offered at public sale without reserve on the 2nd inst., and realised satisfactory rates, 3s. 7d. for No. 1 Gunpowder, 2s. 8d. for No. 1 Imperial, and 2s. 6d per lb. for No. 1 Young Hyson, other grades in proportion; invoices have also been offered by private contract, but prices paid are lower, as the chops are inferior. The quality of the teas we make barely so good in leaf as in previous years, but superior in the cup, being quite after the Moyune character. Japan leaf: The demand has subsided.

SILK.

The following is from Messrs. Kilburn, Kershaw, and Co.'s Circular:—There has been a steady inquiry for China Silk, and within the last day or two an improved demand, the consequence of which has been to cause a recovery of from 1s. to 2s. from the lowest point in August; business has been limited, owing to the very strong view importers take of the market, and their firmness for higher rates; the quotations of the day, at which there are buyers, are 25s. 6d. for Red Peacock, 26s. to 26s. 6d. for Silk a shade better in quality, and 28s. 6d. to 29s. 6d. for best chop 3rds; 24s. 6d. to 25s. 6d. for best No. 1 Kahing Taysaams, and 20s. to 23s. for common to medium; the market is now very firm at these rates. Japan and Bengal Silks have also shared somewhat in the improvement, and are fully 1s. to 1s. 6d. better than a month ago for the best qualities. Canton Silk is overweighted, owing to the enormous stocks and continued arrivals, and it makes but a poor show in the business doing; still some few parcels have of late changed hands at 20s. to 21s. 6d. for good to best Loong Kong, and 19s. to 20s. for fair to good Tsatlee reel. It is pretty evident that in the event of an early termination of the war between France and Germany there would be an immediate general inquiry for Silk, and a rebound in the prices of all classes for the moment, but whether rates higher than those at present ruling could be maintained for any length of time seems to us very doubtful. Deliveries are wonderfully good, considering the cessation of all shipments to the Continent, and prove that the mills in neutral countries are fully employed. Deliveries from 1st to 7th inst. were: 576 China, 94 Canton, 171 Japan, and 60 Bengal; total, 901 bales.

COFFEE.

The offers of Ceylon at the public sales have been extensive, and there being a rather inactive demand, except for coloury qualities, common and medium kinds have only been saleable at a decline upon our last quoted prices. The latest rates paid have been:—Plantation, triage and ordinary, 40s. to 54s.; small grey, 54s. to 56s.; low middling to middling ditto, 58s. to 60s. 6d.; bold, 64s. 6d. to 67s.; small coloury, 57s. to 63s.; middling to good middling coloury, 61s. to 70s.; good bold, 71s. to 77s.; peaberry, 72s. 6d. to 79s. Native, small, 40s. 6d.; good ordinary, 47s.; good to fine bold, 50s. to 52s.; peaberry, 50s. 6d. In other East India no business has been done.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation 298,108 cwt., against 208,707 cwt. at the corresponding date of 1869; Native, 17,152 cwt., against 38,276 cwt. The quantity afloat for the Continent is 10,615 cwt. Plantation, against 8,252 cwt., and 17,540 cwt. Native, against 19,290 cwt. The quantity of Coffee landed in the thirty-five weeks ended Sept. 3, 1870, was, of Ceylon, 24,890 tons, against 25,220 tons during the corresponding period of 1869; of all descriptions, 42,518 tons, against 47,423 tons. The quantity entered for home consumption was, of Ceylon, 7,109 tons, against 7,581 tons; of all descriptions, 12,570 tons, against 12,725 tons. The quantity exported was, of Ceylon, 18,915 tons, against 17,763 tons; of all descriptions, 30,118 tons, against 30,821 tons. The stock on Sept. 3 was, of Ceylon, 12,730 tons, against 11,921 tons; of all descriptions, 24,049 tons, against 23,107 tons. The landings for the week are heavy, and are 2,280 tons larger than last year; the deliveries show an important increase, compared to several weeks past, but are still 260 tons under last year's; these movements have caused a surplus in the stock of 900 tons. Stock, Aug. 27, 22,788 tons, against 24,382 tons; Sept. 3, 24,049 tons, against 23,107 tons.

SUGAR.

The demand has again been very inactive; there have been no public sales of East India, and the only private transactions reported consist of the sale of 50 tons unclayed Taal Manila at 17s. 6d. per cwt., and 100 bags Penang at 23s.

The deliveries for the week include fully 3,000 tons of British West India and 700 tons Manila and Java, and are 200 tons larger than at the same time last year, but the landings being 4,000 tons in excess the surplus in the stock is increased to 22,400 tons. Stock, Aug. 27, 102,937 tons, against 84,338 tons; Sept. 3, 103,117 tons, against 80,782 tons. The quantity of Sugar landed in the thirty-five weeks ended Sept. 3, 1870, was—of Penang, 2,277 tons, against 2,101 tons in the corresponding period of 1869; of Manila, Java, and China, 15,069 tons, against 23,199 tons; the quantity entered for home consumption was, of Penang, 1,589 tons, against 1,800 tons; of Manila, Java, and China, 17,737 tons, against 12,074 tons. The quantity exported was, of Penang, 95 tons, against 83 tons; of Manila, Java, and China, 1,877 tons, against 1,035 tons. The stock on Sept. 3 was, of Penang, 2,923 tons, against 547 tons; of Manila, Java, and China, 31,245 tons, against 38,654 tons.

COCOA-NUT OIL.—The enquiry has shown more activity, and prices have advanced; Ceylon in pipes sells at £37 15s. to £38, and in hogsheads at £38 10s. per ton. The quantity of Ceylon afloat is estimated at 23,327 cwt., against 19,402 cwt. in 1869, and 17,272 cwt. in 1868.

COIR GOODS.—At the last sales moderate quantities of Yarn brought to auction were nearly all disposed of, medium to good qualities again sold with competition at firm rates, whilst common remained neglected; 43 tons Ceylon Yarn sold, low, £18 to 18 10s.; good common to medium, £21 to £22 15s.; fair, £25 to £26 5s.; very fine, £49.

CAMPHOR.—No offers have been made at public sale, and privately the business is limited at low rates; a further decline is anticipated, the parcels afloat from China and Japan being estimated to amount to the enormous quantity of 18,000 packages.

CARDAMOMS.—At Auction 20 bags ordinary mouldy Ceylon were offered and bought in at 2s. 7d.

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CUTCH.—There is a steady business doing at firm prices; in auction 522 boxes fine Pegu fish mark were chiefly sold, sound at 20s. 6d., sea-damaged first class at 19s. 6d., second class at 19s.

ESSENTIAL OILS.—Anniseed has sold at 7s. 9d. in retail. Cassia firm, further business privately at 4s. 2d. per lb. Nutmeg: arrival. Lemon Grass dull.

GAMBIER.—There have been no public sales; by private contract 1,000 bags fine cubes have realised 21s. per cwt.

GUMS.—Copal: an offer of 50 boxes good Manila was taken off at 42s. to 43s. Damar: 15 cases small Batavian have been sold at 53s. to 55s.

HEMP.—The market continues dull, and there have been no public sales; private transactions, amounting to about 200 bales, are reported at £50 for common brown, and £55 for good fair roping.

HIDES.—At the last sales, although the demand for East India Hides was far from active, the greater part found buyers at about former prices. 17,097 Dry Singapore and Penang Ox and Cow Hides offered, 5,483 sold—light, 6¾d. to 7d.; heavy, 5¾d. to 6d.; extra heavy, 6d.; small and Calf, 5¼d. to 7¼d.; thirds, 5d.; fourths, 3¾d. to 4d. per lb. 755 Ceylon Hides offered and sold—light, 4¾d.; heavy, 4¼d.; fourths, 3¼d.; Buffalo, 4d. per lb, 1,425 Singapore and Penang Buffalo Hides offered and sold—best heavy, 4¼d. to 5¼d.; seconds, 4¼d.; light, 6¾d. per lb.

PEPPER.—Black: The activity continues, and a further slight advance in Penang is reported; at auction 2,650 bags Singapore have been sold at 5d. full prompt, and a small quantity of Penang at the same price. Afloat 2,000 bags Penang, June sailing, have been sold at 4¾d. to 4 13-16d., including first-class sea-damaged. Privately 200 bags Singapore have been sold at 5d., and for arrival 500 bags Penang at 4 13-16d., including first-class sea-damaged. White: No business is reported.

PLUMBAGO.—Ceylon continues extremely dull, and no sales have taken place, an offer of 538 barrels being all bought in, fair to fine lump, at 17s. to 25s.; dust, at 7s. to 10s.

RICE.—An extremely quiet tone prevails in the market, and on the spot not a single transaction has occurred; but the floating cargo per Lucknow, consisting of 925 tons Necransie Arracan, April sailing, has been sold at 9s. 3d. for the Continent, and that per Norge 770 tons Necransie at 9s. 3d. Continental terms. Landed last week, 3,000 tons; delivered (exclusive of the quantity ex ship), 4,579 tons; stock, 35,912 tons, against 46,515 tons at this time last year.

RATTANS.—An offer of 2,723 bundles Penang was bought in at 3s. 4d. per hundred canes.

SPICES.—Cinnamon: Of 53 bales Ceylon 12 bales good seconds sold at 2s. 8d., the remainder withdrawn. Chips: 184 bags Ceylon 83 bags sold, coarse bark 1½d. to 1⅝d., thin dark 2d. Nutmegs: 14 cases Penang of old import sold, 71 nuts to the lb. at 3s. 1d. 80's. at 2s. 7d. Mace: 1 case Penang salvage, ex-Benvenue, sold at 2s. 3d.

STICKLAC.—An offer of 647 boxes good free Siam at public sale was bought in at 55s. per cwt.; private business is reported on corresponding terms.

SOY.—No business doing.

SAPANWOOD.—Without transactions; 2 tons Java at public sale were withdrawn, 16 tons damaged Siam bought in at £9, and 28 tons Ceylon at £10 10s.

TAPIOCA.—The market continues very dull; no business to report.

TIN.—The transactions in Straits are only for immediate wants. The Dutch Trading Company have announced their half-yearly sale of Banca for the 7th October; 80,000 slabs to be offered, without reserving to themselves the power to increase the quantity. The price is steady here; Banca, £127; Straits, £125 to £126.

NEW YORK MARKET REPORT.

TEA.

The trade and dealers are buying rather sparingly, and rarely beyond their immediate requirements, the reduction of 10 cents per lb., gold, in the duty January 1 next inducing caution on their part. It is thought, however, that with the reduction of duty will come a lower range of values, and that an increase of consumption may reasonably be expected. A portion of this decline has already taken place, and no further variation of importance is looked for. The provision in the last Tariff Act, by which goods can be held in bond in the interior, is calculated to exert a healthy influence upon trade, as invoices may now be placed at leading points in the country and disposed of as the consumptive demand may require. Samples of new crop Pingsuey Green have been received by rail, and the Aspinwall steamer, with her cargo of new Green Japan, &c., is expected. There have been a few transactions in the new Teas on private terms, including a sale of 2,050 boxes Pingsuey Greens. Of old teas the sales have been 600 half-chests per Harlaw, 500 per Etha Rickmers, 1,300 per Elizabeth Nicholson, 560 per Surprise, 350 per Banian, 700 Souchong, 2,800 Oolong, 500 Japan, and 400 Green by other recent arrivals. At a small peremptory sale by auction low prices were accepted; 459 half-chests Uncoloured Japan sold at 78c. to 80c., 4 mos., currency, and 147 do. Oolong, 59½c. to 61c., cash.

The following are the current quotations:—Greens (Moyune, Twankl and Fychow): Gunpowder, common to good, 55c. to 95c.; fine to finest, 70c. to 115c.; Imperial, common to good, 48c. to 90c.; fine to finest, 55c. to 100c.; Young Hyson, common to good, 40c. to 80c.; fine to finest, 43c. to 105c.; Hyson, common to good, 47c. to 75c.; fine to finest, 52c. to 85c.; Hyson Skin, 35c. to 45c.; Foochow Oolongs, common and good, 48c. to 54c.; superior and fine, 56c. to 65c.; finest, 70c. to 90c.; Amoy Oolongs, common and good, 47c. to 54c.; superior and fine, 55c. to 65c.; finest, 67c. to 70c.; Souchong and Congou, common and good, 40c. to 50c.; superior and fine, 54c. to 63c.; finest, 65c. to 85c.; Japans, common, 55c. to 58c.; medium, 62c. to 63c.; fine and finest, 68c. to 75c.; choice, 80c. to 85c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to Aug. 24, 1870, were as follows:—Greens, 18,035,216 lbs.; Japans, 8,580,709 lbs.; Souchongs, 2,655,202 lbs.; Oolongs, 8,469,633 lbs.; other sorts, 154,464 lbs.; total, 37,895,224 lbs. The stock on Jan. 1 was 9,866,167 lbs.; which, added to the above total, gives a result of 47,761,391 lbs. Subtracting from this total the exports from Jan. 1 to Aug. 24, 3,602,066 lbs., and the withdrawals for home consumption during that period, 25,812,866 lbs., there remains a total of 18,346,459 lbs., representing the stock on the last-named date. The receipts from Aug. 10 to Aug 24 amounted to 883,075 lbs.; the withdrawals for home consumption to 1,268,192 lbs.; and the exports to 154,219 lbs.

SILK.

The following is from Messrs. O'Donoghue and Howell's report, dated 20th August:—In our Circular of the 20th ult. we reported an almost complete stagnation of our market, consequent upon the receipt of the European war news; since then, the great excitement having in some degree abated, business has shown symptoms of activity, but the situation is still one of too great uncertainty to warrant us in expecting to hear of any large transactions for some time. Buyers move with extreme caution, purchasing sufficient to replenish depleted stocks, but declining to negotiate for much beyond their immediate requirements. Usual reel Tsatlees and Taysaams are in small supply, and the higher grades are wanted. Re-reeled Tsatlees and Haincens: These favourite classes of silk have been quite active for the past two weeks; the stock is now very small. Japans have received some attention, especially Atchezan. Cantons are quiet.

Prices current for China and Japan Silks: Tsatlees, No. 2, $10.25 to 10.50; No. 3, $10.1-8; Nos. 4 and 5, $9 to 9.25. Taysaam, Nos. 2 and 3, $8.25 to 8.3-8; Nos. 4 and 5, $7.3-8 to 7.50; Canton, re-reeled, good, $7.1-8 to 7.25; fair, $6.3-4 to 6.7-8; medium, $6.5-8; Tsatlee, re-reeled, good, $10.25; fair and medium, $9.75 to 10. Haineen, do. good, $10; fair, $9.5-8 to 9.75. Canton, re-reeled, extra fine, $8.50. Japans: Maibash, nominal. Koshio, good and fair medium, $8.50. Atchezan, good, $8.75; fair, $8.5 8. Tamba, $8.50. Ida, good, $10. Sodai, good and fair to medium, $9.75. Imports: For the past month, 124 packages, value $77,286; corresponding period last year, 331 packages, value $156,881. Total Imports: Since the 1st of January to the 31st of July, 2,715 packages, value, $1,311,937; corresponding period last year, 3,579 packages, value, $1,732,601.

COFFEE.—The market generally has become dull, the supply being full, and inquiry limited. The current quotations are:—Java, 19½c. to 22c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. gold. The only business done in East India is comprised in the sale of about 5,000 mats Java, in small lots, at the current rates. The arrival is reported at Boston of the Cyclone, with 17,441 mats Java, no part of which has been sold afloat; this cargo being thrown upon the market will probably lead to further depression. The stock of Manila on the 1st Aug. was estimated at 1,700 bags, against 6,769 bags on Aug. 1, 1869; of Java (Government), at 850 bags, against 1,995 bags; of Java mats, 49,362, against 66,691 bags; of Ceylon, 250 bags, against 1,884 bags; of Singapore, 5,171 bags, against *nil*.

CAMPHOR.—China is quoted 16c. to 18c. gold (in bond).

CORDAGE.—The market for Manila continues dull; the ruling rates are 21½c. to 22½c., with a downward tendency.

ESSENTIAL OILS.—Aniseed is quoted $1.95 to 2; Cassia, $1.5 to 1.67½ gold.

FIRE CRACKERS.—There is no demand, and prices are nominal.

GAMBIER.—The current quotation is 3¾c. gold (duty paid).

HEMP.—Manila still maintains the nominal quotation previously ruling, 12¾c. to 13c. gold, but lower prices would be accepted were there any demand; the only sale reported is of 690 bales upon private terms. The stock of Manila on the 1st August was estimated at 16,934 bales, against 3,600 bales at the corresponding date of 1869, and 26,680 bales in 1868. The imports into the United States from the 1st January to the 31st July, 1870, were 88,358 bales, against 61,235 bales during the corresponding period of last year, and the quantity afloat on the 31st July was 33,045 bales, against 60,952 bales at the same date last year.

INDIGO.—There is still a steady demand for Manila, and sales have been effected amounting to about 55 cases at $1.10 to $1.30 currency.

PRESERVED GINGER.—China is quoted $10.50 to 11 currency (duty paid).

RHUBARB.—The quotation for China is $1 to 2.50 currency (duty paid).

RICE.—The enquiry both for home consumption and export continues fairly active at steady rates. The sales of Rangoon comprise 2,950 bags, for home consumption, at $7 to 7.25; 2,200 bags, in bond for export, at $3.12½; and 100 bags, superior quality, at $3.37½, gold.

SPICES.—The market is inactive, though we notice rather more inquiry for Cassia and Pepper. There are no whole parcels changing hands, and the business is confined to the jobbing demand at former quotations. A lot of 450 bags Singapore Pepper sold from second hands on terms we did not learn. The quotation for Cassia in cases and mats is 46½c. to 47c., gold.

TIN.—There is still a lack of response to the continuous advance in the English market; 200 pigs Straits have been sold at 36c. gold, and 500 pigs on private terms. Holders of Banca are firm at 37½c. to 37½c. gold, showing a slight advance.

SHIPPING.

ARRIVALS.—Aug. 12, at San Francisco, from Yokohama and Hong Kong, Japan (str.); 20, at New York from Singapore, Lady Turner; 23, at San Francisco, from Hiogo, S. G. Reed; 25, at Boston, from Padang, Cyclone.

DEPARTURES.—Aug. 30, from New York, for Hong Kong, Alblasserdam.

LOADING.—At San Francisco, for Hong Kong, Sea Serpent; at New York, for Shanghai, Surprise.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Zinc.	Steel.	Shot.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Earthenware & Glass.	Candles and Soap.
				Tons.	Tns.	Tons	Tns.	Tons.	Tns.	Tns.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£	£	Cwt.
Hedwig (addl.)	Batavia	London.	Aug. 11	...	...	...	...	...	12	...	...	6	...	409	...	...	...	...	...	...	...	...	25	...	...	...	...	...	...	120	29	...	...	367	...
King, str., via Suez Cnl. (addl.)	Singapore	,,	,, 22	...	...	...	...	1	...	...	...	...	...	186	214520	18566	...	...	70	60	...	3120	...	...	...	...	...	...	6	...	...	357	...	...	69	1cs.
Do. do.	Hong Kong	,,	,, 22	...	...	...	...	...	...	...	...	...	503	49	886581	19000	...	...	66	4591	...	173200	...	...	...	...	...	...	...	275	17	200	...	...	6¼
Do. do.	Shanghai	,,	,, 22	...	...	...	...	...	...	¼	...	...	...	80	2205570	6250	...	...	...	15448 &3cs.	...	12000	...	...	...	...	...	...	16	...	...	69	...	...	...	...
Do. do.	Japan	,,	,, 22	...	...	...	...	...	...	...	...	...	...	37	73500 &£169	9600	152	...	...	1508	...	71464	...	...	...	...	...	...	...	...	...	303	...	43	...	...
Pride of the Thames	Yokohama	,,	,, 25	...	100	...	...	...	...	...	...	...	...	...	28800 &£480	16000	...	600	...	1850 &6cs.	...	91200	...	...	61	4	...	90	199	...	...	1300	...	...	...	...
Lord of the Isles, str., via Suez Canal	Sing. & Penang	,,	,, 31	...	...	...	...	...	...	...	...	...	...	30	475	1883942 &£920	184694	160	1009	...	2390	...	116230	...	...	...	1	...	6	73	...	...	195	...	...	84 &2cs.	£15
Do. do.	Hong Kong	,,	,, 31	...	...	...	...	£165	...	...	...	...	...	672 &1cs.	1118759 &£900	26030	649	...	110	7430	...	415600	...	...	...	7	144	20	40	120	150	754	1000	50	100 &1cs.	£146
Do. do.	Shanghai	,,	,, 31	...	...	13	...	...	...	...	...	1	...	18	5565659 &£1200	73062	1258	...	...	29534	1180	32000 &1160l	41	3	7	7	...	18	243	...	...	683	...	...	213 &6cs.	...
Lochleven Castle	Singapore	Glasgow	,, 24	...	...	...	...	...	...	...	...	...	...	138	380200	348900	...	...	40	...	...	33248	...	...	107	...	...	...	167	...	...	...	...	...	64	...
Priam	Ilo Ilo	,,	Sept. 1	...	...	...	...	...	...	...	...	...	1000	...	£225	...	...	...	...	...	...	...	...	...	32	...	...	...	...	...	358	...	...	...	281	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship.	For	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Pianos & Musical Instruments.
		Cwt.	£	£	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	£
a Hedwig (addl.)	Batavia	...	6	...	...	...	220	30	...	...	17	...	...	20	8	150	...	...
b Erl King, str., via Suez C. (addl.)	Singapore	£15	...	...	...	...	149	70	33	...	75	40	1cs.	...	...	...	224 &12cs.	210
c Do. do.	Hong Kong	14¾ &£17	32	48	...	130	227	...	270	...	144	...	...	...	...	...	200	...
d Do. do.	Shanghai	£105	28	...	...	45	53	...	76	124 &2cs.	212	...	123	...	...	...	...	...
e Do. do.	Japan	...	...	...	...	312	18	...	113	1cs.	108	...	30	...	...	...	...	...
f Pride of the Thmes.	Yokohama	...	10cs.	...	...	...	3cs.	4cs.	... &2cs.	...	...	...	...	2cs.	...	...	...	...
g Lord of the Isles, str., via Suez C.	Singapore & Penang	...	19	15	...	50	44 &10pk	75 &70gls	10 pkg	33	20	...	...	...	1cs.	170	38	...
h Do. do.	Hong Kong	20	279 &77cs.	8	2¼	422	90	2gls.	1545	530	192	...	100	303	2cs.	400	1028	15
i Do. do.	Shanghai	...	131	80	...	110	59	4gls.	93	7pkg.	...	15	...	...	28cs.	220	65	...
j Lochleven Castle	Singapore	...	...	...	...	...	1	...	...	...	...	...	...	...	85	...	280	...
Priam	Ilo Ilo	...	...	...	...	...	102	...	...	...	...	220	...	...	...	...	...	...

SUNDRIES.

a Theatre properties, £50; lucifers, £230; Bath bricks, £6; japanned boxes, £35; gunpowder, 2,375 lbs.——*b* Effects, £120; instruments, £28; seeds, £13; corks, £10; capsules, £5; caoutchouc manufactures, £70; flax packing, £14; calf skins, 1 case.——*c* Sword and gold scabbard, £450; effects, £40 and 1 case; calf skins, 1 case; caoutchouc manufactures, £105; instruments £100.——*d* Needles, 40 cwt.; clocks (4); oil paintings, 2 cases; effects, £100; elastic web, £450; billiard and bagatelle tables, £50.——*e* Emery cloth, £12; photographic apparatus, £57; silver watches, £80; buttons, £65.——*f* Spirits and wine, 3 cases; matches, £505; cement, 12 tons; carriages, £700.——*g* Caoutchouc manufactures, 1 case; seed, 1 cask; galvanised wire netting, £10; emery cloth, £10; cordials, 4 gallons and 2 cases; needles, £40; cottons, 1 case.——*h* Refined sugar, 21 cwt; rough amber, 10 cwt.; rosin, 90 cwt.; marine engines, £1,000; slate slabs, £10; sealing wax, £65; effects, £160; buttons, £150.——*i* Velveteen, £293; slate slabs, £10; pictures, £6; photographic materials, £66; tobacco and cigars, 300 lbs.——*j* Brass wire, £359; nautical instruments, £17; galvanised iron, 16 tons; jute manufactures, £325.——*k* Ship's stores and nautical instruments, £756; matches £22; steam launch and requisites, £1,100; sugar machinery, £1,135.

NOTE.—Per Lord Raglan, from London to Batavia, cleared Aug. 9 (addl).—Earthenware, £80; hardware, £85; oilman's stores, £144 and 11 cases; biscuits, &c., £41; haberdashery, £375; apparel, £132; coals, 55 tons; soap, 300 cwt. Per Callisto, from London to Singapore, cleared Aug. 11 (addl.).—Hardware, £725; zinc, 3¼ tons; paint, £36; provisions, £10; blankets, £32; woollens, £135; thread, 2,000 lbs.; bar iron, 52 tons. Per Otter, from London to Singapore, cleared Aug. 12 (addl.).—Lucifers, 10 cases; butter, 38 cwt.; goods manufactured, £150; earthenware, 23 cwt.; gunpowder, 16,800 lbs.; prints, 11 cases; shot, 15 bags; fire arms, &c., 6 cases; sundry manufactures, 14 cases; biscuits, 12 cases; gutta percha combs, 1 case; yarn, 4,000 lbs.; plain cottons, 60,000 yards and £285. Per Macedon, from London to Colombo, cleared Aug. 16 (addl.).—Oilman's stores, £269 and 27 cases; plain cottons, 33,500 yards; stationery, £79; earthenware, £35; hardware, £50; percussion caps, 2 cases; soap, £13; haberdashery, £150; biscuits, £103; perfumery, £4; harness, £28. Per Solent, from London to Yokohama, cleared Aug. 19 (addl.).—Glass, £26; iron bowls, £40; woollens, £504. Per Lord of the Isles, str., from London to Japan, via Suez Canal, cleared Aug. 31.—Woollens, £430; perfumed spirits, 2 gallons; cartridge cases, £4; effects, £20; silk stuff, £15; album ware, £10; cabinet ware, £25; plain cottons, 411,701 yards; yarn, 131,250 lbs.; blankets, £10; books, £461; coloured cottons, 4,000 yards. Per Malacca, from Liverpool to Shanghai, cleared Aug. 6 (addl.).—Coloured cottons, 7,200 yards; (short shipped) plain cottons, 520,000 yards. Per Mount Vernon, from Liverpool to Singapore, cleared Aug. 11 (addl.).—Stationery, £5; plain cottons, 160,400 yards; sail cloth, £278. Per Elgin, str., from Liverpool to Singapore, via Suez Canal, cleared Aug. 17.—Dyed cottons, 171,600 yards; plain cottons, 303,880 yards; cambrics, £760; yarn, 8,658 lbs.; haberdashery, £270; furniture, £30; saddlery, £9. To Penang: Plain cottons, 30,000 yards. To Hong Kong: Hats, £60; plain cottons, 605,574 yards; coloured cottons, 92,476 yards; hardware, £30; woollens, £57. To Shanghai: Saddlery, £40. Per Lord of the Isles, str., from Glasgow to Penang, &c., via London and Suez Canal, cleared Aug. 19.—Printed cottons, 2,000 yards; effects, £5; provisions, £8; paper, £149; furniture, £85. Per Acantha, str., from Glasgow to Penang, via London and Suez Canal, cleared Sept, 3.—Coloured cottons, 6,000 yards; haberdashery, £118.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Aug 30	Paris Port de Mer ...	Franck	Hong Kong	Marseilles
— 31	Maria y Dolores	—	Manila	Liverpool
Sept. 1	E. von Beaulieu	Buschmann ...	Rangoon	Scilly*
— 2	Crosby (str.).....	Vaile	Galle, &c., via Canal	London
— 2	Tim Whiffler.....	—	Rangoon	Liverpool
— 2	Lalla Rookh	Wilson	Akyab	Queenstown
— 2	Princess Dagmar ...	Lewis.....	Rangoon	Off do.
— 3	Craigforth (str.)	Froud.....	China, Sing., &c., via Suez Canal	London
— 3	United Service (str.)	Gaine	Do. do.	Do.
— 3	Tinnevelly.....	Bone	Ceylon	Deal
— 4	Zoroaster	Baker.....	Colombo	London
— 3	Nagpore.....	Trevellick	Rangoon	Liverpool
— 4	Amibile	—	Colombo	Queenstown
— 5	Statesman (str.)	Williamson ...	Foochow, via Canal	London
— 4	Stella	Mohr	Akyab	Falmouth
— 5	Ornen.....	Ansdall	Do.	Do.
— 5	Norge.....	Olsen	Do.	Do.
— 5	Rota	Hauschell	Java, for Copenhagen	Off do.
— 6	Cilminar	Roberts	Rangoon	Falmouth
— 2	Prospere	Sevestre.....	Akyab	St. Nazaire
— 6	Thomas Edwards ..	Pattie.....	Rangoon	Scilly
—	Lesbia	Brown	Do., for Liverpool..	Off Queenstown
— 7	Achilles (str.)	Russell	Foochow, &c., via Cnl	London
—	County of Bute	—	Java	Off St. Alban's
— 7	Black Prince.....	Sadler.....	Bassein	Falmouth
— 7	Emulation...	Berty	Do.	Do.
— 7	Gustav Adolf	Anderson	Akyab	Do.
— 6	Banda (brq.).....	—	Singapore	Liverpool
— 5	Aeroliet.....	Dirksen.....	Batavia	Brouwershaven
— 8	Birkby	—	Ceylon	Deal

* Put in to avoid capture.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sept. 1	Western Chief..	Hill.....	Hong Kong	London
Aug 31	Palawan	Scott	Shanghai	Cardiff
Sept. 1	Canaan	Monson	Hong Kong	Do.
— 3	Scanderia (str.)	Carroll	Singapore, via Canal	London
— 6	Priam.....	Deuchars	Ilo Ilo.....	Glasgow
— 1	Stavers	Darling	Batavia	Liverpool
—	Golden Sea	—	Hong Kong	Do.
— 6	Aurora	Davies	Bangkok	London
— 2	Cornwallis	—	Galle	Cardiff
—	Pomaron (brq.)	—	Singapore	St. Malo
— 6	Prince Victor	—	Galle	Liverpool
Aug 16	Aureola.....	Ross	Shanghai	Utsalady
Sept. 7	William Cory (str.)	Edington	Singapore, via Canal	London
— 7	Diomed (str.)	Penrice	Penang, Sing., & Hg. Kg., via Canal	Liverpool

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Lothair, Benmore, Eastern Chief. For Hiogo and Nagasaki: James Paton, Lunan. For Shanghai: Dartmouth, Seatoller. For Hong Kong: Neville, Sir Harry Parkes, Assyrian. For Singapore: Gemini, Havelock, British Crown. For Penang: Bristow. For Bangkok: Anita. For Colombo: Palmerston, Scawfell, Teviot, Chacma. For Colombo, &c.: Langstone. For Galle, Penang, Singapore, Hong Kong, Shanghai, and Yokohama (via Suez Canal): Acantha (str.).

At LIVERPOOL.—For Yokohama: Grenadier. For Shanghai: Sarah Nicholson, Fairy (str.). For Manila: Victoria, Elisa. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Bengal (str.). For Singapore. Saigon, Bangkok, and Hong Kong (via Suez Canal): Una (str.). For Singapore: Coldstream. For Batavia and Sourabaya: Henry Grenfell. For Galle: John Bunyan, Kuhtinas, Imperator, Alexander II.

At GLASGOW.—For Manila: Ususquiza. For Batavia and Sourabaya: County of Argyle.

SPOKEN.

COUNTY OF LANARK (ship), Clyde to Batavia.
A Ship showing 3rd d.p. 8,465, Clyde to Batavia.
ERL KING (str.), Lon. to Japan, &c. (via Suez Canal), Aug. 30, off Oporto.
MENAM, Newcastle to Bangkok, July 21, 14 N., 30 W.
HENDRICK IDO AMBACHT, Batavia to Norway, Aug. 31, 45 N., 20 W.
GLASLYN (brq.), Clyde to Batavia, Aug. 3, 14 N., 25 W.
WHAMPOA, Cardiff to Hong Kong, July 9, 1 S., (?N.) 30 W.
ACACIA (brq.), Colombo to London, Aug. 5, 15 N., 28 W.
EUPHROSYNE, London to Singapore, July 20.
BLAIR ATHOL, from Singapore, July 17, 35 S., 21 E.
MALABAR, Singapore to Philadelphia, July 23, 34 S., 16 E.
JOHN RITSON, Batavia to Rotterdam, May 26, 27 S., 53 E.
LEAMINGTON (brq.), Colombo to London, July 15, 34 S., 26 E.
WESTERN STAR, Manila to London, July 26, 35 S., 25 E.
CHAS. C. LEARY, Yokohama to New York, July 4, 28 S., 41 E.
JEANNIE LOUTIT, Penang to London, July 29, 35 S., 20 E.
PROFESSOR (N. G. brq.), Singapore to Boston, July 13, 28 S., 5 E.
CORNUBIA, Colombo to London, 39 days out, 35 S., 24 E.
AVONA, Colombo to London, July 19, 34 S., 21 E.
VOLUNTEER, Singapore to London, June 19, 15 S., 96 E.
HOPE, Colombo to London, July 21, 35 S., 20 E.
JULIANA, Manila to Liverpool, July 19, 35 S., 20 E.
BOLIVIA, Shanghai to New York, July 20, 35 S., 19 E.
LIBERATOR, Colombo to London, July 20, 35 S., 23 E.
BIRKBY, from Colombo, Aug. 16, 28 N., 36 W.
SAYE HAYDEN (Dut. ship), Bat. to Amsterdam, June 24, 34 S., 22 E.
THOMAS BELL (ship), for Shanghai, 10 N., 25 W.
MARIA ADOLFINA (Dutch brq.), Amstdm. to Bat., July 30, 2 N., 24 W.
PRIDE OF THE THAMES, London to Yokohama, Sept. 4, 50 N., 4 W.
ROMULUS, Singapore to Liverpool, May 21, 30 S., 39 E.
OMBA, London to Shanghai, June 24, 9 N., 25 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports still continue very depressed, and as yet show no signs of improving.

Current rates of freight for vessels on the berth: To Yokohama: 32s. 6d. weight, 45s. meast.; per steamer, via Suez Canal, 120s. weight: 113s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30 meast.; per steamer, via Suez Canal, 70s. weight, 70s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast; per steamer, via Suez Canal, 60s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—For Hiogo: £35. For Galle: £25. From Newport, Cardiff, or Swansea per ton.—For Hiogo: £1 15s. For Shanghai: £1 16s. For Singapore: £1 7s. For Galle: £1 6s.

CASUALTIES.

A telegram received from Galle, dated Sept. 3, announces the loss of the following vessels:—The Kate Winifred, Starkey, from Zebu, to London, with sugar and hemp, off Celebes, crew saved; and the Massaliote (Fr. brq.), bound to Singapore, in Torres Straits.

The Nicoline, Ahlman, from Samarang to New York, put into St. Helena, July 30, for slight repairs to rudder, having experienced very heavy weather from July 1 to 13, off the Cape of Good Hope; she proceeded Aug. 2.

The Nicolette, Bouten, from Batavia to Dordt, which put into St. Helena Aug. 5, had thrown overboard about 800 bags coffee, and ten baskets sugar, July 12, during heavy weather off the Cape, having been on her beam ends for some time.

The Gebroeders, v. d. Beek, from Batavia to Middelburg, put into St. Helena Aug. 2, reported having been twenty-five days on the Agulhas bank, and during that time experienced very heavy weather, through which she broke trusses of main and fore yards, damaged sails, and lost some copper; she proceeded on the 6th, after effecting slight repairs.

The Francina Willemina, Pyl, from Batavia to Rotterdam, put into St. Helena Aug. 1, reported having experienced a very heavy gale July 10, 35 S., 19 E., during which she lost boats, and had cabin filled with water; she remained at St. Helena for five days to caulk seams, &c.

The Carolina, Mallgraf, from Cardiff to Singapore, put into St. Helena Aug. 7, with rudder head damaged, having met with a violent gale July 29 and 30, 31 S., 20 W.; she sailed 13, after effecting slight repairs.

The Balnaguith, Nankivel, from Padang to New York, put into St. Helena Aug. 11, reported having experienced a succession of very heavy gales from June 19, 34 S., 28 E., to July 24, 35 S., 20 E., during which she was thrown on her beam ends several times, had decks swept, rudder started, and other damage.

The Nieuwe Waterweg II., Zwart, from Batavia to Amsterdam, put into St. Helena Aug. 11, reported having experienced a hurricane July 21, 34 S., 27 E., during which she lost several sails, &c.

The Prinses Amelie, Driest, from Amsterdam to Japan, put into Simons Bay July 28, with rudder head gone, decks sprung, loss of sails and fore top-sail-yard, pump defective, and some copper off her sides.

Advices from Port Elizabeth, dated July 28, state that the Nederlandsche Flag (of Amsterdam), v. d. Brock, from Macassar to Amsterdam, with coffee, gutta-percha, &c., was totally wrecked during a N.W. gale July 22, thirty-five miles W. of Cape St. Francis; she broke up immediately after striking; master and twelve men drowned.

The Estafette, Oepkes, from Tjilatjap to Amsterdam with coffee, &c., put into Port Elizabeth July 18; she had experienced heavy weather June 28 off Cape Agulhas, during which she sprung a leak, and lost bulwarks, sails, &c. The cargo was being discharged, all more or less damaged by sea-water.

A fire has occurred on board the Teviot, loading in the West India Docks for Colombo; it commenced in the forecastle, and was not got under until that part of the vessel had been burnt out, and the fore part of the upper deck damaged.

MISCELLANEOUS.

The Union (ship), of Bremen, Schutte, from Rangoon to Bremen, with 800 tons rice and 10 tons Cachoa, and the Niphon (Prussian brig), Akyab to Falmouth, with rice, have been captured, and taken into Brest.

The Velocity, Eilertsen, from Newcastle to Ceylon, drove from her anchor in Yarmouth Roads; the anchor had been recovered and put on board.

At MALTA.—Sept. 5, Elgin (str.), from Liverpool, and would leave, 6, for Singapore, China, &c. (via Suez Canal); Danube (str.), from China, Singapore, &c. (via Suez Canal), and left, 5, for London.

At SUEZ.—Aug. 15, Prins Hendrik der Nederlanden (str.), from Amsterdam, for Batavia.

The Neville has been taken up by the Admiralty for the conveyance of stores to Hong Kong.

At ST. HELENA.—Aug. 11, Balnaguith, from Padang, for New York; Nieuwe Waterweg II., from Batavia, for Amsterdam; Wyk aan Zee, from Batavia, for Amsterdam; Estrella de Chile, from Singapore, for Liverpool; 8, Jubilee, from Manila, for London; Frances, from Singapore, for New York; 9, Frances Banfield, from Colombo, for London; Amstelstroom, from Batavia; Petronella, from Batavia, both for Amsterdam; July 29, Annie Richmond, from Manila, for New York; Gerard Pieter Servatius, from Batavia, for Amsterdam; Charles Au-

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guste, from Hong Kong, for New Orleans; 30, Nicoline, from Samarang, for New York; 31, Jacoba Cornelia, from Tjilatjap, for Rotterdam; Aug. 1, Shakespeare, from Shanghai, for London; Francina Willemina, from Batavia; Maria Adriana, from Batavia, both for Rotterdam; 2, Gebroeders, v. d. Beck, from Batavia, for Middelburg; Pieter Adolf, from Batavia, for Amsterdam; 3, Noach I., from Batavia, for Rotterdam; 4, Australie, from Batavia, for Amsterdam; 5, Nicolette, from Batavia, for Dordt; Gutenberg, from Batavia, for Rotterdam; Betty, from Batavia, for Amsterdam; 7, Granville, from Colombo, for London; Carolina, from Cardiff, for Singapore; Jonge Cornelis, from Sourabaya, for Amsterdam.

Off ST. HELENA.—Aug. 6, Albrecht Beyling, from Java; 7, Rudolph Ebel, from Colombo; 11, John Temperley, from Singapore.

At SIMON'S BAY.—July 23, Donegal, Miller, from Singapore, and sailed Aug. 2, for England; Aug. 2, Nagasaki, Miller, sailed for Batavia.

A SALOON PADDLE STEAMER is at present building at Glasgow, by Messrs. A. and J. Inglis, to the order of Messrs. Reynolds and MacColl, of Shanghai, for passenger trade between Hiogo and Osaka, which is to be specially adapted for crossing the bar of Osaka in any condition of the tide, combining light draft of water, large passenger accommodation, and speed. The vessel will be shipped to Hiogo via the Suez Canal, and put together there, and she is expected to be ready by the beginning of next year.

NEW STEAMERS FOR THE P. AND O. COMPANY.—Messrs. Caird and Co. have contracted to build another steamer of 3,500 tons for the P. and O. Company. Her engines, which will be 600-horse power, are also to be provided by Messrs. Caird and Co. The dimensions of the new steamer will be 380 feet in length, 42 feet beam, and 36 feet depth of hold. Messrs. Caird and Co. have other two steamers of similar dimensions in course of construction for the company.

THE "POLLUX."—With reference to this steamer, the launch of which for the Royal Netherlands Steamship Company of Amsterdam was reported in our last, we are requested to state that she is designed for the Mediterranean and Baltic trade, and not for the line between Holland and Java. For the last-named service four steamers, of larger tonnage than the *Castor* and the *Pollux*, are now building on the Clyde.

THE following vessels passed through the Suez Canal from Aug. 31 to Sept. 7:—Outward bound, the French steamers *Japan*, *Niagara*, *Clotilde*, and the English steamer, *Peiho*. Homeward bound, the English steamer *Chrysolite*, and the Italian steamer *India*.

FALMOUTH, GIBRALTAR, AND MALTA TELEGRAPH COMPANY (LIMITED.)

NEW SUBMARINE ROUTE to SOUTHERN EUROPE, EGYPT, ADEN, and INDIA, via FALMOUTH.

	TARIFF FOR TELEGRAMS OF TEN WORDS.	OF TWENTY WORDS.
To Aden	£1 16 0	£2 8 0
,, Bombay, Calcutta, Madras, &c.	1 17 0	2 17 0
,, Ceylon and Burmah	2 1 0	3 1 0
,, To Gibraltar and Malta	—	0 10 0
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,, Italy and Papal States	—	0 15 0
,, Greece, Turkey, and Roumania	—	0 18 0
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Half the Twenty Word Rates for every additional Ten Words. From the Provinces and Ireland, One Shilling Extra.

Messages are received at the Company's Office, 74, OLD BROAD-STREET, and sent direct to their destination.

Messages are also received at all the Postal Telegraph Offices in Great Britain and Ireland. The public should order them to be sent "VIA FALMOUTH." These words will be transmitted free of charge.

London, July, 1870. By Order, JOHN T. BURT, Secretary.

Outfits for China.

MAYNARD, HARRIS, & GRICE,

General Outfitters, and Agents for Passages,

126, LEADENHALL STREET, LONDON,

Adjoining the Offices of the Peninsular and Oriental Steam Navigation Company.

MAYNARD, HARRIS, & GRICE, supply OUTFITS FOR THE EAST OF THE BEST QUALITY, AND UPON THE MOST FAVOURABLE TERMS.

FLANNEL, OR SILK AND WOOL SHIRTS. INDIA COTTON SHIRTS.
INDIA GAUZE UNDER-CLOTHING, specially for Wear in Hot Climates.
FLANNEL OR TWEED SUITS. WEARING APPAREL of every Description.
OVERLAND TRUNKS, BULLOCK TRUNKS, PORTMANTEAUS, &c.
OAK CANTEENS, containing Breakfast and Dinner Services, from £3 10s. to £9.

PASSAGES ENGAGED. BAGGAGE WAREHOUSED AND SHIPPED.

*** FULL PARTICULARS AND PRICED LISTS ON APPLICATION.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK,

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

OSLER'S CRYSTAL GLASS CHANDELIERS.
WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders prompt executed.
All articles marked in plain figure
OXFORD STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad Street Birmingham.
Established 1807.

LIEBIG COMPANY'S EXTRACT OF MEAT.
FOUR GOLD MEDALS.

Supplied to the British, French, Prussian, Russian, Italian, Dutch, and other Governments. Dr. Lankester writes regarding Extract of Meat:—"But there is a difference in flavour, and here, as in all other kinds of food, it is the flavour that makes the quality." It is essentially on account of the fine meaty flavour, as distinguished from the burnt taste of other Extracts, that LIEBIG COMPANY'S EXTRACT defeated all Australian and other sorts at Paris, Havre, and Amsterdam, and is so universally preferred in all European markets.

One pint of fine-flavoured Beef-tea at 2½d. Most convenient and economic "stock."

CAUTION.—Require Baron Liebig's, the inventor's, signature on every jar, and ask distinctly for LIEBIG COMPANY'S EXTRACT.

As stated by the War Office, the assertion of an Australian Agent of solely supplying the British Government is proved to be nothing but an untrue statement.

HOLLOWAY'S PILLS

SPASMS, FLATULENCY, CONSTIPATION.—So many persons suffer from these disorders that a description of them is unnecessary; but the recommendation to take Holloway's Pills for the cure of disordered digestion will be repaid with gratitude by all who give them a single trial. No medicine will so safely and speedily restore a deranged stomach, torpid liver, or obstinate bowels to order, as these famous Pills. No other preparation will so effectually and healthily conduct the process of digest on that spasms, flatulency, and other torments of dyspepsia, cannot by any possibility arise, or if present will be soon cured. The power of these Pills in removing biliousness, diarrhœa, dysentery, and debility is truly wonderful.

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NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.

Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. NINIAN CRAWFORD in our Hong Kong Firm CEASED on the 31st March last, and Mr. JOHN FAIRBAIRN and Mr. JOHN SAMUEL COX have been admitted Partners therein from the said day.

Our said Firm now consists of DAVID ROBERT FENTON CRAWFORD, JOHN SAMUEL COX, and JOHN FAIRBAIRN.

LANE, CRAWFORD and CO.

Hong Kong, May 4, 1870.

NOTICE.

WE have OPENED a BRANCH of our FIRM at SOURABAYA, under the management of Mr. EDWIN IN'TVELD, to whom we have granted our Power of Attorney.

HUNTER, HOUGHTON, and Co.

Batavia, 15th June, 1870.

NOTICE.

THE undersigned, the Sole Surviving Partner of the firm of HUNTER, HOUGHTON, and Co., of Batavia (now in liquidation), has ESTABLISHED, under the firm of J. PEET and Co., and has admitted Mr. H. S. HEWLETT a PARTNER.

JOHN PEET.

Batavia, 30th April, 1870.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES —Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar. Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

UNION INSURANCE SOCIETY OF CANTON.

DIRECTORS IN HONG KONG.
W. NISSEN, Esq.,
J. P. DUNCANSON, Esq.,
P. RYRIE, Esq.,
W. KESWICK, Esq.,
A. A. D. SASSOON, Esq.,
E. A. HITCHCOCK, Esq.,
W. LEMANN, Esq.,
W. H. FOSTER, un., Esq.

AGENTS FOR LONDON.
Messrs. DENT, PALMER, and Co.

Marine Risks are accepted by the above Society on goods by first class vessels from the United Kingdom to India, China, Japan, Melbourne, and Sydney, at the current rates of premium.

Claims for losses and averages are payable in London, or at the Port of destination, as may be desired.

OFFICES:—
NOS. 9 AND 11, KING'S ARMS YARD, MOORGATE STREET, E.C.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

THE COMMERCIAL ANNUAL AND DIRECTORY FOR 1871.

FOR

CHINA, JAPAN, THE PHILIPPINES, AND THE FAR EAST GENERALLY.

PUBLISHED BY

The Proprietor of the "China Magazine,"

HONG KONG.

London: A. STRAHAN and COMPANY.

PRICE 16s.

READY IN LONDON NOVEMBER 1ST.

Printed in London, under the Superintendence of Messrs. A. STRAHAN AND COMPANY, of Ludgate-hill.

The type will be "old style," of the Pattern used for the *Pall Mall Gazette*, and the *Globe Shakespeare*, and the same size as that in which the *China Magazine* is printed. The Paper will be extra fine toned paper. The size of page will be the same as the *London Directory*, and the number of pages as many as may be required, say from 350 to 700.

The Illustrations will consist of a MAP OF CHINA AND JAPAN, and an Engraving of Hong Kong. The Map is to be engraved on Steel in the best manner.

BINDING. — The Annual will be well and strongly bound in cloth, with gilt lettering. A few copies will be bound in calf, the price of which will be One Guinea.

THE CONTENTS.

1.—TREATIES. The treaties between the Chinese, Japanese, and Siamese Governments and Foreign Nations, in full, including the Memorials presented to Government on the subject of Sir Rutherford Alcock's Convention, with the text of the Convention itself (if it can be obtained in time). These, and all other such documents, will be accompanied by marginal notes for ready reference to the subjects treated in each paragraph.

2.—COMMERCIAL DOCUMENTS. In addition to the treaties enumerated above, all public documents bearing upon the commerce of the Far East, such as the China and Japan ORDER IN COUNCIL, the Chinese, Japanese, and Siamese CUSTOMS TARIFFS, HARBOUR REGULATIONS for all Ports, Prospectuses of NEW PUBLIC COMPANIES established, and Abstracts of REPORTS of Public Companies and Institutions issued during the past year, Reports of CHAMBERS OF COMMERCE, Tables of Weights, Measures, Interest, Court Fees, Registration Fees, Fares for Steamers, Coaches, Chairs, and other conveyances, Boat and Coolie Hire, Tide Tables, Anglo-Chinese Calendar, &c., &c., and all other documents and information of any value which can be collected, either in the East or in England, up to the latest moment.

3.—MEANS OF TRAVELLING. A collection of all existing modes of travelling and conveying goods to, from, and into the Countries to which the Annual refers.

4. DIRECTORIES.—Very complete and accurately prepared DIRECTORIES FOR EVERY TREATY PORT IN CHINA AND JAPAN, and for MANILA, SAIGON, BANGKOK, &c., &c., containing the Names, Addresses, and Occupation of all Foreign residents, Officers of Governments, Consulates, Customs, Public Companies and Institutions, Lines of Steamers, a list of Places of Worship, with the hours of Divine Service at each, &c., &c. (The usual List of "names too late for insertion" will be added after arrival of the work in Hong Kong. It will be posted up to December 15th.)

5. HISTORICAL AND TOPOGRAPHICAL NOTES on each place, with brief records of events of more than usual importance which have occurred during the past year.

6. A COMPLETE INDEX, by means of which information upon any point can be found with facility.

ADVERTISEMENTS of suitable character.

CANTON INSURANCE OFFICE

GENERAL AGENTS IN CHINA.
Messrs. Jardine, Matheson, and Co.

BRANCH AGENTS.

Messrs. Matheson and Co.	London.
Messrs. Jardine, Skinner, and Co. ...	Calcutta.
Messrs. Remington and Co.	Bombay.
Messrs. Arbuthnot and Co.	Madras.
Messrs. B. A. Barretto and Co. ...	Manila.
Messrs. Daniell King and Co. ...	Sydney.
Messrs. Jas. Henty and Co.	Melbourne.
J. F. Crockett, Esq.	Singapore.

Insurances are effected by this office on goods from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.

All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

MATHESON and Co., Agents in London.
No. 3, Lombard-street.

TRITON INSURANCE COMPANY.

GENERAL AGENTS IN CALCUTTA.
Messrs. Jardine, Skinner, and Co.

BRANCH AGENTS.

Messrs. Matheson and Co.	London.
Messrs. Jardine, Matheson, and Co. ...	China.
Messrs. Remington and Co.	Bombay.
Messrs. Binny and Co.	Madras.
Messrs. Guthrie and Co.	Singapore.
Messrs. Armitage Brothers	Colombo.
Messrs. Todd, Findlay, and Co. ...	Rangoon.

Insurances are effected by this Company on goods from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.

All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

MATHESON and Co., Agents in London.
No. 3, Lombard-street.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £8,200.000.

Reserved Fund ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Borgere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited)

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National ank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two Threadneedle-street, London, 1870.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron hips and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vesso's of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS, and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Marseilles
GIBRALTAR ...	Every Saturday, at 2 P.M.	—
MALTA.....	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
BOMBAY.....	,, ,,	,, ,,
GALLE.....	Saturday, Sept. 3, 2 P.M.	Sunday, Sept. 11, 7 A.M.
MADRAS.....		
CALCUTTA ...		
PENANG	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
SINGAPORE ...		
CHINA		
JAPAN		
AUSTRALIA ...	Saturday, Sept. 3, 2 P.M. And every fourth Saturday thereafter.	Sunday, Sept. 11, 7 A.M. And every fourth Sunday thereafter.
NW. ZEALAND		

And all ports touched at by the British India Steam Navigation Company's steamers.

REDUCED RATES OF FREIGHT.

	To India.	To China, Japan, or Australia.
Parcels—		
1 to 12 in., or 2 to 24 lbs.	4s. to 9s. 6d.	4s. 6d. to 15s.
1 to 3 ft., or 24 to 72 lbs.	12s. 6d. to 20s.	20s. to 35s.
Merchandise, per ton ...	£7 to £10	£16 to £20

For the convenience of Country Shippers, Messrs. Pickford and Co.'s Agents receive Goods and Parcels on the Company's account.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,

Passengers for California and intermediate points of this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent steamers of the Pacific Mail Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

SUEZ CANAL.

September 4, October 2, October 30 } For { Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Singapore, Saigon, Hong Kong, Batavia, Shanghai, & Yokohama.

August 21, Sept. 18, October 16 } For { Port Said, Ismailia, Suez, Aden, Point de Galle, Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

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THE LONDON & CHINA TELEGRAPH.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 368.] LONDON, MONDAY, SEPT. 19, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	—	—	July 25
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking	—	—	July 17
Tien-tsin	—	—	„ 20
Chefoo			
New-chwang			
Hankow	May 19	July 9	„ 22
Kiu-kiang			
Chin-kiang			
Shanghai	June 10	„ 22	„ 28
Ningpo			
Foochow	„ 10	„ 24	„ 29
Formosa			
Amoy	—	—	„ 28
Swatow			
Hong Kong	„ 17	„ 27	Aug. 4
Canton			
Macao			
PHILIPPINES— Manilla	„ 3	„ 16	July 28
COCHIN-CHINA— Saigon			
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	„ 17	„ 28	Aug. 5
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	July 7	Aug. 8	„ 13
Penang	—	—	„ 14
CEYLON — Galle	—	—	„ 23
Colombo	—	—	„ 21

THE MAILS, &c.

The next inward mail (French), due on the 26th inst., will bring dates Yokohama, Aug. 2; Shanghai, Aug. 5; Hong Kong, Aug. 11; Singapore, Aug. 20. Telegrams *via* Kiachta from Shanghai to the 30th Aug. were received on the 17th inst. Telegrams *via* Galle, with dates Shanghai, Aug. 28; Hong Kong, Sept. 1; Singapore, Sept. 9, are now due. Japan mails to 22nd Aug., *via* San Francisco, are due on 1st Oct.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Ceylon*, arrived 16th Sept.—From Shanghai: Mr. R. D. Willis.

To Southampton, per P. and O. steamer *Pera*, expected to arrive 23rd Sept.—From Yokohama: Mr. James. From Shanghai: Mr. R. Williams, Mr. and Mrs. Buttle. From Hong Kong: Commodore J. A. P. Price, R N., Commodore S. W. Depnond, R.N, Mr. A McKay.

PASSENGERS OUTWARD.

Per French mail steamer *Peiho*, from Marseilles, Sept. 18 (booked from London).—To Batavia: Mr. Henderson.

Per P. and O. steamer *Massilia*, from Southampton, Sept. 17.—To Shanghai: Mr W. Graham Sandford. To Hong Kong: Mr. and Mrs. Deacon. To Singapore: Mrs. Geiger and child. To Batavia: Mr. Sinclair, Captain Reed. To Ceylon: Mr. and Mrs. J. Duncan and three children, Mr. W. H. Duncan, Mr. A. Mercer, Mr. and Mrs. W. Douglas.

Per P. and O. steamer *Ceylon*, from Marseilles, Sept. 25.—To Hong Kong: Mrs. Hughes, Mr. D. Welsh, Mr. J. S. Lapraik.

Per P. and O. steamer *Poonah*, from Southampton, Oct. 1.—To Hong Kong: Mr. Nicaisse, Mrs. Coxon, Mr. Whittall, Miss E. Thompson. To Ceylon: Mr. and Mrs. F. C. Woods, Mr. A. T. Karslake.

Per P. and O. steamer *Bangalore*, from Marseilles, Oct. 9.—To Yokohama: Mr. C. B. Rickett. To Ceylon: Mr. F. H. Skrine.

Per P. and O. steamer *Nyanza*, from Southampton, Oct. 15.—To Singapore: Mr. J Young.

Summary of News from the Far East.

CHINA.

TIENTSIN.

From Tientsin we hear that the French Minister, Count de Rochechouart, arrived on the 17th July, from Peking, and took up his quarters on board the French gun-vessel *Flamme*, Commander Méquet. He called on his Excellency Chung How during the course of the afternoon, accompanied by Mr. Lay, acting French Consul; and Chung How has returned the visit on board the *Flamme*. Tseng-kwo-fan has sent for a body of troops from Paoutingfoo, the capital of the province, for the ostensible purpose of keeping the disorderly characters of Tientsin in check, while the new authorities are engaged in arresting the men implicated in the massacre. He says he did not think it advisable to bring troops with him, in the first instance, fearing that false reports might be spread as to his object. There is doubt, however, as to the sincerity of this statement; and there may also be room for doubt, after previous news, whether the troops will readily yield the desired service, and whether the object of bringing them down may not be quite other than that alleged. Our own information is, that very large bodies of troops are massed in the neighbourhood of the port; and their presence forebodes no peaceful settlement of affairs, as both they and their chief are well known for their anti-foreign sentiments. Chung How's successor, Ching-ling, has not yet arrived from Peking.

Various rumours have been afloat as to the attitude of Count Rochechouart, and as to the progress of his negotiations with the Chinese. We believe we may state that nothing has yet been settled. The situation of affairs is, probably, that the Chinese have made certain proposals to M. de Rochechouart, to rebuild the Cathedral, Sister of Charity Hospital, Orphanage, and the Consulate, and to degrade the chief mandarins of Tientsin, with the exception of Chung How; but that these proposals have not been accepted, further than having been put on record. The French Chargé d'Affaires will hardly be able to do anything before receiving instructions from home, and these are not expected to arrive before Aug. 6. It is said that the two mandarins who were mostly implicated in the Tientsin massacre have been allowed to return to their homes—in other words, to escape; and that the only punishment that Tseng-kwo-fan is inclined to inflict on them, is loss of their official rank. The city of Tientsin is still agitated; but business has recommenced.

The Chinese Government protest against their complicity in the Tientsin massacre, and declare that it was the work of the people of that town. But we have sufficient evidence to know how much the latter portion of the statement, at least, is worth. The native Christians, who were thrown into prison on the charge of sorcery, are still detained in custody, although their release has been demanded by the French authorities.

It is to be hoped that Mr. Wade will not allow the French Minister to negotiate about what is due for the murder of a British subject, but that he will take the case up himself. The national honour and *prestige* of England in China demand that this case of Sister Louise be made a question between the British Chargé d'Affaires and the Chinese Government, and that it should not be left in the hands of even a friendly power.

The correspondent of the *Evening Courier* writes on 20 July:—Comte Rochechouart's first demand seems to have been that certain native Christian converts, who were known to be imprisoned in or near the city of Tientsin, should be brought alongside the *Flamme* within a given hour. He then demanded that Tseng-kwo-fan should visit him on board the *Flamme*, and finally, he demanded that the head of the Chefu, the Chehsien and Tseng-kwo-fan's Lieutenant-General (Cheng-kwo-jui ?) should be brought to him by a certain time. The alternative in each case was the bombardment of the city.

In compliance with the first demand, the native converts were

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brought alongside the *Flamme* half-an-hour before the appointed time had expired. The gentleman who told our informant alleged that he was an eyewitness of the ghastly spectacle which these poor persecuted wretches presented. Their ears squeezed to pieces between slips of bamboo; their eyelashes cut off; their knees dislocated; their whole body bearing evidence of the fiendish ingenuity and cruelty that had been used to wring from them something to support the anti-foreign mania of their persecutors. It will be remembered that this representation is corroborated by the statement of one of our recent letters from Tientsin, that it was known that a number of Christian converts were being tortured in prison.

Tseng-kwo-fan visited Rochechouart on board the *Flamme* with remarkable punctuality to the time mentioned. He was willing to deliver up the heads of the Che-fu and Cheh-sien; but he refused to allow his lieutenant to suffer. Whether he will persist in this refusal to the extent of subjecting the city to the dreadful ordeal of a bombardment, or whether Rochechouart will persevere in carrying out his ultimatum to the letter, remains to be seen. An unexplained point is whether this action of Rochechouart implies that he has been fortified and guided by telegraphic instructions from France, or consultation with the Admiral at Chefoo. It was thought not unlikely at Tientsin that the Chinese would man the Taku forts and shut in the French who are already up the river.

Mr. Lay, British and French Consul here, applied to the Chinese Government for a guard to send to Tsi-nan-foo for Mr. Sandrie, a French subject. A guard of forty-five men and a colonel was granted, with a letter to the Governor-General of Shantung for permission to convey Mr. Sandrie back. He is the gentleman whose servants ran away from him, and who was threatened with death.

The Russian authorities are said to be convinced that the murder of their three subjects was an accident, they having been mistaken for French. They are therefore said to intend no action in the matter.

I hear on good authority that since Mr. Wade has learned that Sister Louise was a British subject he has taken up the question warmly, and has written home about it. When the Chinese notice this fact it may serve as a hint to them, if they want a fight, as some say, to commence next time at one of the larger Legations; then possibly the Governments may be tempted to take some action in the matter.

Mr. Lay, the acting Consul, has addressed a note to Messrs. Lees and Hall the Protestant Missionaries, enquiring the loss sustained. They reply, expressing their surprise, not only that they should be required thus early to state the amount of those losses, but also that, prior to the settlement of more important questions pending, the subject of monetary compensation should be entertained at all. In the uncertainty as to the action that will be taken at the present crisis by France and England, such is the disorganisation of this city and neighbourhood that all mission work must, in all likelihood, be suspended for months to come. The mission-staffs are, consequently, thrown upon their hands, and their converts exposed to injury; at such a moment it is impossible to visit the chapels in safety, far less to obtain builders' estimates for their restoration. The English missionaries express their anxious desire not to be separated from their French brethren in any settlement of these unhappy troubles. This is not a mere question of sentiment. They are British subjects residing in China under the protection of treaties, and engaged in the prudent prosecution of their lawful calling, at least one of the murdered sisters was a British subject, and there cannot be the slightest doubt that the original design was to treat all nationalities alike. Disavowing all desire for war or vengeance, the reverend gentlemen claim justice, and hold most firmly to the belief that the path of safety and of honour, no less for individual Englishman than for our Government, is to stand by their fellow-sufferers in the hour of trial.

SHANGHAI.

Latest dates of this mail are to the 28th July. The outward mail of 10th June was to hand with telegrams to 2nd July.

The following summary is from the *North China Herald* of July 28:—

When we closed our last week's summary the Volunteers were preparing to mount guard over the chief approaches to the foreign settlement for the night. The day was sacred to the God of Thunder, and large numbers of people were flocking into the city to worship at his shrine. A proclamation, directed against foreigners, had been found posted in the temple, and it was feared the opportunity might be taken by the ill-disposed to get up a disturbance. Distinct rumours of attack did gain currency. The Catholic establishments at Tun-ka-doo and Sikaway and a Catholic church situated a short distance inland on the Hong-kew side were sentenced, and an attack on the settlement was talked of. The shop of a man who is making braid for the Volunteers was attacked and the owner beaten in the course of the day. The French residents therefore determined to patrol their portion of the settlement during the night, and invited us to follow their example. Detachments of volunteers were accordingly posted at several inlets into the settlement; Nos. 1 and 3 Rifle Companies, the Mi-ho-loongs, No. 2 Fire Company, and the Mounted Rangers being told off for the purpose. One set of guards served from 8 till 12, a second from midnight till 4 A.M. The night however passed off quietly; and the display had a good effect on the Chinese, whom it showed that we were thoroughly prepared to meet any attack.

A correspondent writes that some genius has started the report that the Taoutai has been caught, and locked up in the Municipal gaol. Another rumour, widely circulated in the country, is that he and all his family have been murdered by the French, in retaliation for the Tientsin massacre. Another story goes that the French had applied to the English for the "loan" of some soldiers, and had been refused; hence the delay in commencing fighting. Several families have left the city, I am told, fearing lest, when war has been declared, the French should attack the city. Others are debating about coming over to the English settlement, which they look upon as much the safest place in the event of war. I do not think there is any fear of local outbreak. The people, in the city especially, appear to long for peace. They are hoping that, even should war be declared, things will go on in Shanghai as usual. I observe, however, that children and rowdies are somewhat more abusive than formerly.

We have to acknowledge a copy of a pamphlet by Mr. H. Lang, entitled "Shanghai Considered Socially." It is, as those of our readers who heard Mr. Lang's lecture are aware, more comprehensive than its title implies, being more of a history than a social sketch. A table of the recent census is very appropriately added. It is interesting just now to learn that there are 75,000 Chinese in the English and Hong-kew settlements—of whom nearly 7,000 are boatmen and 2,000 vagrants. To these may probably be added 150,000 in the native city and suburbs. The foreign population, including 650 merchant sailors, but excluding ships of war, is 2,318.

A Hankow correspondent writes that a hostile placard was found on the walls of the Canton Guild Hong, in the city, praising the action of the Tientsin rioters, and suggesting that there were like establishments in Hankow. The Protestant missionaries at this port have addressed a letter of condolence to the Roman Catholic missionaries, which has been acknowledged on behalf of the latter by M. Filippi, the Pro-vicar of Hupeh. The danger foreshadowed by us a few days ago has happened. The settlement is again submerged, and the water is rising rapidly. The result has been almost to stop trade.

The letter to Mr. Wade from Tseng-kwo-fan is now announced to be a forgery.

A correspondent writes that all is quiet at Chefoo. The French Admiral left on the 20th, in the *Linois*, which came down for him; and the English Admiral on the 21st in the *Salamis*, for Tientsin. H.M. gunboat *Midge* arrived from Kobé on the 19th.

A Newchwang correspondent says there is not a single foreign ship in port; and the pilot schooner is detained, to guard over and receive foreigners, in case of emergency. The first news of the Tientsin outbreak had occasioned great uneasiness; but a junk-master, since arrived, had given his opinion that there would not be war; and the native mind was influenced accordingly. Still, any quantity of rumours were afloat, and people were excited. A gunboat was anxiously looked for. The *Grasshopper* will have arrived ere this.

A meeting, attended by nearly all the foreign community, has been held at Ningpo, to devise measures for the general safety, in the event of an attack. It was agreed unanimously that a watch should be kept each night, and a roster was arranged. Mr. Fittock, H.M.'s Consul at Ningpo, sent round a circular stating that, in consequence of threatening rumours, he has obtained from the senior naval officer at Shanghai the protection of H.M.'s gunboat *Leven*, and that during the stay of that vessel, and with the assurance of the asserted intention of the local authorities to do their duty, and the protection of Colonel Cooke and Major Watson, the officers commanding the garrison, he sees no reason to apprehend any attack, at least for the present. Nevertheless, he recommends the formation of a Municipal Council and Police, similar to that of 1862, and the formation of a Vigilance Committee to assist the existing small police force to patrol the streets at night. It is rumoured that H.M.S. *Leven* may be ordered from this port; if so, the little community of forty persons will be left entirely to their own defence in case of an outbreak occurring. All was quiet when last advised, though some more objectionable placards had appeared. One of these, headed, "Beware of the kidnappers!" has evidently been written at Soochow, and its appearance at Ningpo is another straw, showing the existence of concerted action. It is not a spontaneous expression of Ningpo alarm; but is sent down from Soochow, to cause excitement. It differs from other placards which have appeared, in this respect. Children only have been hitherto spoken of. Now old and young are being kidnapped. The foot-note, exhorting people to reverence written paper (or paper having written characters on it), is intended, apparently, as a sort of well-drawn amen, imparting a solemn and religious air to the whole effusion. Defensive precautions of a permanent kind should be taken at every port in China.

A meeting of shareholders in the Racket Club was held on the 16th, to receive the half-yearly report and accounts, and to discuss various matters connected with the club. We are glad to hear that the profits realised during the past half-year suffice to pay off the remainder of the debentures, amounting to Tls. 800; so that the club is now free from debt, and shareholders may hope for a

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dividend at the expiration of another six months. There are still one or two calls on the current half-year's income. The Courts need repair, and an outstanding claim for balls has to be paid; but the income will amply suffice to meet these, and to leave a margin.

There has been some excitement among the wheelbarrowmen here lately, in consequence of an attempt by the Council to impose on them a tax of $2 a-year per barrow. A large deputation waited on the City Magistrate on the 17th, to enlist his influence in their favour.

A somewhat serious collision happened as the steamer *Venus* was starting for Hong Kong; she had not sufficient steerage way, and the strong wind and tide rendered her unmanageable, and she drifted over Trautmann and Co.'s upper buoy, where the steamer *Leith* lay moored. The *Venus* swung across the *Leith's* bows and her head whirled round with such force against the cat-head of the ship *Northampton*, lying at Olyphant's Wharf, that her own bowsprit broke short off, and her other head gear got considerably broken. The cat head of the *Northampton* was broken, and her whole length facing the river heavily rubbed and strained by the steamer sliding past her. The *Leith* sustained little, if any damage. The damage sustained by the *Venus* was confined to her upper works, and after a short delay she proceeded on her voyage. Some Chinese boats were smashed and lost, and one or two children are believed to have gone down in them. The total damage has been roughly estimated at Taels 3,000.

The steamer *Hipparchus* has made by far the fastest passage yet made *via* the Suez Canal to Shanghai. She did the entire distance from Liverpool in fifty-three days, including all stoppages, being only forty-three days under steam.

We *(Courier)* learn that some bets have been made in shipping circles in the matter of the run home of the ship *Duke of Abercorn*, commanded by Captain Dalrymple, which vessel cleared for London July 18, with a cargo of 1,750 tons—the largest of the season at £210. The *Duke of Abercorn* is a new ship, (this being her first voyage) of 1,050 tons register, and was built on the Clyde by Connell the builder of the *Spindrift* and *Windhover*, and her lines are something between these two vessels. Some time back challenges on behalf of the commander and crew to run their vessel to the extent of a month's pay were sent to the well-known *Serica* and *Ethiopian*, and also to the tried ships *John R. Worcester*, *Forward Ho!* and *Argonaut*, and the untried *Cutty Sark*, but none of these ships were inclined to take it up. There is a great deal of uncertainty about a run home from Shanghai at this season of the year, but if the *Duke* made a fair run down to Anjer her great size and power will give her a great advantage over her rivals; we hear that the *Argonaut*, *Forward Ho! John R. Worcester*, *Cutty Sark*, *Ethiopian* and *Serica* have been backed to a limited amount, and as several of them left with a very favourable wind, and have already been spoken a long distance down the China sea, the result of this race is looked forward to with considerable interest.

AMOY.

The following letter, dated July 28, shows most conclusively the tendencies of the Tientsin outbreak, which the deputation to Lord Granville urged:—

AMOY, July 28, 1870.

You will by this mail have the Hong Kong papers with more full details of the Tientsin massacre, and with the constantly accumulating proofs of the complicity of the Mandarins. On this last point I would specially direct your attention to the admirable letters of the Rev. Messrs. Lees and Hall, to Mr. Lay, the British Consul.

This terrible outbreak is just the old story with which we were familiar in Southern and Central China, with but slight alterations in the plot, only with a more tragic *denoument*, and the last act not yet played out.

Very instructive is the attempt which is being made to represent the whole affair as a seperate quarrel with the French. But the murder of the Russians, the destruction of the Chapels and Hospitals, and the search in the City for the missionaries of all nationalities, along with the original intention to attack the foreign settlement, clearly show that the blow was aimed at all.

And if there was a special animus against the French, it must have been from some such tone of thought as this:—"The Americans, the British, and the other Western barbarians have now been terrified into submission, and will no more dare to disobey the supreme Emperor; the Imperial Commissioners sent to those far-off dependencies have so reported to the Throne; and we shall soon be able, by a gradual and gentle pressure, to expel them from the Empire, or confine them, as of old, to one or two distant ports; they have already abandoned Hai-nan, and are just going to abandon Formosa; with them our action is easy and sure. The only Western State that shows any rebellious spirit is France. We must teach her *her* place; and in doing so we shall have at least the moral support, perhaps even the direct assistance, of the now obedient vassal States of Europe and America."

For the encouraging of that spirit, and so far the heart-rending tragedy which has ensued, no one out of China is more responsible than Lord Clarendon. There was one man on whom the responsibility would have pressed still more heavily, but he is now beyond the reach of human censure.

It is the extraordinary and infatuated policy of the British Government, in censuring and degrading its faithful officers, in sending humble apologies, which, though perhaps never formally presented, were made fully known all over China by the newspapers and their Chinese translations, and by the correspondence of the Customs service and the "Chinese Embassy," in making promises of strict obedience for the future, and in proposing to abandon Formosa for the express reason of the repeated troubles (for everything relative to China in Blue-books, parliamentary debates, &c, is immediately translated and communicated to the Chinese Government by the persons in their service, and the other reason assigned—namely, the expense being too great in comparison with the trade, will certainly be interpreted by the Chinese in accordance with their own customs as a mere specious pretence to cover the shame of defeat, especially as the statement of the trade is by a singular mistake at variance with the facts), it is, I repeat, this new and strange policy on the part of the Power that in two successive wars dictated the terms of peace, this policy utterly inexplicable to the Chinese except as an index of the growing weakness of foreigners, and the increasing power of China that has made it possible for the Chinese to attempt what has now been so cruelly accomplished.

Perhaps it may be said that the American Government is more to blame, from their having set the example, and especially from their having promised to assist the Chinese in certain cases against other foreign nations. But, as their power has never yet been felt in China, their action would have had little effect, unless Britain had followed the example.

Perhaps it may be said that this also is a mere "missionary trouble." But it is clear that the missionary question was a mere pretext; and it was not the doctrines or the religious practices that were used as the pretext, but the usual accusations of the scooping out of eyes, the violation of corpses, &c. And it would be nothing remarkable if missionaries were now to be selected as the special objects of attack, after the profuse professions made by leading statesmen that missionaries would not be protected, professions which even such papers as *The Times* admitted would not be carried out in the last resort, but which would be amply sufficient to make the Chinese suppose that they might commit any cruelty with impunity if only missionaries were the objects.

What is now most urgently needful, now that the "tragedy of surpassing horror," which I predicted in my letter to *The Times*, has taken place, is that all the Western Powers should show one undivided front, and that such action be taken as shall render it impossible in future for any graduate or mandarin to dare the instigation or planning of such atrocities; for without such leading the people are quite willing to live at peace with us.

It is not for me to suggest what measures would be sufficient for this purpose; but in addition to the other vigorous measures which are certainly necessary, I would venture to say that this seems an excellent opportunity for insisting on the ambassadors having from time to time audiences of the Emperor, in the first of which he should personally make an apology to the civilised world for the unspeakably barbarous atrocity that has stained the front of his metropolis.

C. D.

HONG KONG.

The dates are down to the 4th Aug. The London mail of 17th June arrived out on the 27th July, with telegrams to 11th.

The local papers are chiefly occupied with the Tientsin tragedy. A meeting of the Legislative Council was held on the 28th July; present, his Excellency Lieutenant-General Whitfeild, Hons. Chief Justice, Colonial Secretary, Attorney-General, Colonial Treasurer, H. B. Gibb, P. Ryrie, and R. Rowett, at which the estimates were brought forward. His Excellency said:—

"As regards the estimates of 1870, they are in very many respects but a reprint of those which met your approval in September last. There are, however, some notable variations to which your attention should be drawn. Thus you will see that in the financial estimate, fol. 3, the assets on the 1st January are declared to be $123,031.88, as against $120,176.58 assumed last year, and that the revenue for 1870 is estimated at $841,535, in lieu of $781,665; as also that the expenditure is now apparently increased to $916,568.45 from $790,720.45. The increased revenue is accounted for as follows:—1. By receipt of the instalment for the sale of the Mint, which yielded $40,000. 2. By the contribution of $50,000 from the special fund, as authorised by the Secretary of State. 3. By an increased allowance of $11,000 for stamps and the opium monopoly. 4. By a rectification of the previous omission of $4,000 for medical fees on examination of emigrants. 5. By an allowance of $9,000 for departmental savings—that is, for charges placed on the Civil List and estimates which cannot well be withdrawn, and which nevertheless will remain unpaid. You will observe that by reason of the transfer to the Special Fund of the interest arising from those deposits, the credit taken for interest in the preceding Estimates has been reduced by $5,000 in these. The increased expenditure provided for in the present Estimates in seeming excess of that contemplated by the Estimates of September last has been caused by the credits then taken for aid from the Special Fund, by which it was proposed to reduce departmental charges to the extent of $96,460, say—Harbourmaster's Department $10,000, Educational Department, $4,418, police, $82,012. Had these sums been added to the Estimates laid before you in Sep

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tember last, the present increase would have amounted but to $29,388, which, considering the provision of $40,000 made for the purchase of Mr. Duddell's lots, would not appear to be in any way excessive. On the whole, I think you may safely congratulate yourselves on the sound financial position of the colony, as independent of the Special Fund and other liabilities, which are amply covered by Bank Deposits amounting at this date to $430,000, you had available assets on the 1st of January amounting to $123,031.88. It is much to be regretted that you are not at present at liberty to employ a portion of these great resources in works of pressing public necessity, such as the erection of a new Civil Hospital, and sanitary improvements in the Chinese portion of the town.

A meeting of the Union Insurance Society of Canton was held on the 1st August, for the purpose of forming a new office. The chairman having stated that the capital consisted of $1,250,000, in $5,000 shares; and suggested that the shares should be reduced to $2,500 in amount, and increased in number, proposed, "That the capital of $1,250,000 shall be divided into 500 shares of $2,500 each, of which $500 shall be paid up on each share." This was lost, the following amendment being proposed and carried by 23 to 7, "That a Society be formed bearing the same title as the present one, to commence business on the 1st January, 1871, and terminating on the 31st December, 1873; the capital amount to be paid up, and the number of shares, to be the same as the present Society, and the Articles of Association to be similar, so far as regards the more important clauses." The chairman then proposed, "That the present Board of Directors shall act as a Provisional Committee for the purpose of organising the New Office, registering the Articles of Association, and allotting the shares; and that when a sufficient number of shares are allotted, the then shareholders shall be asked to elect their own directors, who will also take over the affairs of the present Society for the purpose of winding up its business." Against which, after some discussion, was placed the following amendment, "That a provisional Committee be elected which shall have nothing else to do than allot the shares of the new company, 1871-73." This amendment was lost by a majority of 25 to 8. A proposal, that "the reserve thirds of profits be distributed with the dividends," was negatived.

The annual meeting of the shareholders of and subscribers to the City Hall was held on the 29th July. The chairman explained that the arrangements for the reception of the Duke of Edinburgh had given great satisfaction, but had been attended with considerable expense, and had not the Government come forward and paid $10,000 towards the finishing of the building, it would possibly not have been finished now. How they were to meet the excess he scarcely knew. The building cost nearly £100,000. He still entertained a slight hope of Government support; and they were greatly indebted to Mr. Jardine. They might by their receipts be able to keep it going; and he did not presume that the shareholders expected any dividend. Altogether, the Hall was not in a desperate condition. The Museum was progressing slowly, and he hoped the community would support it. The report was then passed and the committee of management for the year elected.

The Protestant missionaries, headed by the Rev. Canon Gray, addressed a letter of condolence to the Catholics at Canton on the Tientsin tragedy.

From Amoy we learn that the ship *Devana*, Captain Thompson, had arrived there from Hong Kong, after a passage of three days. That vessel had been chartered to load there for New York with the first teas, at £2 7s. 6d. per ton of 40 feet. The *Devana* would be away in about three weeks from the date of our advices—viz., 17th inst.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates are down to the 12th August. The English mail of the 1st July arrived on the 2nd August, and the French mail arrived on the 8th August, with London letters to 8th July.

The fortnight has been an unusually dull one. The Legislative Council has held no sitting, his Excellency the Governor being absent in Malacca.

The news of the war has paralysed commercial transactions here, and business has been almost at a standstill since the 29th July, the day when the news first reached here. The North German Consul at this port, fearing lest the French authorities at Saigon might receive official instructions to seize the North German merchant vessels there, very shrewdly managed to convey to them information of the war before the authorities there were aware of it. A trustworthy agent was despatched by a private steamer (the *Waverley*, we believe), bound to China, which left him off the mouth of the river, and then proceeded on her voyage, the agent obtaining passage in a boat up the river to Saigon, and, having accomplished his purpose, returned to Singapore by the homeward French mail. The French authorities at Saigon had no knowledge of the war until two days after the arrival of this agent, when the French transport *Sarthe*, from Toulon, having learned the fact at Galle, arrived there with telegrams containing war information. The Germans are getting up a fund for the wounded.

PENANG.

Dates by this mail extend to the 13th August. The London mail of 1st July arrived out on the 30th with London telegrams to the 19th July.

The eighty-fourth anniversary of Penang occurred on the 12th August. The present season was exceptionally dry at the commencement. Hardly any rain fell in June, July, or the first week in August. But the hearts of the planters must have been gladdened by the not unfrequent showers we have had lately. Enough rain has fallen, we should think, to do the crops some good, and as there is every probability of our having more, it is hoped the anticipated short crop will not turn out a fact.

The third Criminal Sessions of the Supreme Court for the present year commenced on the 8th August, before Sir P. B. Maxwell, Chief Justice of the colony. The most important case yet tried has been that of Donald Glasse, an officer of the steamer *Glenartney*, who was found guilty of manslaughter, in killing a native boatman, and sentenced to four years' penal servitude.

Commercial Report.

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IMPORTS.

SHANGHAI.—Grey Shirtings had attracted more attention; and considerable settlements had been effected at about former quotations for 8¼ lbs., and 2c. to 3c. per piece decline for ordinary to fair chop 7 lb. goods. For heavy makes inquiry limited. White Shirtings: A sale of very fine 64 reed reported at Tls. 2.35 per piece; quotations for ordinary unchanged. T-Cloths: The improved demand had increased, and heavy sales of all weights had been effected. Lower and medium, 6 and 7 lbs., most wanted, and improved in value. Fair Mexican, 7 lbs., sold at Tls. 1.65 per piece, and similar quality, 8 lbs., held for Tls. 1.90 per piece. Drills: The late excitement had almost entirely subsided, and there was very little disposition to do business at quotations. Jeans still improving, sales reported at higher rates. Best 8 lb. English Jeans held for Tls. 2.35 to 2.40 per piece. Sheetings: Unsold stock reduced to a minimum, and holders enabled to command extreme rates for the few on offer. Fancy Cottons: Velvets, Velveteens, and Chintzes still inquired after; very large business in the last-named, at improved prices. Velvets and Velveteens also higher; in other kinds no particular change. Woollens: Spanish Stripes freely dealt in, the sales exceeding 5,000 pieces. Fair assortments of C. P. H. still wanted, rates having an upward tendency. Long Ells: Some 7,000 pieces settled, at rather better prices. More inquiry for Camlets, sales estimated at 6,500 to 7,000 pieces; prices higher. The low prices ruling for Lastings had led to a considerable business. Crapes not in demand; quotations nominal. Orleans, Plain and Figured: the speculative inquiry had given place to a dull tone; prices nominally unaltered. Metals.—Settlements for the 8,000 bundles Nail Rod, at Tls. 2.10 for small sizes and Tls. 2 per picul for good assortments, showing a further reduction of 5 cands. per picul. Market closed very quiet. Stock about 125,000 bundles. Lead: The firm tone continued, and holders would not sell LB. under $4.30. Quotations (duty paid):—G.E. Grey Shirtings, 7 lbs., Tls. 1.7.6 to 1.8.3 per piece; 8¼ to 8½ lbs., Tls. 2.1.8 to 2.2.7; 9 lbs., Tls. 2.2.5 to 2.3.0; G.E. White Shirtings, Tls. 1.7.5 to 2.4.0; American Drills, Tls. 3.3.8 to 3.5.0; Jeans, 30 yards, 30 inch 8¼ lbs., Tls. 2.4.0 to 2.5.5; English Drills, Tls. 3.1.5 to 3.2.0; Jeans, 8 lbs., Tls. 2.2.5 to 2.3.5; Sheetings, Tls. 3.3.5 to 3.7.0; Dutch Drills, Tls. 3.0.0 to 3.1.0; Jeans, Tls. 2.2.0 to 2.3.0; T-Cloths, 6 lbs., Ordinary, Tls. 1.2.0 to 1.2.6; 7 lbs., Tls. 1.3.5 to 1.4.8; 6 lbs. Mex., Tls. 1.4.0 to 1.5.0; 7 lbs., Tls. 1.6.0 to 1.7.5; 8 to 8½ lbs., Tls. 1.8.7 to 2.0.0; XX, Tls. 2.2.5 to 2.3.0; Camlets, English, S, Tls. 11.0.0 to 11.5.0; SS, Tls. 10.0.0 to 11.1.0; SSS, Tls. 9.0.0 to 9.5.0; Spanish Stripes, Tls. 0.4.5 to 0.8.3 per yard; Medium Broad and Habit Cloth, Tls. 0.9.0 to 1.0.0; Long Ells, Scarlet, Tls. 5.6.0 to 5.7.0 per piece; Assorted, Tls. 5.2.5 to 5.4.0.

HANKOW.—Grey Shirtings: Large business, at an advance of 1 mace per piece; closing quotations Tls. 1.85 to 1.90 for 7lbs., Tls. 2.20 to 2.28 for 8¼lbs., and Tls. 2.40 to 2.55 per piece, for heavy goods. White Shirtings had not attracted attention. T-Cloths: Brisk inquiry chiefly for good 7lbs., at an advance of 5 candareens per piece; demand apparently satisfied; 8lbs., few offers, prices slightly weaker. Drills: Prices had advanced 2 to 3 mace per piece; quotations Tls. 2.90 to 3.10 for Dutch; Tls. 3.10 to 3.25 for English, and Tls. 3.40 to 3.50 for American; market closed quiet. Jeans: Small sales of English at Tls. 2.16 to 2.20 per piece. Fancy and Dyed Cottons: Small sales of Dyed Brocades, Chintz and Turkey Reds. Woollens and Worsteds: No improvement. Camlets almost unsaleable. Long Ells: Fair business at a mace decline. Lastings and Spanish Stripes: But little inquiry. Figured Orleans: No change. Metals: Lead: No outlet for the excessive stock, and further declined about 3 mace per picul.

HONG KONG.—Cotton Yarn: The market was perfectly stagnant, and the demand had altogether ceased. Quotations were more or less nominal. Grey Shirtings: 7 lbs. pressed for sale, owing to large arrivals from India and Singapore, and prices showed a material decline. 8.4 lbs. in good demand, and, being scarce, had advanced 2½ cents. Heavy goods quiet. White Shirtings: Only a few small sales made, depression continued unabated. T-Cloths: Further decline in common 6 lbs. Mexicans of same weight almost unsaleable. No change in quotations for 7 lbs., but some business done at current low rates. 36-inch goods very dull. Auction sales, 2,000 pieces 6 lbs., and 2,500 pieces 7 lbs. Other Cotton Goods and Woollens very dull, and no business done worth reporting. Quotations: Cotton Yarn, English, No. 16 to 24, $130 to 135; 28 to 32, $136 to 140; 38 to 42, $147 to 153. Grey Shirtings: 7 lbs., $2.33 to 2.40; 8.4 lbs., $2.82½ to 2.87½; 9.12 to 10

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lbs., $3.50 to 3.55; White Shirtings, $2.25 to 3.00; Fine, $3.50 to 6.00; T-Cloths, 6 lbs., ordinary, $1.70 to 1.75; Mexicans, $1.80 to 1.90; 7 lbs. ordinary, $1.90 to 2.00; Mexicans, $2.10 to 2.35; 8 to 8.4 oz., $2.40 to 2.50.

BATAVIA.—The following is from Messrs. Hunter, Houghton, and Co.'s Circular:—Our import market continues without any material change, and prices generally compare very unfavourably with present Manchester quotations. Cambrics, 45-inch by 12 yards: Not much doing, prices offered by dealers not warranting large transactions. Best quality, f.4.75 to f.4.80; medium, f.4.62½ to f.4.70; ordinary, f.4.45 to f.4.50 per piece. Shirtings, White, 40 yards: 45-inch in but moderate inquiry, with no improvement in price; favourite makes, f.10⅛ to f.10¾ per piece; 40/41 inch scarce and wanted, at f.10¼ to f.10⅜; 36 inch 64-66 reeds also in demand, at f.9 to f.9⅛ per piece. Grey, 38½ yards: In fair inquiry with light stocks. 39-inch 7 lb. most inquired for, at f.7¾ to f.8; 8¼ lb., f.8⅛ to f.8¾; 45-inch 8 lb. quiet at f.8⅝ to f.8½ per piece. Maddapollams, 24 yards, generally in fair demand. Dutch White, 33/34-inch, f.5.35 to f.5.50; 40/41-inch, f.6½ to f.6¾; Grey, 34/35-inch, f.5.35 to f.5.50; 43/44-inch, f.6 to f.6¼; 50/51-inch, f.6¾ to f.7; English Grey, 3 lb., 32/33-inch, f.3⅛ per piece. Twist, Grey, in better demand, with light stocks. 40's, f.455 to f.460; 30's, f.390 to f.400; 24's, f.370 to f.375; 20's, f.340 to f.345 per bale. Turkey Red moves off slowly at f.255 to f.260 per bale of 1 picul, short credit, for No. 28's. Metals: Swedish Iron in limited demand at f.9½ to f.10 per picul. English Iron: Most descriptions in large supply, and not worth more than f 6 per picul. Hoop in no demand. Lead—Pig: Small stocks, with little demand. Value, f.17 to f.18 per picul. Sheet also dull at f.19 to f.20 per picul.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—39-inch Grey Shirtings: Demand moderate, with forced sales; a considerable decline for 8¼ lb., transactions at $2.77½ to 2.62½; 7 lb., very limited inquiry at $2.32½ to 2.30; 6 lb. dull at $2 to 1.95. 45-inch met with very little attention, sales reported of 9 lb. at $3, 10 lb. at $3.30. Quotations for 8 lb. nominal; prices declining. 32-inch Grey T-Cloths: To effect sales holders obliged to accept lower rates, and all values had declined. 4½ lb. $1.30, 5 lb. $1.40, 6 lb. $1.70, and 7 lb. $1.90. Maddapollams: Sales small at $20 to 19¾ for 2½ lb., and $20½ for 3 lb. White Shirtings quite neglected; sales can only be made at very low prices. Nothing doing in Dyed Shirtings, Brocades, or Velvets. All descriptions of Woollens quite neglected, and quotations nominal. Grey Yarns continued in moderate inquiry at $100 to 102.50 for 18s to 24s, $120 for 30s, and $130 to 132½ for 40s. Turkey Red Yarn lower; small transactions in Glasgow dye 10 lb. at $140 to 142.50, 12 lb. $147.50. Dark Green wanted at $84.

PENANG.—Grey Shirtings, 6 lbs., very weak at $41 to 42, and latterly at $39; 7 lbs. also very dull, declining from $47 to 44; 8½ lbs. declined from $57 to 55 per corge—in all cases the lower figure was the closing price. Long Cloths quite neglected. Maddapollams: Unimportant sales of 2½ lbs. at $19 per corge. T-Cloths dull; sales of 6 lbs. at $37 and 36, of 7 lbs. at $41 and 40 per corge; in other weights no business. Yarn: Sales reported of Grey Mule, No. 30, at $125 and $124; No. 40, at $137 and 138 per bale of 400 lbs.; very little disposed of. Turkey Red in better request; sales of Nos. 20/22 at $126, Nos. 22/24 at $130, and No. 40 at $144 and 143 per bale of 200 lbs. A few sales of Imperial Red at $75 to 72½, and of Green at $78 per bale of 200 lbs. In other Yarns no transactions.

EXPORTS.

TEA.

SHANGHAI.—Black: A large and steady business had been transacted. Common and low medium Teas showed slightly better value; good medium and preferable grades a decided advance, say from Tls. 2 to 3 per picul (or about 10 per cent.) over the opening quotations. Supplies had been large, and, notwithstanding the steady daily purchases, the stock remaining was considerable. Second crop Teas had been purchased at unduly high prices for so unreliable a class of produce, some parcels having been settled at fully twenty per cent. over last home values. Settlements for the fortnight, 36,000 chests; reshipments on owners' account, 6,600. Quotations (duty paid, exchange at 6s. per tael, freight at £1 10s. per ton):—Hohow, common to fair, Tls. 18 to 24, equal to 1s. 0¼d. to 1s. 3⅞d. per lb.; Oonam and Oonfa, common to good, Tls. 18½ to 26¼, equal to 1s. 0¼d. to 1s. 5¼d.; Ningchow, common to fine, Tls. 18½ to 32, equal to 1s. 0½d. to 1s. 8¾d. Oopack, fair to good, Tls. 20 to 29, equal to 1s. 1¼d. to 1s. 7d. Green: Good business in Pingsueys (principally for the American market) at firm rates for all fine chops; settlements for the fortnight 7,300 half-chests. About eleven chops of new crop Fychow and Teenkai had been shown on the market, but elicited no true offers. None of the favourite chops had come to hand; but in style those on the market were certainly inferior to the best of last year's. There was a great improvement noticeable by the comparative absence of dust from the common lines of many chops. Settlements for the fortnight; 7,799 half-chests. Stock, 24 chops, or 13,517 packages of Pingsuey and Shanghai-packed, and 11 chops, or 9,110 packages of new Teenkai and Fychow Teas.

HANKOW.—Second crop Teas had arrived in greater quantity, and there was more willingness to show them. Settlements, however, had been mostly in barter, and prices, considering the quality, were very high. A few chops common Oonam had been taken at former rates. Transactions for the fortnight:—Settlement, 3,960 chests. Contracts, 1,325 chests, and shipments to Shanghai on native account, 18,108 chests. Prices paid: Oopacks, Common to Fair, Tls. 16.10 to 22.50 per picul, equal to 1s. 2d. to 1s. 6¼d. per lb. Oonams, Common, Tls, 13.50 to 14.00 per picul, equal to 1s. 0¾d. to 1s. 1d. per lb.

FOOCHOW.—The news from England did not appear to have affected this market. There had been a steadily active business in Congous, both for England and Australia, and moderate transactions in other descriptions. The demand had been chiefly for flavoury and medium teas, which had maintained their previous value. The better kinds were not relatively cheaper than they were a fortnight before, when the inferior quality of recent purchases is taken into consideration. The common kinds had been bought on more favourable terms, showing a general reduction of a tael on last quotations, and even more in some instances. Common Saryunes had been sold at Tls. 13 to 15. Dust and broken leaf remained neglected, on account of the prices asked for them. The following were the current quotations; the cost laid down in London calculated at exchange of 4s. 6¾d., freight £2 10s. per ton. Dust and siftings, Tls. 5 to 10, equal to 6½d. to 9¾d.; broken leaf to ordinary, Tls. 10 to 13, equal to 9¾d. to 11⅛d.; fair to good common, Tls. 13½ to 14½, equal to 1s. to 1s. 0⅛d.; flavoury to medium, Tls. 15 to 23, equal to 1s. 1d. to 1s. 6d.; good medium, Tls. 23½ to 25, equal to 1s. 6½d. to 1s. 7½d.; fine and finest, none on the market. Souchong: The finer chops had continued in request; steady business at a slight advance; purchases confined to medium and fine grades, as the teamen still asked too much for common. Quotations: Fine to finest, Tls. 25 to 29½, equal to 1s. 7½d. to 1s. 10d.; medium to fine, Tls. 21 to 25, equal to 1s. 4¾d. to 1s. 7½d.; common, Tls. 15 to 20, equal to 1s. 1d. to 1s. 4¼d. Oolongs had again been slightly operated in, at previous rates. Scented Orange Pekoes neglected, and might be bought on easier terms. A few purchases of Scented Capor at considerably higher prices—medium to fine, Tls. 22 to 25, equal to 1s. 5½d. to 1s. 7½d.; fine to finest, Tls. 26 to 28, equal to 1s. 8½d. to 1s. 9½d. Flowery Pekoe: 969 chests found buyers at Tls. 40 to 70, for fine to finest.

AMOY.—In Congou buying had continued steadily, and about 14,000 packages had been taken during the fortnight. Prices were $15 to 17.50 for low common, and $18 to 22 for ordinary to good, but there were very few of the latter remaining. Oolongs were eagerly purchased as they arrived, and rates had advanced $3 to 4 since the opening of the market. Quotations were: Common cargo, $20 to 23; fair, $23 to 25; good, $25 to 27; superior, $27 to 29; fine, $29 to 31; and finest, $33 to 35.

SILK.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular, dated 28th July:—During the early part of the fortnight much eagerness was displayed on the part of buyers to obtain the Red Peacock chop, for which Tls. 530 to 535, equal to 27s. 9d. to 28s., was paid, ordinary 4 to 4½ Tsatlees were bought at Tls. 510 to 520, but the arrival of telegrams reporting "Silk difficult of sale," checked purchasers, and towards the close of the French mail prices were a trifle easier, Choping and Koo-fong-sing chop 3rd selling at Tls. 602½ to 605, equal to 31s. 4d. to 31s. 6d.; Dragon, Tls. 590, equal to 30s. 9d.; Cock and Worm, Tls. 587½, equal to 30s. 7d.; Stag Chop, Tls. 555, equal to 29s; Qui Sute-fee, Tls. 535, equal to 28s .0d.; Kukee Chin Jan, Tls. 535, equal to 28s. 0d.; Gold Lion, No. 1, Tls. 555, equal to 29s. 0d.; Blue Elephant, Tls. 537½, equal to 28s. 1d.; Green Elephant, Tls. 500, equal to 26s. 2d.; Fatmow Hainin, No. 2, Tls. 505, equal to 26s. 5d.; Ching Yuen Sing Guan-ling Kaling, Tls. 500, equal to 26s. 2d.; Hangchows, Tls. 450 to 455, equal to 23s. 8d. to 23s. 11d.; Good Long reel, Tls. 402½, equal to 21s. 3d.; Pang-E-Tah Re-reeled Haining, No. 1, Tls. 647½, equal to 33s. 9d., with Tls. 20 reduction on the twos and threes; Chinese Thrown Tram, 40 to 55 deniers, Tls. 500 to 520, equal to 26s. 2d. to 27s. 2d. Since the departure of the French mail we have had a very quiet week, buyers generally waiting for telegraphic advices (*via* Kiachta, which are now some days overdue) before going on, in the face of such an enormous export and high prices. This, it was thought, would tend to weaken holders, but the drop in exchange to 6s., coupled with the fact that 60 to 70 per cent. of the Tsatlee crop has already gone forward, and the difficulty experienced by Chinese in collecting Silk in the interior, with the moderately small stock of desirable Silk on the market, has combined to make them very firm, and dealers are asking for Chop Silks Tls. 10 to 20 advance, Tls. 600, equal to 31s. 3d., having been paid for very inferior King John chop; medium Tsatlees remain much the same, with less desire to sell; much of this latter description is very coarse, cased, and foul, being mixed with second crop Silk, and is most decidedly Tls. 30 to 40 inferior to the early shipments of the season. Best Ting How Kahing Tuysaam is extremely scarce, while the medium qualities seem in pretty good supply.

JAVA AND STRAITS PRODUCE.

BATAVIA.—Coffee, Java: Sales at f.30 per picul, but planters generally unwilling to sell much at this figure. Heavy rains had taken place in the country, delaying the plucking of the crop, which, however, would be a very fair one. Padang: None in the market. Cubebs lower, sales of Samarang at f.13 per picul. Gum Damar: Sales at f.32 to f.33 per picul. Tin, Billiton: An auction of 6,000 piculs advertised for 10th August. Pepper, Black: Sales at f.23.50 per picul; White: None in the market. Sugar: No. 14, f.13½ to f.14 per picul. For high numbers a price on the basis of f.15¼ to f.15½ per picul for No. 14 would have to be paid. All the above remarks regarding produce apply to transactions entered into prior to the arrival of a telegram bringing intelligence of war having been declared between France and Prussia.

PENANG.—Pepper, Black: West Coast crops exhausted; East Coast and Acheen scarce; arrivals taken at $8.15 to $7.95 per picul. White offering on the market at $11 and 11.10 per picul; no purchase registered. Tin very scarce; operations ranged between $28.45 and $28.55 per picul for the European market. Hides, Buffalo, taken at $10 to 9¼; Cow, $14 per picul. Nutmegs declined; purchases of 66 Nuts per lb. at $82½; 110 per lb. at $50, $49, and $49½ per picul.

SINGAPORE.—The principal staples of export had not been affected to any great extent by the news of war in Europe; there was still a very fair demand, and a considerable business had been done. Gambier was coming in more freely, and was bought at the commencement of the fortnight at $3.07½, but afterwards declined to $3.02½ per picul, at which rate the market closed firm; about 1,300 tons had been contracted for. Black Pepper was lower in value; engagements had been made for the second crop to the extent of about 11,000 piculs at $8.25 to 8.30 per picul, and the price was firm at the latter quotation.

CAPTAIN SHERARD OSBORN appeals to the public for contributions to a fund which has been established for the relief of the widows and families of the officers and crew who perished in H.M.S. *Captain*.

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EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	—	—	—
Shanghai ,, ,, ...	5s. 11¼d.	5s. 11¾d.	6s. 0d.
Canton ,, ,,	4s. 5d.	4s. 6d.	4s. 6d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 3¾d.	4s. 4d.	4s. 4½d.
Manila ,, ,, ...	4s. 4½d.	4s. 5d.	4s. 5d.
Colombo ,, ,, ...	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	306 to 307	228
,, Hong Kong	24¼ to 24⅜ dis.	—
Bar silver	111.5.0	6½ prem.
Mexican dollars	75.2.0	¾ prem.

Bons, at Yokohama, 340 per 100 dols.

Shipping Intelligence.

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ARRIVALS.

At YOKOHAMA.—From London, July 17, John Milton.

At SHANGHAI.—From London, 22, Jungfrau, Chusan (reported by telegram); from Cardiff, 22, Sirius; 23, James Wishart.

At HONG KONG and CANTON.—From Liverpool, July 22, Hipparchus; 28, Golden Hind; from Glasgow, 31, Kildonan; from New York, Aug. 2, Yokohama.

At Manila.—From Liverpool, July 22, Hong Kong; from Cadiz, 25, Reina de los Cielos.

At SINGAPORE.—From London, Aug. 9, Abbotsford; from Cardiff, R. C. Rickmers.

At PENANG.—None.

At BATAVIA.—From Sunderland, July 23, Davina; Aug. 1, Cornelis Smit; from Amsterdam, July 23, Ferdinand and Louis; from Rotterdam, Haamstede; from New York, Aug. 2, Horatio, Orpheus.

DEPARTURES.

From YOKOHAMA.—For New York, Chloris.

From SHANGHAI.—For London, 23, Doune Castle; 24, Columbus, Caroline Hutchings.

From FOOCHOW.—For London, July 25, Ambassador, 30, Thermopylæ.

From HONG KONG and CANTON.—For New York, July 8, Sarah E. Kingsbury; for Calao, Aug. 2, Courage.

From MANILA.—For Falmouth, 18, Don Anita; for Liverpool, 28, Estrella.

From SINGAPORE.—For Channel, Aug. 6, Xulla; for London (via Penang), 8, Vimiera.

From PENANG.—For Boston (via Padang), Aug. 3, Fearless.

From BATAVIA.—For Holland, July 24, Utrecht; 28, Medea; Aug. 2, Jonge Jan.

VESSELS LOADING.

At YOKOHAMA.—For New York, Taitsing, Laju, Min.

At SHANGHAI.—For London, Charlgrove, Huntley Castle, Northampton, Wild Deer.

At FOOCHOW.—For London, Windhover, Everest, Falcon, Wylo, Maitland, Flying Spur, Kelso, Carrick Castle, White Adder, Lennox Castle, Chinaman, Caliph, Leander, Queen of the Age, Lahloo, Kaisow; for New York, Kelso.

At AMOY.—For New York, Devana.

At HONG KONG and CANTON.—For London, Burdwan, Fiery Cross; for New York, Hudson.

At MANILA.—None.

At SINGAPORE.—For London, Chrysolite; for Boston Midnight.

At BATAVIA.—For Holland, Harwich, Californie, Helena and Henriette, Singapore, Oceana, Anna and Sophia, Jan van Brackel, Electric, Gladstone, Earl Russell; for Channel, Larnax, Argo; for United States, Ida, Sanderson, Sir James, Lizzy.

At PENANG.—For London, Isabella.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, per steamer, £3 10s; sailing vessel, £1 10s.; to New York, £5 to £5 10s. steamers, £2 to £3 sailing ship.

At FOOCHOW.—To London, per steamer, £4 to £4 10s.; sailing ship, £2 10s.

At HONG KONG AND CANTON.—To London, per steamer, £4; sailing ship, £2 10s. per ton.

At MANILA.—To London, wet sugar, £2 14s. 6d; to New York, sugar $10.50, hemp $11.25 per ton.

At SINGAPORE.—There is no alteration to report.

At PENANG.—Light cargo for home is quoted £2 2s. 6d. to £2 10s., and £3 measurement.

At BATAVIA.—For Holland, sugar f.70, coffee f.72.50.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
July 19	Aracan	London	Shanghai
,, —	Dilpussund	New York	Shanghai
,, —	Tafarette	Havre	Hong Kong
,, —	Ornate	Cardiff	Shanghai
,, 21	Albert Victor	London	Hong Kong
,, —	Unison	Shields	Nagasaki
,, —	Chusan	London	Shanghai
,, 22	Lauretta	Batavia	Falmouth
,, 23	Julie	Rotterdam	Shanghai
,, —	Nicot	Batavia	Amsterdam
,, 25	Balmacara	Manila	London
,, 26	Mentor	Singapore	Bordeaux
,, 27	Kobe	Hiogo	Amsterdam
,, —	Sea Mew	Hamburg	Shanghai
,, 28	Benefactor	Shanghai	New York
,, —	Mobil	Hong Kong	Hamburg
,, 30	Medea	Batavia	Rotterdam
,, —	Unrivalled	Singapore	London
,, —	Araby Maid	London	Shanghai
Aug. 1	Rollo	London	Yokohama
,, —	N. B. Palmer	New York	Hong Kong
,, —	Galatea	Hamburg	Hamur River
,, —	Sootoo	Manila	Boston
,, —	Ellenborough	Hong Kong	Portsmouth
,, —	Mary Whitridge	Hong Kong	Shanghai
,, 2	GysbertusHermanus	Birkenhead	Batavia

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Sept. 13, at Texel, from Batavia, Friesland; off Scilly, from Penang, Onrust; 14, at Havre, from Colombo (via Suez Canal), Stagshaw (str.); 17, at London, from Shanghai, &c. (via Suez Canal) Danube (str.); 15, off the Owers, from Akyab, for the Baltic, Gustav Adolf.

DEPARTURES.—Sept. 15, from London, for Colombo, Scawfell; 14, Mindora; Sept. 16, from London, for Cardiff and Hong Kong, Canadienne; 17, for Galle, Penang, China, &c. (via Suez Canal), Acantha (str.); for Penang, Bristow; 16, from Cardiff, for Galle, Saga; for Singapore, Altan; 17, from Liverpool, for Shanghai, &c. (via Suez Canal), Bengal (str.).

LAID ON.—At London, for Shanghai, Singapore, and Hong Kong (via Suez Canal), Danube (str.).

SPOKEN.—A vessel showing 4th d.p. 4359, Clyde to Singapore, July 23, 3 S., 23 W.; Cornubia, Colombo to London, July 24, 34 S., 17 E.; Peter Adolf, Batavia to Amsterdam, Aug. 6, 11 S., 11 W.; Reine d'Anjou, Cardiff to Singapore, Aug. 7, 13 N., 25 W.; B. D. Metcalf, (Nor. ship), Anjer to London, Aug. 26, 27 N., 34 W., (out 140 days); Frederick Wilhelmine, Batavia to Amsterdam, 45 days out, June 14, 31 S., 35 E.; Marmon, Java to Hamburg 45 days out, June 28, 35 S., 19 E.; J. H. K. T., Colombo to London, July 7, Princess Amelia (Dut. ship), Rotterdam to Batavia, Aug. 8, 11 N., 26 W.; Leicester, Cardiff to Hong Kong, Aug. 11, 13 N., 27 W.

CASUALTIES.—The Priam, from the Clyde to Ilo Ilo, which put back to Greenock leaky, Sept. 13, went into West harbour 14th, and would discharge there preparatory to going into dock.

THE SINGAPORE WATER WORKS.

THE recent debate in the Legislative Council fully clears up this vexed question, and the resolution come to makes an end of it, we hope, for ever. To those unacquainted with the subject, the GOVERNOR'S remarks during the debate on the Estimates for 1870 appear not without force and reason. "I do not think we have any right, and I am cer-"tainly not prepared to convert and to appropriate a large "sum of the public money, raised on the whole of the Set-"tlements, in introducing water into one of them—Singa-"pore;" but this plausible statement very soon fell under the criticism of the Straits Association, who put figures before the Colonial-office showing that, while the actual revenue derived from Singapore is three times that of Penang and eight times that of Malacca, it had become Governor ORD'S practice to expend the public money on the respective settlements in an inverse ratio to their contributions to the public purse. Thus for the three years ending 1870 there had been apportioned to Singapore $26,487; Penang, $90,371; Malacca, $51,237.

But it has been reserved for Mr. READ to expose thoroughly the fallacy in the GOVERNOR'S argument, and which consists in little more or less than the *suppressio veri*. He traces the history of the Waterworks from the offer made by Mr. KIM SENG of $13,000 towards the improvements down to the present time, and shows convincingly that the Government under the Indian administration made a distinct agreement to supplement this amount by what should be found necessary to render the water supply efficient in the town. Should this agreement be held as binding on the new Colonial Government, or should it be shirked?—was the question which Mr. READ pressed upon the Committee, and we are glad to say that after the debate no one ventured to support the GOVERNOR'S repudiating policy. It was felt that neither the blunders of former Colonial engineers, nor even the able special pleading of the late acting Attorney-General could free the Government from a responsibility voluntarily and thankfully undertaken by their predecessors.

But Mr. READ put the case in another light, and here it becomes more generally interesting. The AUDITOR GENERAL has, or thinks he has, an available surplus of $123,000, and

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at the bottom of all this controversy about the Waterworks are two very different views as to the spending of this money. Governor ORD says, "appropriate $117,000 to my steam "yacht, and carry forward the balance." Mr. READ and the other Europeans answer, "the Waterworks will cost very "little more than your proposed vessel, and will be of incalcu-"lable service to the native population of the settlement." Could there be a more bitter comment than this argument of theirs on the GOVERNOR'S shameless charge, that no consideration for the health of the natives was of the smallest weight in the eyes of the Europeans in the colony and their representatives here?

THE MEETING ON CHINA.

LETTER OF THE DEPUTATION TO EARL GRANVILLE.

3, Lombard-street, September 15, 1870.

MY LORD,—As requested by your Lordship at the interview which you kindly granted us yesterday, I have the honour to state in writing the substance of the representations we made in the name of an influential meeting which had just been held in the City of persons interested in China and its trade.

We informed your Lordship of the melancholy particulars which had reached us, relating to the massacre of foreigners at Tientsin, perpetrated by the Chinese on the 21st June last.

From the information which has reached us from British merchants resident at the port of Tientsin, with the most ample opportunities of verifying the statements they make, we are firmly convinced that the attack upon the French Consulate, Cathedral, and Mission premises was only part of a preconcerted plan, having larger objects, and originating in a strong anti-foreign feeling prompted by Mandarins high in office and power. The circumstances of atrocious barbarity which attended the murder of the Sisters of Charity, and which we communicated to your Lordship, have never been surpassed in the records of this sort of crime. It is worthy of particular notice that the establishment to which they belonged, and in connection with which they carried on their beneficent labours, has been in existence for three hundred years, and it is believed that in all that time no charge of any kind has ever been made against the Sisters, whose methods of working were perfectly well-known. It is emphatically denied that they even committed the indiscretion of giving money to those who brought cast-away female children to their doors; and the accusation made against them on this score is declared to be the purest invention, got up in order to inflame the popular mind, and it has been repeated in order to palliate the dreadful crime we all deplore. Two of the Sisters were Italians, and one of them was a British subject. Sister Louise was an Irish lady, and, I believe, her brother is a respected parish priest in Ireland. On the trustworthy information of Chinese, some of whom had learned the fact at considerable distances from Tientsin, it has been stated that it was deliberately intended to make an attack two days later upon the British Settlement, situated about two miles from the city. And in several other Treaty Ports the most inflammatory placards have been issued, directed against foreigners generally.

In presence of such grave events, and in the knowledge that a spirit of hostility to foreigners is being industriously propagated, the greatest apprehension and alarm is felt by British subjects, and the object of the deputation was respectfully to represent the facts, and to enquire whether your Lordship has taken, or means to take, any steps for the more effectual protection of the lives and property of British subjects in China, prosecuting their lawful callings under the Treaty between Great Britain and that Empire.

We cannot conceal from your Lordship that the anxiety of our friends, in which we share, has been largely increased by a regard to the policy which in recent years Her Majesty's Government has adopted in its dealing with the Government of China, a yielding or complacent policy, as opposed to a policy of firmness which should exact the due fulfilment of Treaty obligations and be prepared to demand reparation for injustice and injury. The instance of the able settlement effected two years ago in the island of Formosa, by the prompt action of the late Mr. Consul Gibson, cannot be forgotten by us. That officer was severely blamed and degraded, instead of being thanked and rewarded for his services. Desirous as we are, and have ever been that all grounds and causes for a rupture with China may be avoided, as being most detrimental to every interest concerned, we would earnestly press upon your Lordship's attention the desirableness of a firm policy, rather than one of yielding and concession, of which the Chinese invariably take an unworthy advantage, and which, as they uniformly attribute it to weakness on our part, is calculated in our opinion to lead to aggressions which Her Majesty's Government would be unable to overlook. And it is with no small concern we have heard, on what appears to be undoubted authority, and which is confirmed in a remarkable letter from *The Times* correspondent at Shanghai, published in to-day's issue of that journal, that the naval officers on the China stations are forbidden by instructions from the Admiralty to land their men under any circumstances even to protect life when it is threatened, and are to confine the assistance they may afford to British subjects to simply receiving on board their vessels such as may be compelled to seek an asylum when they are attacked. We most earnestly entreat that Her Majesty's Government will reconsider this determination, and will not lose a day in authorising the naval and military officers, in the exercise of their discretion, or under the orders of Her Majesty's representative, to afford the most ample protection to British subjects, and to use all measures that may be required to prevent the commission of outrages which may, at any time, be threatened.

The deputation abstained from expressing to your Lordship any views of theirs in regard to the reparation which should be sought from the Chinese Government for the recent terrible outrage. But it is with satisfaction we learned from your Lordship that Her Majesty's Government has instructed their representative at Peking to support the representations which may be made by the French Minister in reference to the massacre.

Heartily thanking your Lordship for the patient attention with which you listened to us, and commending this whole matter to your earnest consideration, I have the honour to be, my Lord, your Lordship's most obedient humble servant, ALEXANDER MATHESON.

To the Right Hon. the Earl Granvile, K.G., &c.,
H.M.'s Secretary for Foreign Affairs.

EARL GRANVILLE'S REPLY.

Foreign-office, Sept. 16, 1870.

SIR,—I am directed by Earl Granville to acknowledge the receipt of the letter of yesterday's date, on the subject of the recent massacre at Tientsin, which was signed by you on behalf of the members of the deputation who had an interview with his Lordship on the previous day; and I am to acquaint you that it appears from a despatch, dated the 9th of July, from Vice-Admiral Sir H. Kellett to the Lords of the Admiralty, that Her Majesty's naval forces in China had been stationed as follows:—

At Hong Kong, the *Princess Charlotte*, *Banterer*, *Starling*, and *Bouncer*.

At Amoy, the *Hornet* and the *Cockchafer*.

At Foochow, the *Severn*.

At Shanghai, the *Barrosa*, *Zebra*, *Dove*, and *Firm*.

At Tientsin, the *Dwarf*, *Avon*, *Opposum*, and *Grasshopper*.

The Admiral, in the *Salamis*, was to proceed the same day to Chefoo.

Commodore Price has since reported, in a despatch dated July 21, that the *Banterer* had been sent to Foochow.

There are also in the Japanese waters Her Majesty's ships *Ocean*, *Rinaldo*, *Sylvia*, *Elk*, *Midge*, and the *Adventure* troop ship.

I am further to acquaint you that on the 30th ult. Mr. Wade was instructed to co-operate with the French Legation, in order to obtain the punishment of the parties who were concerned in the late outrage, and Her Majesty's Government trust that the communications about to be made to the authorities in China will have the effect, not only of procuring the punishment of the offenders, but also of deterring the Chinese from acts calculated to excite grave apprehensions on the part of British subjects in and connected with China.

I am to remark further that the standing instructions to Her Majesty's Consuls and naval officers in China, as to the employment of Her Majesty's ships of war, are, in cases of great emergency, to protect the lives and property of British subjects if placed in peril by wanton attacks directed against them, either on the part of the local authorities, or by an uncontrolled popular movement.—I am, Sir, your most obedient, humble servant, (Signed) ARTHUR OTWAY.

Alexander Matheson, Esq.

THE FRENCH MINISTER TO PEKING.

(FROM OUR PARIS CORRESPONDENT.)

It is unfortunate that circumstances should have delayed the appointment, or rather the departure, of a representative of France for Peking; and there seems little chance for the moment that such departure will take place. M. Geoffroy, who after some hesitation accepted the appointment, is now going to Tours, if not already there, with the new Minister of Justice, M. Cremieux, as representative of the Foreign-office, and therefore his voyage to China is, to say the least of it, postponed for some time. M. Geoffrey was formerly Secretary of Legation at Washington, and speaks English, a great advantage in his co-operation with our representatives and those of the United States in China; in addition to this he has been for some time sub-director of the Ministry of Foreign Affairs in Paris, especially charged with the conduct of Oriental matters, so that he has many qualifications for the post of Minister of France at Peking; still he has never been in China, and we could name two gentlemen who have, and who are well known to Anglo-Chinese, who certainly would represent France well. We have heard it whispered that one of these gentleman would certainly have been appointed by the late Minister of Foreign Affairs, Count Daru, but that red tape barred the way, because they belonged to the Consular body only, and not to the high and mighty conclave of the Foreign-office. You think, at home, that red tape is a native of England only; never was such a mistake, the tapeism of the late Imperial Government was prodigious, and if it was often stretched and snapped by necessity, as regards the front ranks, it held firm enough elsewhere. M. Jules Favre is, we should think, the last man in the world to continue such absurd bureaucratic traditions, and considering how important it is at the present moment that France should be well represented in China, and thus feel that she is relieved from much anxiety on that head, at home, until fairer weather arrives in the political sky, we trust he will take council with those who are acquainted with the Far East, and send out some gentleman at once who already knows the Chinese, and can act with decision in concert with the representatives of the other Powers. The subject of the Tientsin massacres and the position of the missionaries in China was discussed with the members of the Chinese Embassy when in Paris, and the result arrived at was, that it was the duty of the Chinese Government to protect the religion and places of worship of all foreigners, but it was equally the duty of missionaries not to interfere with the religion, the habits, and the customs of the Chinese. We fear the opinion or arguments of the Embassy in question will have very little weight; but their view of the position is undoubtedly the correct one. But supposing the Peking Government to take the same view, how are Europeans to bind over the local authorities to decent behaviour? There is but one method that we are aware of—namely, to send representatives to Peking and elsewhere who know the Chinese, and not to leave them unsupported.

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The London & China Telegraph.

LONDON: MONDAY, SEPT. 19, 1870.

MEETING OF CHINA MERCHANTS.

THE meeting of merchants at the London Tavern, which we report in another column, will, doubtless, be received with great satisfaction by our readers in China. It may be considered by some that the speakers did not go far enough in denouncing the fearful catastrophe at Tientsin, but in passing judgment on this, it must not be forgotten that the object of the meeting was to bring a temperate pressure to bear on our Government, for the protection of life and property at all the ports, by restoring to the Consuls the powers of which they have been deprived during the past few years. The utter futility of claiming redress from the Government at Peking for outrages committed at the ports is now demonstrated beyond all doubt, by the occurrences at Tientsin, a port only eighty miles distant from the seat of Government. It is indispensable, therefore, that we take measures to protect ourselves, and that our Government should firmly insist on treaty obligations. We think that the meeting and subsequent deputation to Earl GRANVILLE will have a very beneficial influence on the policy of our Government. Knowing, as the residents in China do so well, the great difficulties in moving people at home to a demonstration, they will fully appreciate this active sympathy on the part of their friends and relatives. Certainly it would not have been generous for our merchants and bankers to quietly read the letters of their correspondents, describing the state of danger in which they found themselves, and make no effort to influence the Government in their policy. The pressure on the few heads of establishments in the City who are expected to take the lead in such matters is the chief difficulty. There are many other difficulties in the way of getting up a meeting in the City of London which make it a vastly different matter to calling a meeting in one of the China ports. Fortunately a larger number of heads of establishments were in the City this week than is usual at this season of the year, and the meeting was in every way successful; the efforts made to obtain an interview with Lord GRANVILLE on the same afternoon particularly so. We are glad to notice that *The Times* publishes letters from its correspondents at Shanghai, dated 14th and 22nd July, giving a valuable summary of events since the catastrophe of the 21st June. These letters give very clear proofs that the dreadful business was instigated by the Chinese officials. The following extract also indicates to what use thee arsenals of China, raised by the aid of foreigners, are to be put:—

"In the beautiful jargon, called 'pidgin' English, which serves as a medium of communication between Anglo-Saxon and Mongol, they say, 'Must payee that Hwangti, that Mandarin, largee fear.' And no doubt their view is correct. Any symptom of hesitation will be interpreted as fear; nothing but a strong military demonstration and severe retaliation will be recognised as proof of our power and will to revenge wrong done to us. The Chinese have been acquiring stores of foreign arms lately; the only shape in which they would admit steam into the country has been in the construction of arsenals. They have had a number of soldiers instructed in foreign drill, and they think they are able to cope with us. We must show them that they are not, or the dislike to foreign intrusion which characterises, more or less, every official in the Empire will soon find practical expression. I look upon this as a very critical period of our relations. Any weakness will be fraught with imminent danger to our interests, and even to the lives of settlers, in China; while the opportunity may be seized to settle many pending questions, and to place our relations with the Empire on a sounder footing."

The letter which was drawn up by Mr. MATHESON on behalf of the deputation, in accordance with the request of Lord GRANVILLE, and which will be found in another column, is a very able one. It enters very fully into the position of the residents at the various Treaty Ports and also indicates the danger of pursuing the policy which has curtailed so injuriously the power of the Consuls in times of danger and emergency. Mr. MATHESON does not hesitate to stigmatise the conduct of the Government towards Mr. Consul GIBSON, when, by his promptness at Formosa, he assuredly saved us from a graver calamity. No one can feel more than the merchants do the losses and inconveniences connected with a war, but they feel assured, from a long acquaintance with the Chinese, that a firm policy is the only one which will preserve us from it. Mr. MATHESON says:—"We cannot conceal from "your Lordship that the anxiety of our friends, in which "we share, has been largely increased by a regard to the "policy which in recent years Her MAJESTY'S Government "has adopted. We earnestly press the desirableness of a "firm policy rather than one of yielding and concession, of "which the Chinese take an unworthy advantage, and "which, as they uniformly attribute it to weakness on our "part, is calculated, in our opinion, to lead to aggressions "which Her MAJESTY'S Government would be unable to "overlook."

It is satisfactory to find that our Government have pledged themselves to instruct Mr. WADE to support the French Minister in obtaining satisfaction for the Tientsin outrage, but the answer in regard to the instructions to the naval officers in China is not satisfactory. It will be seen by the reply that Mr. OTWAY, the Under Secretary, on the part of Lord GRANVILLE, does not deny the allegations made in Mr. MATHESON'S letter, and which we may say were *first* brought to the notice of the meeting by a letter from our correspondent at Shanghai, published in the *London and China Telegraph* of 14th inst., the day on which the meeting was held. The letter of *The Times* was not published until the 15th. Instead of answering this most vital point, Mr. OTWAY states that Consuls and naval officers are instructed, *in cases of great emergency*, to protect life and property if placed in peril. Now this, to say the least of it, is equivocal; it does not touch the fact which we are so anxious to know—viz., whether the naval commanders are empowered to give that protection, either by landing their men or otherwise, or if they are to be anchored off the various towns, spectators of fire, murder, and pillage, and simply give an asylum to any refugees who can find their way out of the scene. As an American naval captain said at Taku, when Admiral HOPE was repulsed, blood is thicker than water, and we fancy no English commander can obey such orders, be the consequences what they may. The latest telegrams to hand from Shanghai to 30th Aug. state that the Governor of Nanking has been assassinated, owing to supposed leaning to foreigners. Dangers are certainly thickening.

To those who are disposed to cavil at the expense of our Consular establishments in China and Japan we recommend a perusal of the Blue-book just published, and which we give a summary of in another column. In the opinion of some M.P.s and others, who make a noise about our expenditure, our Consuls are drawn from the "bloated aristocrat" class, and do little else than live like princes in eastern palaces found by Government. We venture to say that the laborious details drawn up in these reports are not likely to be produced from the brains of other than hardworking, at the same time educated men.

IN consequence of the conduct of Mr. MEADOWS, to which we alluded in our article on the 14th inst., the community at Tientsin have requested him to resign his post of Chairman to the Municipal Council.

THE TIENTSIN MASSACRE.

A meeting convened for the purpose of considering the circumstances connected with the massacre of foreign residents at Tientsin in June last, and the desirability of urging upon the British Government the necessity of providing more adequate protection than at present for British subjects in China, was held at the London Tavern on the 14th inst. On the motion of Mr. HUGH MATHESON, M.P., Mr. KIRKMAN HODGSON, M.P., was voted to the chair. There were also present on the platform Messrs. R. J. Gilman, W. R. Adamson, Alex. Matheson, M.P., W. Walkinshaw, Arthur Smith, T. Jones Gibb, and Charles Magniac, M.P.

The CHAIRMAN, in opening the proceedings, said:—There is no one present who is not fully aware of the circumstances under which we are called together to-day. The massacres perpetrated at Tientsin were of such a nature that, if we had not been so entirely occupied as we have lately been at home by greater massacres of another description which have been going on in Europe for the last six weeks, they could not have failed to excite the greatest possible interest and commiseration. Even as it is, we have all felt how important it is, in the interests of humanity as well as of our trade with China, that measures should be taken to ascertain who are the real criminals in this matter, and still more that steps should be taken to protect ourselves, our friends, and our property from the repetition of such outrages. We have not as yet had the opportunity of communicating with Her Majesty's Government, but we have received from them very friendly intimations that they will look most attentively at what we have to say, and I have great hope that in what we have to ask of them they will receive us in such a way as will be satisfactory to us. I wish it to be understood that this is by no means to be re-

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garded as a grievance meeting, or as a meeting got up for the purpose of putting pressure upon the Government. Its object is simply to lay before the Government what has taken place at Tientsin—to tell them what are our fears and also what are our hopes of the support we shall receive from them. Having done this, we shall leave it with confidence to Her Majesty's Government to take such measures as they may deem necessary. I will now, with your permission, read some extracts from statements I have received as to what has taken place in Tientsin. The horrors connected with the murder of the Sisters are such that I should not like to pollute your ears by reading the details here set forth—they are of a character not to be mentioned before civilised men. The writer adds, "Sister Louise was the only British Subject," &c. The Chairman having also read a confirmatory extract from a letter written by a gentleman whom he described as of the highest credence, concluded as follows:—I think these letters, which, considering the circumstances they detail, are written with the greatest calmness and with much less feeling than we could have expected, seeing that they come from persons who have been almost eye witnesses of the frightful occurrences they describe, will show the necessity that exists for some steps to be taken to provide adequate protection for our countrymen in China. It is with this view that the present meeting has been called. We propose to have an interview with Her Majesty's Ministers as soon as they can give us one. I cannot say exactly when that will be, because at the present moment they are immensely occupied, but they have told us they will see us at the first opportunity, and I have only to add that when we do see them and have got their answer we will call you together again and state to you what measures may be proposed to be taken for the future protection of British subjects in China.

Mr. R. J. GILMAN, in moving the first resolution, said—You have been spared the most harrowing details of the awful atrocity that has been the means of calling us together. They have already in part been published in the journals, and I assure you they are worse than the most horrible acts the imagination can conceive. Perhaps it was judicious that such details should not be read in a public meeting, but if you will tax your imagination to conceive anything that would be disgraceful and atrocious among the wildest set of savages, you will, even then, fail to realise what was done to those unfortunate French ladies who devoted themselves solely to works of mercy and Christian charity. Fortunately, it is not necessary for us to go into the details of those atrocities, it is not necessary for us to say to what extent or in what way the righteous retribution that will always overtake the doers of such deeds is to be brought about. Suffice it to say that we all know it must come, and, although the nation that has been most grievously outraged is now down-trodden, and, possibly, not in a position adequately to defend her interests abroad, yet still the time will come when this matter will be taken into their hands, and will be properly dealt with. We, however, have nothing to do with the general aspect of this question; but we have to do with the important interests that are committed to our care, our own valuable property, and the still more valuable lives of our friends and relatives in China. In urging their protection, we are bound to speak, and to speak plainly and boldly. We desire to use no strong language, but it is certainly necessary that we should tell the Government that the property and still more the lives of foreigners in China are most insecure and that this is a condition of things that must not be permitted to continue. Whether the Chinese Government instigated or simply connived at the act or not this we do know, that it was undertaken without their armed forces, which were then and there present, stirring a hand to prevent it. We know that the Chinese soldiers, well armed, stood by and saw these deeds committed, and whether this be owing to the weakness of the Government or to their wickedness, we have still the same right to complain of such a condition of things. Moreover, it is quite certain that on this lamentable occasion there was nothing in the shape of protection afforded to the British or to any other of the foreign subjects resident in Tientsin. It is also certain that if a British gunboat had been present on the occasion these atrocities never could have been perpetrated, and it is likewise certain that unless due protection be afforded not only at Tientsin, but to the other ports, similar atrocities will take place in those places. The Chinese will hear of what is going on in Europe, and they will think that wherever there is a Frenchman he is fair game, nor will they necessarily separate one foreigner from another. Consequently this is not a case in which the French nation alone is concerned; it is a matter which concerns every nation which relates to humanity and Christianity at large. Perhaps I may have said more than I ought, but it is difficult to think of this subject, and I should be ashamed of myself if I could think of it and speak of it with calmness. I will not, however, detain you further It is not in our province to say what should or should not be done in respect of the retribution to be exacted for the atrocities perpetrated; but it is our duty to claim protection for our countrymen and our interests in China, and with this view, and in the fullest confidence that our representations will be listened to with the attention they deserve, we desire to address Her Majesty's Government. I have now to move the following

RESOLUTION.

"That the lamentable massacre of foreigners at Tientsin on June 21 last has led to anxiety and alarm on the part of the British communities at the several open ports. That it appears the calamity occurred during the absence from Tientsin of any vessel of war. That this meeting deems it desirable to represent the facts to Her Majesty's Government, and to inquire whether, in view of the serious events which have occurred, they have taken, or intend to take, any and what further precautions for the protection of British life and property in China."

Mr. MAGNIAC, M.P., in seconding the resolution, said: I believe it is generally understood that it is not desirable on the present occasion to go much into detail. It is felt that, although the time of the Government is so fully occupied at the present moment, there can be no doubt that in a matter of such great and urgent interest as that we are met to consider, nothing more will be required than a representation of the facts by those who are most interested in the matter to ensure the earnest attention of Her Majesty's Government. We have all heard the harrowing account that has been read to us of the atrocities perpetrated at Tientsin. I have myself endeavoured on two occasions to bring the facts to the notice of the Government, at a time when the Government were apparently in ignorance of such an outrage having occurred. In fact, I may say that the first accounts received by telegraph from Shanghai were disbelieved by the Government; and I think that this alone would be a sufficient reason for our bringing the matter to the notice of the Government in an official way. I think it will be found sufficient if we make a formal representation of the facts which have occurred. We can place before Her Majesty's Government the statement of the facts which Mr. Hodgson has read, and this will put them in possession of circumstances such as can hardly have been conceived, and which, had they been fully detailed, could not have failed to excite the deepest sympathy and sorrow in the breasts of all now present. I believe there are many persons around me who will feel much sorrow for China itself, for numbers of them have friends among the natives in that country, and are able to draw a strong line of demarcation between the governors and the governed, and still have hopes of that country. By making a brief but plain representation of the facts to the English Government we shall be throwing upon them the responsibility that ought to attach to them as regards the protection of the lives of those who are near and dear to us—our friends and relations in China. In doing this I think we shall effect the immediate purpose we have in view. It is certainly necessary that something should be done. A paper* has been put into my hands containing the instructions said to have been issued to our naval officers in China. It is stated that they are told on no account to put their men on shore; they are only to afford protection to those who come to them for safeguard, which means that they are to receive on board those who are fleeing from murder, but that they may not land to protect them from it. I do not know whether this is true or not; but, if it be so, I think that these instructions fail to meet the present state of things in China. I believe that these instructions were sent out during the time the late lamented Lord Clarendon was at the Foreign-office. I see here gentlemen who had the honour and pleasure of representing certain circumstances to Lord Clarendon not many months ago, and they will concur with me when I allude to the deep appreciation and the patient consideration given by that nobleman to the statements put before him. And not only was this the case, but I believe he fully met the views we then felt it right to express to him. I do not believe it will be found that the noble lord—Earl Granville—who at present presides over the Foreign-office will be found less willing to consider the enormous interests connected with this country which are at stake in China. I believe he will be found to give those interests every consideration, and that if we make a calm and proper representation to him, he will regard our views as well worthy of his most careful attention. Most of us here have had experience of China, and are deeply interested in that country, having no other desire than that justice should be fairly done between us and the Chinese; for, whatever may have been said to the contrary, I am sure I am right in affirming that if there is anything which is more against our wishes, and likely to be more detrimental to our interests in China than another it is war. I believe that very mistaken ideas of the views and wishes of the merchants in China have arisen, I do not know how nor under what circumstances, but they are in many instances diametrically opposed to the facts. Our interests must be destroyed by war, and I say that what we have to do is to make such representations to the Government as will avoid that grave responsibility; but if occurrences such as we know have recently occurred should continue, if indeed such another outrage should be allowed to take place, I believe that no means will be found for putting a stop to these outbreaks short of recourse to our army. It is stated in the papers to-day that certain batteries are held in readiness for transport to China.† If this be true it shows an appreciation of the difficulties and dangers that exists in that country, and I believe we shall be doing good service in placing the Government in possession of the facts which are known to us. I will not detain you further, except to say that in consequence of a communication just received from the Foreign-office, it is proposed this very afternoon to make a representation of the facts to the Foreign Minister by appointing three or four gentlemen to act as a deputation. We shall thus be aware of the views of the Government. Of course we cannot expect that they will be given in detail, but I hope the deputation will receive some satisfactory assurance to the effect that the lives and property of our countrymen in China will be duly cared for by the Government.

The resolution was unanimously agreed to.

Mr. JONES GIBB then moved—"That the following gentlemen be appointed a deputation to wait upon the Foreign Secretary—Mr. Hodgson, M.P., Mr. Matheson, M.P., Mr. Magniac, M.P., Mr. White, M.P., Mr. Gilman, and Mr. Jones Gibb."

Mr. ARTHUR SMITH seconded the motion.

Mr. DONALD MATHESON said there was one point that had not been fully brought out, and as he thought it added to the gravity of the occasion he would refer to it. There was a letter in the *London and China Express*, written by a resident in Amoy, signed "A Ten Years' Resident," in which this sentence occurred:—"There is most evidently some movement against foreigners in contemplation." If this were so the matter went beyond Tientsin; it extended to the whole of China, and if there were such a feeling in the south of China as well as in the north it became incumbent on the Government to take steps not only for protecting British subjects in Tientsin, but for affording some protection in all the Chinese ports.

The CHAIRMAN said the remark just made was exceedingly pertinent to the matter they had in hand, and he had no doubt that the depu-

* *London and China Telegraph*, Sept. 14. † Since contradicted.

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tation would take care to get from the Government, as far as they could, an assurance that not only Tientsin, but the whole of the ports, should be looked after. There could be no doubt that the interests of every Englishman in China, both as regarded life and property, should have the best care and the best assurance of protection that could be obtained from the Government.

In reply to a question,

The CHAIRMAN said the meeting might rest assured that the deputation would not lose a moment in letting the public, and especially all who were connected with China either by ties of family or friendship, or by those of commercial interest, know the answer they might receive from the Government. On the motion of Mr. HUGH MATHESON, a vote of thanks was given to the chairman for presiding, and the proceedings terminated.

PRESENT.

KIRKMAN HODGSON, M.P., Chairman	E. P. STRINGER
ALEX. MATHESON, M.P.	JOHN SILVERLOCK
CHAS. MAGNIAC, M.P.	GEORGE MOUL
HUGH MATHESON	ROBT. LLOYD
DONALD MATHESON	JNO. PENDER
R. J. GILMAN	HENRY S. KING
W. R. ADAMSON	J. L. WOOD
A. R. JOHNSTON	THOS. K. ASHTON
W. WALKINSHAW	G. MARSHALL
ARTHUR SMITH	ROBT. BULGIN
T. JONES GIBB	W. LAMOND (Oriental Bank)
Capt. SHERARD OSBORN, R.N.	ELLIS J. GILMAN
MATTHEW A. PURCELL, C.E.	E. LANGLEY
Dr. UNDERHILL	E. HALTON (T. A. Gibb and Co.)
BENJAMIN NICHOLSON	JAMIESON ELLES
CHARLES CARROLL (H.M. Vice-Consul, Foochow)	ALFRED WILKINSON
	C. A. DICKINSON
T. S. HEAD	C. T. DALE
J. SPRINGFIELD	J. D. CRUM-EWING
W. T. MERCER	JOHN S. MACKINTOSH (N. C. Insur.)
C. A. WINCHESTER	A. J. HOW
S. RAWSON	J. BREMNER (Bremner and Laycock)
ALEX WILSON	JAS. MAITLAND
A. F. SMITH	J. JACKSON (Char. Merc. Bank)
H. M. CARTER	ALEX. RODGER
GEO. LACHLAN	C. THORNE
F. W. LAWRENCE	W. F. REHDEN (Sheperd, Harrison, and Rehden)
WM. LEMANN	
COLES BROWN	W. KIRBY
WM. BROUGHALL	Rear-Admiral KING HALL, C.B.
J. C. FOWLIE	FREDK. CORNES
TRAVERS BUXTON (Gladstanes & Co.)	A. JAMESON
H. N. LAY	W. H. VACHER (Hong Kong Bank)
GEORGE LAURENCE	BENJ. HANNEN
P. D. HADOW (P. and O. Company)	J. GILFILLAN
H. BAYLEY (P. and O Company)	H. W. STEWART
J. STUBBS	EDGAR FIGGESS
J. B. HALLAM	W. J. HARDING
D. HEAN	A. D. C. CHAPMAN (Gregson and Co.)
JOHN WILLIAMS	RICHD. COLES
WILLIAM KERSHAW	A. SCOTT
J. HARVEY (Borneo Company)	A. R. HUDSON
WM. MARTIN (Borneo Company)	— ELIAS
J. HOWARD GWYTHER (Char. Bank)	W. JOSEPHS
W. KAYE (Chartered Bank)	W. J. THOMPSON
P. F. TIDMAN	ROBT. DOUGLAS
GEORGE HARDY	D. W. MACKENZIE
WALTER V. MORGAN	

DEPUTATION TO LORD GRANVILLE.

☞ In accordance with the resolution of the meeting, the deputation had an interview with Lord Granville, at the Foreign-office.

The deputation reported to his lordship the proceedings at the public meeting held that afternoon at the London Tavern, and read a letter from a merchant at Tientsin, detailing the horrible outrages which had been perpetrated in that city at the time of the massacre, and which entered into a minute description of the horrible way in which the nine Sisters of Mercy were treated by the Chinese rabble,* one of the Sisters being English, two Italians, and six French. They then, in accordance with the terms of the resolution adopted by the meeting, respectfully inquired what precautions had been taken, or were intended to be taken, by Her Majesty's Government to protect the lives and properties of British subjects in China.

Lord GRANVILLE, having expressed his horror at the scenes which had attended the massacre, said that he had sent out instructions to China to support the representations which had been made upon the subject by the French Government to the Chinese authorities. In regard to what had been urged by the deputation, he must request them to embody their views in a letter, which he would take into his immediate consideration.

"Philo-Sinensis" writes to *The Times* in controversion of the letter signed "Alpha," which we gave in our last. "Philo-Sinensis" believes the massacre to be symptomatic of a wide spread determination to extirpate all foreigners from China, and, in that case, he urges the duty of immediate action. One great characteristic of the present Manchu dynasty has been the exclusion of foreigners from China. They have fought for it over and over again, and when an appeal to arms failed they have schemed and diplomatised, and lied and cajoled. There was no Frenchmen involved in the Yang-chow riot; the hostility in Formosa was directed primarily and mainly against British subjects. An American gentleman was the object of an attack two years ago by the assembled literati. The missionary who fell last year was one of our own countrymen. Natives of late have been repeatedly imprisoned and beaten to the point of death for letting houses in the interior to foreigners. Indignity has been thrown upon officials and private gentlemen of almost all nationalities. Let two instances suffice. The Hon. Ross C. Browne, Minister Plenipotentiary of the United States, and his Royal Highness Prince Alfred, were utterly ignored, and treated with perfect neglect. I may also mention that foreign Ambassadors have never yet been permitted even to see the Emperor. It is said that he is not of age. This is nonsense. The Emperor is of age when he or his guardians choose; and already, to my knowledge, he has been receiving Ambassadors from Thibet and Corea. But the particulars of this horrible massacre itself afford abundant evidence of the general hatred of foreigners. Every one of the Protestant chapels, eight in number, including the extensive premises of the American Board, were deliberately and consecutively destroyed. The ruffians who destroyed these places made most careful inquiry for the Protestant missionaries, who fortunately were safe in the settlement. Many of the Protestant converts were caught, and beaten and plundered by the mob; eight or ten had their houses pulled down. The country people at distant places in the interior knew of the contemplated murder, and expected to hear of the destruction of *all nationalities*, with this difference, that the French were to be butchered on the 20th of June, and the others in the settlement on the 23rd of June; and on that day a Chinaman was actually found in the tower of the Protestant church, which stands in the foreign settlement, with balls of combustible materials, evidently for the purpose of setting fire to the church; and another was caught in most suspicious quarters with a revolver. But here comes in the most serious question of all. If the Chinese authorities really desire our expulsion, and if they are implicated in these acts and crimes, we must interfere. The French are not in a position to do so; and very likely when the news of the French disasters reaches China the mandarins will snap their fingers, and refuse anything like satisfactory redress. But, in sooth, this cannot be looked upon as a mere French quarrel.

* Published in *London and China Telegraph.*

(STANDARD.)

The outrage is therefore not to be regarded as an outrage upon France only but upon all civilised Europe; and as France can hardly be expected, in her present circumstances, to take any vigorous action in the matter, it would be not more than just to her were England to relieve her of the duty of exacting a fitting atonement from the Tientsin murderers. It is perhaps even more incumbent upon England than upon France to punish the authors of this frightful crime, seeing the much larger stake which we have in the country. It is not too much to say that the life of every Englishman and Englishwoman in a Chinese port is in danger should there be any hesitation on the part of our Government in insisting upon a due reparation for the Tientsin massacre. In spite of all the attempts to credit the Chinese with the character of a civilised people there is and ever has been a rooted prejudice in the minds of the mandarin class, and, through their agency, in the minds of the ignorant rabble of the large towns, against all foreigners. They have never ceased to hold, as the prime article of their faith, that all European civilisation should be barred out. They hate because they fear the Europeans. They would extirpate them if they could. They fulfil their treaty obligations only through terror, and they never lose any opportunity of violating them, and of showing their hatred and contempt for the foreigners. This is notorious to the entire European community in China, and is not denied except by a few ignorant and sentimental fanatics among ourselves. The Burlingame mission, with its farcical accompaniments, was a mere Chinese trick to impose upon the world with a show of civilisation. The Chinese policy never varies, and has not varied for many hundred years. It is a good deal like the policy of England in these latter years. It is based upon the absolute exclusion of any sentiment for those who dwell outside the bounds of China. There is but one civilisation which the Chinese admit, and that is their own. As for any progress in what are called liberal ideas, they will not even admit that any such progress is possible. It is a sham and a delusion altogether—an invention of certain romantic philanthropists outside of China—a childish attempt to propagate the principles of peace and non-intervention. But whether China is a civilised power or not, we are equally bound to require some redress for the outrage at Tientsin. It must be determined whether Europeans may reside in safety in the Chinese Treaty Ports. That is a matter of the first importance to several thousands of our countrymen who, on the faith of the British safeguard, are pursuing their peaceful callings within the Chinese territory. If China is a civilised nation we are bound to proceed against her Government as we should against any other civilised Government, for the massacre at Tientsin, perpetrated, as all the evidence goes to show, under the eyes of the local authorities. If China is not a civilised power she must be dealt with in a more summary way, as we should deal with barbarians who commit murder.

(GLOBE.)

We have as yet only spoken of the urgent necessity that exists for providing immediate protection for British lives and property at Peking and the ports, but there is the still more important question to be settled of what reparation we are to demand from the Chinese Government for the massacre at Tientsin, and what steps we are to take to secure ourselves against the recurrence of such a catastrophe. And to this end, in the first place, the guilt of the massacre should unhesitatingly be fastened upon the Peking Government. To this it will be objected by many that the Government should not be held responsible for a mere popular tumult. To such people we would reply that the riot at Tientsin does not at all answer that description. It has already been clearly proved that the local mandarins, high and low, were, to say the least, fully cognisant of the approaching outbreak days and even weeks before it occurred; that, instead of attempting to suppress the popular excitement, they indirectly did all they could to foment it; and that General Chen, who took an active part in instigating the rioters, and who is said to have led them in person, has since been received with distinction by the Emperor, and has returned through Tientsin on the way to his post laden with Imperial favours. Further, it does not require any deep knowledge of China and the Chinese to be aware that, under the paternal Government in force, such an organised outbreak as that which took place at Tientsin could never have occurred unless with the sanction of the Government. Riots are made to order in China, and the same people who would one day rise against foreigners at a nod from the authorities, would on the next, at a hint from the same potentates, be on the most friendly terms with them. We have only to look back to the past few years to know the truth of this assertion. Before the capture of Canton, when the Government was accustomed

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to treat us with haughty contempt, and to lavish its insults upon us, no foreigner dare enter the city, and even in the villages in its neighbourhood and in the foreign settlement itself there was no immunity for the foreigner from the overbearing insolence of the people. But when Canton was taken and the authorities found it necessary to submit, the people were as civil as they had formerly been insolent, and as friendly as they had been hostile. Again, for a year or two after the expedition to Peking, when the Government was overawed by the presence of our soldiers, the whole empire was peace.. But as our troops were withdrawn from the neighbourhood of Peking and the Government began to feel that the reins were again in its hands, disturbances broke out in other parts of the country, in parts quite remote from the immediate effects of the campaign, and far beyond the range of any but native influence. The plea then that the people of Tientsin, a city in the Imperial province, and but eighty miles from the Imperial city, should take it upon themselves to commit such a pronounced act as the massacre without an implied sanction on the part of the authorities, cannot for an instant stand.

We are told that the news of the massacre has spread throughout the length and breadth of the Empire, that it has everywhere been received with rejoicings, and that it has produced among the natives at the Treaty Ports a keen desire to emulate the atrocities of their Tientsin brethren. All this should be borne in mind in fixing the just penalties that the Peking Government must pay for this wanton attack upon foreigners. And above all things it should be demanded that the full knowledge of the reparation exacted should be as widely spread as is the news of the massacre. The local offenders must of course be punished; but above and beyond this let us now once and for all refuse longer to submit to be ranked by the Chinese as an inferior race. Let us insist on the Emperor receiving our Ambassador, and let a decree be published announcing the change of policy in the *Peking Gazette*. To confine ourselves to punishing the Tientsin mandarins and local rioters would be an egregious blunder. The Emperor's advisers are the real offenders, and should be looked upon as the principal culprits.

The *Post* says that the whole foreign community in China appears to be face to face with a highly menacing danger. The respective home Governments must evidently sooner or later recognise the fact that the outbreak at Tientsin was but a symptom of a deeply-seated disease—dislike to foreigners; and they will have to admit that the selfish policy of standing aloof, to let France settle this affair as her own, will not pay. Had France been free and able to enforce respect to her subjects, and to exact reparation for the gross injuries inflicted upon them, even then we should have been morally bound to co-operate with her. We are still so bound; but, in addition, we ought now to move prominently in the matter for our own sakes. It is extremely unpleasant to have to send a force to so distant a part of the world; to have to tax the country in respect of the half-civilised and anomalous people of China. But duties and obligations, however unpleasant, are not to be shirked with impunity. Not to spend a moderate amount now in precautionary measures and in timely demonstration of force would be but to incur an almost certain liability of future and much greater outlay, to say nothing of very possible imitations of the Tientsin tragedy to be exercised upon our fellow-subjects engaged in the peaceful vocations of trade in China. The more the French reverses are calculated to add to the obstinacy and pretensions of the Chinese, the more it will be imperative upon other foreigners to come forward in an unmistakable manner.

Monetary and Commercial.

Tenders for Rs. 40,00,000 bills of exchange, on which not more han Rs. 10,00,000 will be drawn in Bombay, will be received at the Bank of England on the 21st inst.

Bills on the Ceylon Government for Rs. 150,000 were offered by the Crown Agents on the 15th inst.

Messrs. J. Henry Schröder and Co. announce that the Bonds of the Japan Loan are ready for delivery.

It is understood that the Oriental Bank, at their meeting on the 20th of October, will propose a dividend of 30s. a share, being at the rate of 12 per cent. per annum for the half-year year ended June 30 last.

Bar silver has again declined, having been sold for immediate delivery at 60¼d. per oz. standard. Mexican dollars are also slightly weaker, being offered at 58⅝d. per oz.

The China Submarine Telegraph Company have notified a postponement of the payment of the remaining capital, and that the same will now be payable in six instalments of £1, commencing the 1st of October, and continuing each month till the 1st of March. This will not affect the laying of the cable by the 30th of June, 1871, the time fixed by the contract.

A quantity of sugar machinery has been shipped out to Hong Kong by the steamer *Una*, *via* Suez Canal, for the Sugar Company's works.

The amount of bullion by the P. and O. Company's steamer *Massilia*, from Southampton on the 17th inst., was, in gold, to Alexandria, £5,000, in silver, to Hong Kong, £14,688; to Shanghai, £1,350; total in gold, £5,000; in silver, £16,038.

ARTICLES OF IMPORT.

TEA.

Messrs. W. J. and H. Thompson's Circular is as follows:—During the past week the chief inquiry has been for medium black leaf, at 1s. 4d. to 1s. 6d. per lb., but the present stocks are limited, and for the higher grades holders are firm. In the new Kaisows very little has been done, as only the finest grades have been cared for. The small public sales have not attracted much attention. Foochow Congous: The quotations for siftings, dust, and broken-leaf are unchanged. Common has been sold at 10d. to 10½d., and good common to fair at 11d. to 1s. per lb.; but only a limited business has been transacted in these grades. Medium, of new import, has realised at public sale 1s. 5½d. to 1s. 6½d., and a few boxes of Pakling 1s. 8½d. per lb. Fine, 1s. 10d. to 2s. per lb.; and finest is quoted at 2s. 2d. to 2s. 6d., but at present there is not any on the market. Black-leaf Congous: A few small sales have been made by auction of good common to fair at 11d. to 1s. per lb., and also of new Teas, ex Nile and Craigforth, which realised for medium to good medium 1s. 5½d. to 1s. 8½d. per lb., prices being considered rather easier. In the finer grades there is not any alteration to report, and they may still be quoted at 2s. to 2s. 2d. for fine, and 2s. 4d. to 2s. 8d. for finest. Souchongs: Fine has been sold at 2s. per lb., and a parcel of finest at 2s. 10d. per lb. Oolongs: The sales made confirm last quotations. Scented Teas: Foochow Scented Orange Pekoes have been sold at a slight decline on former rates. Capers remain the same as last quoted. Green Teas: Two parcels, ex Nile, have been placed on the market, and prices realised show no alteration.

The public sale of China Teas, on the 12th inst., comprised 1,958 packages, "Without Reserve," which realised about current rates. On the 13th, 4,980 packages Indian Teas were passed, and on the 14th, 1,526 packages China Teas were sold, at prices considered rather easier than those ruling by private contract. The next sale is advertised for the 20th inst.

	1870. lbs.		1869. lbs.
The United Kingdom stock was, on the 31st August, estimated at... ...	74,500,000	against	68,500,000
Cargoes of vessels arrived up to date, but not included in the above stock, with portion of other cargoes only partially included... ...	9,743,400	,,	3,074,000
Amount "on the water," advised by the last mail	17,544,600	,,	32,834,700

SILK.

There is no alteration in the position of the Silk market since our last report: there is rather less business doing, but entirely owing to the limited supply of new Chinas offering at anything like market rates, 26s. has been paid for Red Peacocks, and 29s. to 29s. 6d. for best Chop thirds, but even these prices do not tempt the majority of importers to sell. All other Silks but Chinas continue very dull, and but little inquired for. Deliveries are good, considering the general position of things—say from 1st to 15th inst., China, 1,184, against 833 from 1st to 15th August; Canton, 201 against 190; Japan, 294 against 176; Bengal, 124, against 134; total, 1,803 bales, against 1,342.

COFFEE.

Although the offers of Plantation Ceylon at the public sales have not been extensive, sales have been effected with difficulty, the demand having been very limited, especially for the commoner sorts, of which the larger portion of the parcels brought forward have consisted. The small quantity which found purchasers has only been quitted at a decline of 1s. per cwt. on our last quoted rates, the prices paid having been—triage and ordinary, 34s. to 52s. 6d.; small grey to coloury, 50s. to 60s.; middling grey to coloury, 58s. to 64s. 6d.; good middling to good bold, 66s. to 76s.; peaberry, 75s. to 79s. 6d. Of Native no sales have been effected; supplies have been withheld in view of the dullness displayed. In other East India the business has been confined to Singapore; out of 447 bags offered 200 bags good Campar description were taken at 45s. 6d. to 46s.; a subsequent offer of 477 bags was bought in, fine yellow at 65s., Pari Pari kind at 49s, Benthyne at 55s. to 56s.

The landings continue heavy, and exceed last year's by 400 tons; the deliveries have again improved, and are 230 tons more, so that the position of the stock is not importantly altered. Stock, Sept. 3, 24,049 tons, against 23,107 tons; Sept. 10, 24,273 tons, against 23,163 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation 298,108 cwt., against 208,707 cwt. at the corresponding date of 1869; Native, 17,152 cwt., against 38,276 cwt. The quantity afloat for the Continent is 10,615 cwt. Plantation, against 8,252 cwt., and 17,540 cwt. Native, against 19,290 cwt. The quantity of Coffee landed in the thirty-six weeks ended Sept. 10, 1870, was, of Ceylon, 26,158 tons, against 25,849 tons during the corresponding period of 1869; of all descriptions, 44,480 tons, against 48,980 tons. The quantity entered for home consumption was, of Ceylon, 7,305 tons, against 7,720 tons; of all descriptions, 12,947 tons, against 13,130 tons. The quantity exported was, of Ceylon, 19,720 tons, against 18,332 tons; of all descriptions, 31,479 tons, against 31,907 tons. The stock on Sept. 10 was, of Ceylon, 12,997 tons, against 10,792 tons; of all descriptions, 24,273 tons, against 23,168 tons.

SUGAR.

The market for East India kinds continues inactive, and since our last report the parcels brought forward at the public sales have consisted of 1,725 mats Java, duty 4s., which realised 18s. for low soft brown, and 17s. to 17s. 6d. for low dark quality; and subsequently 3,650 bags, which sold at some decline from these prices, low soft at 16s. 6d. to 16s. 9d., a few lots 17s. 6d., washed at 16s.; by private contract, 100 tons unclayed Zebu Manila have been sold at 18s

The landings consisting almost wholly of British West India are 1,100 tons less than the corresponding week last year, and as deliveries are 400 tons more, the surplus in the stock is reduced to 20,800 tons. Stock, Sept. 3, 103,117 tons, against 80,782 tons; Sept. 10, 102,842 tons, against 81,998 tons. The quantity of Sugar landed in the thirty-six

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weeks ended Sept. 10, 1870, was—of Penang, 2,277 tons, against 2,201 tons in the corresponding period of 1869; of Manila, Java, and China, 15,173 tons, against 23,199 tons; the quantity entered for home consumption was, of Penang, 1,600 tons, against 1,910 tons; of Manila, Java, and China, 18,340 tons, against 12.512 tons. The quantity exported was, of Penang, 95 tons, against 129 tons; of Manila, Java, and China, 1,930 tons, against 1,035 tons. The stock on Sept. 10 was, of Penang, 2,912 tons, against 527 tons; of Manila, Java, and China, 30,693 tons, against 38,140 tons.

COCOA-NUT OIL.—Ceylon is steady at the recent advance, the quotations being £38 in pipes, £38 10s. in hogsheads. The quantity of Ceylon afloat is estimated at 23,327 cwt., against 19,402 cwt. in 1869, and 17,272 cwt. in 1868.

CUTCH.—There is less activity, but former rates are firmly maintained; no public sales are reported, but privately an offer of 450 boxes fine Pegu (Pagoda mark) has realised 20s. 6d. per cwt.

CAMPHOR.—An offer of 20 cases China good quality relised 72s. 6d.

DRAGONSBLOOD.—Of 5 cases reed offered, 2 cases found buyers at £10 10s.

ESSENTIAL OILS.—Cassia is firmly held for 4s. 2d., at which figure buyers decline to operate.

GUMS.—Benjamin: Of 37 cases Sumatra offered, 25 cases seconds sold, fair greyish at £7 7s. 6d. to £7 10s., grey at £7 to £7 5s., the remainder being bought in, glassy brown thirds at 60s. In other gums no sales have been effected.

GALLS.—The market continues extremely quiet; at public sale 70 cases China were offered and bought in at 45s., and 14 cases Japan small were sold at 33s. per cwt.

HEMP.—The market continues quiet, and there is no business to report.

JAPAN WAX.—Of 321 boxes offered, 94 boxes sold—good saucers at 71s. to 71s. 6d., rather discoloured at 70s., and good fair at 68s. 6d. to 69s.

MUSK.—At public sale 17 caddies Tonquin sold—good at 31s. to 31s. 6d., flat and badly mixed rather rough at 16s. 6d., one lot wet at 20s. 6d.; 6 tins grain were bought in at 50s. to 52s., and 1 package skins at 1s. 6d.

PLUMBAGO.—The market for Ceylon continues extremely dull, and of 110 barrels offered 49 barrels fair sold—lump at 14s., chips at 11s., dust at 8s.; the remainder bought in—ordinary dusty to good lump at 12s. to 20s., chips at 9s. 6d. to 10s. 6d.

PEPPER.—Black: The market has been active at a further slight advance; sales are reported of 2,166 bags Singapore at 5d. to 5¼d., sea-damaged third to first-class at 4¾d. to 5d., and of 146 bags Java at 4⅞d. to 5d., including all sea-damaged; 54 bags salvage Penang were offered and bought in at 4¼d. White: About 60 bags Singapore have been sold at 6d., cash.

PRESERVES.—At public sale 96 cases fresh China Ginger were offered and bought in at 7½d., 10 casks were sold at 6¾d., 20 cases (in tins) dry ditto were bought in at 1s., and 152 cases Comquats were withdrawn.

ROOTS.—Out of 76 bags Colombo offered 22 bags sold, common wormy at 14s., damaged at 10s., the remainder fair partly dingy being bought in at 37s., as were also 5 bags China at 30s.

RHUBARB.—Of 105 cases China offered 22 cases fair sold at 2s. 2d. to 2s. 3d., 2 cases common at 9d., and 2 boxes trimmed at 9s. 3d.

RICE.—The extreme quietness which has lately prevailed continues, and the only sale on the spot has been 1,365 bags Bengal at 10s. 3d. to 10s. 6d.; floating cargoes have been sold as follows:—The Thomas Edwards, 230 tons Rangoon, at 10s., Continental terms; the Gustav Adolph, 970 tons Necransie Arracan, at 9s. 3d. Continental terms; the Sostrene, 750 tons Bassein March sailing, at 9s. 9d., Continental terms, E contract; the Seaforth, 1,800 tons Necransie, at 9s. 1½d., ex ship for London; the St. Petersburg, 1,030 tons ditto, at 9s. 4½d., for the Continent; landed last week 826 tons, delivered (exclusive of the quantity ex ship), 1,916 tons; Stock, 34,822 tons, against 44,867 tons at this time last year.

SPICES.—Without transactions.

SAGO.—In auction, of 205 boxes 474 bags offered, 205 boxes 150 bags sold at easier rates, viz., good small, in boxes, at 18s.; good medium, in bags, at 19s.; large being bought in at 21s. Flour: 700 bags Borneo have been sold at 15s. cash.

SOY.—An offer of 260 casks China, of fresh import, was bought in at 2s. 3d. per gallon.

TAPIOCA.—The only parcel offered since our last, 153 bags Singapore, was bought in at 2¼d. Pearl Tapioca: 151 bags were offered and bought in at 22s., except 82 bags sea-damaged, which were sold at 18s. to 19s. for first-class. Tapioca Flour: 91 bags Singapore were bought in at 2¼d., but subsequently sold at that price.

TIN.—Straits is very inactive, and prices are lower. The current quotations are:—Straits, £123 10s. to £125; Banca, £126; Billiton, £124.

TOBACCO.—The last sales included 2 bales Manila third Isabella at 7¾d., and 4 bales Japan at 9d.

NEW YORK MARKET REPORT.

TEA.

There has been some improvement in the demand, especially for the good and fine qualities of Green Teas; Black has also been in more request, but Japans are dull. Prices are without change. The expected cargo of new crop, per steamer, continues to attract attention, and we notice further sales of 4,600 boxes Pingsuey Green. The sales besides are 3,150 half-chests Oolong, per Raleigh; 2,400 do., vessels not named; 1,854 do. Japan, per Cœur de Lion; and 9.348 half-chests Green, per Banian, J. S. Stone, Etha Rickmers, Eliz. Dougall, City of Perth, N. B. Palmer, Sarah Nicholson, Yokohama, &c.; also 110 Oolong and 1,300 do., new crop, to arrive per steamer.

The following are the current quotations:—Greens (Moyune, Twankl and Fychow): Gunpowder, common to good, 55c. to 95c.; fine to finest, 70c. to 115c.; Imperial, common to good, 48c. to 90c.; fine to finest, 55c. to 100c.; Young Hyson, common to good, 40c. to 80c.; fine to finest, 43c. to 105c.; Hyson, common to good, 47c. to 75c.; fine to finest, 52c. to 85c.; Hyson Skin, 35c. to 45c.; Foochow Oolongs, common and good, 48c. to 54c.; superior and fine, 56c. to 65c.; finest, 70c. to 90c.; Amoy Oolongs, common and good, 47c. to 54c.; superior and fine, 55c. to 65c.; finest, 67c. to 70c.; Souchong and Congou, common and good, 40c. to 50c.; superior and fine, 54c. to 63c.; finest, 65c. to 85c.; Japans, common, 55c. to 58c.; medium, 62c. to 63c.; fine and finest, 68c. to 75c.; choice, 80c. to 85c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to Aug. 24, 1870, were as follows:—Greens, 18,035,216 lbs.; Japans, 8,580,709 lbs.; Souchongs, 2,655,202 lbs.; Oolongs, 8,469,633 lbs.; other sorts, 154,464 lbs.; total, 37,895,224 lbs. The stock on Jan. 1 was 9,866,167 lbs.; which, added to the above total, gives a result of 47,761,391 lbs. Subtracting from this total the exports from Jan. 1 to Aug. 24, 3,602,066 lbs., and the withdrawals for home consumption during that period, 25,812,866 lbs., there remains a total of 18,346,459 lbs., representing the stock on the last-named date. The receipts from Aug. 10 to Aug 24 amounted to 883,075 lbs.; the withdrawals for home consumption to 1,268,192 lbs.; and the exports to 154,219 lbs.

COFFEE.—There is a fairly active market for Brazil, but East India kinds continue out of inquiry; the only sale to report is of 150 bags Java at 19½c. gold; the current rates rule as before, viz.:—Java, 19½c. to 22c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. gold. The stock of Manila on the 1st Sept. was estimated at 1,700 bags, against 3,772 bags on Sept. 1, 1869; of Java (Government), at 505 bags, against 505 bags; of Java mats, 31,298, against 68,269 bags; of Ceylon, 9,426 bags, against 10,811 bags; of Singapore, 5,171 bags, against *nil*.

CAMPHOR.—China is quoted 16c. to 18c. gold (in bond).

CORDAGE.—Prices have declined, and the current rates are—Manila, 21 cents; do. 6-thread and 9-thread (1¼ in. and 5-16 in. diam.), 22; do. 12-thread (⅜ in. diam.), 21½; do. Hay Rope, 22; Manila Cordage, Bolt Rope Yarns, 23½; do. 6-thread and 9-thread, 24½; Tarred Manila, 21; fine Tarred Manila Lath Yarn, 22½.

ESSENTIAL OILS.—Aniseed is quoted $1.95 to 2; Cassia, $1.5 to 1.67½ gold.

FIRE CRACKERS.—There is no demand, and prices are nominal.

GAMBIER.—The current quotation is 3¾c. gold (duty paid).

GUNNY CLOTH.—The market for Borneo is quiet at 31½c.

HEMP.—Manila nominally maintains the prices last quoted, viz., 12¾c. to 13c. gold, but no transactions have been effected. The stock of Manila on the 1st September was estimated at 18,829 bales, against 14,591 bales at the corresponding date of 1869, and 19,036 bales in 1868. The imports into the United States from the 1st January to the 31st August, 1870, were 102,276 bales, against 81,679 bales during the corresponding period of last year, and the quantity afloat on the 31st August was 30,962 bales, against 47,560 bales at the same date last year.

INDIGO.—Manila continues in steady demand; we note sales in small lots amounting to about 40 cases at $1.15 to $1.30 currency, showing no change in value.

PRESERVED GINGER.—China is quoted $10.50 to 11 currency (duty paid).

RHUBARB.—The quotation for China is $1 to 2.50 currency (duty paid).

RICE.—Rangoon is in active demand for export to Cuba, from whence advices have been received announcing an increase in the import duties after the 1st proximo; nearly the whole of the available supply has been exhausted, and, in addition, all cargoes afloat expected to arrive before the 10th inst. have been bought up. The sales amount to 13,325 bags for export, at $3.25 to 3.37½ gold in bond; and 1,500 bags, for home consumption, at $7 to 7.37½ currency (duty paid).

SPICES.—There is somewhat more activity, and we notice sales of 150 cases No. 1 Nutmegs at $1.02½ to 1.05 gold; 50 do., $1.25 currency; 600 bales Cassia, 46½c.; 100 do. Cloves, 25½c.; 1,000 bags Pepper, 26½c. for Sumatra, and 26½c. for Singapore; and 200 do. Pimento, 18½c. gold.

TIN.—The market for Straits has been unsettled, and the prices paid have been irregular; the sales have amounted to about 650 pigs at 35c. to 35¾c. gold, but at the close holders declined to accept such low rates; Banca is quoted nominally 37c. gold, but no sales are reported

SHIPPING.

ARRIVALS.—Sept. 2, at New York, from Yokohama, Brave.

DEPARTURES.—None.

LOADING.—At San Francisco, for Hong Kong, Sea Serpent; at New York, for Shanghai, Surprise.

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sept. 8	Dhuleep Singh	Jennings	Cardiff and Galle	London
— 5	Mary E. Ray	Laker	Colombo	Glasgow
— 10	Lothair	Peacock	Yokohama	London
— 10	Eulalie	Westenlund	Cardiff & Singapore.	Do.
— 8	Sylvia	Condon	Singapore	Cardiff
— 12	James Paton	Allison	Hiogo and Nagasaki	London
— 12	Dartmouth	Elsden	Shanghai	Do.
— 9	Crest of the Wave	—	Yokohama	Newcastle
— 11	Jacoba and Christina	Steevart	Sourabaya	Falmouth*
— 11	Criterion	Sheldon	Singapore	Cardiff
— 12	Ocean Chief	Pernie	Galle	Do.
— 13	Alcyon	Charpentier	Do.	Do.
— 13	Conway Castle	Roberts	Do.	D.

* After repairing.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Sept. 8	Acacia	Henderson	Ceylon	Deal
— 8	Hannah Maria	Hacklin	Akyab	Falmouth
— 7	San Fernando	Gamecho	Manilla	Liverpool
— 3	Candida	Torres	Do.	Cadiz
— 8	St. Petersburg	Kreselbach	Akyab	Falmouth
— 8	Jane Davie	La Gallias	Rangoon	Off Queenstown
— 9	Hanover	Burgess	Colombo, &c.	London
— 9	Helarion	Barrett	Galle, &c.	Do.
— 9	Erling Skjalgsen	Meeling	Akyab	Falmouth
— 9	Valkyrien	Batcham	Do., for Copenhagn.	Do.
—	Khorasan	Wilson	Manila	Queenstown
— 7	Hendrik I. Ambacht	Byl	Batavia	Brouwershaven
— 4	Chica	—	Manila	Cadiz
— 8	Flodden	Norman	Colombo	Havre
— 10	Teesdale	Scarrow	Do.	London
— 10	Agnes Muir	Lang	Rangoon	Deal
— 10	Princess of Wales	Gardner	Ceylon	Do.
— 10	Nile (str.)	Wright	Sing., China, &c., via Suez Canal	Do.
— 10	Queen of the Bay	Walt	Ceylon	Do.
— 10	Boyne	Norice	Do.	Do.
— 10	Golden Dream	Donaldsen	Akyab	Falmouth
— 10	Morning Glory	Evans	Rangoon	Do.
— 10	Sostrene	Foyn	Bassein	Do.
— 9	Seaforth	Woodward	Akyab	Queenstown
— 8	Vooruit	Logger	Java	Zierikzee
— 10	Brierly Hill	Crisp	Colombo	Deal
— 10	Jane Avery	Hislop	Do.	London
— 11	Shakspere	Dalglish	Shanghai	Do.
— 10	Lematin	Blohm	Akyab	Queenstown
— 12	Ystavat	Blom	Singapore	London
— 11	Black Prince	Sadler	Bassein	Do.
— 11	Maranon	Gibb	Java, for Hamburg	Deal
— 10	Americano	Prince	Rangoon	Falmouth
— 11	Brodrene	Mejlander	Akyab	Do.
— 12	Gloria	Bolleque	Manilla	Liverpool
— 9	Jacoba Helena	Immerzeel	Batavia	Brouwershaven
— 10	Stad Leyden	V. d. Poll	Do.	Texel
— 11	Noach I.	Van Schelven	Do.	Brouwershaven
— 14	Magnolia	—	Rangoon	London

(*See Commercial Postscript and Correspondents' Letters.*)

THE TRADE OF JAPAN.

The Commercial Reports of Her Majesty's Consuls in Japan for 1869-70 have just been issued by the Foreign-office. A comparison of the total trade in 1869 and 1868 gives the following results :—

IMPORTS.

	1869.	1868.
Cotton manufactures	$5,251,324	$4,722,583
Woollen ditto	2,010,553	2,610,838
Metals	632,255	693,780
Arms and ammunition	1,857,625	2,730,651
Miscellaneous	1,776,690	1,491,043
Eastern produce, as rice, cotton, &c.	5,828,485	2,751,476
	$17,356,932	$15,000,371

Increase in 1869, $2,350,561.

EXPORTS.

	1869.	1868.
Raw silk	$4,864,990	$10,638,041
Cocoons	177,805	123,040
Silkworms' eggs	2,728,500	4,199,138
Tea	2,019,130	3,084,580
Miscellaneous	1,685,220	2,390,334
	$11,475,645	$20,435,133

Decrease in 1869, $8,959,488.

Thus in cotton and woollen manufactures and metals, being the staples of the import trade in which Great Britain is chiefly interested, the estimated value of the operations of 1869 is nearly the same as that of 1868. The decline observable in arms and ammunition is scarcely open to objection, as this may be attributed to the cessation of the civil war; but the notable increase in the importations of eastern produce, such as rice, peas, cotton, oil, &c., which have been more than doubled in 1869, may be regarded as unfavourable to the interests of the general trade, and explains the causes of the apparent check in the consumption of manufactures. It shows that, in consequence of two bad harvests, Japan has had to import large supplies of food from China, Saigon, and the Straits, and thus her means of purchasing foreign fabrics have been proportionately restricted.

In exports the trade in silk is less than half of that of the previous year. This is partly ascribable to the carelessness of Japanese manipulators, which is at last beginning to affect prices, and also to the large shipment of silkworms' eggs from Japan to Europe, by which the productive power of the latter is increased, while that of the former is diminished. It may be considered as a satisfactory sign for the silk industry both of Europe and of Japan that the demand for silkworms' eggs was not so large in 1869 as in 1868. The export of tea also shows a considerable falling-off. Altogether, a material decline is observable in the export trade of 1869, the total being $11,485,645 as against $20,435,333 in 1868, and the difference between imports and exports being $5,871,287 as against the latter. In 1868 the reverse was the case, as the exports of that year exceeded the imports by $5,434,762.

This balance against Japan of 1869 was met by large shipments of native coin, which was exported to India and San Francisco, simply as bullion to the extent, it is estimated, of $10,000,000. The money thus parted with has been replaced by paper. It is to be hoped that a position so prejudicial to the interests of Japan, as well as to those of foreign trade, will speedily be remedied by the currency reform, which is engaging the attention of the Government.

The foreign trade with Japan, direct and local, may roundly be estimated at ten millions sterling, more than half of which is in British hands. It afforded employment in 1869 to 1,043,405 tons of foreign shipping, 398,264 tons of which were British. Such are the results of the first ten years of our dealings with this country, during which period very considerable difficulties have had to be overcome by reconciling a large national majority and adverse political party to an intercourse which was alien to all their previous feelings. The commerce is already growing more rapidly in Japan, in proportion to its area and population, than it is in China. The diffusion of commercial intelligence among the Japanese is remarkable and encouraging. Their desire to obtain machinery and to establish industrial works at the various open ports, noticed in these reports, is one tangible proof of increasing enterprise; and other interesting evidence of an intelligent appreciation of the benefits of trade may be found in two native pamphlets, respectively entitled "Scattered Remarks on Commerce," and "Conversations on Commerce," which have been recently published, and translations of which, one by Mr. Aston and the other by Mr. O'Driscoll, are given in the book before us.

This is sufficiently encouraging; but there is something more than encouragement; there is warning—peculiarly and mournfully interesting at the present moment—in the concluding passages of the imaginary conversation of the Japanese political economist. As is usual in such productions, the advocate of the author's principles—liberality and free trade—converts his opponent to his ideas, *so far as regards commerce*. When, however, the "Protectionist" finds himself completely worsted on this point, he suddenly changes his ground of objection against foreigners by inquiring what is the Reformer's opinion regarding Christianity. The author (through his mouthpiece) replies thus significantly :—"I entirely share your apprehensions on this subject. This religion of Jesus is a hateful thing, and I have always heard from learned men that it is fraught with mischief to our country. It is expressly stipulated in the Treaties that no foreigner must attempt to pervert Japanese. If, then, in the face of this stipulation, these fellows should be so base as to attempt perversion, they would by so doing be guilty of a violation of truth and justice, than which there is no greater crime in the sight of Heaven; and in that case I maintain that every man in Japan, both high and low, should be prepared to sacrifice his life in order to exterminate the rascals, and thus afford an example of the might of our country's gods."

LATEST TELEGRAMS.

CHINA.

(RECEIVED VIA KIACHTA, SEPT. 17.)

SHANGHAI, AUG. 30.—Silk: Nothing doing, market well supported, Chinese will not accept low prices; export since commencement of season, 19,600 bales. Tea: Market quiet, with a lower tendency; settlements moderate; stock very large; export of Black, 33,500,000 lbs.; good common Congou, 11½d. Freights: Ship, 30s.; steamer, 60s. Shirtings: 8¼ lbs. Eagle Chop, Tls. 2.23 nominal, sales at lower rates. Exchange on London: Bank bills, six m.s., 5s. 11½d. London telegrams to Aug. 2 received Aug. 22.

Viceroy of Nanking assassinated; troubles expected.

(RECEIVED SEPTEMBER 19.)

ST. PETERSBURG, SEPT. 18.—Intelligence from Nanking, dated the 22nd ult., announces that the Governor of that city has been assassinated. The cause of the crime was the fact of the unfortunate Governor being favourable to foreigners. Several Governors of provinces have since been changed.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CRICHTON—On the 26th July, at Hong Kong, the wife of George Crichton, Esq., of a daughter.

LANG—On the 24th July, at Shanghai, the wife of H. Lang, Esq., of a son.

MAYERS—On the 19th July, at Her Britannic Majesty's Consulate at Chefoo, the wife of William Frederick Mayers, Esq., H.M.'s Acting Consul, of a son.

STURZENEGGER—On the 30th July, at Lady Hill, Singapore, Mrs. C. Sturzenegger of a son.

WALLACE—On the 27th July, at Shanghai, the wife of James F. Wallace, Esq., of twins, prematurely.

MARRIAGES.

DUNCANSON—LEISHMAN.—On the 15th Sept., at the Presbyterian Church, Westbourne-grove-terrace, Bayswater, by the Rev. Professor Eadie, LL.D., D.D., assisted by the Rev. Robert Selkirk Scott, D.D., Edward Ford Duncanson to Mary Ann, elder daughter of John Black Leishman, 26, Kensington-gardens-square. No cards.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemist London.

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ART,

PICTORIAL AND INDUSTRIAL.

No. 3, for September (now ready), contains the following Illustrations:—

1. "GO, AND SIN NO MORE." From an unfinished painting by the late John Phillip.
2. SAMSON AND THE LION. Statue by Thos. Milnes.
3. TWO DRAWINGS. By E. Vedder.
4 and 5. EXAMPLES OF DORMERS. (Architectural Sketches).
6. SIX PRINTS FROM NIELLI.

With contributions on Art subjects by Blanchard Jerrold, J. Forbes Robertson, Charles Burton, Hyde Clarke, W. R. Ralston, J. Cordy Jeaffreson, G. W. Yapp, J. Piggot, G. W. Reid, &c.

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(HEALTH.) **NEW PERFUMERY.** (BEAUTY.)

INVENTED BY

EUG. DEVERS, QUIMICO.

PATENTED S.G.D.G.

PREPARATIONS for the Toilet, and particularly Soaps; Powders, &c. for the Teeth; Toilet Washes, and Vinegars, have of late assumed an importance in proportion to the demand for them. Foremost amongst these is GLYCERINE, a remarkable unctuous substance, which softens the skin without greasing it; its valuable qualities were quickly recognised by the most eminent physicians. Experimented on by MM. Dumarquay and Sutom (See "Reports and Memoirs of the Biological Society, 1836," &c.).

GLYCERINE CREAM for the skin.
GLYCERINE TOILET WATER for baths and ablutions.
GLYCERINE ELIXIR for the mouth.
GLYCERINE POMADE against scurf.
GLYCERINE SOAP for chaps and chilblains.
GLYCERINE ANTIPELLICULAIRE to prevent the hair falling off.
DULCIFIED GLYCERINE CREAM SOAP for the beard.
PATE DENTIFRICE à la GLYCERINE for the mouth.

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PARIS.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar. Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moolline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

THE STRAITS TIMES.—Daily, weekly, and fortnightly editions; published in Singapore for circulation throughout the STRAITS SETTLEMENTS JAVA, BORNEO, SIAM, FRENCH COCHIN CHINA, CHINA and JAPAN.

This paper, which is the oldest in Singapore, and the most widely circulated throughout the FAR EAST, offers an excellent medium for the advertisements of shipbuilders, machinists, manufacturers, patentees, &c., in the United Kingdom.

Advertisements to be forwarded through an Agents, Singapore, or GEORGE STREET, 30, Cornhill, London

THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram
Brindisi	AGENTS FOR BRINDISI STES.
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
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(Over the JERUSALEM.)

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DESIGNERS OF MOMUMENTAL BRASSES,

ENDELL-STREET, BLOOMSBURY, E.C.,

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OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders prompt executed.
All articles marked in plain figure
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MANUFACTORY AND SHOW ROOMS.—Broad Street Birmingham.
Established 1807.

THE PHŒNIX

A MONTHLY MAGAZINE

FOR

CHINA, JAPAN, & EASTERN ASIA.

EDITED BY

THE REV. JAMES SUMMERS,

Professor of the Chinese Language in King's College London.

No. 1. JULY, 1870.

SUBSCRIPTION £1 1s. PER ANNUM.

LONDON: OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, E.C.

NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.

Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.

China, 1st January, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. NINIAN CRAWFORD in our Hong Kong Firm CEASED on the 31st March last, and Mr. JOHN FAIRBAIRN and Mr. JOHN SAMUEL COX have been admitted Partners therein from the said day.

Our said Firm now consists of DAVID ROBERT FENTON CRAWFORD, JOHN SAMUEL COX, and JOHN FAIRBAIRN.

LANE, CRAWFORD and CO.

Hong Kong, May 4, 1870.

NOTICE.

WE have OPENED a BRANCH of our FIRM at SOURABAYA, under the management of Mr. EDWIN INTVELD, to whom we have granted our Power of Attorney.

HUNTER, HOUGHTON, and Co.

Batavia, 15th June, 1870.

NOTICE.

THE undersigned, the Sole Surviving Partner of the firm of HUNTER, HOUGHTON, and Co., of Batavia (now in liquidation), has ESTABLISHED, under the firm of J. PEET and Co., and has admitted Mr. H. S. HEWLETT a PARTNER

JOHN PEET.

Batavia, 30th April, 1870.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

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Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

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FEMALE COMPLAINTS.—The disorders peculiar to women are the most delicate and difficult to conduct to a favourable termination, unless they receive prompt relief from well accredited sources. Upon their early and judicious treatment hangs the momentous question whether woman enjoy strength, soundness, and cheerfulness, or pine away in weakness, disease, and misery. Holloway's inestimable preparations are the most reliable remedies for restoring weakened or suspended functions. The Ointment should be rubbed on the back and stomach for at least ten minutes every night and morning till restoration takes place and perfect functional regularity is induced. While thus using the Ointment Holloway's Pills should be freely taken, in order to purify the blood, and cleanse the system.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron hips and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

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THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

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WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

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Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

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Reserved Fund ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Borgere, Paris.

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MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

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Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

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Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

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J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

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Shanghai	Yokohama	Singapore
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The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

THE COMMERCIAL ANNUAL AND DIRECTORY FOR 1871.

FOR

CHINA, JAPAN, THE PHILIPPINES, AND THE FAR EAST GENERALLY.

PUBLISHED BY

The Proprietor of the "China Magazine,"

HONG KONG.

London: A. STRAHAN and COMPANY.

PRICE 16s.

READY IN LONDON NOVEMBER 1ST.

Printed in London, under the Superintendence of Messrs. A. STRAHAN AND COMPANY, of Ludgate-hill.

The type will be "old style," of the Pattern used for the *Pall Mall Gazette*, and the *Globe Shakespeare*, and the same size as that in which the *China Magazine* is printed. The Paper will be extra fine toned paper. The size of page will be the same as the *London Directory*, and the number of pages as many as may be required, say from 350 to 700.

The Illustrations will consist of a MAP OF CHINA AND JAPAN, and an Engraving of Hong Kong. The Map is to be engraved on Steel in the best manner.

BINDING. — The Annual will be well and strongly bound in cloth, with gilt lettering. A few copies will be bound in calf, the price of which will be One Guinea.

THE CONTENTS.

1.—TREATIES. The treaties between the Chinese, Japanese, and Siamese Governments and Foreign Nations, in full, including the Memorials presented to Government on the subject of Sir Rutherford Alcock's Convention, with the text of the Convention itself (if it can be obtained in time). These, and all other such documents, will be accompanied by marginal notes for ready reference to the subjects treated in each paragraph.

2.—COMMERCIAL DOCUMENTS. In addition to the treaties enumerated above, all public documents bearing upon the commerce of the Far East, such as the China and Japan ORDER IN COUNCIL, the Chinese, Japanese, and Siamese CUSTOMS TARIFFS, HARBOUR REGULATIONS for all Ports, Prospectuses of NEW PUBLIC COMPANIES established, and Abstracts of REPORTS of Public Companies and Institutions issued during the past year, Reports of CHAMBERS OF COMMERCE, Tables of Weights, Measures, Interest, Court Fees, Registration Fees, Fares for Steamers, Coaches, Chairs, and other conveyances, Boat and Coolie Hire, Tide Tables, Anglo-Chinese Calendar, &c., &c., and all other documents and information of any value which can be collected, either in the East or in England, up to the latest moment.

3.—MEANS OF TRAVELLING. A collection of all existing modes of travelling and conveying goods to, from, and into the Countries to which the Annual refers.

4. DIRECTORIES.—Very complete and accurately prepared DIRECTORIES FOR EVERY TREATY PORT IN CHINA AND JAPAN, and for MANILA, SAIGON, BANGKOK, &c., &c., containing the Names, Addresses, and Occupation of all Foreign residents, Officers of Governments, Consulates, Customs, Public Companies and Institutions, Lines of Steamers, a list of Places of Worship, with the hours of Divine Service at each, &c., &c. (The usual List of "names too late for insertion" will be added after arrival of the work in Hong Kong. It will be posted up to December 15th.)

5. HISTORICAL AND TOPOGRAPHICAL NOTES on each place, with brief records of events of more than usual importance which have occurred during the past year.

6. A COMPLETE INDEX, by means of which information upon any point can be found with facility.

ADVERTISEMENTS of suitable character.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

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Office hours, Ten to Three; Saturdays, Ten to Two
Threadneedle-street, London, 1870.

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Messrs. Jardine, Matheson, and Co.

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Insurances are effected by this office on goods from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.

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FOUR GOLD MEDALS.

Supplied to the British, French, Prussian, Russian, Italian, Dutch, and other Governments. Dr. Lankester writes regarding Extract of Meat:—"But there is a difference in flavour, and here, as in all other kinds of food, it is the flavour that makes the quality." It is essentially on account of the fine meaty flavour, as distinguished from the burnt taste of other Extracts, that LIEBIG COMPANY'S EXTRACT defeated all Australian and other sorts at Paris, Havre, and Amsterdam, and is so universally preferred in all European markets.

One pint of fine-flavoured Beef-tea at 2½d. Most convenient and economic "stock."

CAUTION.—Require Baron Liebig's, the inventor's, signature on every jar, and ask distinctly for LIEBIG COMPANY'S EXTRACT.

As stated by the War Office, the assertion of an Australian Agent of solely supplying the British Government is proved to be nothing but an untrue statement.

T. W. JACKSON,

COMMISSION AGENT,

SAN FRANCISCO.

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THIS SLIP IS NOW AVAILABLE FOR DOCKING SHIPS OF 1,200 TONS OR UNDER.

ALL WORK CONNECTED THEREWITH, AS ALSO IN THE

SHIPWRIGHTS JOINERS, BOAT BUILDERS, SPAR MAKERS', AND GENERAL DEPARTMENTS

IS UNDER

THE SUPERINTENDENCE OF EXPERIENCED EUROPEANS.

The Slip has been most substantially built, in a perfectly landlocked and secure position, and has been pronounced by competent authority to be equal to any existing construction of the same kind.

Charge for three days use of the Slip, $1 per ton, and all labour, material, &c., supplied on moderate terms.

For further information apply to

GLOVER AND CO., MANAGERS,
NAGASAKI, JAPAN.

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	From Southampton.	From Marseilles
GIBRALTAR ...	Every Saturday, at 2 P.M.	—
MALTA.....	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
BOMBAY.....	,, ,,	,, ,,
GALLE.....		
MADRAS.....	Saturday, Sept. 3, 2 P.M.	Sunday, Sept. 11, 7 A.M.
CALCUTTA ...		
PENANG.....	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
SINGAPORE ...		
CHINA		
JAPAN		
AUSTRALIA ...	Saturday, Sept. 3, 2 P.M.	Sunday, Sept. 11, 7 A.M.
NW. ZEALAND	And every fourth Saturday thereafter.	And every fourth Sunday thereafter.

And all ports touched at by the British India Steam Navigation Company's steamers.

REDUCED RATES OF FREIGHT.

	To India.	To China, Japan, or Australia.
Parcels—		
1 to 12 in., or 2 to 24 lbs.	4s. to 9s. 6d.	4s. 6d. to 15s.
1 to 3 ft., or 24 to 72 lbs.	12s. 6d. to 20s.	20s. to 35s.
Merchandise, per ton ...	£7 to £10	£16 to £20

For the convenience of Country Shippers, Messrs. Pickford and Co.'s Agents receive Goods and Parcels on the Company's account.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

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THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

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San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,

Passengers for California and intermediate points of this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent steamers of the Pacific Mail Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

A regular trader. Will meet with the usual quick despatch.

DIRECT for COLOMBO, the favourite frigate-built ship, PALMERSTON, A1 15 years; 894 tons register; J. N. SEAGROVE, Commander; South West India Docks. This magnificent high-classed vessel, so well and favourably known in the Ceylon trade, offers the best opportunity to shippers of fine goods.

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August 21 Sept. 18 October 16	For	Port Said, Ismailia, Suez, Aden, Point de Galle, Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

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Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

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THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

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ARTHUR B. FORWOOD, Managing Director.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

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Yokohama...	Benmore ...	A in A1	SWID	With des.
Nagasaki & Hiogo.....	Lunan (new)	A1 10 yr.	SWID	With des.

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Port.	Ship.	Class.	Dock.	Last Shipping Day.
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Shanghai ...	Shakspere ...	A1 12 yr.	E I.D.	With des.
Do.	Taoping	A1 14 yr.	E.I.D.	With des.

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FRENCH MAIL EDITION

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 369.] LONDON, FRIDAY, SEPT. 30, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	—	—	Aug. 2
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking			
Tien-tsin	—	—	July 23
Chefoo			
New-chwang	—	—	„ 30
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	June 17	Aug. 1	Aug. 5
Ningpo			
Foochow	„ 17	„ 1	„ 6
Formosa			
Amoy	—	—	„ 8
Swatow			
Hong Kong	July 1	„ 9	„ 11
Canton	—	—	„ 9
Macao			
PHILIPPINES— Manila	„ 3	„ 16	July 28
COCHIN-CHINA— Saigon	„ 7	„ 5	Aug. 17
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia			
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	—	—	„ 20
Penang			
CEYLON — Galle			
Colombo			

THE MAILS, &c.

The present mail (French) arrived at Marseilles on the 26th inst., but was detained in transit through France. The next mail, with dates Yokohama, Aug. 9; Shanghai, Aug. 12; Hong Kong, Aug. 18; Singapore, Aug. 26, is due on Monday next, Oct. 3.

Telegrams *via* Kiachta from Shanghai, to the 8th Sept., were received on the 28th inst. Owing to the breakdown of the Red Sea Cable, there are no later telegrams *via* Galle than those dated Shanghai, Aug. 26; Hong Kong, Sept. 1; which were received on the 21st inst.

List of Passengers.

PASSENGERS OUTWARD.

Per French mail steamer *Tigre*, from Marseilles, Oct. 2 (booked from London).—To Japan: Mr. Ernest Satow.

Per P. and O. steamer *Poonah*, from Southampton, Oct. 1.—To Hong Kong: Mr. Nicaise, Mrs. Coxon, Mr. Whittall, Miss E. Thompson. To Ceylon: Mr. and Mrs. F. C. Woods, Mr. A. T. Karslake, Lieut. Colonel and Mrs. Stewart.

Per P. and O. steamer *Bangalore*, from Marseilles, Oct. 9.—To Ceylon: Mr. F. H. Skrine.

Per P. and O. steamer *Nyanza*, from Southampton, Oct. 15.—To Yokohama: Mr. Rickett. To Shanghai: Mr. and Mrs. Maltby. To Hong Kong: Mr. W. Kirby. To Singapore: Mrs. J. Young, Mr. R. M. Henley. To Ceylon: Sir E. and Lady Creasy.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices to the 2nd August, but, via San Francisco, by the Pacific mail steamer *America* we have twenty days' later news, namely to the 22nd August, of which the following summary has been telegraphed to the New York papers.

The intelligence of the European war has proved detrimental to business here. The Silk Market is lifeless. Parliament is in session. Its proceedings are unimportant. The steamer *City of Yedo* exploded her boiler at Yedo August 1, killing Rev. Edward Barnes, Mrs. Olida Barnes, Edward D. Barnes, Mary Simmons, Mr. Cassidy, and a number of Japanese, and injuring many others. The Coroner's jury found gross carelessness on the part of the engineer. The steamer *Hiogo* also exploded her boiler at Osaka, and four Japanese were killed and fifteen or twenty wounded.

There is a moderate business doing, chiefly in cotton staples, other descriptions of goods being neglected. There had been considerable sales of grey shirtings, but the demand had subsided. Cotton yarns are in fair request, and the former rates maintained. Fancy goods and woollens are without change. The total settlements of silk for the season reach 900 bales. Prices are nominally as last quoted, though dealers would sell at much lower rates. Stock on hand, 1,000 bales. A large business in tea has been doing since the sailing of the last steamer, exclusively for America, with settlements to the amount of 13,000 piculs. The tendency of prices is in favour of the buyers. Quotations unchanged. Exchange on London, 4s. 6d.; on Paris, f.5.67c.

NAGASAKI.

A new iron gunboat, built by order for one of the native princes by Messrs. Glover and Co., arrived on the 18th July, having left Aberdeen on the 15th March; she is named *Wun-yo-Maro*. There has been some business done in charters for Hakodadi, business otherwise very dull. Exchange remains at a ruinous rate, viz., Bous 440 per $100, while the Chinese have been shipping every silver bou and dollar they can get out of the port.

CHINA.

PEKING.

A correspondent writes that Mr. Edkins and Mr. Wade are the only persons in Peking who are not convinced that Europeans there are in imminent danger. The Emperor has issued an edict to the Viceroys and Governors of provinces, desiring them to keep a tight hand on their people, so that other outbreaks may not occur similar to that at Tientsin. The edict was not intended for communication to foreigners, and there is a good deal in the document that is suggestive; but most remarkable is the apprehension expressed in the last sentence—"That the local authorities in other provinces may be induced in consequence (of Tientsin) to harbour suspicions and get up occasions of quarrel." It would seem, then, that even the Emperor sees traces of official action at Tientsin. He has also issued a decree depriving the Prefect and magistrate of Tientsin of their rank, and handing them over to the Board of Punishment for further decision on their offence. The accusation so far is neglect of precaution, and neglect to punish offenders after the outbreak. No mention is made of their active complicity.

TIENTSIN.

The position of affairs at this port was practically unchanged. Tseng-kwo-Fan was understood to have positively refused to deliver up his Lieutenant, Tsen-kwo-Jui, and at the French Minister's suggestion the gunboats had moved further up the river, so that the shot and shell might have better effect on the city should a bombardment have to be commenced. A *fracas* took place, we hear, between an officer of the *Flamme* and Mr. Meadows, the former having called the latter some hard names, which he had refused to withdraw, intimating that he would back his opinion in a more forcible manner if Mr. Meadows desired it. His invitation to a settlement had not, however, been accepted. The Chinese have a report that in order to escape the mission to France, which he dreads immensely, Chung How has poisoned himself.

None of the ringleaders in the recent outbreak have yet been seized, Tseng-kwo-Jui, the Lieutenant General of Tseng-kwo-Fan, and chief instigator of the affair, is at Peking with 100 of his Braves,

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as body guard. The British Consul at Tientsin has notified to the English residents that the city is now quiet, and intercourse may be resumed, but foreigners fail to see it, and the general belief is that notwithstanding the assurances of the English and French Legations, matters are still in a very critical situation, and unless some definite movement is made to inflict punishment for the massacres, neither Tientsin nor Peking will be safe residences for foreigners, when the winter once more leaves them to the mercy of the Chinese.

The Acting British Consul, Mr. Lay, issued the following notice on the 19th July :—"The undersigned thinks, the city of Tientsin being to all appearance now quite quiet, merchants may resort thither as before, and carry on their business without fear of molestation. At the same time he would warn all those proceeding to the city to be very careful in their demeanor towards the natives, and to avoid either expressing or exhibiting any ill-feeling to them for their late most barbarous outrage. In the interests of trade the undersigned issues this notification, and while he cannot, with due regard to these interests, ask British merchants to still refrain from going to Tientsin—seeing that all is at present quiet—yet he cannot too strongly impress upon those who intend visiting the city the greatest caution in their manner and conduct towards the Chinese." In republishing the above the *Hong Kong Daily Press* observes :—"This document is startlingly indicative of the change which has come over our relations with the Chinese. It might be imagined as just possible, under the circumstances existing, that a notification would have been issued to the Chinese to treat foreigners respectfully, instead of the latter being warned against offending the delicate susceptibilities of those concerned in butchering the Sisters of Mercy."

It appears that the name of the Irish Sister, one of the sufferers in the massacre, was Alice O'Sullivan, a cousin of Capt. O'Sullivan, many years in the employ of Messrs. Jardine, Matheson, and Co.

HANKOW.

Dates from this port are to July 30. A correspondent writes as follows :—The flood of 1870 will, it is feared, equal, if not surpass, that of last year. The settlement is once more submerged, and the water has risen with amazing rapidity. This may or may not be an advantage in case of an outbreak. It would be so if the assailants were a disorganised mob bent on plunder only, for the means of transit are again reduced to small sampans, and rioters coming in them could easily be checked. In the event of authorised action, as was the case at Tientsin, the fact of our means of locomotion being to a very considerable degree impeded by the flood, might enable the attacking party to assault several isolated places at once, the Foundling Hospital (Yu-yin-tang) being one in the category. And much as individual bravery might effect, the result would possibly prove the truth of the adage, "united we stand, divided we fall." The flooding of the settlement and native city has nearly stopped trade in imports, the dealers being quite unprepared for a repetition of the disasters of last year.

On the 30th of August the water was several inches higher than the highest of last season, and was still rising. Fears were entertained for the safety of many of the houses.

SHANGHAI.

The present mail brings dates to the 5th August; the London mail of June 17, with telegrams to July 13, was received on the 1st of August, and telegrams, via Kiachta, to the 16th July came in on the 3rd. The Pacific mail steamer of the 1st July, from San Francisco, arrived the same day.

(FROM OUR OWN CORRESPONDENT.)

AUG. 4, 1870.

The only change in the aspect of affairs since last mail is the arrival at Tientsin of the French and American Ministers, and French and English Admirals, with some more gunboats. The attitude of the French Minister has been bolder since the arrival of the Admiral with additional forces; he has demanded the heads of three mandarins, the instigators and leaders of the massacre. Tseng-kwo-Fan, the Governor, has agreed to give up two, but refuses the other, who is his lieutenant and most guilty. He has given up, on the requisition of the French Minister, the native converts, who have been tortured daily at the "*Chi-Hsien's*" *yamun since the massacre.* This clearly proves the complicity of the mandarins in the plot. Those delivered up were tortured in the most cruel manner on the rack, their knee-joints dislocated, their eyelids cut off, and other barbarities practised upon them, with the hope of extorting some confession of crimes committed by foreigners, so as to justify the massacre. No telegrams have arrived from home yet, and no action taken, owing to the insane policy of the Home Government, who send Ministers and Admirals here without power to act in any emergency. Better not have them here at all. I look upon this dodge of attacking the French as a deep stroke of policy on the part of the Chinese, on the principle of *dividi et impera*. The French this time, the Germans or English next, a cunning move. This torturing business brings the murders home to the mandarins, as no man in China doubted their complicity from the beginning. If the mandarins and people of Tientsin are not punished as they deserve, no foreigner's life would be safe in China in future.

Our Volunteer Corps is in a high state of efficiency, and numbers 400 men—horse artillery, cavalry, and infantry. We are fortunately in a position to defend ourselves against the Chinese, for, although we have two men-of-war in the harbour, to the *lasting disgrace* of the English Government, they have written orders not to land a man for the defence of Shanghai, but to let the Chinese burn down the town and kill as many as they could, and then they would come and take off the survivors, and run away from the cowardly Chinese. Alas! has the English Government and people come so low as this? Will the Parliament and people of England consent to be ruled in this fashion? We want a Minister of character with full powers out here, and not a wasteful panderer to the Chinese like Wade, who has had the impertinence to request the missionaries to send in their *little bill;* however, he got his answer, which is a credit to the English missionaries, refusing to send in any bill till murder was punished.

News has just come in from Tientsin that the demand of the French Minister for the punishment by death of the three mandarins concerned in the murders has been refused by Tseng kwo-Fan, and that the Chinese are preparing for war. This seems most likely, as they are and have been for some time chartering foreign vessels to take rice to Tientsin, and munitions of war and arms are going up to Tientsin by every steamer. The foreign Governments and Ministers seem struck with a fatal blindness, and will not see wha tis coming. The delay in avenging the massacre at Tientsin is fraught with extreme danger to foreigners everywhere in China, as fear alone now prevents a general onslaught, and wiping out the foreign element. Good policy requires a speedy retribution for this outrage on humanity. There has been a general conference between all the Ministers and admirals at Tientsin, but they are bound hand and foot by their respective Home Governments. The effects of the Burlingame Embassy are now beginning to tell. Massacres, murders, outrages, insults, treacheries, poisonings, torturings, burnings, mutilations, ravishings must go on unchecked. Men-of-war keep aloof and look on apothetically. Telegrams interrupted, couriers murdered, as dead men tell no tales. Accusations of kidnapping against foreigners are spread all over the country, and even the *Peking Gazette* contains them, and repeats the lie that the massacre at Tientsin was caused by the Consul firing at Chung How, thus making the Government a party to the plot. The disgrace brought upon our country makes our blood boil. Two more gunboats have arrived from Saigon, but no troops. Tientsin and the Taku Forts must be occupied, and the sooner the Government becomes alive to that necessity the better, otherwise worse will follow.

The Burlingame swindle has done an infinity of harm in inducing the Home Governments to take all power of action from the authorities here. If Ministers and admirals are sent here with orders not to act in any emergency better not have them at all. This kidnapping humbug and boiling down eyes is reproduced on all convenient occasions when a new row is wanted; but, as kidnapping among the Chinese themselves is always going on, there is nothing new about it. Children or infants can be bought in most parts of China at sixpence each, or half the price of fowls, and even at six or seven years of age they can be had for two dollars, or nine shillings each. Besides the Europeans massacred at Tientsin, about sixty Cantonese were killed. Only some of those native Christians who were tortured have been given up, as others were too ill to bear removal. Are all these outrages to be condoned by our Minister? It remains to be proved yet whether the sufferers belonged to the French or English missions. The Chinese are in a state of excitement everywhere, and only wait for the signal to make a general onslaught on foreigners. A respect for their own skins has held them back; but once let them imagine that killing a foreigner is not a punishable offence, and where would be our security from day to day, or night to night rather? The Shanghai Volunteers will give them a little trouble before all our throats are cut.

There was a grand review of the volunteers on the 23rd July, when they paraded on the Racecourse, and looked very well; all the companies were present. An address was made by the Chairman of the Municipal Council.

HONG KONG.

Dates by this opportunity extend to August 11th. The English mails of 24th June (extra) and 1st July arrived on the 9th August.

Probate has been granted in the Supreme Court, on power of attorney, to Mr. D. R. Crawford, in the estate of Mr. Thomas Ash Lane, deceased. Real estate and personalty were sworn under $160,000.

An index to the Ordinances of Hong Kong has been published by Noronha and Sons, by authority. It is neatly got up, and will doubtless prove a valuable assistance in consulting the local Statute Book.

The *China Mail* mentions a strange report concerning the steamer *Fair Singapore*, which has been trading between Hong Kong, Malacca and Penang for some time past. This vessel, according to the shipping reports, left Hong Kong on the 31st July, having cleared under British colours for Malacca and Penang as usual; but it is asserted that she is no longer a British owned ship—in fact, that she has been purchased by the Rajah of Quedah, manned by European sailors, and armed expressly to enable this Rajah to carry on the war with the Rajah of Klang,—the result of a family quarrel.

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There is a rumour current both in this colony and Macao that the Portuguese Government have determined on despatching a large detachment of their European soldiery to the East, to reinforce their garrisons at Goa, Timor, and Macao, and that a steamer called the *Scythia* has been chartered to proceed eastwardly *via* the Suez Canal. The late revolt at Goa has, we are informed, shaken the confidence of the Government in the native troops, and hence the presence of European forces is considered a necessary precautionary measure.

A deputation from the leading Chinese of the colony waited upon Mr. H. C. Caldwell, solicitor, at his office, and presented him with a complimentary address written on white satin with a blue embossed border, which was accompanied by a handsome tablet, as a testimonial in recognition of the professional services rendered by Mr. Caldwell in obtaining the release of the four unfortunate Chinese who were sentenced to death a few months ago for the murder of Constable Mahoney at Sow-kee-wan in April last year, upon the evidence of one Tang Pak-foo and two alleged accomplices.

THE COUNCIL MEETING.

After the financial statement had been made, H.E. remarked that twelve new ordinances would be laid on the table, which would be explained by the Attorney-General. The Attorney-General said that the first measure was an ordinance to modify the restrictions and regulations of the Chinese Passengers' Act, 1855, in respect of short voyages within the China seas, which pressed very heavily on British vessels. The second was an ordinance for the punishment of deported criminals, who would in future be tried by a jury instead of being summarily heard before a magistrate as heretofore. If a criminal who had been deported returned for the second time, a flogging was provided for by the ordinance. The 3rd was an ordinance "to make provision for the enforcement of rights of re-entry by the Crown." An advertisement in the *Gazette* and a memorial in the Land Office was regarded by the stipulations of this ordinance as sufficient notice of resumption on the part of the Crown. The fourth was an ordinance "to amend the law respecting pawnbrokers." This ordinance increased the time from three to six months before the article pledged became forfeited. Another clause provided for a fuller and more particular description of articles pawned, which description would have to be carefully noted upon the ticket supplied to the pledger. The fifth was an ordinance "for enabling the Governor in Council to make regulations for the maintenance of good order and the protection of property in public buildings, gardens and other places." The sixth was one of the very greatest importance. Its object was "to extend the jurisdiction and powers of the Court of Summary Jurisdiction." At present the jurisdiction was limited to $500; but there was a great deal of litigation now going on in a small way (say for $700 or $800), and they were cases which did not justify the parties in incurring the great expense of proceedings in the Supreme Court. One of the advantages of the Small Court also was that there was none of that delay of process and hearing which was inseparable from the higher Court; a person came in on a Tuesday, and he got his judgment in half an hour, and nothing more was necessary. Parties in such cases preferred to sacrifice the balance of their claims, over $500, rather than incur the great expense of Supreme Court proceedings, and endure the delay caused by a case dragging through the higher Court. It was proposed to extend the limit to $1,000, and he thought it would be a great convenience to the public were such extension effected. There were also other powers, such as power to issue writs of foreign attachment and power given by the garnishee clauses, which it would be well for the Summary Court to possess to facilitate the disposal of business.

The 7th was an ordinance "to amend Ordinance No. 8 of 1860, and to make further provision in relation to the administration of the estates and effects of deceased persons." It often happened that Chinese fell sick and went away to Macao, Canton, and other places on the mainland, where they died, leaving their property behind; and the manager or accountant of the shop would frequently collect and clear out the whole of the property, leaving creditors unpaid. Unless the shop were taken charge of, this could not be prevented. It is proposed to give the Official Administrator power to take charge and keep in safety, all property belonging to any person as soon as he hears of the death of the said person, until probate be obtained or the property be otherwise arranged. One clause placed debts under seal, specialty or bond debts, in the same category as common debts; while another section sought to relieve executors from the possibility of annoyance after an estate is wound up. The eighth, an ordinance "to amend the law respecting the liabilities of innkeepers," was the next measure referred to. The A. G. remarked that, as the place was increasing in population, and we were getting large hotels, &c., it would be only keeping pace with the times to adapt the law of 1863 to this colony. By that Act it was provided that the liability of innkeepers should not exceed £30; and two sections of this Act might be seen, framed and glazed, standing in the office of every hotel at home. It was now proposed to apply the same remedy here; the sum being fixed at $100. The ninth was an ordinance "for compensating the families of persons killed by accidents arising from negligence." It was based upon Lord Campbell's Act, which provided that damages be claimed from stage coach proprietors, railway companies, &c., for deaths by negligence. The tenth was an ordinance "for the reciprocal surrender by the Governments of Hong Kong and Macao of certain fugitives from justice." The eleventh was "for the recovery of costs in civil proceedings by or against the Crown." Crown costs are made the same as those between party and party, and the law is assimilated to the law of England. The last ordinance was a measure "to make further provision in relation to criminal law and procedure."

COCHIN CHINA.

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SAIGON.

Advices extend to August 17; the London mail of July 7, with telegrams to the 29th, was received on August 5. By this mail the news was received of the declaration of war between France and Prussia. The Governor of the colony had acted most handsomely under the circumstances, and with the greatest consideration for the interests of trade, as will be seen by the following translation of an official notification relative to German vessels, dated August 6:—"Prussian vessels coming in without having had notice of the war will be permitted to avail of the grace granted to those vessels already in port. All Prussian vessels leaving Hong Kong before August 6 will be considered as not having notice of the war. The grace granted to Prussian vessels now in port, and also to those arriving without having knowledge of the war, is fixed at fifteen days from the date of this notification. Prussian vessels leaving Saigon will receive a 'Sauf conduit,' valid for six days. It is perfectly understood that these tolerations will cease if the crews of the said vessels commit any offence against the safety of the colony, or if Prussian cruisers appear at Cape St. James."

We have received a synoposis of the export of rice from Saigon in square-rigged vessels, from which we learn that, from the 1st of January, the exports have been:—

To China	314,811	piculs
To Japan	2,001,395	"
To Singapore	75,515	"
To Mauritius and Bourbon	45,006	"
To Europe	17,500	"
To Sundries	6,000	"

Commercial Report.

—o—

IMPORTS.

SHANGHAI.—A considerable business in all kinds of Grey Cotton goods had been transacted since the departure of the English mail; 7 lb. Shirtings and 6 and 7 lb. T-Cloths of the lower counts had commanded most attention, and sellers had succeeded in establishing a slight advance in the value of these. The demand for them continued. Sales of Drills were reported at rather better rates for American goods, and Jeans were still inquired for at an improvement on last quotations. Chintzes were still wanted, but the dealers were slow to respond to the demands of holders, and there had not been much done in consequence. In other kinds of Cotton manufactures there was little noticeable change. Woollens: Camlets and Long Ells had been settled in small lots at about previous quotations. Spanish Stripes were 1c. per yard higher—C.P.H. being quoted Tls. 0.5.1 to 0.5.1½ per yard. The transactions were few. Figured Orleans: Only small sales reported; no change in value. Quotations (duty paid):—G.E. Grey Shirtings, 7 lbs., Tls. 1.7.8 to 1.8.5 per piece; 8¼ to 8½ lbs., Tls. 2.1.8 to 2.2.7; ; G.E. White Shirtings, Tls. 1.7.5 to 2.4.0; American Drills, Tls. 3.2.8 to 3.4.7; Jeans, Tls. 2.5.0 to 2.6.0; English Drills, Tls. 3.1.0 to 3.2.0; Jeans, Tls. 2.2.5 to 2.3.5; Dutch Drills, Tls. 2.9.8 to 3.0.5; Jeans, Tls. 2.2.0 to 2.3.0.

HONG KONG.—Messrs. Olyphant and Co. report as follows:—Since the despatch of the English mail no sales of English Yarns have been reported, and as there are few or no inquiries rates are nominally quoted $1 lower. Grey Shirtings of 7 lbs. and 8.4 lbs. weights are in better demand, and are more firmly held; sales, however, have been small. Values of T-Cloths are supported, but transactions have been limited. Drills are still neglected. Holders of Quicksilver are very firm in demanding $70 on the spot.

SAIGON.—There had been no improvement in the demand for Piece Goods, the market remaining overstocked; the nominal quotations were:—Grey Shirtings, 8¼ lbs., $2.90 to 2.95; do., 7lbs., $2.55 to 2.60; Irish Linen, No. 120, $2.05; do., No. 150, $2.10; T-Cloths, 6 lbs., $1.80 to 1.85; do., 5 lbs., $1.60; do., 4½ lbs., $1.50 per piece.

EXPORTS.

—o—

TEA.

SHANGHAI.—Black: Settlements since the English mail amounted to 14,871 chests, and re-shipments to 887 chests. Further supplies had come forward from Hankow, and the stock stood at 77,500 chests. Inferior Hohows had been settled at Tls 16.3.0, and good common Oonams were obtainable at Tls. 18.5.0. The market closed quiet, with an easier tendency. Green Teas: The Market for new Fychows was opened on the 30th July at Tls. 43, and an active demand from American buyers had since prevailed. Settlements of 15,000 half-chests were reported, and we hear of further transactions which had not been made public. Medium Foochows had realised Tls. 37, good medium Tls. 40, and for fine Twanki (or Foochow) as high as Tls. 46.5.0 had been paid. The Teas were very disappointing in quality; in make they were rough and open; dull in colour, and, in some instances, dusty; on the whole,

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however, there was some improvement upon last year's tea in the latter respect. The cup quality too fell short of fine, and altogether the season's yield, as represented by the parcels at hand, was pronounced very inferior. Settlements of other kinds of Tea comprised about 5,000 half-chests at Tls. 34 to 38 for Shanghai-packed, and Tls. 34 to 51 for Pingsueys. Stocks 28,200 half-chests Twanki and Foochow; 4,600 half-chests Pingsueys; 5,000 half-chests Shanghai-packed, and 1,470 half-chests old Tea.

FOOCHOW.—The following is from Messrs. Westall, Galton, and Co.'s Weekly Letter:—Although prices are again easier, and a demand for the Continent and United States has been added to the current business for England and the Colonies, the settlements of Congou during the week barely exceed 20,000 chests. Buyers have no confidence in operating at the ruling prices. The poor prospects at home, confirmed by each succeeding mail that reaches us, are rendered more discouraging by the hurried manner in which shipments are being sent away from Shanghai; and the favourable position of the Foochow export ceases to offer any encouragement when the heaviness of the stock is taken into consideration. Then there is no present prospect of a falling off in supplies; the deficiency in the arrivals, which at the beginning of last month stood at 60,000 chests, is now reduced to 30,000 chests, and this will probably be made up very shortly, as it is understood that there is plenty of Tea in the country. Of Souchong, 2,179 chests have been settled at last quotations, part of which quantity is for France. A small business has been done in Oolong for the States at Tls. 18 to 25 short for common cargo to superior; 2,774 half-chests are reported. The settlements of Pekoe have been limited to 204 chests at Tls. 54 short, which shows an advance on last prices. Only 2,591 boxes Scented Teas have been settled; business having been checked by the firmness with which stocks are held. Quotations are:—Congou, good medium to fine, $22 to 25; flavoury to medium, $18 to 21; ordinary to common, $15 to 17; dust and broken leaf, $8 to 14. Souchong, medium to fine, $23 to 29; common to fair, $16 to 22. Oolong, common cargo to superior, $21 to 27. Pekoe, finest, $57. Scented Teas, fine, $23 to 29. The export to Great Britain to August 6 is 11,247,772 lbs., against 19,433,650 lbs. at the same date last year. To the colonies it stands at 3,670,073 lbs., against 6,420,581 lbs. Exchange on London, 4s. 6¼d. for six months' sight credits. Freights have declined to £2 for sailing ships. The s.s. Vine is full at £4 for forty cubic feet. Sailed for London, August 2, s.s. Niger (1,404,500 lbs.); 5th, Norman Court (1,112,000 lbs.); 5th, Sir Lancelot (1,211,700 lbs.); 6th, Eme (1,063,326 lbs.).

AMOY.—Congou Teas had been but slightly dealt in during the week. Oolongs had continued in steady demand, and a fair business had been transacted at firm rates. Departures for New York: Aug. 2, Ceres, taking 281,135 lbs. Oolong; Aug. 5, Devana, taking 595,865 lbs. Oolong and 269,880 lbs. Congou.

CANTON.—A moderate business had been transacted in Scented Capers, principally of the commoner descriptions, at again rather easier rates. The settlements of the week were estimated as follows; of Caper 5,000 to 6,000 boxes, and of Pekoe 1,000 to 1,500 boxes. The Burdwan cleared on Aug. 3 for London, *via* Macao.

SILK.

SHANGHAI.—In consequence of the arrival of telegraphic advices of a possible rupture between France and Prussia, buying had been much restricted, and the transactions of the week were of a comparatively trifling character. Only about 500 bales had been settled at irregular values. Chop Silks were nominally unchanged, and, although actual figures could hardly be ascertained, the tendency of the market was towards lower prices.

CANTON.—The advices from Europe had caused an entire suspension of operations; prices were nominally without alteration.

SAIGON PRODUCE.

The following report upon the Rice market is forwarded by Messrs. Hale and Co.:—As we anticipated by last mail, the high prices then ruling induced the natives to bring forward more liberal supplies, and the article once again commenced to recede in value, its downward tendency being considerably accelerated by the effects consequent upon the news of the war. Prices a few days ago were as follows: for Gocong or round grain $1.60 per picul; and for Vhinlong or long grain $1.50, but have again advanced a few cents, and tend upwards in consequence of the telegraphic news by last mail, to the effect that French vessels were to be free from capture during the war. The demand for Japan has completely subsided, but shipments to China are still taking place. The total exports since January 1st have been 2,657,168 piculs.

Messrs. Kaltenbach, Engler, and Co. report upon other articles of produce as follows:—Hides: In consequence of an increased demand, prices have reached $9 for Buffalo and $12.50 for Cow Hides. Stocks continue very small. Horns: There is no change to report, quotations remain at $8.75 per picul. Pepper: No more transactions have taken place either here or in the interior, and the season may be considered at an end. Cocoa-nut Oil was for a short time only obtainable at $6.50 per picul, but some heavy shipments to Singapore for Chinese account brought prices again as high as $7.50.60 per picul. Gamboge: No great quantities have reached our market; a few lots have been contracted for at $58, but since then somewhat higher prices have again been current, and the closing prices are $58½ to 59.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to June 30, 1870	10826	15608052	...	...	1981240	17600118	6515
Corresponding period last season	...	15986370	3091000	...	...	19077370	1507

Shipments Since:

July 23 per Doune Castle	From Shanghai	...	988,676	225
— 25 ... Ambassador	... Foochow	...	892,229	
— 28 ... Dupleix (Fr. ml. str.)	... Canton, &c.	...	5,000	1,014
— 29 ... Thermopylæa	... Foochow	...	1,406,426	
Aug. 4 ... Columbian (ml. str.)	... Shanghai, &c.	...	—	1,650

TO THE CONTINENT.

		Bales.
From June 1 to June 30, 1870	10640	2150
Corresponding period last season	42720	364

Shipments Since:

July 28 per Dupleix (Fr. ml. str)	From Shanghai, &c.	...	—	936
Aug. 4 ... Columbian (ml. str.)	... Do.	...	—	520

TO UNITED STATES.

		Pcls.
From June 1 to June 30, 1870	747245	100
Corresponding period last season	64511	44

Shipments Since:

July 1 per China (str.)	From Yokohama	...	548,537	120
— 3 ... Britomart	... Do.	...	84,109	
— 7 ... Travancore (str.)	... —	...	—	44
— 11 ... Golden Age (str.)	... Shanghai	...	635,147	170
— 12 ... Japan (str.)	... Do.	...	—	56
— 20 ... Chloris	... Yokohama	...	357,531	
— 24 ... Caroline Hutchings	... Shanghai	...	365,367	
— 26 ... Ocean Gem	... Amoy	...	288,398	
— 30 ... Sarah E. Kingsbury	... Hong Kong	...	86,956	10

TO AUSTRALIA.

From June 1 to June 30, 1870	450,313 lbs.
Corresponding period last year	68,960

Shipments Since:

July 15 per Boy Bendixen	From Foochow	...	463,116
— 16 ... Tekli	... Do.	...	295,352
— 20 ... Eliza Firth	... Do.	...	164,565
— 21 ... Cleator (str.)	... Do.	...	379,965
— — ... Catharina	... Do.	...	259,337
— — ... Randers	... Do.	...	313,838
— 29 ... Peter	... Do.	...	313,800
— — ... Dashing Wave.	... Do.	...	Not reported.
— 29 ... Sea Shell	... Do.	...	79,524

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844	51,022,600	... *
,, 1845 to 1846	57,334,200	18,604
,, 1850 to 1851	63,972,000	22,143
,, 1853 to 1854	77,327,800	61,280
,, 1855 to 1856	92,240 300	50,481
,, 1857 to 1858	76,990,255	68,315
,, 1858 to 1859	65.789,792	83,134
,, 1859 to 1860	85,560,452	64,169
,, 1860 to 1861	90,066,160	70,644
,, 1861 to 1862	109,854,040	79,159
,, 1862 to 1863	121,273,580	72,887
,, 1863 to 1864	117,463,586	46,603
,, 1864 to 1865	121,236,870	32,313
,, 1865 to 1866	118,333 042	62,890
,, 1866 to 1867	118,423,290	50,052
,, 1867 to 1868	116,890,430	57,449
,, 1868 to 1869	142.789,804	70 917
,, 1869 to 1870	139,740,198	63,807

* Including the Continent.

NEW SEASON'S TEA VESSELS EXPECTED.

From	Ship.	Cargo.
Hankow	Oberon (str.)	lbs.1,111,247
,,	Titania	1,215,191
Shanghai	Cutty Sark	1,305,812
,,	Serica	929,111
,,	John R. Worcester	1,102,691
,,	Lauderdale	840,748
,,	Weymouth	1,035,875
,,	Argonaut	1,454,995
,,	Priam (str.) [put into Bombay]	633,135
,,	Eliza Shaw	960,559
,,	Duke of Abercorn	1,585,378
,,	Forward Ho	1,325,984
,,	Ethiopian	1,060,858
,,	Whinfell	952,923
,,	Leith (str.)	Not advised.
,,	Zephyrne	,,
,,	Kildare	,,
,,	Thyatira	,,
,,	Columbus	1,025,902
,,	Doune Castle	988,674
,,	Golden Spur	Not advised.
,,	Hipparchus (str.)	,,
,,	Wild Deer	,,
,,	Northampton	,,
,,	Geraint	,,
,,	Huntly Castle	,,
Canton	Deerhound	661,762
,,	Belted Will	926,470
,,	Peiho (str.)	58,350
Foochow	Ambassador	892,229
,,	Thermopylæ	1,406,425

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, July 24, Harbottle; from Liverpool, 28, Floris.

At SHANGHAI.—From London, July 28, Lizzie Iredale; from Liverpool, Aug. 1, Jumna; from Sunderland, July 29, Naworth Castle; from London, Araby Maid; from Liverpool, Carrick.

At HONG KONG and CANTON.—From London, Aug. 3, Lord Maccaulay; 6, Albert Victor.

At SINGAPORE.—From London and Liverpool, Sept. 12, Alonso (str.), Cadolfe, Sarawak, Adelseal (reported by telegram).

At SAIGON.—From Havre, July 27, Mongol.

DEPARTURES.

From YOKOHAMA.—For New York, Aug. 19, Julia.

From SHANGHAI.—For London, July 30, Undine; Aug. 3, Nestor (str.), Huntley Castle (reported by telegram).

From FOOCHOW.—For London, Aug. 1, Niger (str.); 2, Sir Lancelot; 3, Norman Court; 4, Erne.

From HONG KONG and CANTON.—For London, Aug. 8, Nestor (str.); for Falmouth, 7, Madras.

From SINGAPORE.—None.

From SAIGON.—None.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—At Plymouth, from Batavia, for Amsterdam, Amstelstroom; Sept. 28, at Falmouth, from Rangoon, Ajax; from Akyab, Indien, Romulus, Suomi, William Prowse; from Bassein, Napoleon; 26, at Scilly, from Penang, Ilione; from Colombo, Grand Duchess; off Queenstown, from Rangoon, Mic Mac; at Falmouth, 29, from Akyab, Hampton Court; from Rangoon, H. Brabant; 28, off Portland, from Colombo, Juanati; off the Start, from Colombo, Liberator; 27, at Falmouth, from Akayb, Jane Brown, not "Jane," Brown, as reported in tables; off Plymouth, from Batavia, for Amsterdam, Petronella; 29, off Crookhaven, from Akyab, Kalodyne.

DEPARTURES.—Sept. 28, from London, for Singapore, Hong Kong, and Shanghai (via Suez Canal), Danube (str.); for Newport and Colombo, Hilarion; 27, from Liverpool, for Galle, Ruhtinas; 28, from Cardiff, for Galle, Alcyone; 29, from Liverpool, for Colombo and Calcutta via Suez Canal), Statesman (str.).

CASUALTIES.—Advices from Capetown, dated Aug. 19, state that the Prinses Amalie, Driest, from Amsterdam to Yokohama, which put into Simon's Bay, July 28, in distress, had mainmast sprung, and that part of her cargo had been discharged, whereof a few bales were damaged; also that the casks of tar had become almost empty by leakage. According to another account the vessel was repairing without having discharged any of the cargo. The Adele, Hernault, from Havre to Yokohama, put into Pernambuco Aug. 30, with damage, and was to proceed Sept. 12, after repairing.

LAID ON.—At Liverpool, for Onrust, Nederland en Oranje; for Sourabaya, Dageraad; at Liverpool, for Manila, Amigos.

SPOKEN.—John Temperley (ship), from Singapore, Sept. 24, 49 N., 8 W.; Coulnakyle (ship), London to Japan, Aug. 18, 9. S., 31 W.; Betty (Dut. brq.), Sourabaya to the North, Aug. 31, 15 N., 26 W.; Wilhelm Kirchner, Batavia to Amsterdam, July 8, 36 S., 20 E.; Emerson, Rotterdam to Batavia, Aug. 18, 10 S., 31 W.; Cataluna (str.) Havana to China, Aug. 29, 12 N., 27 W.; Anna (Dutch brq.), Batavia to Belle Isle, Aug. 29, 12 N., 26 W.; Sree Singapura, Singapore to London, Sept. 20; Warberg (Norw.), Manila to London, July 13, 27 S., 52 E; Aggie M. (brq.) Philippines to London, Aug. 4, 29 S., 13 E.; Lady Cecilia, Cowes to Singapore, Aug. 13, 13 N., 27 W.; Maria, Birkenhead to Sourabaya, Sept. 11, 41 N., 27 W.; Maria, Manila to Liverpool, July 21, 33 S., 32 E.; Edinburgh Castle, Singapore to Boston, July 28, 36 S., 25 E.; Brighton (brq.), Liverpool (?) to Japan, 25 days out, Aug. 21, 7 N., 23 W.; Hope, Colombo to London, Sept. 23, 48 N., 12 W.; Delangel (brq.), Llanelly to Colombo, 18 days out, Aug. 16; Euphrate, China to Queenstown, Sept. 16, 42 N., 28 W.; Mary Anna, Penang to London, Sept. 21, 48 N., 16 W.; Lotty Warren, Batavia to Amsterdam, July 20, 35 S., 23 E.; Cornuvia, Colombo to London, Aug. 8, 14 S., 8 W.; Preciosa, Cardiff to Singapore, July 31, 16 S., 31 W.

MISCELLANEOUS.—According to a letter received at Amsterdam, dated Aug. 19, the Azia, Boncker, from Tjilatjap to Amsterdam, which put into Simon's Bay, leaky, July 15, and was condemned. would be sold; a further portion of the cargo—viz., 250 bags coffee and 59 packages sugar—had been disposed of, and the sound portion would be transhipped. The Estafette, Oepkes, from Tjilatjap to Amsterdam, which put into Algoa Bay, July 18, leaky, had been condemned, on account of the great expense necessary to repair her, and would be sold. Endeavours were being made to charter a vessel to bring on the cargo, but whether it would be forwarded to Amsterdam direct, or *via* England, would depend upon the opportunity which might be offered. At Mauritius, Aug. 7, Borneo, Procter, from Monte Video, and sailed, 12, for Anjer; Ismailia, Sept. 28. Passed since Sept. 23, the steamers Diomed, Scanderia, William Cory, Priam, and Peiho—the last with the China and Japan mails. At Port Said, Sept. 11, Carolina (str.), Brown, from Galle, and proceeded for London.

MR. CHARLES CARROLL, HER MAJESTY'S Vice Consul at Foochow, has been granted an extended leave of absence until the 1st June, 1871. Mr. J. WALTERS, of the Foochow Consulate, will leave England for China *via* San Francisco, on Monday next.

LATEST TELEGRAMS.

CHINA.

(RECEIVED VIA KIACHTA, SEPT. 20.)

SHANGHAI, SEPT. 2.—Silk: Nothing doing, market well supported, Chinese will not accept low prices; export since commencement of season, 19,600 bales. Tea: Market dull; settlements small; export of Black, 34,800,000 lbs.; good common Congou, 11½d. Freights: Ship, 30s.; steamer, 60s. Shirtings: Firmer, 8¼ lbs. Eagle Chop, Tls. 2.23. Exchange on London: Bank bills, six m.s., 5s. 11d. London telegrams to Aug. 9 received Aug. 31.

Chinese still collecting troops.

(RECEIVED VIA GALLE, SEPT. 21.)

HONG KONG, SEPT 1.—The anti-foreign feeling increases in intensity throughout China, and a general rising against foreigners is expected. Great apprehension is everywhere felt. Native troops are being collected. Mr. Wade still remains at Peking. The French Minister had declared that he would haul down his flag if the heads of the mandarins concerned in the massacre at Tientsin were not given up before the 31st of August.

(REUTER'S TELEGRAMS, RECEIVED VIA GALLE, SEPT. 21.)

HONG KONG, SEPT. 1.—Grey Shirtings, 6¼ catties, 8¼ lbs., $2.85; Water Twist, 16-24 $1.30. Tea: Total export (China and Japan) 53,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 4d.

SHANGHAI, AUG. 26.—Grey Shirtings, 6¼ catties, 8¼ lbs., Tls. 2.20. Cotton, Shanghai, Tls. 18; more business doing. Silk: Settlements since departure of last mail, 1,000 bales. Export to date (China and Japan) from commencement of season, 24,000 bales; business suspended. Exchange on London: Bank bills, six m.s., 5s. 10¼d.

(RECEIVED VIA KIACHTA, SEPT. 28.)

SHANGHAI, SEPT. 8.—Silk: No. 3 Tsatlees, 30s.; No. 4 Red Peacock, 25s. 6d., nominal; export since commencement of season, 19,700 bales; small shipments on native account. Tea: Market active, settlements large; export of Black, 37,200,000 lbs.; good common Congou, 11¼d. Shirtings: Fair business, closing weak; 8¼ lbs., Eagle Chop, Tls. 2.25. Exchange on London: Bank bills, six m.s., 5s. 11¼d. London telegrams to Aug. 16 received Sept. 8.

JAVA.

(RECEIVED VIA GALLE, SEPT. 10.)

BATAVIA, AUG. 28.—Coffee nominal; Sugar, No. 14, f.13.75 to f.14; Cotton and Woollen manufactures dull; Freight to Holland, f.70 to f.75; Exchange on Holland, f.97 to f.102½ nominal. Arrivals: Aurora, Cornelis Smit, Dordrocht II., Elisabeth, Henrietta Adriana, Insulinde, Jacob Roggeveen, Kortenaer, Maria and Elisabeth, Mentor, H. W. M.

(RECEIVED VIA GALLE, SEPT. 21.)

BATAVIA, SEPT. 2.—75,000 piculs Sugar—sold at f.14; Arrack, f.65; Cotton and Woollen manufactures lower in price; Freights to Holland, f.75; Exchange on Holland, f.98 to f.102.50 nominal. Arrivals: Burgemeester van Middelburg, Grondwet, Johannes, Vyfvrienden. Departures: California, Concurrent, Honigby, Noach II.

STRAITS SETTLEMENTS.

(RECEIVED VIA GALLE, SEPT. 21.)

SINGAPORE, SEPT. 9.—8¼lbs. Grey Shirtings, $2.77½; 6lbs. T-Cloth $1.65; 7 lbs., $2.32½; Mule-twist, 16-24, $92.50; 40's, $134; Exchange on London, Bank Bills, six m. s., 4s. 4½d.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BALDWIN—On the 23rd Sept., at No. 5, Belsize-avenue, N.W., the wife of J. C. Baldwin, Esq, of a daughter.

CHESHIRE—On the 20th Sept., at Forest-hill, the wife of Samuel Harley Cheshire, of a son.

HORRELL—On the 10th Aug., at Hong Kong, the wife of Mr. Joseph B. Horrell, Royal Engineer Department, of a daughter.

LARKEN—On the 25th Sept., at the Rectory, Burton-by-Lincoln, the widow of the late Thomas Lancaster Larken, Foochow, China, of a daughter.

MARRIAGES.

BAKER—GARDNER.—On the 14th Sept., at St. James's Parish Church, Burton, Westmoreland, by the Rev. William Chastel de Boinville, vicar, assisted by the Rev. T. B. Armitstead, M.A., Robert Baker, Esq, of Singapore, to Frances Anne Haward, eldest daughter of the late G. H. Gardner, Esq, of Ellerthwaite, Windermere.

CAMPBELL—LEWIS.—On the 22nd Sept, at Brighton, by the Rev. Thomas Cooke, M.A., incumbent of St. Peter's, Brighton, James Duncan Campbell, Esq., Chief Secretary Inspectorate-General of Customs, China, son of Major Robert Campbell, late 46th Regt., of Clifton, to Ella, daughter of Thomas Lewis, Esq., of Kensington, and niece of Dowager Lady Briggs, of Brighton.

GOOCH—BURDER.—On the 17th Sept., at Christ Church, Lancaster-gate, by the Rev. Charles Sumner Burder, M.A., rector of Ham, Wilts, and the Rev. Henry Carmichael Grant, M.A., rector of Chilbolton, Hants, Sir Daniel Gooch, Bart, M.P., of Fulthorpe-house, London, and Clewer-park, Berks, to Emily, youngest daughter of the late John Burder, Esq, of Norwood, Surrey. No cards.

MEADOWS—PATRICK.—On the 4th Aug, at Shanghai, by the Rev. Canon McClatchie, M.A., Robert Meadows, M.D., of Suffolk, England, to Mary Madeleine Patrick, daughter of General Patrick, United States Army.

RECKA—BARNICOT.—At Christ Church, Canton, by the Ven. Archdeacon Gray, M.A, Frederick Edward Recka to Ellen, relict of the late William Barnicot, of the Colonial Secretary's Office, Hong Kong.

DEATHS.

ELIAS—On the 22nd Sept., at Lucerne, Hyman Elias, Esq., of 16, Southwick-crescent, Hyde-park, aged 67.

BROOKER—On the 21st Sept., at Camden-road, London, Commander Edward Wolfe Brooker, R.N., K.L.H., in his 43rd year. Friends will kindly accept this intimation.

BRYANT—On the 1st Aug., at Shanghai, David Evans, son of the Rev. E. Bryant, London Mission, Hankow, aged one year and nine months.

FORREST—On the 16th Sept., at 15, Crompton-street, Derby, Henry Robert Forrest, of the Civil Service, in his thirty-fourth year.

NAPIER—On the 27th July, at Hankow, aged 27 years, Annie Maria, wife of the Rev. Fred P. Napier, B.A.

RAWLING—On the 22nd Sept, at Beaumont House, Penlee, Stoke, Devonport, Samuel Bartlett Rawling, Esq., late of Hong Kong, aged 41 years.

TAYLOR—On the — July, the wife of the Rev. Dr. Taylor, of the China Inland Mission.

WILLIAMS—On the 8th Aug., at Hong Kong, Mr. J. W. Williams, of fever.

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KIUKIANG AND ITS VICINITY.

(Concluded from No. 365.)

Just above the waterfall there is a tiny, rubble-built, tile-roofed cot, containing a stone altar and a painted image of the Dragon God, a sort of Chinese Neptune, who is supposed to be supreme in pools, rivers, and the sea. Incense sticks were burning before the image, and a mat was provided for its devotees to kneel on. The question suggests itself—may not some of the practices of the Romish Church have been borrowed from the traditions of such remote and sequestered shrines as this, which abound in the Far East? At the confluence of three streams in the valley we came upon a square mass, like solid masonry, blocking the way with architrave and a pediment, bulging and rounded, to the thickness of a ship's mast. Above the rocks are castellated natural ramparts, as sharp as needles, reminding us of the Aiguilles of the Swiss Alps. Still ascending, we reach the imposing Solomon's Seat, with large ovate parallel-veined leaves, and axillary drooping white flowers—the Clematis, or Traveller's Joy, and the Royal Fern; the pretty little Lapsana Communis, or Nipple-wort; a species of Smilax, or Sarsaparilla plant; a splendid Saxifrage, with extravagantly elongated inferior petals; a species of Mallow; the Comaram Palustre, or marsh Cinque-foil; a rosaceous plant with heath-like pinkish-white flowers; the Gladiolus, or Cornflag; and Wistaria, a shrub cultivated in all the Botanic gardens of Europe, being admirably adapted for training along walls, and producing an amazing display of crimson flowers.

At the height of 2,000 feet the character of the rock was entirely changed, being composed of micaceous shale and friable sand-stone grit. Here I seemed to be just within a few steps of the summit, when lo! following the path, and reaching the shoulder of the hill, height on height, like Alp on Alp, became apparent; their lofty peaks seemed as high above me as ever, with the cloud-rack resting on the grass. Here I found a specimen of the Stop-awhile Acacia, bristling with spines, which, however, are really abortive branches, like a hawthorn bush, and much more formidable, the spines being upwards of three inches in length and conical, thick and pointed, like Minie bullets. The branches have a curious tendency to convolution, or twisting inwards, upon themselves, and woe to the twig or brig that once gets within its stealthy coil! The shrub is as full of dead wood and withered branches as if it were the counterpart of Saturn, devouring its own children; while the graceful and delicate foliage above, contrasting with the contorted thorns below, suggest recollections of the Laocoon.

We observed a creeper with large cordate leaves, with no other means of attachment to the flint-faced rock than minute sucker-like fleshy bodies, which agglutinate themselves (so to speak) with the fibres of moss, gangermannia, and lichen growing beneath, and so float and grow, and grow and float, bound down, as it were, rather than rooted to the spot.

Here I found a variety of Alocasia of the Arum and Taro family, with a crown of thirteen ovate-lanceolate leaves, having long thread-like points, beautifully chequered culm and scape containing the inflorescence—the maturing pollen evolving palenpable heat at the time—the whole plant being about three feet high. Here, too, was a centiped, three inches long, marked with sixty-four pretty yellow bands, and as many articulations, each with two pairs of hooked feet on either side, the total number being 256. The native name corresponds with ours, "Peh choh tsung," or hundred-footed insect. A number of boys, out for a holiday, accompanied me in a search for the eggs of certain Gasterapodons Mollusca, and we collected about a dozen perfect miniatures of the egg of the common fowl, somewhat less than a garden pea in size.

Several inscriptions on the different Temples of the Dragon King are decipherable, though not very instructive. They run thus: "When the clouds gather, it will rain" (a very Delphic prediction); "the majestic spirit of the Dragon Deity will certainly influence the elements as you desire;" "may the rain spirit go abroad over the earth;" "may favouring gales blow under the whole Heavens;" "The mountain stream has a pleasant sound;" "The Dragon Grotto is the haunt of Genii," &c., &c. The Ribbon-grass, and Redmace grow luxuriantly up here; and we passed a delightful thicket of Chesnut copse, with Woodbine-box, and Barberry, and the lustrous Silver Birch. Among the plants we noticed the Enchanters Nightshade, the Nastertium or Indian Cress, the Mountain Fern, the Hymenophyllum, or Filmy Fern, and the Verbascum, or Flannel-plant. Two distinct species of Bamboo grow here; one, the woody branch species, which throws out a succession of leafy branches from opposite sides of the trunk at intervals of a foot, looks very graceful and feathery at a distance; the other, at present leafless, running up to a height of thirty feet, and as flexible as a fishing rod, with nothing but its beautiful green bark to indicate that it is living, produces the edible sprouts gathered at this season. The young shoots, growing in pairs above the rings of the trunk, are just beginning to show themselves, bursting their protective sheathes, the lowermost first. These sheathes are about a foot long, and adhere closely to the upper margin of the internode; when they have served their purpose they are forced off by the growing shoots.

In the green retreats of this bamboo grove I came upon a woodman's hut, formed of sticks and dry grass. His bed consisted of a layer of straw, laid upon some stones, and his only furniture was a flint and steel and some ignitable paper. Just outside the door, on the face of the cliffs, were three rough unhewn stones, erected tablet fashion, but without any inscription or image. A horizontal slab lay between, and, in front, were the remains of numerous incense sticks and the ashes of paper-money, burnt in honour of the Deity. Were these the offerings of some devout adorer of the Great Spirit, or was the worshipper merely chin-chinning the stones, or the hill where they are laid? The ancient Egyptians worshipped the garlic and the leek, and the Chinese worship the melon to this day. After sunset we observed some glowworms, which the natives at first took for the ghosts of the departed.

At eight next morning I started for the Loo San mountain, the highest point being 5,000 feet above the level of the river. I think there is no better travelling provision for pedestrians than cheese and bread, or biscuit and tea; it answered our purpose uncommonly well. We saw two varieties of the Chesnut, the Alder, Oak, Laburnum, Hawthorn, Hazel, Vaccinium, Wild Rose, and Portugal Laurel, and heard the flute-like note of the Hwang-choh, which may possibly be some variety of the canary. A fresh cool breeze blows on these heights, and we obtain a magnificent view of the narrow valley, from which we have ascended, and the great plain beyond, diversified by clusters of little mound-like green hills, and watered by innumerable rivulets, flowing on to the lakes below, and intersecting in their progress broad tracts of standing corn. At intervals, in the cloud-rack, we could trace the line of shore—Kiukiang with its foreign hongs, and, to the right, the fine seven-storied Pagoda. Like a great gleaming girdle, the river encloses the view and meets the distant horizon. Some of the peaks and heights beyond us are rugged and bare, but most of them are smoothly enamelled with herbage and shrubs; the projecting points of rock are formed of flint-stone and hard mica-schist. In a cave or hollow underneath an immense slab of gneiss we found four images carved in sandstone, but mutilated and overgrown with lichen. Two of them looked like helmeted warriors, with girdles and flowing robes. The features were long and oval, of an Indian rather than a Chinese type. A new head had been cut for one of these, and the new material contrasted badly with the old. The largest of the four was an image of Fuh or Buddha, about two feet in height. The features are long and oval, the ears large, and the hair long. He sits with one leg crossed over the other, and wearing a loose priest's robe with wide sleeves and open bosom, pantaloons, shoes, and a foliated crown with a miniature of the coming Buddha in the crest. Before him there are a stone trough, for incense sticks, and slips of stone bearing the inscription "When the rain does not come opportunely pray to Buddha."

We reached the bare summit of Cock's Head Mountain, so named from a peculiarly-shaped mass of rock, poised on a very narrow base, three hours and a half after we left the bungalow. There was no higher point within view, but we afterwards learned that we were still 1,000 feet below the highest point; across the farther valley, hidden in mist, lay the triple peak of Loo Shan.

We commenced the descent at noon, and, after some 500 feet we rashly forsook the beaten track for the course of the torrent, which we resolved to follow, hoping thus to make a short cut to the bungalow. But, like many other "short cuts," it proved a long one in the end and perilous in the extreme. The gorge presented the appearance of a miniature grove of shrubby Oak, Birch, and Chesnut, with Elder and Azalia bushes, Wild Rose, and Bramble, and a profusion of wild flowers. We noticed the Wistaria and Laburnum shrubs, the Senecio Speciosus, Corydalis or Yellow Fumitory, Ornithogallum or Star of Bethlehem, Greater Snapdragon, Potentilla Graticosa, Stellaria Graminea, Phaseolius Radiatus, and Actea Racemosa. Here we swung down a ledge of rocks, by the aid of some overhanging boughs, and quenched our thirst at a spring, from which, perhaps, mortal man never drank before. Here we found a four-square basin, into which pours water, as clear as crystal, over a natural breast-work of pure white marble. And here was a spotted snake, ten or twelve feet long, fondling and trying to rouse again to life the exanimate form of one of her young serpent brood. The water pours down a precipice of forty feet here, and we had to reclimb the hill, and descend again at a lower point with infinite labour and pains. At length we struck into the mountain path, and soon overtook some woodmen returning with their daily load, whom we followed to the bungalow, which we reached at 3.15 P.M., thoroughly used up with our exertions. In spite of our fatigue, however, we managed to return to Kiukiang the same evening, having thoroughly enjoyed our excursion, which is a delightful and inspiriting change from the monotony of Shanghai or Hankow in the spring or autumn of the year. The temperature is at all times eight or nine degrees lower than at those cities of the plain, and the district offers a field of exploration and observation to the botanist and the geologist which is probably unsurpassed in China.

THE TIENTSIN MASSACRE.

(DAILY NEWS.)

Accounts from China continue to inform us that a feeling of the greatest insecurity exists and is spreading among the Europeans in all parts of the country. It is reported that the natives are everywhere assuming an insolent and menacing attitude towards them. The hostility of the populace is easily traceable to the machinations of the Mandarins. Those who are most competent to form an opinion on

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the subject do not hesitate to regard these facts as the premonitory symptoms of approaching violence on a large scale. In some quarters, indeed, serious apprehensions are expressed that the Chinese are meditating a general rising against the foreign communities in their midst. It is said that the Government, elated at the progress recently made by its troops, under European instruction, in the arts of war, imagines itself now to be quite a match for the "Outside Barbarians.' It is, consequently, no longer at any pains to conceal its hatred and contempt for them, and does not consider it worth while to take the simplest steps to protect them from insult, and even outrage, on the part of its subjects. At the various settlements and Treaty Ports, the British and other European residents are busily preparing for their defence. After the massacre at Tientsin it is only prudent that they should hold themselves in readiness for the worst. They know not when or on what excuse a similar crime may be attempted against themselves. At Shanghai, Hankow, and other centres of trade they are arming and forming themselves into regiments, and a portion of our squadron in the China seas has been ordered up the river Peiho.

At the same time it is possible that in the end all this alarm may turn out to be groundless. Communications from Peking tend more and more to prove that the murder of the French Consul, Priests, and Sisters of Mercy at Tientsin was the result of special hostility towards them, and not of any general hostility towards foreigners and foreign intervention. It has been the policy of the French in China to isolate themselves as much as practicable in their intercourse with the native authorities from the other nations officially represented in the Empire. Even at Shanghai they have refused to unite with the rest of the foreign community, and have established a settlement of their own with a distinct municipal organisation. They have always been careful to impress their national individuality on the Chinese, and the perpetrators of the Tientsin massacre seem fully to have recognised it. After the tragedy had been concluded, we hear that bands of ruffians went round the city seizing all the foreigners and Christians they could meet with, and carrying them before the local magistrates. As soon as it was ascertained that they were neither French nor connected with the French mission, they were released without further molestation. But even with regard to the French, the Imperial Government has indicated, we are told, extreme anxiety to avoid a collision. Officials of eminence have been sent to the missionaries belonging to the Peitang, or North Cathedral, to assure them of their security. The resolution to despatch Chung How, the Superintendent of Trade, who is supposed to have been implicated in the Tientsin riot, on the projected embassy of apology to France, has been adopted for the purpose of punishing him. Instead of accepting his appointment as a compliment, he is rumoured to have been so unwilling to take it as to have committed suicide in preference. In the capital itself extraordinary measures have been adopted to maintain order. The foreign Ministers have been given to understand that a large force has been summoned to the city for their protection and that of their countrymen; and sufficient confidence is placed in these representations to have induced them to remain there, at all events for the present. But beyond its own immediate vicinity the Government at Peking has little practical authority. As far as the remoter portions of his dominions are concerned, the "Brother of the Moon" might just as well be residing on the surface of his celestial relative as where he now resides. At Tientsin the Prefect did not scruple to issue a proclamation which he knew would be displeasing to the Imperial Government, and which served as a direct incentive to the calamitous outbreak which followed. The kidnapping of children is one of the commonest of Chinese offences. Either to entice or carry away girls and boys with the object of selling them as slaves, or worse, if not a recognised, is at least a lucrative trade in China. Besides this, it is said the hearts, eyes, and other parts of children are the bases of some of the most valuable and efficacious preparations in the Chinese Pharmacopœia. It cannot be doubted that the French Sisters of Mercy were, with the connivance of the French Consul, in the habit, not indeed of stealing, but of purchasing children, and, not improbably, from persons who had stolen them. One great secret of the success of the Catholic propagandists in China has invariably been the facility with which they have conformed to the native customs, and the ingenuity with which they have incorporated Chinese superstitions, and sanctified them by a union, with their own. "The wise and broad views of the Jesuits," we are reminded by no mean authority, "permitted the worship of Heaven, the worship of Confucius, and the worship of the dead as pardonable, nay, as salutary appendages to Christian doctrine." It is not, therefore, surprising if the Chinese should have drawn the inference that in other things, including medicine, Catholic usage was not wholly dissimilar to their own. This suspicion gained ground, and gradually became a conviction when it was discovered that the missionaries were particularly desirous of obtaining possession of children who were on the point of death. We know that they were zealous to bring their souls formally within the fold of the Church. The Chinese, however, thought that they procured their bodies for chemical manipulation in the laboratory. This injurious prejudice led to the catastrophe which we all deplore. But under the circumstances it is difficult to perceive how it could have been avoided.

If it could be reasonably supposed that there is any real danger of an effort by the Chinese to expel or extirpate Europeans from amongst them, the duty of Great Britain and the other civilised Powers interested would be plain, and distinct enough. As for missionaries, whether Catholic or Protestant, they go out among the heathen on their own responsibility, with their lives in their hands, and if their pious labours should be rewarded with the crown of martyrdom, it is no more than they expect, or perhaps desire. Of course, as preachers of the Gospel of peace, they would be the last to wish that their fate should be made the pretext for further bloodshed. But ministers and merchants stand on a wholly different footing. They are in China from less exalted but, by the worldly, much more easily appreciated motives. Their safety is guaranteed by the Governments they represent, or to which they still owe allegiance. Their security is stipulated by treaties which we are bound to support—by diplomacy if it may be—but if not by diplomacy, then with the strong arm.

THE BRITISH ASSOCIATION.

The proceedings of the British Association at Liverpool have attracted to that great centre of commerce an unusual gathering of savans. On the 17th instant there was a *soiree* in connection with the meeting of the Association, given by the Mayor of Liverpool, at which about 1,500 persons attended. Fine pictures, choice china, antique gems were exhibited in absolute profusion on the occasion; but the great attraction was a display of Japanese enamels, kindly lent and arranged for the occasion by Mr. J. L. Bowes, and that are without parallel. The genuine Japanese work seems to be not only unknown to European collectors, but to be unknown even to those who have lived in the country and studied its art. There are but three specimens in the South Kensington Museum, and the manufacture is not even referred to in Siebold's great work on Japan. The collection consists of sixty-two pieces, and comprises a great variety of articles, large and small. There are vases, dishes, cups, plates, teapots, a kettle, and many other things, nearly every one of which must have been the result of a life of labour. The basis is in all cases of copper, and on this a pattern of exquisite fineness, and generally of much elegance, has been formed by soldering gold wire to the surface. Into the little cups or hollows thus made the enamel pastes have been deposited, and then burnt in, and the surface finally polished to perfect smoothness.

BISHOPS IN CHINA.

A disagreement has taken place between the Bishop of Victoria (Hong Kong), who is now in England, and the Church Missionary Society, the latter of whom have been seeking powers to bring about a division of episcopal jurisdiction in China, whereby it was proposed to place clergymen unconnected with the Church Missionary Society under the episcopal rule of one of their missionaries, to be consecrated for the purpose. Such a course the Bishop of Victoria thinks would be so objectionable to chaplains, and to many influential laymen in North China, that he could not be a party to the measure. The matter is to be referred to the Primate. The gentleman selected for the proposed new bishopric is the Rev. W. A. Russell, M.A., who has been stationed at Ningpo. We understand that Bishop Alford has endeavoured, but unsuccessfully, to obtain a decision in the matter from the Foreign-office. The division of episcopal jurisdiction is, in our opinion, wholly unnecessary, and if carried out will—considering the preponderating missionary element among the clergy in China—reduce the present bishop practically to a nonentity.

EARTHQUAKE AT BATANG.—The Calcutta correspondent of *The Times* writes:—The Roman Catholic Bishop at Batang, on the confines of Thibet, China, and Burmah, sends to India a terrible account of an earthquake in that region affecting an area of 180 by 90 miles. The event occurred on the 11th of April, and his last letter is dated the 30th of May. Considering that the missionaries there can communicate only by Shanghai, the transit of the letters has been rapid. Last year, it may be remembered, there was a very destructive earthquake in the, in one sense, adjoining British district of Cachar. A shock at five in the morning and a stronger shock at noon were followed at sunset by an earthquake which levelled the whole town and killed or bruised half the population. The missionaries escaped to their garden, and only one of their servants perished. The "large and splendid" Lamaserai, inhabited by 3,000 Lamas, fell with a crash. The Chinese official reports, which Dr. Chauveau tells us are a little exaggerated, estimate the loss of human life at 413 Lama priests, 57 soldiers, and 2,812 "common people." A series of earthquake shocks were felt as far as Pung-mon-tang, the place at which Mr. T. T. Cooper met Seer Suggut Sing, the Nepaulese Ambassador, in 1868. The village and many others are destroyed, and so many of the authorities and the soldiers have been buried under the ruins of their houses that "robbers, like wild beasts, run everywhere." To conclude in the Bishop's own words, "the Imperial highway from Peking to Lhassa seems, and is said to be now, totally impracticable near Kong-dze-tin by the fall of a mountain and the sudden upheaving of a new one."

LAUNCH OF THE "TRENT."—The London and Glasgow Engineering and Iron Shipbuilding Company have launched from their yard at Govan a screw steamer of 1,500 tons, and of the following dimensions:—Length, 252 feet; breadth, 32 feet; depth of hold, 16 feet. She is built to the order of Messrs. J. A. Dunkerley and Co., Hull, is to be fitted by the builders with machinery of the most improved construction for economising fuel, and will be commodiously and comfortably fitted up for a limited number of passengers. The ceremony of naming the vessel the Trent was performed by Miss Fowler, daughter of Captain Fowler, senior captain of Messrs. Dunkerley and Co.'s fleet. We believe this vessel is intended for the India and China trade, *via* the Suez Canal.

THE Donegal, screw line-of-battle ship, under the command of Capt H. P. Miller, recently promoted to post rank from the command of the Salamis, despatch paddle steamer, arrived at Portsmouth on the 24th inst. from China, with officers, seamen, and marines on board who have been serving in several of Her Majesty's ships in the Chinese and Japanese seas. They have been paid off and recommissioned at Hong Kong during the past summer, and comprise 142 officers, 151 marines, 950 seamen, and 21 invalids. The ships in which they have been serving consist of the Ocean (flagship), Cormorant, Zebra, Rinaldo, Icarus, Leven, Banterer, Starling, Firm, Algerine, Salamis, and Princess Charlotte. The Donegal sailed from Hong Kong for England on the 24th of May, calling in at the Cape of Good Hope on the 2nd of August, and at St. Helena on the 15th of August. Five deaths occurred on board during the voyage.

FROM Ceylon we learn that the Government is about to establish a good Pali library, and in this they have the co-operation of Mr. James D'Alwis, who has collected a large number of MSS., and who has in the press a catalogue in two volumes.

WE are informed that a grammar of the Siamese language is to be published at Bangkok, by J. T. Jones, D.D., for many years a resident in that country.

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The applications for the "LONDON AND CHINA TELEGRAPH" from the Straits, China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "LONDON AND CHINA EXPRESS" in those countries. The Subscription is $10 per annum.

The "LONDON AND CHINA EXPRESS" is published weekly for despatch *via* Marseilles by the English and French mails, for circulation in China, Japan, Philippines, Cochin China, Siam, Borneo, Java, the Straits Settlements, and Ceylon. Annual Subscription, including postage, payable in advance, $15.

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THE LAW'S DELAY IN APPEAL CASES.

YET another voice reaches us—this time from Ceylon—complaining of the intolerable injury inflicted by the "law's "delay" in the hearing of appellate cases. Mr. THOMAS DICKSON writes from Strathearn House, Crieff, to the editor of the *Ceylon Observer*, exposing the grievous injustice which Her MAJESTY'S Indian and Colonial subjects labour under, in what he pithily describes as the "dead-lock in appeals to the QUEEN in Council." This gentleman is one of the sufferers alluded to in the leading articles on this subject, which appeared in *The Times* early in July. In his present letter he states the astounding fact that he is compelled to wait until three hundred and fifty cases are disposed of before *any* appeal from Ceylon can be listened to. Even after reaching that *Ultima Thule* of redress or rectification, Mr. DICKSON does not say that his cause stands first or early on the Cingalese list. We may judge then what will be the fate of others who have the misfortune to be engaged in litigation more recent than his, and whose final appeals are therefore not likely to be heard until another batch of—say 350—cases may have accrued. We feel it our duty, even in the midst of anxieties so momentous as the war which is convulsing Europe, and the disturbances which threaten the vitality of our national and commercial relations with China, to give all the publicity which our circulation commands to an injustice so pregnant with evil, and a cause of suffering so easily remedied. *Bis dat qui cito dat* is a maxim which, if applicable to any necessity, is trebly applicable to the demand for justice. That the "law's delay" was wisely included among the greatest calamities "that flesh is heir to" it needed not the authority of SHAKESPEARE to confirm. Which of us has not, at some time or other in his life, been dragged into litigation of which the one *desideratum* was the end? Which of us has not felt that, in the very fact of the possibility of appeal, lay the seeds of ultimate unjust triumph? Which of us has not felt that a good cause needs nothing but honest evidence and patient cross-examination, to elicit the truth—that the "law's delay," or (to put the case more *ad rem*) the "dead-lock" in appeal, means the tampering with witnesses, their impairment of memory, even their removal by death?

Economy is the watchword of our present Government. But "economy," if it is understood by the Premier (as who shall say of the translator of HOMER that it is not?), is not so well understood by the Liberal constituencies which so persistently press upon him and his colleagues the reduction of the number of judges below the requirements of a continually expanding Empire. They have their County Courts, where they can settle their disputes, if not amicably at least promptly. They know nothing of the carking care of protracted litigation, the disquiet of the mind, the unhinging of the faculties, the loss of opportunity, the "wear and tear" consequent on an appeal to an earthly Court of Justice, which borrows for itself the title of "Supreme." Our object in writing thus is simply to draw the attention of our readers in all parts of the Far East to the grievous injuries under which they labour, in common with brother-colonists everywhere, in the undue, inexplicable, and inexcusable withholding of justice, by which estates are ruined, families impoverished, and suitors "killed off" under the party-cry of "retrenchment." Justice delayed is justice denied. Increase, then, the number of the counsellors who have the decision of cases under appeal, so far at least that justice may be not only wise but prompt. The consideration of this object, beneficial to all alike, is not unworthy to engage the attention of Chambers of Commerce throughout the East, and to them we commend it. So glaring an illustration of the iniquity of the present system, as is disclosed by Mr. DICKSON'S letter, they could scarcely be prepared for.

THE MAILS.

WE understand that the directors of the Messageries Nationales, late Messageries Imperiales, intend to maintain their fortnightly service to India and China. The POSTMASTER-GENERAL has announced that correspondence by these packets should be posted on Wednesday instead of Friday, owing to the detention now caused in the transit to Marseilles by Tours instead of Paris. This is simply a precautionary step, and is not, of course, to be taken as positive. The mails by the P. and O. steamers will be despatched as usual on Friday, and may probably be three days *en route*, the steamer being detained the necessary time. The outward mail of 16th inst. (French) was despatched on that day, and it is not known at what time it reached Marseilles, owing to the uncertain state of communication. The inward mail arrived on Monday, the 19th (the due date), the P. and O. steamer having arrived at Marseilles some twenty-four hours before her time, which counterbalanced the increased time of transit to London. The last mails *via* Brindisi, due on 17th, did not arrive until the 20th, having to take the Brenner Pass and German lines to Munich, Brussels, and Ostend, instead of the Mont Cenis and Paris route. Outward correspondence by Brindisi should be posted on Wednesday, instead of Saturday, morning. We may also mention that the P. and O. steamers, from Southampton, will, for the present, call off Lisbon, to land mails, owing to the stoppage of the route through France. Our communication with Paris is still maintained by circuitous routes, but the time varies from thirty to sixty hours. The delay is occasioned, not only by the transit of troops and stores, but also by cut lines On the 19th and 20th no letters or papers were received from Paris. The wires are equally uncertain.

TELEGRAPHIC EXTENSIONS.

MR. HENRY C. FORDE, of the firm of FORDE and CLARK, engineers to the British Indian Extension Telegraph Company and British Australian Telegraph Company, proceeds by the present mail to Batavia, accompanied by his assistant, Mr. FRANK LAMBERT, *via* Brindisi, for the purpose of superintending the laying of the cables between Batavia and Singapore, and thence to Penang and Madras. It has been decided to lay the cables in this manner, in order to secure the finest weather for crossing the Bay of Bengal. The first section, from Batavia to Singapore, on board the *Hibernia*, is about 580 knots, and weighs over 2,000 tons; and the laying will probably commence in the first week in November. The second section is on board the *William Cory* and *Scanderia*, about 800 knots, and weighing over 2,500 tons. This will probably reach to the Nicobar Islands, and the remaining portion, to reach Madras, about 1,000 knots and 1,700 tons weight, is on board the *Edinburgh*. It is expected that she will arrive at Madras before the end of December. Assuming that this will be successfully accomplished, our telegraphic communication with Hong Kong will then be reduced to six days. This gap will be completed next year, the cable being now under construction.

THE TIENTSIN OUTRAGES.

The leaders in the daily papers upon the outrages at Tientsin are unanimous in demanding prompt action and redress from the Chinese Government, not excluding *The Times*. This is a great satisfaction, and it seems that the weight of the correspondence which they have published is so overwhelming that they have been constrained at

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last to advocate our rights. It is of the highest importance that our bearing towards China should be firm. We must not forget that it was the prestige of our arms in China which enabled Lord ELGIN to negotiate a peaceful treaty with Japan, and the Japanese are now watching our proceedings in China with great interest. There can be no doubt whatever that if we submit to indignities from China we may prepare to do so in Japan.

THE BLUE-BOOK ON JAPAN.

(SECOND NOTICE.)

The summaries given by Sir Harry S. Parkes, Her Majesty's Consul General, show, by comparing the transactions of 1869 with those of 1868, an increase in 1869 in foreign imports of more than $2,000,000, and a decrease in Japanese exports of nearly $9,000,000. This disparity between the import and export trade has however been balanced by the exportation to foreign countries of Japanese coin as bullion to the amount, it is estimated, of $10,000,000. If these bullion dealings and the sale of vessels at the various ports, amounting to about $1,500,000, be taken into account, the total transactions of 1869 will be found to correspond closely in amount to those of 1868. A summary of the movements of foreign shipping in Japan shows a very considerable increase both in British shipping and that of all other countries, the former having advanced from 192,815 tons in 1868 to 398,264 tons in 1869, or an increase of 205,449 tons, and the latter having advanced from 389,581 tons in 1868 to 645,141 tons in 1869, or an increase of 255,560 tons.

These summaries of Sir Harry Parkes are supplemented by lucid reports from the five Consulates under his jurisdiction. Consul Lowder, writing from Yokohama (which the Government, ignoring commercial usage and popular advancement, persist in still calling by its effete name, Kanagawa), reports a falling off in the direct import and export trade of that principal port, from and to Great Britain and other countries, of about $8,000,000. This decrease arises from the exports alone, the imports representing a value of about $250,000 more than those of 1868. But, though smaller, Mr. Consul Lowder reports the trade of 1869 to have been, on the whole, surer than in the previous year. The consumption of yarn increased from 36,000 to 51,000 piculs; and in shirtings there were 527,834 pieces imported in 1869, against 519,156 pieces in 1868. Camlets, formerly a staple, appear to have gone entirely out of fashion, while business in blankets, fancy goods, metals and arms was mostly of an unremunerative nature. A marked, increase in the demand and price of such articles as Saigon rice, China cotton, oil, &c., was perceptible during the last three months. The import of sugar and sugar candy increased $200,000. Taffachelass, an article manufactured chiefly in Switzerland in former years, was always saleable. Among exports, there was a great falling off in silk and tea, though, if the returns had been compiled in June, at the end of which month the tea and silk seasons commence, Mr. Lowder thinks that the season 1869-70 would not compare unfavourably with that of 1868-9. Supplies of silkworms' eggs reached the market much later than the year before, and, in total, have been only 1,400,000 cards, against 2,100,000. The export of tea shows a great falling off—only 8,601,299 lbs., against, 1868, 11,598,734 lbs. The season has, however, been satisfactory as to quality, and the Japanese have obtained at least 25 per cent. over prices of the previous year. The shipping returns show an immense increase, but this cannot be taken as showing a proportionate increase in the trade of the port, a large proportion of vessels having left in ballast.

Mr. Consul Gower reports from Hiogo and Osaka that, having found the Custom-house data unreliable, the tables which, with the assistance of Mr. Acting Vice-Consul Ainslie, he has been able to compile can only be regarded as approximate returns. Exports might have been better had the natives been prepared to meet foreign demands; the only article worth noting is tea, which has greatly increased, and will doubtless become the principal export at these ports. The increase of imports in 1869 amounts to $345,792, not including treasure. Exports show an increase of $427,578 to England and other countries, and a decrease of no less than $634,969 to open ports in Japan. Mr. Consul Gower adds that the foreign settlement of Hiogo bids fair to become one of the best in the Far East, notwithstanding the attempt of the local Government to monopolise the whole of the foreign and native trade.

Mr. Acting-Consul Annesley reports from Nagasaki an increase in imports of $913,142, and a decrease in exports (including vessels sold) of $625,868. The fluctuations in the value of native currency have injuriously affected the trade of this port. Its continued depreciation during the past year has resulted in such an uncertainty as to the rate at which remittances could be made, that shippers used to the regular course of operations in other ports of the East now look with considerable distrust upon the result of their ventures to Nagasaki. Instead, therefore, of encouraging direct shipments from Europe, the merchant here can only draw his supplies from the nearer ports in China for such goods as, at the time being, are in special demand in Nagasaki. He must do so also in the certainty that, unless early in the field, the same demands of his labours, especially those of his Chinese competitors, who can do the same work so much cheaper than himself, will speedily bring an over supply of the goods in request, and swamp a market which at best is a very limited one.

Mr. Consul Eusden reports from Hakodadi a considerable increase in British and foreign shipping, especially steamers. The total imports show an increase of £129,440, and the exports of £123,651. Mr. Eusden regrets that he is unable to furnish any information on the subject of the manufacture of paper, only inferior specimens of which, imported from other ports, were procurable by him.

The list of returns is closed by Mr. Acting Consul Troup, of Nee-e-gata, who reports that the only trade that Nee-e gata has enjoyed during the past year—the first of its existence as an open port—has been with other open ports of Japan. No ship has as yet visited this place coming from any foreign country direct; and even the coasting trade with the other ports has not been a large one. The state of the import trade generally in Japan, and in particular the want of confidence in the matter of the currency, rendered mercantile people shy of venturing on the uncertain field of a new port. Consequently, no British merchant has settled here during the past year, and but few of other nationalities. At the end of the year there were, exclusive of a few Chinamen in the employment of Europeans, only seventeen foreign residents here, all told, of whom some ten or twelve were engaged in trade, almost all of them Germans or Dutchmen. Comparatively small consignments of imports have been sent here, and the export trade has been still smaller. The state of the currency must be put down as the principal cause of the depressed state of trade during the past year. Nevertheless, the total value of goods imported from other countries which have been brought into the district during the past year, both by sea and overland, may be safely estimated at over $1,300,000, or £292,000 sterling. The export of rice was insignificant, owing to its being checked by the authorities; but silkworms' eggs were exported to the extent of some 30,000 cards, and will undoubtedly become an important article of export, as this port is near to many of the districts where they are produced.

The *Globe*, in an article upon the subject, says:—The Trade Reports of Her Majesty's Consul in Japan furnish us with considerable information as to the financial struggles through which that empire has passed during the last few years. The commencement of its difficulties was contemporary with the opening of the country to foreign trade. Having been completely isolated for centuries from the rest of the world, and having no other use for the precious metals than converting them into coin—the Japanese do not use jewellery or plate of any kind—it was not very unnatural to find that the intrinsic value of the coin in circulation in Japan was far in excess of its nominal value. As may readily be imagined, when foreign merchants were admitted by treaty into this land of financial innocence they were not long in discovering the fact, and hence arose so vast an exportation of the native coin as to threaten a speedy exhaustion of the currency. While this difficulty was pressing the Shiogoon's Government sorely, it was called upon to pay large sums as indemnities to foreigners, as well as to provide the sinews of war within its own borders. Under this accumulation of pressing calls, the Shiogoon's advisers resorted to the expedient of issuing a debased currency with which to pay their debts, thus spreading over the country what may be called a forced loan. Even these coins, however, were intrinsically valuable enough to be a profitable article of export; and to such an extent was the trade in coin carried that a recent Californian paper states that a Japanese nobleman on his way to Europe "was shown the process of running his country's coin into silver bars, the weight of the particular melting being three tons." It was after the issue of this inferior coin that the present or Mikado's Government came into power, and, being in even greater straits then its predecessor, at once followed its example, and put in circulation a very inferior silver coin, and largely debased an enormous issue of nibus—a mixed coin of gold and silver—by reducing the amount of gold in each coin by about one fourth. This, however, did not meet the emergency, and it was determined to issue a paper currency known as kinsats. The first issue amounted to the value of 32,000,000 rios—each rio is worth about 6s. 6d.—which amount it was announced would be lent to daimios, towns, merchants, and farmers at the low rate of 10 per cent.; 13,000,000, however, were alone taken up, and the Government found it necessary to put in circulation a further issue of 14,000,000 rios on its own account. This had the effect of sending the paper down to 50 per cent. discount. Then were evidenced the remarkable power possessed by the Government over the people, and the people's confidence in their rulers. A decree was issued forbidding speculation in the kinsats, and ordering that they should be taken in exchange for commodities at par, at the same time promising that the later issue should, during the next three years, be converted into Exchequer Bonds bearing interest at the rate of 6 per cent. The effect of this decree was that the kinsats not only went up to par, but even reached as much as 10 per cent. premium. Not content with these various monetary experiments, the Japanese Government has, as we know, come into the London market for a loan, and has thus within some dozen twelvemonths run through a series of financial experiences such as have rarely fallen to the lot of any other nation in as many scores of years.

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Monetary and Commercial.

The P. and O. steamer *Australia*, which left Southampton on the 17th, proceeds by the Suez Canal, taking about one thousand tons of Manchester goods, &c., at £5 for the Straits and China, and £6 for Japan.

The large amount of silver received from India by the last overland mail (£400,000) has been disposed of. The price obtained for the rupees was 59⅜d. per oz., and for the bar silver 60⅜d.

The tenders for £400,000 in bills on India were received at the Bank of England, when the amounts allotted were—to Calcutta, £293,200; Bombay, £100,000; and Madras, £6,800. The *minimum* price was fixed, as before, at 1s. 10d. on all the Presidencies; and tenders on Calcutta and Madras at 1s. 10½d. will receive about 33 per cent., and on Bombay at that price about 38 per cent. These results show a slight diminution in the demand for means of remittance to the East.

The telegrams from Japan, *via* San Francisco, report the failure of a leading English firm, and also a German house.

We understand that Mr. J. M. Rainbow, who is now in London, has made the necessary arrangements for taking the estate of Rainbow, Lewis, and Co., Nagasaki, out of bankruptcy, and the documents for this purpose have gone out to Japan.

The following is a statement of exports for the six months The subjoined table shows the manner in which our shipments are distributed, the respective countries being placed in the order in which they rank to us as customers. Of the aggregate of £97,109,108, about 26 per cent. was to our own possessions, nearly all of them, with the exception of Australia, showing a considerable improvement. Among foreign countries, the United States have regained the head of the list, from which during the preceding two or three years they were displaced by Germany. France has continued the great movement which has been apparent ever since the inauguration of a more free commercial policy by the Emperor Napoleon. She now occupies the third place, and her trade with us is half as much as that of America. Holland is the next country of importance. Turkey and Egypt, which come next, figure advantageously; but the stride on the part of Egypt has been so much greater than that of Turkey as to cause her this year to take the lead of her suzerain. With China there has been a falling off, while Japan continues to improve her position. Russia, again, shows a satisfactory increase, and the same is the case with Belgium, Spain, and Portugal. Italy shows a partial relapse from the large advance obtained last year. As regards the South American States, Chili, the Argentine Republic, and Peru figure respectively for strong improvement; but Brazil has fallen back from the recovery of 1869. Mexico and Venezuela continue to show the decline natural to dishonest and anarchical communities:—

BRITISH POSSESSIONS.

	1869.	1870.
India	£8,703,083 ...	£9,827,309
Australia ...	6,015,109 ...	5,027,540
British North America ...	2,240,146 ...	2,696,290
Hong Kong...	1,010,461 ...	1,342,020
West Indies...	812,161 ...	1,335,193
Singapore ...	822,781 ...	1,114,167
Cape of Good Hope ...	616,462 ...	728,284
Malta	207,469 ...	563,454
Ceylon ...	279,110 ...	435,434
Guiana ...	343,026 ...	401,618
Gibraltar ...	275,858 ...	351,172
Chan. Islands	307,614 ...	350,360
West. Africa	£320,554 ...	£342,346
Mauritius ...	162,223 ...	259,533
Natal... ...	93,380 ...	131,525
British Honduras ...	55,274 ...	70,234
Aden ...	23,5 9 ...	66,338
Bermudas ...	22,5 2 ...	23,003
St. Helena ...	13 906 ...	10,024
Ascension ...	3,183 ...	2,024
Falk. Islands	4,7 4 ...	728
Heligoland ...	36 ...	—
	£22,982,605 ...	£25,078,586

FOREIGN COUNTRIES.

	1869.	1870.
United States ...	£13,293,426	£13,189,384
Germany ...	11,450,167	11,352,775
France	5,798,833	6,426,093
Holland	5,260 918	5,394,713
Egypt	3,292,228	4,222,402
Turkey	3,715,364	4,088 183
China	3,607,010	3,148,840
Russia	2,171,805	2,657,576
Italy	2 911.103	2,481,266
Brazil	3,258,837	2,329,665
Belgium... ...	1.894,480	2,133,888
Spain	1,069,436	1,464,954
Chili	884,412	1,308,782
Cuba	299,701	1,241,861
Argentine Republic... ...	1,035,680	1,152,253
Portugal ...	839,183	1,142,978
New Granada ...	1,064,728	956,057
Peru	652,817	841,427
Japan	800,280	609,273
Austrian Territories, Illyria, &c.	674,008	727,125
Denmark ...	669,765	717,764
Sweden and Norway	701,512	633,860
Hayti & St Domingo, &c. ...	286,761	635,595
Uruguay ...	£379,419	£ 487,897
Western Africa	436,889	477,085
Greece	368,955	423,019
Philippine Isids.	371,589	376,778
Java	296,399	361,877
Mexico... ...	278,678	269,652
Central America	53,116	121,394
Morocco ...	109,631	84,436
Venezuela ...	283,758	79,148
Eastern Africa	35,837	59,287
Tunis	36,962	53,293
Equador ...	24,083	34,771
Algeria ...	14,870	27,642
Islands in the Pacific ...	8,098	18,222
Cape Verd Isids.	16,377	12,125
Persia	9,970	6,505
Papal Ports on the Mediterr.	19,779	5,752
Bolivia ...	1,058	536
Madagascar ...	—	3,323
Arabia	—	926
Patagonia ...	—	230
Siam	14,839	—
Borneo	896	—
	£91,485,265	£97,109,108

The P. and O. steamer *Pera* has brought £563,633 in specie. This amount is understood to include about £160,000 in gold from Japan, whence further large remittances are expected. Of the recent Japanese Railway Loan of £1,000,000 a total of £700,000 was despatched hence to that country, and from the sums now being sent back it would appear there may be some foundation for a rumour lately current that the contract had led to dispute, and that the money would be returned.

The following message relative to the British-Indian Submarine Telegraph Company's Cable in the Red Sea was received on the 24th instant from the manager at Alexandria:—"Suez has not spoken to Aden since 1.50 A.M. this morning. Electrician has gone to test. Fault supposed near Suez." The steamships *Scanderia* and *William Cory*, now in the Suez Canal, have been ordered to repair damages. We believe that no difficulty is anticipated in effecting the repair, the accident having occurred in shallow water, and being caused most probably by anchorage. Meantime an announcement is made by Sir James Anderson, the managing director, that no message for India can at present be accepted. The fault in the cable is understood to have occurred about ninety miles from Suez, not far from Zafarana Point, where the splice was effected between the portion laid in the Red Sea and the shore section laid from Suez. The repair will probably be completed this week, the two steamers, *Scanderia* and *William Cory*, which were on the way to Madras and Singapore with parts of the British-Indian Extension Cable, having fortunately not left Suez when the accident happened. We understand that the duplicate cable for the Anglo-Mediterranean Company is now ready for shipment, and that it will be despatched from this country on the 7th proximo, so as to be submerged before the close of the month. It is of the greatest importance to the mercantile community that this work should be completed soon, the traffic on the existing line having quite outgrown the capacity of one cable.

At the meeting of the proprietors of the National Bank of India (Limited), held on the 27th inst., the directors' report was adopted. The net profit realised up to the end of the half-year was only £273, making a total of £6,865, including £6,591 brought forward. In anticipation of more favourable results during the current six months, an *ad interim* dividend was declared at the rate of 5 per cent. per annum. It is proposed to deal with the loss referred to in the last annual report, amounting to £5,650, when closing the accounts for the year.

The intermediate report of the directors of the Agra Bank (Limited) announces that the net profits of the working of the bank for the half-year ending June have amounted to a sum sufficient to pay a dividend to the shareholders at the rate of 4½ per cent. per annum, but that, owing chiefly to the war on the Continent and the subsequent fall in the prices of produce, it is deemed prudent to confine the distribution to an intermediate dividend at the rate of 3 per cent. per annum, carrying over the surplus to the credit of the present half-year.

The Pacific mail steamer *America*, which arrived at San Francisco on the 12th inst., brought 14,612 packages of tea and 269 bales silk for New York; of this quantity 441 packages of tea and 90 bales silk were to be forwarded overland and the remaining portion by steamer.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Sept., 1870, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th Sept., 1870, 7,185,607 yards; for the twelve months, 56,010,103 yards; for the twelve months, 1869, 43,937,083 yards; for the twelve months 1868, 66,301,726 yards. Increase for 1870 against 1869, 12,073,020 yards.

COLOURED COTTONS.—Export for the month ended 16th Sept., 1870, 639,376 yards; for the twelve months, 5,205,014 yards; for the twelve months, 1869, 1,435,335 yards; for the twelve months, 1868, 1,943,578 yards. Increase for 1870 against 1869, 3,769,679 yards.

PRINTED COTTONS.—Export for the month ended 16th Sept., 1870, 127,888 yards; for the twelve months, 1,937,828 yards; for the twelve months 1869, 1,230,485 yards; for the twelve months, 1868, 1,958,269 yards. Increase for 1870 against 1869, 707,338 yards.

COTTON YARN.—Export for the month ended 16th Sept., 1870, 1,191,625 lbs.; for the twelve months, 8,797,440 lbs.; for the twelve months 1869, 4,580,822 lbs.; for the twelve months 1868, 7,175,528 lbs. Increase for 1870 against 1869, 4,216,618 lbs.

VALUE.—For the month ended 16th Sept., 1870, £191,267; for the twelve months, £1,685,857; for the twelve months 1869, £1,182,843; for the twelve months 1868 £1,795,596. Increase for 1870 against 1869, £503,014.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th Sept., 1870, 21,852,970 yards; for the twelve months, 252,131,623 yards; for the twelve months 1869, 210,116,275 yards; for the twelve months 1868, 227,573,123 yards. Increase for 1870 against 1869, 12,014,748 yards.

COLOURED COTTONS.—Export for the month ended 16th Sept., 1870, 675,836 yards; for the twelve months, 13,512,940 yards; for the twelve months 1869, 11,998,302 yards; for the twelve months 1868, 8,596,871 yards. Increase for 1870 against 1869, 1,514,638 yards.

PRINTED COTTONS.—Export for the month ended 16th Sept., 1870, 232,944 yards; for the twelve months, 6,088,892 yards; for the twelve months 1869, 3,651,340 yards; for the twelve months 1868, 5,114,377 yards. Increase for 1870 against 1869, 2,367,552 yards.

COTTON YARN.—Export for the month ended 16th Sept., 1870, 68,000 lbs.; for the twelve months, 647,140 lbs.; for the twelve months 1869, 415,623 lbs.; for the twelve months 1868, 221,700 lbs. Increase for 1870 against 1869, 231,517 lbs.

VALUE.—For the month ended 16th Sept., 1870, £303,046; for the twelve months, £4,453,679; for the twelve months 1869, £4,466,429; for the twelve months 1868, £3,908,909. Decrease for 1870 against 1869, £12,750.

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JAPAN.

PLAIN COTTONS.—Export for the month ended 16th Sept., 1870, 2,972,131 yards; for the twelve months, 23,618,699 yards; for the twelve months 1869, 17,556,928 yards; for the twelve months 1868, 24,965,156 yards. Increase for 1870 against 1869, 6,061,771 yards.

COLOURED COTTONS.—Export for the month ended 16th Sept., 1870, 320,694 yards; for the twelve months, 2,968,627 yards; for the twelve months 1869, 1,347,885 yards; for the twelve months 1868, 2,085,051 yards. Increase for 1870 against 1869, 1,620,792 yards.

PRINTED COTTONS.—Export for the month ended 16th Sept., 1870, 59,806 yards; for the twelve months, 1,062,294 yards; for the twelve months 1869, 816,788 yards; for the twelve months 1868, 561,007 yards. Increase for 1870 against 1869, 245,506 yards.

COTTON YARN.—Export for the month ended 16th Sept., 1870, 1,632,484 lbs.; for the twelve months, 10,271,981 lbs.; for the twelve months 1869, 5,703,784 lbs.; for the twelve months 1868, 4,408,841 lbs. Increase for 1870 against 1869, 4,568,197 lbs.

VALUE.—For the month ended 16th Sept., 1870, £100,140; for the twelve months, £1,099,969; for the twelve months 1869, £720,582; for the twelve months 1868, £754,923. Increase for 1870 against 1869, £379,387.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th Sept., 1870, 7,506,893 yards; for the twelve months, 72,766,896 yards; for the twelve months 1869, 45,630,701 yards; for the twelve months 1868, 58,243,579 yards. Increase for 1870 against 1869, 27,136,195 yards.

COLOURED COTTONS.—Export for the month ended 16th Sept., 1870, 1,045,268 yards; for the twelve months, 9,376,713 yards; for the twelve months 1869, 4,796,174 yards; for the twelve months 1868, 4,997,156 yards. Increase for 1870 against 1869, 4,580,539 yards.

PRINTED COTTONS.—Export for the month ended 16th Sept., 1870, 484,992 yards; for the twelve months, 6,461,858 yards; for the twelve months 1869, 2,996,492 yards; for the twelve months 1868, 2,443,007 yards. Increase for 1870 against 1869, 3,465,366 yards.

COTTON YARN.—Export for the month ended 16th Sept., 1870, 301,951 lbs.; for the twelve months, 3,150,210 lbs.; for the twelve months 1869, 1,305.950 lbs.; for the twelve months 1868, 2,229,488 lbs. Increase for 1870 against 1869, 1,844,260 lbs.

VALUE.—For the month ended 16th Sept., 1870, £168,959; for the twelve months, £1,689,479; for the twelve months 1869, £1,001,476; for the twelve months 1868, £1,217,022. Increase for 1867 against 1869, £688,003.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th Sept., 1870 612,694 yards; for the twelve months, 13,695,221 yards; for the twelve months 1869, 11,946,852 yards; for the twelve months 1868, 18,839,793 yards. Increase for 1870 against 1869, 1,748,369 yards.

COLOURED COTTONS.—Export for the month ended 16th Sept., 1870, 683,374 yards; for the twelve months, 9,701,858 yards; for the twelve months 1869, ,7154,677 yards; for the twelve months 1868, 7,691,654 yards. Increase for 1870 against 1869, 2,547,181 yards.

PRINTED COTTONS.—Export for the month ended 16th Sept., 1870, 1,096,922 yards; for the twelve months, 8,005,268 yards; for the twelve months 1869, 4,639,315 yards; for the twelve months 1868, 6,965,265 yards. Increase for 1870 against 1869, 3,365,953 yards.

COTTON YARN.—Export for the month ended 16th Sept., 1870, 33,825 lbs.; for the twelve months, 345,090 lbs.; for the twelve months, 1869, 391,255 lbs.; for the twelve months 1868, 665,000 lbs. Decrease for 1870 against 1869, 46,165 lbs.

VALUE.—For the month ended 16th Sept., 1870, £51,955; for the twelve months, £601,784; for the twelve months, 1869, £512,899; for the twelve months 1868, £624,995. Increase for 1870 against 1869, £88,885.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th Sept., 1870, 19,328 yards; for the twelve months, 21,020,826 yards; for the twelve months 1869, 14,804,425 yards; for the twelve months 1868, 17,814,121 yards. Increase for 1870 against 1869, 6,216,401 yards.

COLOURED COTTONS.—Export for the month ended 16th Sept., 1870, 557,803 yards; for the twelve months, 10,224,777 yards; for the twelve months 1869, 12,565,863 yards; for the twelve months 1868, 12,767,487 yards. Decrease for 1870 against 1869, 2,330,906 yards.

PRINTED COTTONS.—Export for the month ended 16th Sept., 1870, 73,513 yards; for the twelve months, 1,617,593 yards; for the twelve months 1869, 1,280,042 yards; for the twelve months 1868, 880,950 yards. Increase for 1870 against 1869, 337,551 yards.

COTTON YARN.—Export for the month ended 16th Sept., 1870, 2,495 lbs.; for the twelve months, 367,715 lbs.; for the twelve months 1869, 201,044 lbs.; for the twelve months 1868, 341,833 lbs. Increase for 1870, against 1869, 166,671 lbs.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SHANGHAI, SINGAPORE, &c. (*via* Suez Canal), to LONDON, per Craigforth (steamer), entered Sept. 3.—From Shanghai: 772 chests tea—D. Sassoon and Co.; 479 chests tea—Hesse and Co.; 215 half-chests 45 boxes 261 packages tea—Baring Bros. and Co.; 23 packages tea—R. Picard; 5 packages tea—H. J. Adams; 1 package merchandise—C. Donner and Co.; 2 packages merchandise—J. P. Hertz; 6 packages merchandise—F. Bower and Co.; 2 packages merchandise—Rehder and Co.; 1 package merchandise—E. Z. Holme; 8475 chests 1554 half-chests 1941 boxes 2160 packages tea, 100 chests gall nuts, 57 bales raw silk, 9 packages merchandise—Order. From Singapore: 214 slabs tin, 244 baskets gutta-percha—Order; 1 case plants—G. Lipscombe. Remainder of cargo from Malta.

From HANKOW, SHANGHAI, HONG KONG, and SINGAPORE (*via* Suez Canal), to LONDON, per United Service (steamer), entered Sept. 5.—From Hankow: Tea—1 package—A. N. Cope; 5 boxes 5577 chests 842 half-chests—Order; 1986 chests 1117 half-chests (in transit)—J. Hunt and Son; 801 chests—L. Reiss Bros.; 988 boxes—Sounderson and Co.; 885 half-chests—Koebel and Co.; 219 chests—F. Huth and Co.; 14 boxes 2 half-chests—Twining and Co.; 4 boxes—J. Welch. From Shanghai: 1 case saddlery—A. Thomson. From Hong Kong: 10 cases plants—Order. From Singapore: 392 baskets gutta-percha, 4 cases plants, 1 case Japan ware, 6 cases essential oil—Order.

From FOOCHOW (*via* Suez Canal) to LONDON, per Statesman (steamer), entered Sept. 5.—Tea: 7743 chests 12,504 half-chests 18,756 boxes 1339 packages 125 mats 264 cases—Order; 600 boxes—F. Huth and Co.; 300 chests—Baring Bros. and Co.; 215 half-chests—Forbes, Forbes, and Co.; 650 half-chests—Kenneth, Dowe, and Co.

From FOOCHOW and SINGAPORE to LONDON (via Suez Canal), per Achilles (steamer), entered Sept. 7.—From Foochow: 9556 chests 15,580 half-chests 20,961 boxes tea, 1 iron safe—Order; 380 half-chests tea—A. Tesdorff and Co. From Singapore: 500 slabs tin, 256 baskets gutta-percha—Order.

From SINGAPORE to LIVERPOOL, per Banda, entered Sept. 7.—736 hides—J. Guthrie; 2797 bales gambier, 1100 bags sago-flour, 1161 bags pearl sago, 1378 bags pepper, 67 baskets india-rubber, 562 hides, 2975 bundles rattans—Order.

From ILO ILO to LIVERPOOL, per San Fernando, entered Sept. 8.—139 boxes gum mastic—Connel and Co.; 28,030 mats sugar—Order.

From MANILA to LIVERPOOL, per Khorasan, entered Sept. 13.—46,729 bags sugar, 2400 bundles canes—Order.

From SHANGHAI to LONDON, per Shakspere, entered Sept. 12.—1 package merchandise—W. H. Allen; 2 packages merchandise—W. Dickson and Co.; 1 package merchandise—J. W. Dunn; 1 package merchandise—Lacroix and Co.; 6 boxes preserves—R. Holditch; 1 package silk—F. Thompson; 500 bales hemp, 1 package rhubarb, 3 bales waste silk, 2310 chests 2627 quarter-chests 5 boxes 3064 packages tea, 19 cases gall nuts, 6 packages merchandise—Order; 111 half-chests 256 boxes tea—Brown, Shipley, and Co.; 61 half-chests tea—Baring Bros. and Co.

From SINGAPORE to LONDON, per Ystavat, entered Sept. 12.—1266 bags pepper—Suse and Sibeth; 23 cases, 3 boxes dragons-blood, 113 cases gum benjamin, 1353 bags tapioca, 899 bags pearl sago, 50 baskets 2609 slabs gutta-percha, 4217 ps. buffalo hides, 86 bags pepper, 355 bags cubebs, 1821 bales gambier, 3088 ps. cow, 1 package buffalo hides, 47 cases sticklac, 120 baskets india-rubber, 15 bundles chematic canes, 7 cases gamboge, 361 cases shells, 38 cases gum damar, 87 bales cow hides, 73 boxes tapioca flour, 206 bags coffee, 63 bags tapioca flour, 176 boxes gum copal, 5695 bundles rattans, 29 cases gamboge, 11,158 buffalo horns—Order.

From ZEBU to LIVERPOOL, per Gloria, entered Sept. 12.—13,027 bags sugar, 3480 bales hemp—Peele and Co.; 30 tons sapanwood—Olano and Co.

From SHANGHAI to LONDON (*via* Suez Canal), per Nile (str.), entered Sept. 12.—2 packages merchandise—Remi, Schmidt, and Co.; 6 quarter-casks wine—Gordon, Sons, and Co.; tea, 213 half-chests—A. Tesdorff and Co.; 311 chests—D. Sassoon, Sons, and Co.; 3 boxes—Elias and Co.; 5428 chests 6170 half-chests 3990 boxes 3173 packages tea, 11 packages merchandise, 119 bales silk—Order.

From SHANGHAI and HONG KONG (via Suez Canal) to LONDON, per Danube (str.), entered Sept. 17.—1203 chests tea—Sassoon, Sons, and Co.; 100 packages tea—Dent, Palmer, and Co.; 59 packages rhubarb—Hesse, Newman, and Co.; 16 cases rhubarb—Tesdorph and Co.; 42 bales silk—Benecke and Co.; 1 package merchandise—J. Pook; 1 bale yarn—Borneo Company; 1 package merchandise—Martin, Turner, and Co.; 27 bales raw silk—Reiss, Bros., and Co.; 33 boxes tea, 6 cases ginger—Hopkins; 3535 chests 1502 half-chests 2604 boxes 4542 packages 43 cases tea, 253 packages merchandise, 169 packages cassia bark, 12 packages gall-nuts, 189 packages tobacco, 84 bales silk, 40 packages rhubarb, 30 packages 20 bales raw silk, 3 cases cigars, 13 chests opium—Order.

From PENANG to LONDON, per Onrust, entered Sept. 20.—5390 bag sugar, 80 puncheons rum—Dalgety du Croz and Co.; 129 cases fish maws, 2193 bags pepper, 1530 cases cutch, 258 baskets green snail shells, 876 bales 2197 no. cow hides, 75 baskets india-rubber, 36 hogsheads 28 puncheons rum, 5732 snail shells, 12 cases nutmegs, 42 cases cloves, 50 cases essential oil, 757 ps. 39 bales buffalo hides, 3455 ps. buffalo horns, 2954 slabs tin, 2195 bags 117 baskets sugar, 8373 bundles rattans, 439 bags tapioca, 1 package merchandise—Order.

ARTICLES OF IMPORT.

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TEA.

During the past few days the improvement noticed in our last has continued, and sales made fully confirm the advance then quoted. The Taeping, from Canton, is reported off the coast. Foochow Congous: In siftings, dust and broken leaf, there is not any alteration to report, common and good common to fair has been well inquired for at 10½d. to 1s. 0½d. per lb., which prices fully confirm last quotations; in new Teas of medium grade only a few sales have been made, ranging from 1s. 4d. to 1s. 6½d. per lb.; fine has been in demand at 1s. 10d. to 2s. per lb, but very scarce. Black Leaf Congous: Common to fair may be quoted at 10½d. to 1s. 0½d. per lb. Few Teas of new import have been placed on the market, but prices may be considered fully equal to those last quoted. A small parcel of finest has realised 2s. 8d. per lb. Tayshan Congous: A few chops of "old Tea" have been shown, but no sales reported. Souchongs and Oolongs are unchanged. In Scented Teas we have no sales to report; samples ex "Taeping" are looked for in a few days. Green Teas: The fine to finest grades are still taken at full prices, and the lower sorts for the present neglected.

SILK.

Immediately following our last report 30s. was offered and refused for No. 3 Tsatlees. Since then the market has been less active, though there is no quotable difference in price; a fair demand exists for medium to common Tsatlees at 25s. to 25s. 6d. In other classes of Silks there is no change.

COFFEE.

The tone of the market continues quiet, and a large supply of Plantation Ceylon brought forward at the public sales has gone off slowly, at

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easier prices; Native Ceylon has also sold, at some decline from the prices lately current. The prices realised were as follows:—Plantation triage, 35s. 6d. to 51s. 6d.; small gray, 53s. to 54s. 6d.; middling grey, 57s. to 58s. 6d.; bold ditto, 62s. 6d. to 66s.; small coloury, 55s. to 59s. 6d.; middling ditto, 59s. to 64s. 6d.; good middling, 65s. to 69s.; fine middling to good bold, 69s. 6d. to 80s. 6d.; pea-berry, 70s. to 78s. 6d.; Native: good bold, 50s.; small, 40s. 6d.; pea-berry, 51s. 6d.; good ordinary, 47s. No business has been transacted in other East India.

The deliveries, although less than in the previous week, are again of good extent, and exceed those of last year by nearly 300 tons, the landings are 870 tons less, and instead of the previous surplus in the stock a diminution of 430 tons is created. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation 204,591 cwt., against 139,691 cwt. at the corresponding date of 1869; Native, 10,728 cwt., against 34,937 cwt. The quantity afloat for the Continent is 2,402 cwt. Plantation, against 1,167 cwt., and 3,136 cwt. Native, against 2,701 cwt. The quantity of Coffee landed in the thirty-eight weeks ended Sept. 24, 1870, was, of Ceylon, 28,842 tons, against 29,695 tons during the corresponding period of 1869; of all descriptions, 49,893 tons, against 55,101 tons. The quantity entered for home consumption was, of Ceylon, 7,720 tons, against 8,123 tons; of all descriptions, 13,781 tons, against 13,964 tons. The quantity exported was, of Ceylon, 21,429 tons, against 19,568 tons; of all descriptions, 34,691 tons, against 34,281 tons. The stock on Sept. 24 was, of Ceylon, 13,557 tons, against 12,999 tons; of all descriptions, 25,640 tons, against 26,076 tons.

We learn by telegram from Holland that the September sale of the Dutch Trading Company was held yesterday, at which 115,600 bags Java, &c., were offered and nearly all sold, common at about the valuations, the better qualities at ¾ to 1¼ cents above, good ordinary realising 32 to 32¼ cents.

SUGAR.

The dull tone lately apparent in the market continues, and the business done has been very limited. No supplies of East India kinds have been brought forward at the public sales, and the private business has been confined to the purchase of 1,600 bags brown Manila at 20s. per cwt., and 100 tons unclayed Zebu at 18s.

Compared to the very large landings in the corresponding week last year, those in the present are only about one-half, or fully 5,000 tons less, and as the deliveries maintain last week's improvement, being 1,300 tons more than last year, the surplus in the stock is again importantly reduced, being now only 12,500 tons. The home deliveries are not quite equal to those of the previous week, although a larger quantity of British West India has been taken, the falling off being chiefly in Manila. The quantity of Sugar landed in the thirty-eight weeks ended Sept. 24, 1870, was—of Penang, 2,277 tons, against 2,779 tons in the corresponding period of 1869; of Manila, Java, and China, 15,173 tons, against 25,633 tons; the quantity entered for home consumption was, of Penang, 1,677 tons, against 1,942 tons; of Manila, Java, and China, 19,536 tons, against 13,588 tons. The quantity exported was, of Penang, 95 tons, against 136 tons; of Manila, Java, and China, 2,031 tons, against 1,036 tons. The stock on Sept. 24 was, of Penang, 2,835 tons, against 1,030 tons; of Manila, Java, and China, 29,396 tons, against 39,573 tons.

COCOA-NUT OIL.—Ceylon is still in active request at the last quoted rates, viz.—in pipes £38, in hogsheads £39 10s. The quantity of Ceylon afloat is estimated at 19,379 cwt, against 21,688 cwt. in 1869, and 17,359 cwt. in 1868.

CUTCH.—There have been no transactions; an offer of 56 bags and 20 cases of very low quality was bought in at 10s. per cwt.

EBONY.—We note the sale of 21 logs Ceylon at £10 2s. 6d.

GUTTA-PERCHA.—In auction 320 baskets 37 bags really fine genuine, per Ajax, were offered and bought in at 3s. 9d.; also 112 baskets received overland, good to fine at 2s. 6d. to 3s. per lb.

HEMP.—The market continues quiet, but the sale has been effected of about 750 bales Manila, fair roping to fine Boluzan, at £53 10s. to £56 per ton.

INDIA-RUBBER.—During the last few days there has been an active demand for medium kinds, and a general advance has been obtained, large sales having been effected, the latest price paid for Borneo being 1s. 7½d.

PEPPER.—Black: The market is moderately active at previous rates to a slight advance; on the spot business has been done in both Singapore and Penang at 5d. to 5½d.; afloat 3,600 bags Penang have been sold at 4 13-16d., and 500 bags ditto near at hand at 4¾d. White: There have been no transactions.

RICE.—The enquiry on the spot continues limited, but for floating cargoes there is a fair demand, and prices show some advance; on the spot 2,019 bags white Bengal were offered and bought in, fine, 13s., medium to good medium, 11s. to 11s. 6d.; the floating cargo per Gloucestershire, 1,630 tons Necransie, has been sold at 9s. 9d. continental terms; the cargo per B. D. Metcalf, 1,620 tons Necransie Arracan, sold at 9s. 9d. for the Continent, E contract. At the close there are advices of cargoes amounting to about 27,000 tons soft grain having arrived off coast, and the demand is therefore less active. Landed last week, 2,813 tons; delivered (exclusive of the quantity ex ship), 1,931 tons; stock 36,302 tons, against 45,177 tons at this time last year.

SPICES.—Cinnamon: 6 bales Ceylon sold at 1s. 2d. to 2s. Cinnamon Chips: 75 bags ordinary Ceylon sold at 1¾d. to 2d. Cloves: 20 cases Penang of old import sold, fine, 1s. 1½d. to 1s. 1¾d.; fair, 1s. 0¼d. to 1s. 0¾d. Nutmegs: In auction, 71 cases Penang of old importation met a good demand, and 57 cases sold at firmer rates, fine bold, 69 nuts to the lb, at 3s. 6d.; 73's, at 2s. 11d.; 84's to 82's, at 2s. 4d. to 2s. 6¼d.; 93's, at 2s. 2d. to 2s. 3d.; 112's, at 1s. 11d. 12 casks Java, 76's, sold at 1s. 11½d. Mace: 4 cases middling Penang bought in at 3s. 3d.; of 22 cases ordinary Singapore, the sound portion sold previous to the auction at 2s. 9d., and the mouldy thereat at 2s. 6d.

TIN.—Straits is steady, business having been done at £124 to £124 10s.; Banca is lower; 5 tons sold at £123, and 1,000 slabs ex next sale at £119 to £120 per ton.

NEW YORK MARKET REPORT.

TEA.

The following is from Messrs. Beebe's Circular:—Since the date of our last, sales are reported to the extent of 22,150 packages Green (including 8,500 boxes new crop Pingsuey), 6,700 half-chests Japan (including 2,400 from second hands), 9,350 packages Oolong (including 1,400 new crop Tamsuey), and 900 half-chests Souchong. Prices realised for these, as a whole, indicate no material change in values, though at the close an unsettled feeling prevails in some quarters, with more disposition to press goods to sale. Medium and low grades Green have been taken more freely, both by consumers and for export, and these are now held with a fair degree of firmness. Medium to good medium old crop Japan are in request for Canada, and the inquiry is being rather freely met, both from first and second hands, on a basis of 62c. to 66c., duty paid. New crop goods thus far to hand realise about ten cents per pound more than our quotations for similar grades of old. With larger supplies, it is at least doubtful if the comparative prices for new are maintained.

The *New York Shipping and Commercial List* states that the venture of bringing new crop Japan and China Tea via San Francisco two months earlier than by the Cape route has not been a pecuniary success. The new invoices have thus far been slow of sale, and the prices realised not commensurate with the increased cost.

The following are the current quotations:—Greens (Moyune, Twankl and Fychow): Gunpowder, common to good, 55c. to 95c.; fine to finest, 70c. to 115c.; Imperial, common to good, 48c. to 90c.; fine to finest, 55c. to 100c.; Young Hyson, common to good, 40c. to 80c.; fine to finest, 43c. to 105c.; Hyson, common to good, 47c. to 75c.; fine to finest, 52c. to 85c.; Hyson Skin, 35c. to 45c.; Foochow Oolongs, common and good, 48c. to 54c.; superior and fine, 56c. to 65c.; finest, 70c. to 90c.; Amoy Oolongs, common and good, 47c. to 54c.; superior and fine, 55c. to 63c.; finest, 65c. to 70c.; Souchong and Congou, common and good, 40c. to 50c.; superior and fine, 54c. to 63c.; finest, 65c. to 85c.; Japans, common, 55c. to 58c.; medium, 62c. to 63c.; fine and finest, 68c. to 75c.; choice, 80c. to 85c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to Sept. 6, 1870, were as follows:—Greens, 18,039,531 lbs.; Japans, 9,493,314 lbs.; Souchongs, 2,677,500 lbs.; Oolongs, 8,469,633 lbs.; other sorts, 154,464 lbs.; total, 38,834,442 lbs. The stock on Jan. 1 was 9,866,167 lbs.; which, added to the above total, gives a result of 48,700,609 lbs. Subtracting from this total the exports from Jan. 1 to Sept. 6, 3,925,750 lbs., and the withdrawals for home consumption during that period, 26,848,025 lbs., there remains a total of 17,926,834 lbs., representing the stock on the last-named date. The receipts from Aug. 24 to Sept. 6 amounted to 939,218 lbs.; the withdrawals for home consumption to 1,035,159 lbs.; and the exports to 323,684 lbs.

COFFEE.—The enquiry for all descriptions has become quiet, but holders are firm, and there is no change to note in quotations, which rule as before, viz.:—Java, 19½c. to 22c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. gold. The only sales of East India have been 1,300 bags Manila and 200 mats Java. The stock of Manila on the 1st Sept. was estimated at 1,700 bags, against 3,772 bags on Sept. 1, 1869; of Java (Government), at 505 bags, against 505 bags; of Java mats, 31,293, against 68,269 bags; of Ceylon, 9,426 bags, against 10,811 bags; of Singapore, 5,171 bags against *nil*.

CAMPHOR.—China is quoted 16c. to 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $1.95 to 2; Cassia, $1.5 to 1.67½ gold.

FIRE CRACKERS.—The demand has improved, and has become fairly active; the supply is only moderate, and prices have in consequence an upward tendency; the sales have been 4,000 boxes at $3.50 to 3.65, and 5,000 boxes on private terms; at the close business cannot be done under $3.75.

GAMBIER.—The current quotation is 3¾c. gold (duty paid).

GUNNY CLOTH.—The market for Borneo is quiet at 31½c.

HEMP.—The market for Manila continues extremely dull; business to a very limited extent has been done at 12¾c. gold. The stock of Manila on the 1st September was estimated at 18,829 bales, against 14,591 bales at the corresponding date of 1869, and 19,036 bales in 1868. The imports into the United States from the 1st January to the 31st August, 1870, were 102,276 bales, against 81,679 bales during the corresponding period of last year, and the quantity afloat on the 31st August was 30,962 bales, against 47,560 bales at the same date last year.

INDIGO.—There is a small business doing in Manila at last quotations.

PRESERVED GINGER.—China is quoted $10.50 to 11 currency (duty paid).

RHUBARB.—The quotation for China is $1 to 2.50 currency (duty paid).

RICE.—The recent large business in Rangoon has lowered the supply, which has become very limited, and the inquiry for export to Cuba which lately set in continuing, prices have an upward tendency. Sales have been effected of 2,000 bags Rangoon, part in bond and part to arrive—for export at $3.25 to 3.43¾ gold, and 1,500 bags for home consumption at $7.37½ to 7.50 currency (duty paid).

SPICES.—There is a moderate inquiry, and small sales are reported at the prices previously current.

TIN.—Prices for Straits maintain a low range, despite the report of an advance of £4 in the English market; some business has been done at 35c. gold, but holders generally are asking ¼c. to ½c. advance upon that price. Of Billiton we note the sale of 100 pigs on private terms; in Banca no business is reported.

SHIPPING.

ARRIVALS.—Sept. 5, at Boston, from Singapore, Clifton; at San Francisco, from Hong Kong, Fort Regent; 6, at New York, from Yokohama, C. C. Leary; at San Francisco, from Manila, Therese; 7, from Yokohama, Devonshire; 9, at New York, from Batavia, Nicoline; 10, from Shanghai, Bolivia.

LOADING.—At San Francisco, for Hong Kong, Sea Serpent; at New York, for Shanghai, Surprise.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Sep. 13	Friesland	Sipkes	Batavia	Texel
— 13	Onrust	Weissenbruch	Penang	Off Scilly
— 14	Stagshaw (str.)	Baker	Colombo, via S. Canal	Havre
— 17	Danube (str.)	Hopkins	Shang., &c., via Canal	London
— 15	Gustav. Adolf	—	Akyab, for the Baltic	Off the Owers
— 19	Ostindia	Carlssen	Rangoon	Queenstown
— 19	Sadowa	Oldtmann	Maulmain	Do.
— 16	Europa	Reinertsen	Batavia	Brouwershaven
— 16	Marie Sarah	V. d. Eyck	Do.	Do.
— 16	Elisabeth Maria	Moller	Samarang	Do.
— 20	Lena	Hansen	Rangoon	Off Roche's Poin
— 20	Gloucstershire	Lyall	Akyab	Queenstown
— 15	Heros	Olsen	Do., for Flensburg	Elsinore
—	Victor	Cederquist	Akyab	Queenstown
—	B. D. Metcalf	Rustad	Do.	Do.
— 6	Chieftain	Blacklock	Hong Kong	Halifax
— 21	Lieutenant	Peters	Bassein	Falmouth
— 21	Gerda	Jorgensen	Akyab, for Copnhagn.	Do.
— 20	Eurynome	Watson	Rangoon	Off Queenstown
— 22	Usko	Lofgren	Do.	Falmouth
— 21	Ilma	Storo	Do.	Queenstown
— 16	Conceicao de Maria	Maceil	Macao	Lisbon
— 23	Gerard Piet. Servatius	Goodo	Batavia	Off Scilly
— 23	Insula Capri	Anderson	Bassein	Do.
— 23	Java	—	Do.	Do.
— 23	Juliana	—	Manila	Liverpool
—	Wm. Melhuish	Greig	Rangoon	Queenstown
—	Kingdom O'Fife	Kay	Do.	Do.
— 24	Taeping	—	Shanghai	Off Scilly
—	Merrimac	—	Rangoon	Queenstown
— 25	Amigos	—	Manila	Liverpool
— 24	Rothesay	Main	Rangoon	Queenstown
— 26	Marino Minis. v. Roon	Eller	Maulmain	Scilly
— 27	Doretto	Schlomer	Do.	Falmouth
—	Hannah Law	Dawson	Rangoon	Queenstown
—	Eona	Brunell	Akyab	Do.
—	Cashmere	Kingman	Do.	Do.
—	Favilla	Sandrinelli	Do.	Do.
— 13	Joachim Christian	Reimer	Yokohama	San Francisco
— 27	Sapphire	Seidens	Akyab	Falmouth
— 27	Jane	Brown	Do.	Do.
—	Cavour	Murphy	Rangoon	Queenstown

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sep. 15	Seawfell	Hender	Colombo	London
— 14	Capiolani	Upton	Zebu	Cardiff
— 9	Mindora	Lindsay	Manila	Clyde
— 16	Canadienne	Equin	Cardiff & Hong Kong	London
— 17	Acantha (str.)	Grange	Galle, Penang, China, &c., via Suez Canal	Do.
— 17	Bristow	Harris	Penang	Do.
— 16	Saga	Torgensen	Galle	Cardiff
— 16	Altair	Fidey	Singapore	Do.
— 17	Bengal (str.)	Haddock	Shang., &c., via Canal	Liverpool
— 19	Neville	Hemsworth	Hong Kong	London
— 19	Seatoller	Brown	Shanghai	Do.
— 19	Hesse Darmstadt	Dodds	Cardiff and Galle	Do.
— 17	Fairy (str.)	Fox	Shanghai	Liverpool
— 19	Ferndale	Frazer	Singapore	Sunderland
— 17	Australia (str.)	Methven	China, via Suez Canal	Southampto
— 20	Eastern Chief	Carr	Yokohama	London
— 20	Stonehouse	Bley	Cardiff and Galle	Do.
— 19	Pomaron	Gaillard	Singapore	Cardiff
— —	Kittie	Mulder	Java	Amsterdam
— —	Louisa Maria	De Wyn	Padang	Do.
— —	Waalstroom	Dryver	Do.	Do.
— 22	British Crown	McDonald	Singapore	London
—	Sindbad	—	Batavia	Amsterdam
— 22	Victoria	—	Manila	Liverpool
— 21	County of Argyle	Miller	Batavia	Clyde
— 6	Sea Serpent	White	Hong Kong	San Francisco
— 20	Luctor and Emergo	Ouwehand	Singapore	Shields
—	St. Jan	Lommerse	Padang	Rotterdam
—	Nederland	—	Batavia	Dordt
— 22	Una (str.)	—	Sgn., Sing., and Bgk., via Canal	Liverpool
—	Ormoy	—	China, via Cardiff	Havre
— 24	Sir Harry Parkes	Chapman	Hong Kong	London
— 24	Brierly Hill	Pegg	Cardiff and Galle	Do.
—	Alcyon	Krulzinga	Java	Amsterdam
—	Willemine Clare	—	Do.	Do.
—	Elizabeth Marie	Bull	Batavia	Rotterdam
— 23	Windsor Castle	Dinsdale	Shanghai	Cardiff
— 26	Langstone	Turnbull	Colombo, &c.	London
— 20	Wave	—	Singapore	Shields
— 21	Britomart	Rees	Ceylon	Do.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Benmore. For Nagasaki and Hiogo Lunan. For Shanghai: Shakspere. For Hong Kong: Clymene, Assyrian, Marlborough. For Shanghai, Singapore, and Hong Kong (via Suez Canal): Danube (str.). For Singapore: Gemini, Havelock, For Penang: Peri. For Bangkok: Anita. For Batavia and Sourabaya: John Scott. For Colombo: Palmerston, Teviot, Chacma.

At LIVERPOOL.—For Yokohama: Grenadier. For Shanghai: Sarah Nicholson. For Manila: Elisa, Gloria. For Singapore: Coldstream, Mercara. For Batavia and Sourabaya: Henry Grenfell. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal), Achilles (str.). For Colombo, &c. (via Suez Canal): Statesman (str.). For Galle: John Bunyan, Ruhtinas, Imperator, Alexander II.

At GLASGOW.—For Manila: Ususquizn. For Batavia and Sourabaya: County of Elgin. For Singapore: Ann Main.

SPOKEN.

GRAAFSTROOM, Liverpool to Batavia, Aug. 15, 12 N., 26 W.

LAURENS KOSTER, Rotterdam to Batavia, Aug. 15, 12 N., 26 W.
CATALINA, Havana to Macao, Aug. 24, 17 N., 31 W.
ACHIEN (?), Singapore to Liverpool, 64 days out, 3 N., 26 W.
ILIONE, Penang to London, Sept. 16, 44 N., 21 W.
CLYTHA (?), Colombo to London, Sept. 20, 47 N., 15 W.
ADRIANA, Batavia to Rotterdam, Aug. 24, 16 N., 31 W.
EUGENIE (Aust. brq.), Philippine Islands to Lvpool., Aug. 20, 33 S., 16 E.
SREE SINGAPURA, Singapore to London, Aug. 10, 20 S., 1 W.
DANIEL MARCY, Manila to New York, near Anjer.
ASA ELDRIDGE, Manila to New York, near Anjer.
GEBROEDERS V. D. BEEK, Batavia to Middelburg, Aug. 11.
ANN, Batavia to Belle Isle, July 30, 35 S., 22 E.
MARIA ADRIANA, Batavia to Rotterdam, Aug. 24, 16 N., 31 W.
LAURA, Colombo to London, Aug. 3, 6 N., 25 W.
LIZZIE, Cardiff to Galle, Aug. 10, 14 N., 26 W.
JAVA, Newcastle to Batavia, Aug. 11, 15 N., 27 W.
JUBILEE, Manila to London, Sept. 23.

FREIGHTS AND CHARTERS.

No improvement has taken place in the freight market. Vessels fill up but slowly, and rates remain unchanged.

Current rates of freight for vessels on the berth: To Yokohama; 32s. 6d. weight, 45s. meast.; per steamer, via Suez Canal, 120s. weight, 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer, via Suez Canal, 70s. weight, 70s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast.; per steamer, via Suez Canal, 60s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—For Hiogo: £35. To Shanghai: £40. To Hong Kong: £34 to £35. To Singapore: £26. For Galle: £27. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2. For Hiogo: £2. For Shanghai: £1 18s. to £2. For Hong Kong: £1 12s. 6d. For Singapore: £1 8s. For Galle: £1 5s. For Colombo: £1 3s.

CASUALTIES.

A telegram from Bombay, dated Sept. 23, states that the Malabar Galloway, from London to Batavia, was burnt at sea July 26; the James A. Wright picked up the crew, transferred half of them to the Europa for Beypore, and brought the rest to Bombay.

The Glenaray, Freebody, from Colombo to London, put into St. Helena Aug. 15, and reported having experienced a very heavy gale July 21, 34 S., 27 E., during which she was thrown on her beam ends, and had cargo started and mizentopmast carried away; as a heavy sea was running it was deemed advisable to cut everything adrift. She proceeded, 17th, without effecting repairs, the vessel making no water.

Advices from Port Elizabeth, dated Aug. 12, state that the Blackadder, Robinson, from London to Shanghai, had been fitted with new spars at Simon's Bay, and that the Azia, Boncker, from Batavia to Amsterdam, which put into Simon's Bay, leaky, July 15, would be sold in the course of a few days; later advices state that 637 chests tea, 263 bags coffee, and 113 bales tobacco, being a portion of the damaged cargo of the Estafette, Oepkes, from Tjilatjap to Amsterdam, had been sold, realising £3,264.

Advices from Algoa Bay, dated Aug. 15, state that the wreck and cargo of the Nederlandsche Vlag, v. d. Brock, from Macassar to Amsterdam, which was stranded near Cape St. Francis, July 22, had been sold for about £2,600.

MISCELLANEOUS.

At PORT SAID.—Sept. 25, Diomed (str.), from Liverpool, and proceeded for Singapore, China, &c.

ISMAILIA, SEPT. 22.—The following steamers have passed from Port Said to Suez between Sept. 15 and 22:—The Historian and the Atholl, both from Liverpool for Colombo; the Lord of the Isles, from London for Singapore, China, &c.; the Hercules (str.), from London for Galle; also from Suez to Port Said, the Niger and Nestor.

At SUEZ.—Sept. 24, Priam (str.), from China, &c.

At ST. HELENA.—Aug. 3, Maria, Mendefzona, from Manila, for Liverpool; 14, Aggie M., Myers, from Ilo Ilo, and Glenaray, Freebody, from Colombo, both for London; 15, Louise, Bonjer, from Batavia; 18, Catharina Maria, Nolet, from Batavia, for Rotterdam; 19, Peter Joynson, Watson, from Zebu, for London; 20, Jacob Rothenburg, Wilde, from Ilo Ilo, for Falmouth.

Off ST. HELENA, Aug. 15, Professor Suringar, from Batavia, for Boston.

TRIAL TRIP OF THE STEAMSHIP POLLUX.—This steamer, built on the Clyde, by Messrs. A. and J. Inglis, for the Royal Netherlands Steamship Company, was tried on Friday and Saturday last with the most satisfactory results. On Friday a mean speed of 10·6 knots was obtained, and on Saturday the consumption of fuel was tested on a run of eight hours, and found to be 1,007 lbs. per hour, or 1 lb. under 9 cwt. The ship at this time was running at a mean speed of 9·27 knots per hour, and on both days carried a cargo of 1,500 tons dead weight. The trials were superintended by Mr. David Croll on behalf of the owners.

SHIPBUILDING ON THE CLYDE FOR THE P. AND O. COMPANY.—The P. and O. Steamship Company have just purchased from Messrs. Denny, shipbuilders, Dumbarton, the large ship Timsha, which is being built by that firm. Messrs. Caird and Co., shipbuilders, Greenock, have on hand a contract for four large sister screw steamships for the Peninsular and Oriental Company. Two of these vessels are somewhat advanced, while the other two are just being commenced. The names of the steamers will be the Khedive, the Mirzapore, the Pekin, and the Agra.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Zinc.	Steel.	Shot.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Earthenware & Glass.
				Tns.	Tons	Tns.	Tons.	Tns.	Tns.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	Gals.	£.	£.	£.	£	£
James Paton	Japan	London	Sept. 12	...	5	50	...	...	...	13	...	275	793	199425 &£1956	39900	1090	...	148	4050	...	65200	...	...	56	...	...	...	343	74	453	50	86	1640	...	...	281
Scawfell	Colombo	,,	,, 15	1	7	...	...	...	...	2	...	...	679 &2cwt	180630	...	...	...	...	...	7	2009	90	131	49	39	11	516	70	1731	660	125	59	295	...	...	641
Bengal, str., via Suez Cnl.	Sing. & Penang	Livrpool	,, 13	...	...	...	...	...	...	...	...	...	382 &3cs.	2801402 &1cs.	450688	...	...	250	...	95	58180 &£170	...	...	...	...	...	...	10	...	27	...	...	510	...	...	...
Do. do.	Hong Kong	,,	,, 13	...	...	...	...	...	...	...	...	...	383	615653 &£200	454246	229	...	960	1858 &6cs.	...	244465	...	...	...	4cs.	...	...	...	4cs.	56 10cs	...	60	371 &1cs.	...	...	...
Do. do.	Shanghai	,,	,, 13	...	...	...	...	...	...	...	...	...	204	761910	102000	..	..	..	5736	...	...	...	...	...	...	...	...	...	...	...	...	...	570	...	...	...
Victoria	Manila	,,	,, 15	25	...	...	5	30	...	¼ & 134p	...	1 cs.	3436 &18cs.	1457125 &£180	635220	40	104	2029 &2cs.	1076 &3cs.	373	12700 &£45	...	5	...	800	...	50	...	£50 &20cs.	465	1500	320 1ck.	20 &2cs.	910	...	1461 &57pk
County of Argyle	Batavia and Sourabaya	Glasgow	,, 20	...	...	...	£1144	...	...	...	...	...	162	510140	1699662	...	...	360	...	46	40391	...	...	44	...	...	...	...	...	...	...	15	...	...	166	478

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship.	For	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.	Paper, Books, & Stationery	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Pianos & Musical Instruments.
		Cwt.	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
a James Paton	Japan	£10	...	208	58	...	55	28	240	...	...	...	...	475	32	135	...	...
b Scawfell	Colombo	25 & £56	32 & £12	287	34	219	167	17gls.	214	...	16	...	...	...	81	...	...	...
c Bengal, str., via Suez Canal	Singapore & Penang	...	16	124	55	9	17	2 & 3 cs.	...	3	16	70	54	11	10	...	547	5
d Do. do.	Hong Kong.	...	4	120	120	...	...	2gls.	330	...	423 & 1cs.	...	10	...	...	...	427	70 & 1cs.
e Do. do.	Shanghai	...	...	...	...	200	78	...	243	150	...	...	50	...	...	...	...	...
f Victoria	Manila	...	£10 & 3cs.	77pkg.	...	...	1602 &65cs.	35 & 8cs.	315 & 226pks	100	98 & 5cs.	367 & 1cs.	139 & 10cs.	...	440 & 2cs.	...	566	3cs.
g County of Argyle	Batavia and Sourabaya	...	...	...	...	...	...	...	53	45	...	20	...	...	...	...	...	...

SUNDRIES.

a Bricks, £20; hoofs, £15 and 2 casks; steamboat, £400; prints, £180; vestas, £430.——*b* Galvanised iron, 15 tons; cement, 95 tons; effects, £100; safety fuze, £23; manure, 30 tons; capsules, £30; liqueurs, 12 gallons; refined sugar, 5 cwt.; tea, 94 lbs.; coals and coke, 41 tons; gunpowder, 11,000 lbs.; fruits, 2 cwt.; tobacco and cigars, 80 lbs.——*c* Seeds, £11; life preservers, £2; perambulators, £11; tobacco and cigars, 316 lbs. and 7 cases; billiard and bagatelle tables, £4.——*d* Vegetable wax, £142 and 164 cwt.; silk velvets, £116; needles, £132; india-rubber shoes, £115.——*e* Engine, £12 India-rubber goods, £23.——*f* Gilt mouldings, £40 and 2 cases; galvanised iron, £270; window blinds, 1 case; copper and glass, £60; sponges, 2 bales; clocks, £80; needles, £50; logwood, 1 case; liqueurs, 4 gallons; plain cottons, 21 cases; beef and pork, 111 cwt.——*g* cotton velvets, £218; effects, £60.

NOTE.—Per William Cory, str., from London to Singapore, via Suez Canal, cleared Sept. 7.—322 miles telegraph cable, £47,656. Per Alonzo, str., from Liverpool to Shanghai, via Suez Canal, cleared July 21 (addl.).—Plain cottons, 77,039 yards. Per British Empire, from Liverpool to Yokohama, cleared July 23 (addl.).—Lead, 18 tons. Per Historian, str., from Liverpool to Colombo, cleared Aug. 30 (addl.).—Plain cottons, 144,730 yards; umbrellas, £90; hardware, £103; haberdashery, £1,166; oilman's stores, £80; yarn, 7,500 lbs.; apparel, £30; drugs, £50; cement, £4; muskets, £50. Per Atholl, str., from Liverpool to Colombo, via Suez Canal, cleared Aug. 30 (addl.).—Plain cottons, 14,030 yards; coloured cottons, 17,700 yards; yarn, 5,000 lbs.; haberdashery, £100; oilman's stores, £60; bar iron, 12 tons. Per Stavers, from Liverpool to Java, cleared Aug. 31 (addl.).—Lead, 11 tons; machinery, £1,320 Per Diomed, str., from Liverpool to Amoy, via Suez Canal, cleared Sept. 7.—Oilman's stores, £80; to Batavia: Plain cottons, 199,204 yards; to Manila: Dyed cottons, 59,157 yards. Per Lord of the Isles, str., from London to Yokohama, via Suez Canal, cleared Aug. 31 (addl.).—Woollens, £1,200. Per Lothair, from London to Yokohama, cleared Sept. 10 (addl.).—Woollens, £400; hardware, £597; saddlery, £150; marine engine, £1,000; machinery, £300; provisions, £270; plated ware, £280; clay pipes, £3; brushes, £23. Per Bellona, str., from Liverpool to Colombo, via Suez Canal, cleared June 29 (addl.).—Plain cottons, 589,900 yards; coloured cottons, 101,070 yards; woollens, £130; haberdashery, £729; leather, £172; oilman's stores, £24; beef, 3 cwt.; hardware, £39; stationery, £14; cigars, £102. Per Elgin, str., from Liverpool to Singapore, via Suez Canal, cleared Aug. 17 (addl.).—Plain cottons, 20,000; dyed cottons, 19,960 yards; to Hong Kong: Plain cottons, 78,000 yards. Per Diomed, str., from Liverpool to Singapore and Penang, via Suez Canal, cleared Sept. 7 (addl.).—Plain cottons, 370,620 yards; glass, £35; hardware, £297; yarn, 3,600 lbs.; printed cottons, 53,545 yards; to Hong Kong: Plain cottons, 259,810 yards; to Shanghai: Plain cottons, 140,521 yards; to Yokohama: apparel, £12; caoutchouc, £20; boots, £288. Per Stavers, from Liverpool to Batavia, cleared Aug. 31 (addl.).—Coloured cottons, 37,000 yards; plain cottons, 14,820 yar blankets, £405; earthenware, 140.

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COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.
AGENCIESAT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—13, Leadenhall-street, E.C.
MANAGER.—G. Pietsch.
SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.
The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

Established in 1833.
CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.
Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.
They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.
They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.
Office hours, Ten to Three; Saturdays, Ten to Two
Threadneedle-street, London, 1870.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane
BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

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J. P. DUNCANSON, Esq.,
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Messrs. DENT, PALMER, and Co.

Marine Risks are accepted by the above Society on goods by first class vessels from the United Kingdom to India, China, Japan, Melbourne, and Sydney, at the current rates of premium.
Claims for losses and averages are payable in London, or at the Port of destination, as may be desired.
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GENERAL AGENTS IN CHINA.
Messrs. Jardine, Matheson, and Co.
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Insurances are effected by this office on goods from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.
All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

MATHESON and Co., Agents in London.
No. 3, Lombard-street.

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All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

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CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.
JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.
JOHN GOSNELL and Co.'s Toilet Vinegar. Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.
JOHN GOSNELL and Co.'s Prince of Wales Perfume
JOHN GOSNELL and Co.'s Princess Alexandra Perfume.
JOHN GOSNELL and Co.'s La Noblesse Perfume.
JOHN GOSNELL and Co.'s La Noblesse Pomade.
JOHN GOSNELL and Co.'s La Noblesse Soap.
JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.
JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.
JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.
JOHN GOSNELL and Co.'s Stercodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.
JOHN GOSNELL and Co.'s Instantaneous Hair Dye.
JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.
Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

LIEBIG COMPANY'S EXTRACT OF MEAT.

FOUR GOLD MEDALS.

Supplied to the British, French, Prussian, Russian, Italian, Dutch, and other Governments. Dr. Lankester writes regarding Extract of Meat:—"But there is a difference in flavour, and here, as in all other kinds of food, it is the flavour that makes the quality." It is essentially on account of the fine meaty flavour, as distinguished from the burnt taste of other Extracts, that LIEBIG COMPANY'S EXTRACT defeated all Australian and other sorts at Paris, Havre, and Amsterdam, and is so universally preferred in all European markets.
One pint of fine-flavoured Beef-tea at 2½d. Most convenient and economic "stock."

CAUTION.—Require Baron Liebig's, the inventor's, signature on every jar, and ask distinctly for LIEBIG COMPANY'S EXTRACT.

THE STRAITS TIMES.—Daily, weekly,

and fortnightly editions; published in Singapore for circulation throughout the STRAITS SETTLMENTS JAVA, BORNEO, SIAM, FRENCH COCHIN CHINA, CHINA and JAPAN.

This paper, which is the oldest in Singapore, and the most widely circulated throughout the FAR EAST, offers an excellent medium for the advertisements of shipbuilders, machinists, manufacturers, patentees, &c., in the United Kingdom.
Advertisements to be forwarded through an Agent in Singapore, or GEORGE STREET, 30, Cornhill, London.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders prompt executed.
All articles marked in plain figure
OXFORD STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad Street Birmingham.
Established 1807.

THE PHŒNIX

A MONTHLY MAGAZINE
FOR
CHINA, JAPAN, & EASTERN ASIA.
EDITED BY
THE REV. JAMES SUMMERS,
Professor of the Chinese Language in King's College London.
No. 1. JULY, 1870.
SUBSCRIPTION £1 1s. PER ANNUM.
LONDON: OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, E.C.

BOARD AND EDUCATION.

ONE or TWO YOUNG LADIES can be received in the family of a Clergyman in Ayrshire to BOARD and EDUCATE. A resident Governess.
For terms, references, &c., apply 9,002, *Herald* Office Ayr, N.B.

NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.
Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.

WM. PUSTAU and CO.
China, 1st January, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. NINIAN CRAWFORD in our Hong Kong Firm CEASED on the 31st March last, and Mr. JOHN FAIRBAIRN and Mr. JOHN SAMUEL COX have been admitted Partners therein from the said day.
Our said Firm now consists of DAVID ROBERT FENTON CRAWFORD, JOHN SAMUEL COX, and JOHN FAIRBAIRN.

LANE, CRAWFORD and CO.
Hong Kong, May 4, 1870.

NOTICE.

WE have OPENED a BRANCH of our FIRM at SOURABAYA, under the management of Mr. EDWIN IN'TVELD, to whom we have granted our Power of Attorney.

HUNTER, HOUGHTON, and Co.
Batavia, 15th June, 1870.

NOTICE.

THE undersigned, the Sole Surviving Partner of the firm of HUNTER, HOUGHTON, and Co., of Batavia (now in liquidation), has ESTABLISHED, under the firm of J. PEET and Co., and has admitted Mr. H. S. HEWLETT a PARTNER.

JOHN PEET.
Batavia, 30th April, 1870.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.
An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.
Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

HOLLOWAY'S PILLS

HOLLOWAY'S OINTMENT AND PILLS.—DEBILITY AND CONSUMPTION.—In no diseases are the results of the alterative and tonic influence of these invaluable remedies more apparent or more gratifying than in that feeble condition of the body which precedes consumption. A change for the better is observed ere this treatment has been followed for a week, and the improvement steadily progresses; the encroaching emaciation and mental depression gradually gives place to health, strength, and cheerfulness. The Ointment should be rubbed most diligently between the shoulders, on the chest, and left side, at least twice a day. Two Pills should be taken nightly, the air should be sought, solids eaten, slops avoided. This treatment duly followed will soon arrest both cough and feverishness.

T. W. JACKSON,
COMMISSION AGENT,
SAN FRANCISCO.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron hips and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for tores of vessels under repair.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS, and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

OVERLAND ROUTE.—

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	From Southampton.	From Marseilles
GIBRALTAR ...	Every Saturday, at 2 P.M.	—
MALTA	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
BOMBAY	,, ,,	,, ,,
GALLE		
MADRAS	Saturday, Sept. 3, 2 P.M.	Sunday, Sept. 11, 7 A.M.
CALCUTTA ...		
PENANG	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
SINGAPORE ...		
CHINA		
JAPAN		
AUSTRALIA ...	Saturday, Sept. 3, 2 P.M.	Sunday, Sept. 11, 7 A.M.
NW. ZEALAND	And every fourth Saturday thereafter.	And every fourth Sunday thereafter.

And all ports touched at by the British India Steam Navigation Company's steamers.

REDUCED RATES OF FREIGHT.

	To India.	To China, Japan, or Australia
Parcels—		
1 to 12 In., or 2 to 24 lbs.	4s. to 9s. 6d.	4s. 6d. to 15s.
1 to 3 ft., or 24 to 72 lbs.	12s. 6d. to 20s.	20s. to 35s.
Merchandise, per ton ...	£7 to £10	£16 to £20

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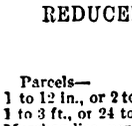

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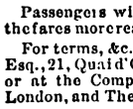

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Destination.	Ships.	Class.	Dock.	Last Shipping Day.
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Yokohama ..	Benmore ...	A in A1	SWID	With des.
Do.	Serica	A1 13 yr.	SWID	With des.

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To sail on the 18th October.

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THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 370.] LONDON, MONDAY, OCT. 3, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	July 1	Aug. 18	Aug. 22*
Yedo			
Osaka and Hiogo	June 17	„ 6	„ 16*
Hakodadi			
Nagasaki			
CHINA — Peking			
Tien-tsin	—	—	Aug. 3
Chefoo			
New-chwang			
Hankow	June 10	July 28	„ 5
Kiu-kiang			
Chin-kiang			
Shanghai	June 17	Aug. 1	„ 12
Ningpo			
Foochow	„ 17	„ 1	„ 13
Formosa			
Amoy	—	—	„ 15
Swatow			
Hong Kong	July 7	„ 16	„ 18
Canton	—	—	„ 15
Macao			
PHILIPPINES—			
Manila	June 17	„ 3	„ 11
COCHIN-CHINA—			
Saigon	July 7	„ 5	„ 17
SIAM — Bangkok	„ 7	„ 11	„ 15
BORNEO—Labuan			
Sarawak			
JAVA — Batavia			
Samarang			
Sourabaya			
MALACCA STRAITS—			
Singapore	„ 21	„ 22	„ 26
Penang	„ 29	„ 27	„ 27
CEYLON—Galle			Sept. 6
Colombo			„ 5

* By Pacific mail, *via* San Francisco.

THE MAILS, &c.

The present mail, which is delivered on its due date, is supplemented by advices from Yokohama to the 22nd August by Pacific mail, *via* San Francisco. The next inward mail (French), due on the 10th inst., will bring dates Yokohama, Aug. 16; Shanghai, Aug. 19; Hong Kong, Aug. 25; Singapore, Sept. 3.

A private telegram from Shanghai to the 15th Sept., *via* Kiachta, came in this morning.

List of Passengers.

PASSENGERS INWARD.
(List not to hand.)

PASSENGERS OUTWARD.

Per French mail steamer *Tigre*, from Marseilles, Oct. 2 (booked from London).—To Japan: Mr. Ernest Satow.

Per P. and O. steamer *Poonah*, from Southampton, Oct. 1.—To Hong Kong: Mr. Nicolse, Mrs. Coxon, Mr. Whittall, Miss E. Thompson. To Ceylon: Mr. and Mrs. F. C. Woods, Mr. A. T. Karslake, Lieut. Colonel and Mrs. Stewart.

Per P. and O. steamer *Bangalore*, from Marseilles, Oct. 9.—To Ceylon: Mr. F. H. Skrine.

Per P. and O. steamer *Nyanza*, from Southampton, Oct. 15.—To Yokohama: Mr. Rickett. To Shanghai: Mr. and Mrs. Maltby. To Hong Kong: Mr. W. Kirby. To Singapore: Mrs. J. Young, Mr. R. M. Henley. To Ceylon: Sir E. and Lady Creasy.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port we have advices—by the Pacific Mail route—to the 22nd August. The London mail of 1st July was received on the 18th August, and telegrams were to hand *via* Kiachta to the 27th July. The following summary of the news is from the *Japan Mail*.

During the early part of the past week a very heavy gale, with a great rainfall, swept over the country. The rivers in the interior are much swollen. There can be little doubt that the country in our immediate neighbourhood is extensively flooded, though we do not believe that any serious damage to the crop has yet been sustained. In the Northern, Southern and Western provinces it is said that the prospects are good, but it is impossible to suppress much anxiety on the whole subject. The rice market has advanced nearly twenty per cent. during the past ten days, and is still very sensitive. Slight shocks of earthquakes have been of constant occurrence during the past week, but at the time of going to press the weather is most brilliant.

Immediately on receipt of the disastrous news of the Tientsin massacre the authorities at Yedo communicated with the local Governments of the ports in which foreigners are settled, advising them of the occurrence, and commenting in decided terms on the folly of the Chinese and on the just indignation of the foreigners of every nationality. "It is possible," the letter proceeded to say, "that ignorant or evil-disposed persons may attempt to take advantage of the news of this massacre to stir up the prejudices of the lower classes of the people against foreigners and incite them to imitate the pernicious example of the Chinese." In case of the appearance of any such symptom, the local authorities are instructed to take most stringent measures for the maintenance of order, not hesitating to use force if necessary. And recent intelligence from Nagasaki proves that the order has certainly been acted on. In that port, which the French priests seem to have chosen as their special field of labour, two-sworders are not allowed to enter the foreign settlement without submitting to a strict examination. So long as the Government continue to act in such a spirit of friendship and good faith as this, foreigners need have no apprehensions regarding their safety in Japan.

The following notification, which has appeared on the Government notice boards at Yedo, cannot but be regarded as decidedly promising:—"Whereas the times have greatly altered within the last two or three years, numbers of the people have lost their livelihood and fallen into poverty. This is for the most part solely owing to their own idle habits, and to their imagining that they can earn money without working for it. In order, however, to assist those persons in reduced circumstances who are willing to work for their living, a set of workshops for their accommodation has been constructed in the Kishiu Yashiki. The authorities of each ward are hereby instructed to make this generally known, and to render assistance in sending forward applicants who are desirous to work. And; Any person who can suggest any new article of manufacture should communicate with the department of Manufacturing Industry, by whom his suggestion or invention will be carefully examined, and, if approved of, brought into general use."

HIOGO AND OSAKA.

Our advices are to the 16th August; the London mail of June 17th arrived August 6th, and the Pacific mail, with New York dates to June 20th, was received on the 28th July. Telegrams from London to the 10th July were to hand.

For the first time, for many months, highway robberies on the road between Osaka and Kobe are reported. A courier has been stopped by four armed men, who held swords across the track. All his money and his letters were taken from him, but no other violence used. The letters were carefully felt over to ascertain if they contained kinsatz, but as they did not, were returned to the courier. The latter states that four or five other couriers were stopped and treated in the same manner.

A meeting of the subscribers to the Hiogo Hospital Fund was held on the 23rd July, when Mr. Evers (chairman) announced a subscription of about 11,000 boos up to date. A letter had been sent to the native authorities respecting the grant of a piece of

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land, but no answer had as yet been received. He did not think the Japanese would refuse, but, as the list was liberally filled it would perhaps be as well either to take one of the bungalows on the hill, or to rent part of the existing native hospital—the natives and foreigners making some arrangement for the attendance of European medical officers. Dr. Shokker, Hunnink, Messrs. Gower, Evers, Von Fischer, Gay and Korthals were elected a committee to organise arrangements on this understanding.

A case of slight pecuniary importance in itself—Hart *v.* Lewellyn and Co.—has furnished a precedent from which the *Hiogo News* dissents, and which, it thinks, may be reversed. The British Consular Court is of opinion that a rio is four boos, and not, as stated by defendant, two niboos, and for this reason gives a verdict in favour of the plaintiff, and mulcts defendants in the costs of Court. The *News* thinks that if the judge had considered the probable results of his decision he would have hesitated before pronouncing an opinion that the rio of commerce is four silver boos, and not two niboos or one rio kinsatz.

The same authority notices the arrival, per P.M.S.S. *Golden Age*, of Mr. Ito, late Governor of this port, who is said to be somewhat astonishing the resident officials by the expeditious manner in which he is putting through various matters that have been for a long time in abeyance.

A bad fire had occurred in Kioto. Two theatres were destroyed and about 800 tsubos, or two-thirds of an acre, in a thickly populated part of the city is laid in ruins. Mr. Lucy, an engineer, late of Yokohama, has gone into Echizen, under a twelve months' engagement with that Prince. Large quantities of very heavy machinery have lately arrived at Osaka; it is being sent up the river to be erected in the castle. It is said that Mr. Morel has stated that the line between Osaka and Kobe can be got ready for traffic within seven months of the arrival of the material. A sad boiler explosion is reported from Yedo. As the steamer *City of Yedo* was about to start on her trip to Yokohama the boiler burst, killing Mr. Cassidy (the engineer), the Rev. Mr. Cornes, wife and one child, with their European servant, and about fifty-two Japanese. Captain Crowninshield was blown up into the air, but came down alive, and only feels "shaken." Mr. Skinner, Mr. Black (of Howles and Black), with Messrs. Daniels and Milne, of the P. and O. steamer *Aden*, are among the wounded, and all but Mr. Black are likely to recover. There were 139 Japanese on board, eighty-seven of whom are wounded; the rest are missing or dead. The jury at the inquest returned a verdict that the explosion resulted from the neglect and incompetency of R. Cassidy, the person in charge of the engine (one of the deceased), and the jury further expressed its opinion that the accident might have been avoided if a proper person had been placed in charge in the absence of the engineer, Mr. Gargen. A subscription was raised by the local European residents for the relief of the sufferers. Eleven firms have subscribed one hundred dollars each.

CHINA.

—o—

TIENTSIN.

From this port we have news that the bodies of the victims of the massacre of the 21st June were buried with all ceremony on the 3rd August, in the presence of a large number of native and foreign officials. Tseng-kwo-Fan only refused to attend, pleading sickness. Since the 25th July sixteen "brave" chiefs have been arrested, at the requisition of Count Rochechouart; but it is said that some of them have been again released. When they were arrested, they exclaimed, rather surprised—"How now! we have not performed those exploits of the 21st June on our own accord. The Chifoo and Chihsien have driven us to these deeds, and now it appears we shall have to suffer for them." Another old brave has been heard to have said, upon his being arrested, "I don't know what you want of me. If you want me to fight against the foreigners let me go. If, however, you think of making peace with them, very well, let my head fall—I do not wish to live then any longer."

Nothing has been heard yet of an intended punishment of Tseng-kwo-Jui, who is living at present on the hills to the west of Peking. A deputation of sixty to seventy Chinese (men of consequence and ex-officials) presented themselves to Count Rochechouart, on the evening of the 23rd, with the object of obtaining pardon for him and for the city magistrates; but of course their request was not listened to. A high official, Mao-chang-hsi, arrived from Peking to aid Tseng-kwo-Fan in his investigations. The English Chargé d'Affaires, Mr. Wade, arrived on the 27th July, and with Count Rochechouart was to return to Peking on the 4th August. The 135 children which were taken away from the Sisters' house were delivered up by the Chinese Government, and quartered at "Liang shia-yuen," formerly the residence of the Commissioners of Customs, and situated in the immediate neighbourhood of the foreign settlement.

Nothing had been done towards punishing the guilty, and the Chinese scout the idea of the three mandarins whose heads have been demanded being executed, or the people punished for the riot. They believe that a monetary payment and the reconstruction of the burned buildings only will be agreed to. Tseng-kwo-Fan, they say, will not do more, and the Tsung-li-yamen cannot. The Chinese are trying every means to gain time, and are said to be accumulating large bodies of troops in the meanwhile. The Chinese even have a rumour that Li-hung-chang is coming down with a force from Shansi; but it is hardly likely that he can afford to neglect the Mahomedans. Tseng-kwo-Fan pretends to be ill, but the real disease is suspected to be ill-will.

HANKOW.

The present mail brings dates to the 5th August; the London mail of June 10 was delivered on the 28th July.

The flooding of the settlement continued. The water has risen very rapidly, day by day, and gained a much higher point than has ever been known since the port was opened to foreign trade; in fact, natives assert that it is the most severe flood that has happened since the year 1848. An immense amount of misery prevails amongst the inhabitants of the city and surrounding country; and business of all descriptions has been at a complete standstill.

SHANGHAI.

Dates by this opportunity extend to the 12th August. No later dates had been received by mail from London, but telegrams, *via* Kiachta to the 19th July, came in on the 11th August; these announced the declaration of war on the Continent.

Sir Edward Hornby makes his homeward journey by this mail on a well-earned leave of absence; and, in taking a retrospect of the past five years, we see how great a claim he has to the respect and good wishes of his countrymen. The *North China Herald* truly remarks:—Anomalous and unsatisfactory, in many respects, as extra-territorial jurisdiction is, it yet seems to be, for the time, the only means by which Treaty Powers can secure for their subjects the due modicum of justice and law in China and Japan. When it was proved, by hard experience, that the existing Consular tribunals—presided over as they were by men of experience and ability, but without legal education and training—were insufficient to meet the wants of a large and rapidly increasing community, the establishment of a Supreme Court with a staff of trained legal officials became a necessity. Few, probably, even in Shanghai, are aware of how great is the power and how arduous are the labours of the Chief Judge. He has to supervise and direct the working of the provincial or Consular Courts. He is continually appealed to for advice and assistance, alike by officials and the public; and is at the same time a judge, a mediator, and an administrator. Whilst an English or even a Colonial Judge is protected by his position from being called upon to give advice and counsel in cases which may afterwards come before him in his judicial capacity, the Consular Judge is charged to intervene, to promote reconciliation, and to encourage and facilitate the settlement, in an amicable way, of any suit or proceeding pending before his Court. Sir Edward Hornby has discharged all the duties that devolved upon him in an enlightened spirit, and the cordial address which was presented to him on his departure with 474 signatures of the leading residents in Shanghai was felt by all to be well deserved.

Shanghai continues quiet, and free from disturbing rumours; though uneasiness caused by the Tientsin massacre *still* prevails. People do not know what turn affairs are going to take, and wait anxiously to learn what course France has decided on. The general impression is that the heads of the three guilty mandarins will not be given up without war; and there seems little doubt that the Chinese are assembling troops near Tientsin, in view of such a contingency. The question then again arises, how long operations are likely to be deferred; and how far other ports may be affected, in case of hostile proceedings at Tientsin. In view of the prevailing uncertainty, several wealthy Soochow and Ningpo merchants have left the city for the interior. The news of war having broken out in Europe increases the gravity of the crisis.

One of the many vague rumours which have been lately abroad among the Chinese is that the Emperor of Japan was to join their own Government in an attempt to expel foreigners. This is not likely to be true. The Japanese have seen far too much in Europe lately, and are too much occupied with their own concerns to dream of incurring a war against all Western nations combined. If China had shown as much intelligence in sending as many of her high officers to Europe no such atrocity as that at Tientsin would have been conceived. Still, we learn from the *Japan Times* that "The Japanese are closely watching the action of the foreign Powers in this matter, and it has been talked of by the Government officials for the last few days that some of them expected to be sent to Shanghai with the probable object of being there better informed and able to judge for themselves.

Mr. Wade's apparent policy, at the present crisis, is the subject of general and severe criticism. The prevalent opinion is that he has shown a regretable lack of vigour, and that his views in regard to the political position are opposed to those of nineteen-twentieths of his countrymen in China. The position in which he and they have been placed by the Tientsin massacre is sufficiently grave to claim a departure from diplomatic reserve, and a frank explanation to those whose interests he is supposed to guard. Mr. Wade has, on the contrary, maintained his isolation, and has allowed his countrymen to retain the belief that he takes a view diametrically opposed to their own, and inclines to a policy which they hold to be fraught with danger.

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The continuance of rainy weather has interfered greatly with the Volunteers' drill during the past week, but the enthusiasm of the movement is as fresh as ever. The artillery have at length got their uniforms; the next great improvement wanted is in guns. The community are indebted to the gentleman who, at an emergency, placed at the disposal of the corps the rifled cannon with which they are now drilling; but these are not suited for street fighting or quick movements. Twelve-pound howitzers, like those of the French volunteers, are the kind of thing we want—compact, light, and in every respect fitted for rapid movement.

A report has been published by the Public Works Committee of the Municipal Council. It contains nothing very important. The bunding of the Soochow Creek has been abandoned, in favour of the Yang-king-pang.

For the moment all is quiet in Nanking; but it is the quiet of an atmosphere charged with electricity. Foreigners there feel convinced that if the massacre of Tientsin pass unpunished, Nanking, Chinkiang, and Yangchow will witness a repetition of the crime. Letters have been received from Szechuen to the 19th of July, and all was still quiet in that province. The water was still rising rapidly in Hankow, and had reached, on the 24th, within a foot of its extreme height in 1869—48 feet against 49. The lower floors of houses were all under water, the church could not be used; and boats sail through the streets and down the bund.

The annual meeting of the committee of the Sailors' Home was held on the 10th August. The accounts showed profits to the end of last year to $2,000; but during the first six months of the present year there had been a falling off to the extent of $900. The lease of the present Home expiring in May next, it was suggested that measures should be taken to reform it on a more limited scale.

The Marine Commissioner has published a statement of lights now in course of construction on the China coast. He adds that ten new harbour lights will be erected forthwith in the Kiukiang district of the Yangtsze.

The proposed tax on wheelbarrows excited much opposition, on account of the extreme poverty of the barrow-men, who will have to accumulate, cash by cash, the half-dollar which the Council ask for once a quarter. If we think of a 10s. tax on a labourer of this class at home we shall more easily realise how heavily it must bear on the barrow-men here.

THE EMPEROR'S EDICTS.

The *North China Herald* publishes the full text of the translations of the two Imperial edicts on the Tientsin massacre, referred to in our last. Tseng-kwo-Fan and Chung How have presented a memorial to the Throne in the matter of examining and making clear the principal circumstances of the Tientsin troubles. In their memorial it is stated that they had strictly investigated the matter of persons belonging to the (foreign) sects stupifying and kidnapping people; that Wan Sang, although he had previously admitted that he had given drugs to Wu Sanchen, yet (on being subsequently examined) he alternately admitted and denied it; so that there is no real evidence that the religious establishment employed men (for kidnapping purposes); that they had examined more than one hundred and fifty children, male and female, belonging to the Sisters' establishment, who all declared that their families had placed them there to be maintained and taken care of, and that there was no such practice as kidnapping carried on. With reference to the matter of scooping out eyes and ripping open hearts, Tseng-kwo-Fan, on his arrival at Tientsin, personally investigated it (and as the result of his enquiries he says), that the people were unable to point out any proof (of such practices); that on examination it was found that neither inside nor outside the city of Tientsin was any complaint laid (before the magistrates) of children being lost; that the circumstances were just like those of Hunan, Kiangsi, Yangchow, Tienmen, and Ta-mingfu and Kwang-p'ing-fu belonging to this province, in all which inflammatory documents and anonymous placards were posted, spreading in a disorderly manner all kinds (of rumours); that afterwards, in the decision of cases (arising out of or connected with these rumours), the truth or falsehood of these inflammatory documents and anonymous placards had not been examined into and made clear; that the Tientsin people, being daily accustomed to hear the language employed in these documents and placards of other places, had already come to believe it; and moreover that, in consequence of the door of the Foreign Cathedral being kept shut all the year round; in consequence of the Cathedral and the Sisters' establishment having underground cellars, designed to let out the damp air, and to store coal and charcoal; in consequence of those who applied for medical relief being detained; and lastly, in consequence of the receiving and keeping (on the Foreign premises) the poor, the sick and the dying, suspicions were accumulated without any means of dispelling them. The memorial continues that in the fourth and fifth months of the present year (May and June) it happened there were some kidnappers who by means of drugs stupified people, and these (or their doing so) implicated the religious establishments; that the Tientsin people, seeing the Consul Fontanier firing at an officer of Government, immediately raised a clamour of ten thousand voices, and they at once rose as one man (against the French). The truth of the matter (according to Tseng-kwo-Fan) is that, as to the talk about scooping out eyes, ripping open hearts, and killing people, the greater part is false, without a particle of real evidence.

In this matter Tseng kwo-Fan has been repeatedly charged, in concert with Chung How, to act with impartiality. And the Governor and his colleague state in their memorial that this affair is all unfounded rumour. The reason of the suspicions caused by foreigners (or, according to the reading of another copy, supposed to be the authentic one, "the way in which the Tientsin people got up their suspicions") is now plainly seen. Should the like rumours arise in other provinces, the host of suspicions (engendered by these rumours) may by degrees be dissipated.

With reference to the scoundrels who stupify and kidnap children and others, there are already severe enactments against them; but lest, through lapse of time, men should think lightly of the law, let the Board of Punishments, when a criminal of his kind is brought up for trial, at once consult as to what additional punishment should be attached to this offence. Afterwards, if kidnappers should be seized in the provinces, let them also be severely dealt with, in accordance with the decision of the Board of Punishments, so as to be a warning against such cruelty and wickedness.

In the capital, which is the very seat of goodness, such blackguards ought to be much more searched out. Let, then, the Commandant of the city continually be on the watch, and if these villains should be met with let them be at once handed over to the Hingpu (Board of Punishments) for more than ordinarily severe punishment. Respect this.

AMOY.

(FROM A CORRESPONDENT.)

August 15, 1870.

You will, of course, long ere this, have been put in full possession of all the horrible details of the Tientsin massacre. Every day brings out fresh evidence, or, at least, confirms the fact that the mandarins have throughout been the moving and active instruments in this frightful tragedy. A fortnight after the day of the rising the mob of Tientsin was still in an organised state, and were said to be defying the authorities. Tseng-kwo-Fan, the Governor-General, had arrived, and had superseded three of the principal mandarins; but not one solitary individual had been seized and punished. The fact that the mob was still organised shows that they were being backed by some powerful mandarin; for were the Governor-General really in earnest it would not take him a single hour, with the forces at his command, to command the most perfect submission. There seems, however, not to be the remotest doubt but that he has all along been the secret instigator of the whole affair. It is well known that he cherishes the most ambitious views, and he has no doubt hoped that by involving the Government in difficulties with foreigners his own ends would be advanced by the troubles that would ensue. If any man ought to be punished for the frightful atrocities that have been committed he certainly is one. Amoy has been, perhaps, less excited by the news than any other place on the coast. Fortunately, we have no powerful scheming mandarins here; the number of the literati is very small, and, besides, we are close to Hong Kong, from whence, the Chinese know, we could speedily be helped. Still, there has been a good deal of agitation—more of fear than of hostility to foreigners. Some fortnight ago two French gunboats steamed into the harbour. The people were all in dread, as they expected they had come in to avenge their countrymen in the north. Some of the more wealthy of the hongs began at once to remove their treasure from the town, and it took some days to get the people to believe that no harm was intended by their presence. There is one singular fact in reference to the country round about that shows very decidedly the feeling of the people towards the mandarins. Rumours are afloat on every hand of a threatened rebellion. Now is considered the fittest possible time to rise, as the people will be sure of the aid of foreigners in their struggle with the authorities. Immediately around Chin chow the popular feeling has manifested itself so strongly that extra precautions are being taken by the mandarins for the defence of the city. There is no doubt that before long there must be a change in the policy of the officials, or there will be very serious troubles in this region. The long drought has thrown hundreds of families on the country as beggars. The offensive taxes, which seem to grow more severe every year, are completely paralysing trade. Many of the best shops in our best streets are closed. Some are bankrupt, some have fled to Hong Kong to do business there, and the universal cry is that there must be some relief, or starvation will come to many before long. The fact is that for China in its present condition there is no hope ahead. Chinese officialdom is rotten and corrupt at the very core. What matters whether the people are oppressed, whether thousands are sinking into hopeless poverty, whether trade is being driven away, so that the last hopes of being able to earn a living are extinguished; the officials are growing fast upon the very misery of the oppressed, and who is there that can hold up any hopes of relief in the future? Should foreign powers take possession of this country and parcel it out among them a few years would prove that none would acquiesce more willingly in this arrangement than the Chinese people.

It is to be hoped that the English Government will not stand aside whilst the French are dealing with the Tientsin murderers.

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The Chinese there, as a matter of policy, are endeavouring to make us believe that they have no enmity to any foreigners save the French; we who are on the spot know the utter untruth of this. There is some danger that the people at home, who are not so well acquainted with Chinese duplicity, may actually believe it. The love for the Englishman is not one whit different from that which exists for any other of the "outer barbarians." The Chinese hatred of us makes no difference in nationality. There is one fact that ought to be impressed upon the Governments of the West, and it is this—they will never obtain anything like justice from China, or succeed in having treaties observed, so long as they virtually acknowledge her superiority over them. There is a deal of sentimental talk amongst the rulers in the West that China should be admitted to terms of equality with civilised nations. The fact is they have all along practically admitted that she is not only equal but superior. Her ambassadors are admitted to audiences of the crowned heads of the West, whilst others must be contented with seeing only the Prime Minister of the Emperor. To accomplish any permanent results this anomaly must be stopped. Audiences must be demanded and insisted upon with the Emperor himself. Opposition will be made, but they will finally yield. Statesmen at home will find that around this question many others of profound importance are grouped, and that with a settlement of this one, a solution for the others will also be obtained.

News of the declaration of war between France and Prussia has reached us. It is to be hoped that this new state of things will not interfere with the proper settlement of the Tientsin question. Unless stern and severe measures are taken at this time we shall before long have a repetition of the tragedy, only on a more extensive scale. The Prussian ships are all laid up in harbour, and will be so for months to come. There are only two Prussian men-of-war on the coast, the *Hertha* and the *Medusa*; but these are old-fashioned wooden frigates, that could be of no use in a conflict with the French. Three or four nights ago a large fire raged in the Chinese town; over twenty shops were burned, including a pawn shop. Four foreign "water dragons" (fire engines) succeeded in putting the fire out in the course of three our four hours.

Our gunboat, the *Cockchafer*, has left us for the North, and has been succeeded by the *Hornet*; she is now away on a trip to Formosa.

HONG KONG.

Dates from this port extend to the 18th August; the French mail, with London advices to the 7th July, and telegrams to the 30th July, was received on the 16th August.

The *China Mail* says that it was really astounding that, up to the latest dates, no official communication had reached the Governments of France or Great Britain about the Tientsin massacre. There was not the slightest reference to it in any of the telegrams received by the French mail steamer, published or unpublished, though they extended to August 1—nearly six weeks after the occurrence of the horrible event, and the *London and China Express* of the 8th July, then to hand, proved that correct information of the catastrophe had then reached private hands. How comes it, asks the *Mail*, that the British Government had received no official despatch from Mr. Wade? Has he wilfully forfeited the confidence which Mr. Otway reposed in him? If it should turn out hereafter that the transmission of any official message has been prevented by the means hinted at by the *Courier*, knowing the anxiety to forestall at Shanghai a true statement of the Tientsin massacre by garbled accounts, deep disgrace will fall upon those foreign agents whose personal influence with the Chinese Government is most potent.

It will confirm the Chinese in their belief that the English will sacrifice everything for the sake of trade, to learn the fact that an English steamer, belonging to an eminent British house, has taken to Tientsin, from Shanghai, forty cases containing 1,014 Enfield rifles, with caps and ammunition complete, for the use of the Chinese Government, and that they have been duly forwarded to Peking. This last matter will, we hope, receive some explanation, and that it will be found to have been the result of negligence rather than of design. It seems hardly according to the fitness of things that a British Consul should be advising the observance of unusual politeness to assassins, subjects of a Government which British merchants are supplying with offensive weapons.

A handsome gold hunting watch, with crest and monogram, and the following inscription, has been exhibited at a local goldsmith's:—"To E. H. Pollard, Esq., Q.C. Purchased with the proceeds of a subscription by 100 friends on his being sentenced to pay a fine imposed on him for contempt of Court, which sentence was afterwards reversed on appeal to the Privy Council." The curiosity which has from time to time, during the last three years, been expressed as to what had become of the subscription by which many influential inhabitants of this city manifested their condolence with the learned Q.C. will now be satisfied.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings dates to Aug. 26; the French mail of July 21 arrived on Aug. 22; telegrams had been received from London to Aug. 15.

The advices contain no news of importance.

Commercial Report.

IMPORTS.

Yokohama, August 22*.—In Grey Shirtings an extensive business was being done at quotations, but for other Cotton Goods there was no inquiry, and prices were nominal, with the exception of Velvets and T-Cloths, of which small sales had deen effected. In Woollen Goods a small business was reported in Camlets, Alpacas, Blankets, and Black Cloth; all other kinds were entirely out of demand. Metals: There was a small inquiry for Pig Iron for re-export; prices for all other metals were nominal, there being no business. Quotations:—G. E. Grey Shirtings, 7 lbs., $2.57½ to 2.62½ per piece; do., 8¼ to 8½ lbs., $3 to 3.02½; do., 9 to 9¾ lbs., $3.45 to 3.50; G. E. White Shirtings, 56 to 60 reed, $3.05 to 3.10; do., 64 to 72 reed, $3.20 to 3.30; T-Cloths, 6 to 7 lbs., $1.95 to 2.30; Velvets, Black, $7.75 to 9; Alpaca, 42 yards, $7 to 7.75; Camlets, S and BBB, $13.50 to 14; do., SS, $12 to 13; do., SSS, $9 to 10.

Hiogo and Osaka, August 16*.—Transactions in Piece Goods had been upon a moderate scale, business having been interrupted by the half-yearly settlement of accounts. Prices of Cotton Goods showed a slight improvement upon those ruling last month. Grey Shirtings: A fair amount of business had been done, and prices at closing were somewhat higher. Cotton Yarn had also advanced in value, 28-32 being most in demand. Turkey Reds were saleable at quotations. Taffachelass was in slightly better request as the season advances. Black Lustres continued to find buyers at previous rates. Mousselines de Laine were less readily taken, good patterns only being saleable. Blankets were inquired for, at slightly better rates for best quality. Hoop Iron still asked for, other sorts unsaleable. Lead placed in small quantities. Quotations in dollars. Cotton Yarn: Nos. 16 to 24, $143.54 per bale; 28 to 32, $153.11 to 155.07; 38 to 42 $157.89. G.E. Grey Shirtings, 7 lbs., 38½ yards 39 in., per piece, $2.74, 8¼ to 8½ lbs., $3 to 3.04; 9 lbs., 44 in., $3.22; G.E. White Shirtings, 56 to 60 reed, 40 yards 36 in., $2.63; 64 to 72, $3; T-Cloths, 6 to 7 lbs., $2.15 to 2.27; Handkerchiefs, Assorted, per dozen, $0.57 to 0.67; Brocades and Spots, White, per piece, $2.63; ditto, Dyed, $2.87 to $3.35; Chintz, Assorted, 24 yds. 30 in., $2.39 to 2.87; Turkey Red Cambrics, 3 lbs., $2.92 to 2.95; Velvets, Black, $8.13 to 8.37; Victoria Lawns, $1.21 to 1.26; Taffachelass, Double Warp, 12 yards 43 in., $2.63 to 2.74; ditto, Single, $2.21 to 2.39; Camlets, SS, Scarlet, per piece, $14.83; ditto, Black, $11.72 to 12.96; ditto, Assorted, $11.48 to 13.40.

Shanghai.—Since the French mail steamer left there had been very little business done, the Tientsin buyers having withdrawn from the market, pending receipt of advices as to the result of their late extensive purchases, whilst the floods at Hankow had completely stopped all demands for that quarter. Grey Shirtings: The sales by importers consisted to a great extent of 7 lbs. goods. In 8¼ lbs. there had not been so much done; but the news of a slight advance in their value at Tientsin had caused more inquiry, and the market for them closed firmly, with an upward tendency. The quantity of common chops, 8¼ lbs., in first hands, was believed to be very small. For heavy Shirtings there had been no demand, and quotations were nominal. White Shirtings: Transactions had not been large. No quotable change in value, but very limited request, and a decline was not unlikely. T-Cloths: 6 lbs. and 7 lbs., common to ordinary, were still in some request, but the stock was not large, and this, coupled with the higher ideas of holders, had checked operations. Ordinary qualities had slightly improved, but the better makes were rather easier, with little disposition to operate. 8 lbs. T-Cloths moderately dealt in, but the demand seemed satisfied; rates unchanged. Drills: Some 26,000 pieces Americans changed hands on the basis of Tls. 3.45 for best goods, ordinary delivery. Jeans: Holders firm, at Tls. 2.30 to 2.35 per piece for 8 lb. English goods, but buyers disinclined to pay these figures; market demand supplied by auction sales of sea damaged and resales by speculators. Sheetings: Transactions are almost *nil*. Fancy Cottons: Attention still chiefly directed to Chintzes, Velveteens, and Velvets; no material alteration in values, but tendency towards higher rates. Some inquiry for Turkey Red Cambrics, but prices offered far below the ideas of holders. Trifling trade in Brocades, Spots, and Damasks reported. Woollens: The flooded state of the Upper Yangtsze Provinces had injured the market here, and there was not much likelihood of any great activity until the water should subside. Metals—Iron: Only a few settlements reported at about previous rates. Market closed rather firmer for Nail Rods; stocks large. Coals: The coal market had been very quiet; no arrivals or sales of English, Cardiff, or American. Cargo quotations from ship here: Cardiff, Tls. 8.5.0; English, Tls. 6.7.5; American, Tls. 8 per ton nominal. Quotations (duty paid):—G.E. Grey Shirtings, 7 lbs., Tls. 1.7.6 to 1.8.4 per piece; 8¼ to 8½ lbs., Tls. 2.1.8 to 2.2.7; G.E. White Shirtings, Tls. 1.7.5 to 2.4.0; T-Cloths: 6 lbs., ordinary, Tls. 1.2.5 to 1.3.0; 7 lbs., Tls. 1.4.3 to 1.4.8; 6 lbs. Mex., Tls. 1.4.0 to 1.4.5; 7 lbs. Mex., Tls. 1.6.0 to 1.7.0; 8 to 8½ lbs., Tls. 1.9.0 to 2; XX, Tls. 2.2.5 to 2.3.0. Iron—Nail Rod, small sizes, Tls. 2.1.5 to 2.2.0 per picul; fair to good assortments, Tls. 1.9.5 to 2; Hoop, Tls. 2 to 2.0.5; Flat and Round, Tls. 2.0.5 to 2.1.5. Lead, Tls. 4.4.0 to 5, nominal.

Hankow.—Cotton goods: Grey Shirtings, 7lbs. and 8¼lbs. weights had met with moderate inquiry, at a decline of 2 to 3 candareens per piece; closing quotations were Tls. 1.82 to 1.86 for 7lbs.; Tls. 2.18 to 2.26 for 8¼lbs.; and Tls. 2.30 to 2.60 per piece for 9 to 10lbs. White Shirtings remained very dull. T-Cloths: An unimportant business had been done at slightly easier rates, and there were no offers at the close. Drills: The demand which recently set in was chiefly speculative and had since subsided; prices of good cargo were maintained; ordinary

* Via San Francisco.

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and common dull and rather lower. Jeans: Small sales reported at a decline on previous rates. Camlets: There were no offers. Long Ells: A small quantity, favourite chops, found buyers at previous prices; ordinary unsaleable. Spanish Stripes: Well assorted goods taken to a moderate extent at unchanged rates. Figured Orleans: But little inquiry and no improvement to advise. Metals: Lead: Sales showed a decline on last mails rates of about one mace per picul, and with a large stock the tendency was downwards.

CANTON.—Lead had been taken to the smallest extent only, as the tendency of European advices was to render holders firmer, whilst the extent of stocks at this port and at Hong Kong kept buyers from operating save for actual wants. Quicksilver was well maintained, but previous purchases had satisfied dealers for the present. Sales: Lead, Common, 400 piculs, at $6.15 to 6.20; W. B., no sales, at $6.30 to 6.35.

HONG KONG.—Cotton Yarn: No demand whatever exist for Yarns of any count, and only a trifling quantity of 38/42's had been taken by Tonking dealers at $150 to 152½ per bale for best qualities. Grey Shirtings: 7 lbs. showed no improvement, sales having been made at $2.35 to 2.45 per piece, according to quality. 8.4 lbs. had continued in fair demand, and free purchases "to arrive" had been made at last quotations. Stocks within very moderate compass, and shipments on the way also far from heavy. White Shirtings: A small quantity of the finest reeds taken. Low qualities in no demand. Grey T-Cloths: Market further declined, owing to continued anxiety of holders to force off stocks. Common qualities of 6 lbs. could be had at $1.70 per piece, and 7 lbs. at $1.90 per piece. Some little inquiry for finer qualities, but the ideas of the Native dealers had been so much disturbed by the way they had seen a great portion of the trade conducted that the offers they made were too unreasonable for acceptance. Grey Twills: No change. Dyed and Fancy Cottons: Nothing to report. Woollen Cloths: Small sales, Importers of German goods being ready to meet demand. Spanish Stripes: Purchases confined to heavy qualities. Long Ells: Sales of H. and H. H. qualities without improvement in rates. Camlets: The activity had quite disappeared, and only two small parcels of S.S. and one of B.B.B. qualities had changed hands. Lastings also neglected. Metals: Nail Rod Iron improved, but not yet realising profitable rates. The highest price obtained was $2.60 per picul, at which a parcel of 200 tons had been sold. Round, Square, and Flat Bars had been moved at $2.65 per picul. Steel and Tin Plates are neglected. Quicksilver in demand at last quotations. Lead nominally improved in consequence of the nature of latest news from home, but no sales reported. Quotations:—Cotton Yarn, $110 to 115; No. 16 to 24, $125 to 135; 28 to 32, $135 to 137.50. Grey Shirtings: 7 lbs., $2.35 to 2.40; 8.4 lbs., $2.80 to 2.87; 9 to 10 lbs., $2.95 to 3.60; White Shirtings, fine qualities, $3.60; T-Cloths, 6 lbs., 32 in., $1.70 to 1.90; 7 lbs., 32 in., $1.90 to 2.32½; 8 to 8.4 lbs., 36 in., $2.45 to 2.55 per bale; Long Ells, H Scarlet, $6.80 to 6.90 per piece; HH., $6.90 to 7; H Assorted, $6.50 to 6.60; H.H., $6.65 to 6.80; Coal, English, $7 to 7.50; Welsh, $8.25 to 8.50 per bale.

SINGAPORE.—Messrs. Boustead and Co. supply the following report: —39-inch Grey Shirtings, 8¼ lbs., in fair inquiry; bulk of the business had been at $2.60 to 2.62½, but near the close $2.72½ had been obtained. Demand for 7 lb. limited, at $2.25 to 2.27½. Small sales of 6 lb. at $1.92½ to 1.95. 45-inch 9 lb. met little attention, sales at $3 to 2.92½; 8 lb. very dull at $2.60; 7 lb. no demand; quotation $2.20 nominal. 36-inch White Shirtings: Except for most favourite makes, sales of which had been small at lower prices, there was no demand. 45-inch quoted nominally $3.70 to 3.75. 45-inch White Cambrics: To effect sales holders had accepted lower prices. Transactions in No. 24s at $18 to 18½; Nos. 15/16s at $28.50 to 29. 36-inch White Spots: Limited demand at $2.75. 36 inch White Maddapollams: Only a slight demand supplied at $20 per corge. 33-inch Imitation Irish Linens: Little change; business confined to a few cases only at $1.95. 32-inch Grey T-Cloths in moderate demand in the early part of the fortnight, but latterly very little inquiry. Transactions at $1.30 to 1.20 for 4 lb., $1.35 to 1.30 for 4½ lb., $1.40 for 5 lb., and $1.62½ to 1.60 for 6 lb.; 7 lb. neglected, nominally worth $1.90. 32-inch Grey Maddapollams quite out of demand; to effect sales $18½ accepted for 3 lb. 30-inch Grey Drills without any demand. Grey Yarn: For 40s moderate inquiry; sales at $131 to 130. 30s quite neglected, nominal at $120. To clear stocks some holders have sold 18/24s at $90. Woollens continue very dull. Small sales reported of coarse Blue Spanish Stripes at 50 cents and Scarlet Camlets at $14. Metals dull, with hardly any alteration in quotations.

PENANG.—The only arrival from Europe had been that of the s.s. Eldon, from Liverpool, via the Suez Canal, with a very moderate supply of staples. Grey Shirtings had been much neglected, only unimportant transactions reported in 6 lb. goods at $39, 7 lbs. at $45 and 44, and 8½ lbs. at $55 to 54 per corge. Long Cloths no sales. Maddapollams: Only trifling sales of 2¾ lbs. goods at $18¾ per corge. T-Cloths had likewise been very quiet; sales of 6 lbs. at $36 to 33, the lower price for inferior; and of 7 lbs. at $39 per corge. White Shirtings, low to fine, taken at $38 to 80, but only in trifling quantity; a few sales of 45-inch at $74 to 73 per corge. Yarn had been very dull, small sales of Grey Mule, No. 30, at $120 per bale of 400 lbs.; of Imperial Red, No. 40, at $73; and of Green, No. 40, at $78 per bale of 200 lbs.

EXPORTS.

TEA.

YOKOHAMA, AUGUST 22*.—Business had been quieter, and native dealers not having shown so much anxiety to realise, prices after a slight decline closed firm as last quoted. Settlements had been on a fair scale, making a total of fully 12,500 piculs since the last American Mail, almost entirely for the New York market, consisting chiefly of Good Medium to Fine grades. The inclemency of the weather had prevented supplies from coming forward to any extent, and consequently stocks were somewhat reduced; there had, however, been some fair arrivals from Kobe, both on native and European account. The Joachim Christian sailed on the 10th August with 157,819 lbs. for New York, and 29,242 for San Francisco; the Min, Laju, and Black Prince, were on the berth for New York, and the Ariel with part cargo from Kobe would fill up for the same port. Quotations:—Common, nominal; Good common, $32 to 34 per picul; medium, $35 to 37 per picul; good medium, $38 to 41; fine, $42 to 45 per picul; finest, $46 to 48; choice, $50 and upwards.

HIOGO AND OSAKA, AUGUST 16*.—At the commencement of the month considerable settlements were made at reduced rates; subsequently the market became quiet, with a tendency to a further decline, but late purchases had caused teamen to grow firmer in their demands. Upwards of 3,000 piculs had been shipped to Yokohama on native account. Arrivals estimated at 7,000 piculs. Settlements and shipments at 6,000 piculs, and stocks at 3,000 piculs. The Latona and Osaka were on the berth for New York. The Ariel, partly loaded with Tea, had sailed for Yokohama. Quotations: Common and good common, none; medium, Rios 32 to 39 per picul; good medium, Rios 40 to 44 per picul; fine, Rios 45 to 50 per picul; finest, Rios 51 to 56 per picul; choice, none.

SHANGHAI.—Black: Business in second crops had continued, but a fall of about Tls. 2 on these and most other kinds has to be noticed, and the market generally had favoured buyers. Low dusty Hohow had been sold at Tls. 14 and ordinary Shongtam at Tls. 18½; stocks were large and Teamen anxious to make sales. Settlements, 25,200 chests; Re-shipments, 2,400 chests; Stock, 96,400 chests. Prices paid had been:—Hohows and Ningchows, Tls. 14 to 27; Oonams, Oonfas, &c., Tls. 18½ to 23¾; Oopacks, &c., Tls. 20 to 25. Green: The market for New Teenkais has been opened, as noticed in our last report, with an eagerness quite surpassing that of former seasons. The first purchase was made at Tls. 43, and was soon followed by others at Tls. 45½ and Tls. 46½; since then active competition for all good chops had culminated in the settlement of "Hip Mow" and "Kut Kee" at Tls. 47. Many of the teas were of course fine, but the bulk was not equal to last season. Pingsueys still attracted considerable attention and parcels of really good make in boxes, which were very scarce, would be readily purchased. New Hoochows had been operated in at Tls. 33 to 37, and appeared to show very fair value. On examination the teas were found altogether less dusty than those of last season, but there was still room for improvement. In make and colour there was much to complain of, including evidences of hasty preparation. Settlements: Pingsueys, 6,600 half-chests; Hoochows, 2,700 half-chests; Teenkais, 37,900 half-chests. Stocks: Pingsueys, 4,000 half-chests; Hoochows, 5,000 half-chests; Teenkais, 14,700 half-chests; old tea, 2,000 half-chests. Prices paid had been:—Pingsueys, in chops, Tls. 33 to 50; Pingsueys, boxes, Tls. 41 to 51; Hoochows, Tls. 33 to 37; Fychows and Teenkais, Tls. 35½ to 47. The export of tea as compared with that of last season was as follows:— To Great Britain, Black, 3,000,000 lbs. deficiency. To Great Britain, Green, 1,000,000 lbs., deficiency. To America, Green, 751,000 lbs., excess.

HANKOW.—Arrivals during the fortnight had been on a larger scale than had been known at any corresponding period, and as the unexampled rise of the river precluded all possibility of storage, Teas had been forwarded to Shanghai as soon as they arrived. Musters of third crops were not to hand; the supply, however, was reported to be very large. Settlements by foreigners had been most trivial, and quotations were actually nominal; natives, however, had made considerable purchases for re-sale at Shanghai on the strength of their advices from thence. Transactions for the fortnight:—Settlements, 4,103 chests. Contracts, nil.; shipments to Shanghai on native account, 38,703 chests. The prices paid had been as follows: Oopacks, Common to Fair, Tls. 15.75 to 18.50 per picul, equal to 1s. 1½d. to 1s. 3½d. per lb. Oonams, Common, Tls. 13.0 per picul, equal to 1s. per lb.

FOOCHOW.—Congou: The teamen having generally realised sufficient of their stock to meet their most pressing demands, had been less eager to sell, and a comparatively small business only had been transacted in consequence. Common Teas may be quoted slightly easier, while the better grades had been taken at a slight advance. Souchong: The lower grades had been in fair demand. Oolongs: Upwards of 7,000 packages had found buyers at prices considerably in excess of American rates. Flowery Pekoe: The high prices demanded by the teamen had prevented business being transacted to any extent. Scented Teas: A small business had been transacted in these kinds, prices having a downward tendency. Sales for the fortnight and prices were as follows:— Congou: Dust and broken leaf kinds, Tls. 5 to 10; ordinary common, Tls. 12 to 14; good common, Tls. 14 to 16; light flavoury, Tls. 17 to 20; good flavoury to medium Kysow kinds, Tls. 22—42,000 chests sold. Souchong: Common to medium, Tls. 14 to 23; good to fine, Tls. 28 to 30—4,375 chests sold. Oolongs: Common to good cargo, Tls. 17 to 21¼—7,633 half-chests sold. Flowery Pekoe: Common to medium, Tls. 30 to 38; fine to finest, Tls. 46 to 50—252 chests sold. Scented Teas: Common to medium, Tls. 19 to 20: fine to finest, Tls 30 to 41—6,553 boxes sold.

SILK.

YOKOHAMA, AUGUST 22*.—Transactions had been excessively small, amounting only to about 50 bales; the extreme firmness of dealers prevented business in the early part of the interval, and on receipt of intelligence that war had broken out in Europe, buying ceased. Quotations remained as last reported but must be considered quite nominal, as business for the time being was suspended. Supplies had continued moderate, and the unsold stock was increased to about 1,000 bales. Silkworms' Eggs: Total arrivals for the season to date were estimated at 170,000 cards; Settlements had only been a few thousand cards at prices varying from $3½ to 4½ for fair to best Annuals.

HIOGO AND OSAKA, AUGUST 16.*—Contrary to expectations, very little Silk had been brought forward, natives alleging that prices in the interior were higher than foreigners offer at this port. About 60 to 70 bales of 50 catties had been brought forward, mostly old and new Silk mixed; as yet no classical Silk had appeared. Settlements were esti-

* Via San Francisco.

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mated at 40 bales of 80 catties. Silkworms' Eggs had been brought forward to some extent, and, failing to find buyers, had been, for the most part, shipped on native account to Yokohama. Prices asked were Rios 2.25 to 3 for fine to finest green annual kinds. Settlements estimated at 2,000 to 3,000 cards, mostly at Rios 2.25 to 2.50 per card.

SHANGHAI. — Messrs. C. J. Skeggs and Co. report: — Telegrams *via* Galle and Kiachta to 12th July, both arriving on the same day, report threatened hostilities between France and Prussia; business in Silk quite suspended. In consequence of this news the business for the French mail (which left on the 5th Aug. taking 161 bales for England and 231 bales for France) was very limited and mostly settled before the telegrams arrived. Buyers, however, soon regained confidence, as immediately after the steamer left some considerable purchases were made, no doubt in anticipation that the next telegrams would advise tranquillity restored, but the lines have apparently been interrupted, so that no later dates have been received. We hear that large quantities of the Silk on inspection was found to be inferior, and has in consequence been rejected. Had buyers been more reserved, there is no doubt we should have seen lower prices; as it is, the Tael prices show little alteration, except for common descriptions, which are Tls. 5 to 10 lower, whilst Exchange is slightly in favour of buyers. Chooping chop 3rd sold Tls. 610. Dragon Tls. 605. Elephant chop Tls. 535. Kukee Chin Jan Tls. 540. Red Peacock Tls. 525 to 530. Pangling Kahing Tls. 515. Re-reeled Haineon Tls. 590 to 620. Re-reeled Tsatlees Tls. 580 to 590. Since writing the above, telegrams *via* Calcutta have been received reporting war declared and actually commenced between France and Prussia; the effect of such news will be of course to suspend business entirely, in the meantime it is needless to speculate further on what the later results may be.

SIAM PRODUCE.

The following report on the Bangkok Produce Market is from the Borneo Company's Circular, dated Aug. 15:—Rice: On the receipt of advices from Hong Kong that prices had quickly risen from $1.60 to to $2 per picul, the value of our Namuan grain here has suddenly advanced from $1.15 to 1.30-35 per picul, put on board in the river in mat bags. After a few days it was known that tonnage to the extent of about 200,000 piculs had been taken up for this port, and, as it was expected, this would be too great a drain upon our short crop, prices quickly rose to $1.60-62½, at which fair sales were made. To-day we quote Namuan Mill cleaned rice at $1.50, and Nasuan at $1.75 per picul, the latter being, however, very scarce indeed. The further run of prices will much depend on the weather during the next few weeks, but when we take into account the admitted shortness of our crop and the large number of ships coming forward, we cannot even under the most favourable circumstances expect to see any very material decline in rates, at least for some little time to come. The weather has been lately more favourable, supplies of paddy in consequence became at once more plentiful. Sugar can only now be bought in small quantities at Tls. 10 ($6.53 per picul f.o.b.) for No. 16, Laconchaisee, and Tls. 6 ($4 per picul f.o.b,) for good Brown. The new Sugar begins to come to market in January. Sapanwood is unchanged in value, and in request for China at Tls. 3 per picul ($2.21 per picul f.o.b.). Sticklac: No supplies have lately reached our market. Teel Seed has declined in value and best quality was yesterday bought at Tls. 80½ per coyan ($3.14 per picul f.o.b). Second quality is worth Tls. 76 per coyan. There is now a good demand for both kinds. Gamboge and Gum Benjamin: Our market is still without supplies. Buffalo Hides have declined to Tls. 10½ per picul ($7.47 per picul f.o.b). Buffalo Horns are worth Tls. 12½ per picul ($8.27 per picul f.o.b). Deer Horns are procurable in small quantities at Tls. 13 per picul ($8.50 per picul f.o.b.). Black Pepper: There has been none whatever in the market during the past two weeks.

STRAITS PRODUCE.

SINGAPORE.—Tin sold at $29.75 per picul, but since receipt of telegrams from England to Aug. 13, quoting it £130, the article had been much inquired for, and first arrivals would probably fetch about $31 per picul. Gambier placed to an average extent during the fortnight at $3.02½ to 3.07½, and at the higher quotation dealers were very firm. Black Pepper much wanted at about $8.30 per picul, little or none obtainable. White Pepper worth $11½ to 12 per picul, according to quality; supplies very small. Pearl Sago advanced to $3.15 for small, and $3.22½ for large grain. Sago Flour: 7,000 piculs from Labuan taken at $2.65 to 2.68 per picul. Tapioca worth $3.50 to 3.62½, according to quality. Buffalo Hides of best quality worth $10½; second quality sold at $9⅞ to 10 per picul. Cow Hides: 1,100 piculs unpicked Rangoon taken at $13.62½. Gum Dammar sold at $11 to 12 per picul; 200 piculs in stock. India-rubber: A sale reported of 40 piculs at $46. Borneo quality placed at $29½ to 31. Gutta-percha: Sales of good quality at $63. Rattans scarce; good qualities worth $5 to 6½ per picul. Coffee: About 5,000 piculs Bontyne placed at $10.50 to 10.80 per picul, none remaining. Cubebs offered at $5¾ to 6 per picul.

PENANG.—The Produce Market had been but barely supplied during the fortnight. In the beginning of the fortnight a remainder of West Coast Black Pepper, sea-damaged, was purchased at $8.10 per picul, and at about the same time arrivals of Acheen secured at $8 to 8.07½ per picul, but towards the close the price advanced to $8.18 per picul, the rate of the last purchase. White Pepper not in large supply, taken at $11, $11¼ and $11½ per picul. Tin had been in limited supply, prices had ranged from $28.80 at the beginning of the fortnight to $31 per picul closing rate. Gum Benjamin: No transactions registered.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks.—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to July 31, 1870	10826	29880815	6406945	...	3196063	39584649	13676
Corresponding period last season	...	30858533	12877127	...	3752387	47488047	6151

Shipments Since:

July 30 per Undine	From Shanghai	...	908,412	216*
Aug. 1 ... Niger (str.)	... Foochow	...	1,461,777	
— 2 ... Sir Lancelot	... Do.	...	1,260,561	
— 2 ... Thyatira	... Shanghai	...	1,326,833	100
— 3 ... Norman Court	... Foochow	...	1,066,422	
— 4 ... Eme	... Do.	...	1,002.648	
— 8 ... Burdwan	... Canton	...	806,061	
— 8 ... Nestor (str.)	... Shanghai	...	529,083	
— — ... Do.	... Canton	...	53,600	92
— 10 ... Zephyrus	... Shanghai	...	874,877	
— — ... Leith (str.)	... Do.	...	444,170	
— 11 ... Imperatrice (Fr. ml. str.)	... Shanghai, &c.	...	—	251
— 18 ... Deccan (ml. str.)	... Do.	...	—	759

* Included in above total.

TO THE CONTINENT.

		Bales.
From June 1 to July 31, 1870	...	33895
Corresponding period last season	...	42720

Shipments Since:

Aug. 11 per Imperatrice (Fr. ml. str.)	From Shanghai, &c.	...	11,000	243
— 18 ... Deccan (ml. str.)	... Do.	...	—	290

TO UNITED STATES.

		Pcls.
From June 1 to July 31, 1870	...	3478639	100
Corresponding period last season	...	452553	44

Shipments Since:

Aug. 6 per Kelso	From Foochow	...	442,349
— — ... Devana	... Amoy	...	865,745
— — ... Ceres	... Do.	...	281,135

TO AUSTRALIA.

From June 1 to July 31, 1870	3,607,939 lbs.
Corresponding period last year	2,601,818

Shipments Since:

Aug. 1 per Isabella Brown	From Foochow	...	400,210
— 4 ... Jane Peter	... Do.	...	345,727
— 10 ... Engebert	... Do.	...	298,851
— 11 ... Taikun	... Do.	...	396,571
— — ... Matador	... Amoy	...	92,760

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844	51,022,600	...*
„ 1845 to 1846	57,334,200	18,604
„ 1850 to 1851	63,972,000	22,143
„ 1853 to 1854	77,327,800	61,280
„ 1855 to 1856	92,240,300	50,481
„ 1857 to 1858	76,990,255	68,315
„ 1858 to 1859	65,789,792	83,134
„ 1859 to 1860	85,560,452	64,169
„ 1860 to 1861	90,066,160	70,644
„ 1861 to 1862	109,854,040	79,199
„ 1862 to 1863	121,273,580	72,887
„ 1863 to 1864	117,463,586	46,603
„ 1864 to 1865	121,236,870	32,313
„ 1865 to 1866	118,333,042	62,890
„ 1866 to 1867	118,423,290	50,052
„ 1867 to 1868	116,890,430	57,449
„ 1868 to 1869	142,789,804	70,917
„ 1869 to 1870	139,740,193	63,807

* Including the Continent.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 5d	4s. 6d.	4s. 6d.
Shanghai „ „	5s. 10½d.	5s. 11d.	5s. 11½d.
Canton „ „	4s. 4d.	4s. 4½d.	4s. 4¾d.
Hong Kong „ „			
Macao „ „			
Singapore „ „	4s. 3¾d.	4s. 4d.	4s. 4¼d.
Manila „ „	4s. 4½d.	4s. 5d.	4s. 5d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	301 to 302	225½
„ Hong Kong	24½ to 25 dis.	—
Bar silver	111 5 0	8 prem.
Mexican dollars	75.3.0	½ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 24; Old, 36 per cent. premium.
Hong Kong Gas Company, 45 dols. per share.
Hong Kong and Whampoa Dock, 5 to 7 per cent. discount.
China Traders' Insurance, 1,600 to 1,700 dols. premium.
Hotel shares, 60 to 65 per cent. discount.
Hong Kong and Macao Steamboat Company, 29 dols. premium.
Hong Kong Fire Insurance Company, 205 dols. premium.
Union Insurance Society of Canton, 1,650 dols premium.
China and Japan Marine Insurance Company, Tls. 25 to Tls. 30 premium.

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China Fire Insurance Company, 40 dols. to 42½ dols. premium.
Victoria Fire Insurance Company, 20 dollars premium.
China Sea, Saigon, and Straits Steamship Company, 5 dols. dis.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par.

EXPORT OF WOOLLEN GOODS.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London and Liverpool :—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Spanish Stripes, Broad Cloth, &c.	Pieces Stuffs.	Pieces Inferior Woollns.
Shipped to this date during the present year	To Hong Kong	16,480	5,536	6,452	49,235	34,947
	,, Shanghai	105,600	51,610	44,075	240,973	27,696
	,, Japan	200	1,040	16,017	44,175	9,211
Total...		122,280	58,186	66,544	334,383	71,854
Shipped to same date last year	To Hong Kong	23,120	14,650	11,168	27,750	44,485
	,, Shanghai	128,500	47,370	53,565	262,013	54,040
	,, Japan	2,000	6,740	14,248	70,846	89,804
Total...		153,620	68,760	78,981	360,609	188,329
Total shipped during the year 1869	To Hong Kong	25,120	18,570	13,803	35,920	54,836
	,, Shanghai	159,000	60,050	70,253	355,193	56,180
	,, Japan	2,000	7,240	15,823	82,556	96,206
Total...		186,120	85,860	99,879	473,669	207,222
Do do. 1868	To Hong Kong	21,460	7,190	15,989	46,000	18,581
	,, Shanghai	125,080	64,710	51,510	304,520	33,560
	,, Japan	—	8,290	3,055	73,460	38,906
Total ..		146,540	80,190	70,554	423,980	86,047
Had arrived out when the last accounts left of this year's shipments...		70,080	32,960	33,286	158,295	21,981

QUOTATIONS.

HH Long Ells	29	6	per piece Scarlet
HH Spa: Stripes	2	9½	,, yard ,,
HH SS Camlets	57	0	,, piece ,,
HH Lastings (6 reed)	52	6	,, ,, Gentian
LL ,, (5 reed)	46	6	,, ,, ,,
HH Crape Lastings	41	0	,, ,, ,,
LL Do. do.	37	6	,, ,, ,,
HH China Figures	21	0	,, ,, Scarlet
HH Crape Lustres	19	0	,, ,, Black
China Blankets	1	8	,, lb. Scarlet

(The above prices (except for Blankets) include tilleting and packing, and are subject to a discount of 1½ per cent. for cash.)

NEW SEASON'S TEA VESSELS EXPECTED.

From	Ship.	Cargo.
Hankow	Oberon (str.)	lbs.1,111,247
,,	Titania	1,215,191
Shanghai	Cutty Sark	1,305,812
,,	Serica	929,111
,,	John R. Worcester	1,102,691
,,	Lauderdale	840,748
,,	Weymouth	1,035,875
,,	Argonaut	1,454,995
,,	Priam (str.) [put into Bombay]	633,135
,,	Eliza Shaw	960,550
,,	Duke of Abercorn	1,535,378
,,	Forward Ho	1,325,984
,,	Ethiopian	1,060,856
,,	Whinfell	952,923
,,	Leith (str.)	Not advised.
,,	Zephyrne	,,
,,	Kildare	,,
,,	Thyatira	,,
,,	Columbus	1,025,902
,,	Doune Castle	988,674
,,	Golden Spur	Not advised.
,,	Hipparchus (str.)	,,
,,	Wild Deer	,,
,,	Northampton	,,
,,	Geraint	,,
,,	Huntly Castle	,,
Canton	Deerhound	661,762
,,	Belted Will	926,470
,,	Peiho (str.)	58,350
Foochow	Ambassador	892,229
,,	Thermopylæ	1,406,425

SETTLEMENTS OF TEA AT SHANGHAI.

From 1st June to 9th August, Season 1870 to 1871.

Buyer.	Black Tea. Chests.	½-Chests.	Green Tea. ½-Chests.
Adamson, Bell, and Co.	10,677	4,145	4,694
Barnet, G. and Co.	—	2,024	—
Birley, Worthington, and Co.	20,986	8,924	6,064
Blain and Co.	7,538	8,979	—
Bourjau, Hubener, and Co.	2,516	—	—
Brand, Monro, and Co.	796	553	1,281
Bull, Purdon, and Co.	—	1,518	2,830
Butterfield and Swire	2,642	2,128	1,165
Chapman, King, and Co.	4,901	6,820	—
Cock, A.	11,590	2,803	—
Dent and Co.	4,583	1,633	—
Dent, Alfred	7,525	1,494	—
Drysdale, Ringer and Co.	288	1,827	—
Gamwell, F. R., and Co.	—	—	696
Gibb, Livingston, and Co.	14,562	3,396	7,997
Gilman and Co.	12,534	15,492	1,936
Glover, Dow, and Co.	1,540	—	—
Heard, Augustine, and Co.	1,399	1,159	14,643
Hogg Brothers	2,611	1,583	1,051
Holliday, Wise and Co.	774	604	337
Jardine, Matheson, and Co.	6,733	2,481	—
Little and Co.	3,434	992	17,391
Olyphant and Co.	9,510	5,222	5,995
Osborne and Co.	—	—	—
Overbeck and Co.	1,748	1,100	—
Overweg and Co.	9,096	3,211	—
Petrocochino and Co.	—	1,583	3,289
Pustau and Co.	2,368	4,100	—
Reid and Co.	3,671	4,006	—
Reiss and Co.	2,852	5,706	2,556
Rothwell and Co.	1,131	—	1,844
Russell and Co.	—	590	7,347
Sassoon, David, Sons, and Co.	1,201	—	—
Shaw Brothers and Co.	1,022	1,093	928
Smith, Archer and Co.	1,293	680	610
Tate and Hawes	4,621	3,494	1,321
Thorne Brothers and Co.	6,898	3,771	4,469
Turner and Co.	7,217	2,531	—
Weston and Co.	1,647	2,566	—
By Sundries	912	1,557	1,658
Total	174,781	109,865	89,102

LIST OF SILK SHIPPERS FROM SHANGHAI.

From 1st June to 7th August, 1870.

	Bales.		Bales.
Adamson, Bell, and Co.	653	Meynard and Co.	40
Balfour, F. H.	393	Milsom and Tod	783
Barnet and Co.	561	Nachtrieb, A., and Co.	463
Birley, Worthington, & Co.	288	Petrocochino and Co.	165
Bland, J.	90	Pila and Co.	119
Borntraeger and Co.	388	Pustau, W., and Co.	10
Bourjau, Hubener, and Co.	88	Reid and Co.	54
Bovet, Brothers and Co.	220	Reiss and Co.	88
Bower, Hanbury and Co.	910	Russell and Co.	944
Brand, Monro, and Co.	1,358	Remé, Wm., and Co.	600
Carter and Co.	192	Sassoon, D., Sons, and Co.	93
Chapman, King, and Co.	70	Scheibler, Matthaei, and Co.	352
Cumine and Co.	10	Seare, Essex, and Co.	377
Dent and Co.	125	Shaw Brothers and Co.	429
Dickinson and Co.	5	Siemssen and Co.	533
Fogg and Co.	41	Skeggs and Co.	1,578
Gamwell, F. R.	252	Smith, Archer, and Co.	48
Gibb, Livingston, and Co.	208	Textor and Co.	730
Gilman and Co.	1,098	Thorne Brothers and Co.	188
Glover, Dow, and Co.	194	Trautmann and Co.	10
Heard, Augustine, and Co.	187	Turner and Co.	107
Helbling and Co.	14	Westall, Brand, and Co.	77
Hogg Brothers	255	Sundries	1,140
Jardine, Matheson, and Co.	525		
Jarvie, John, and Co.	376	Total bales...	17,892

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From London, Aug. 2, Chieftain; 9, Espiegle; 13, Pegasus; 14, Pak Wan, Lota; from Liverpool, Aug. 1, Malacca (str.) 14, Waverley; from Toulon, 19, Felix; from Newcastle, 13, Aberdeen.

At Shanghai.—From London, July 7, Taunton; 9, Dundonald, Arracan.

At Hong Kong and Canton.—From Liverpool, Aug. 13, Albatross (str.); from Havre, 7, Taffarette; from New York, 15, N. B. Palmer.

At Manila.—From Newcastle, 10, Teroinan.

At Singapore.—From Liverpool, Aug. 17, Knight Templar; from Lisbon, Saida (str.); from New York, 13, Colorado (U.S. frigate); 22, Alsaka (str.); from London, Delaware, Sidlaw, Euphrosyne (reported by telegram.)

At Penang.—From Liverpool, Aug. 28, Eldon (str.).

At Bangkok.—None.

DEPARTURES.

From Yokohama.—For New York, July 22, Chloris.

From Shanghai.—For London, Aug. 3, Thyatira.

From Foochow.—None.

From Amoy.—For New York, Aug. 6, Kelso, Devana, Ceres.

From Hong Kong and Canton.—For Callao, Aug. 11, Macao.

From Manila.—For London, Aug. 3, Bryn Ivor; for Falmouth, 9, Merse; for New York, 3, Mountain Ash, Petunia; 8, Sainte Germaine; for Cadiz, 1, M. Nativada a Chica.

From Singapore.—For London, Aug. 17, Niger (str.); 19, Chrysolite; 20, Nestor (str.); 24, Vine (str.); for Liverpool, 16, Norham Castle, Schleswig Bride.

At Penang.—For London, Aug. 24, Isabella, Nestor (str.); 27, Vimeiro.

From Bangkok.—None.

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VESSELS LOADING.

At Yokohama.—For New York, Taitsing, Laju, Min.

At Shanghai.—For London, Charlgrove, Northampton, Wild Deer, Hipparchus (str.), James Wishart, Juanpore, The Cedars; for New York, Magdala (str.), Riga (str.), Charlgrove, Excelsior, Mikado, Lizzie Iredale.

At Foochow.—For London, Windhover, Everest, Falcon, Wylo, Maitland, Flying Spur, Carrick Castle, White Adder, Lennox Castle, Chinaman, Caliph, Leander, Queen of the Age, Lahloo, Kaisow; for New York, Ferdinand; for Boston, Louisa.

At Amoy.—Eleanor.

At Hong Kong and Canton.—For London, Burdwan, Fiery Cross; for New York, Hudson, Nesuton, Witch of the Tees.

At Manila.—For London, Olaguivad, Scythia; for Liverpool, Hylton Castle, Maiden Queen; for Falmouth, John George, Scawfell; for Cadiz, Salvadora; for New York, Endeavour, Glenalla, John Banfield.

At Singapore.—For London, Coringa; for Liverpool, Sydney Eggers; for Marseilles, Isaure; for Bordeaux, Malacca; for New York, Queen of the Seas; for Boston, Annie Waginton, G. H. Peake.

At Batavia.—For Holland, Harwich, Californio, Helena and Henriette, Singapore, Oceana, Anna and Sophia, Jan van Brackel, Electric, Gladstone, Earl Russell; for Channel, Larnax, Argo; for United States, Ida, Sanderson, Sir James, Lizzy.

FREIGHTS AND CHARTERS.

At Yokohama.—To New York, £2 10s. per 40 cubic feet.

At Shanghai.—The steamer Hipparchus is loading for London at £3, and sailing vessels 30s. per ton; to New York, the Magdala, steamer, is filling up at £5 10s.; the Riga, steamer, is loading at £4; sailing ships, £2.

At Foochow.—Vessels on the berth for London, are loading at £1 10s. to £2.

At Hong Kong and Canton.—To London, £2 per ton of 50 cubic feet; to New York, £2 5s. per ton of 40 feet.

At Manila.—To London, wet sugar, £2 10s. per ton of 20 cwt.; to New York, sugar, $9 gold per ton; and hemp, $10 gold per 4 bales.

At Singapore.—Vessels for United Kingdom are filling up slowly at previous rates; no fresh charters have been made; for coasting purposes very little is doing.

At Penang.—There is no vessel on the berth.

VESSELS PASSED STRAITS OF SUNDA.

Date.		Ship.	From	To.
Aug.	4	Oberon	Liverpool	Japan
„	5	Staatsraad v. Ewyck	Amsterdam	Batavia
„	6	Concepcion	Manila	Cadiz
„	7	Eastern Belle	Batavia	England
„	—	Eden	Marseilles	Shanghai
„	—	Maria Fidala	Liverpool	Manila
„	—	Vier Gezusters	Middelburg	Batavia
„	—	Zobrad	London	Japan
„	8	Maasluis	Newcastle	Batavia
„	—	Colorado (st. frig.)	Cape of G. Hope	Singapore
„	—	Midnight	Singapore	Boston
„	11	Conchitu	Cadiz	Manila
„	12	Koik	Hamburg	Amoor River
„	—	Singapore	Batavia	Amsterdam
„	—	Gesina Maria	Holland	Batavia
„	—	Turandos	Hamburg	Hong Kong
„	—	Jessie	Manila	Liverpool
„	—	Robert Fletch	Manila	London
„	13	Anna Margaretha	Dordrecht	Batavia
„	—	Georg	Cardiff	Shanghai
„	—	Egmont and Hoorn	Singapore	Antwerp
„	—	Loyola	Manila	Cadiz
„	—	Boston Vale	Singapore	Mauritius
„	—	Well Passed	Macao	London
„	14	Christina	Amsterdam	Batavia
„	—	S. D. Carlston	Cardiff	Hong Kong
„	—	Tertre	Singapore	London
„	—	Reina de los Angeles	Cadiz	Manila
„	—	A. M. E.	Amsterdam	Batavia
„	—	Asie Mineure	Bordeaux	Batavia
„	15	Nieuwland	Rotterdam	Samarang
„	—	Chingtas	London	Foo-chow-foo
„	—	Jycoon	Cardiff	Singapore
„	—	Delaware (st. frig.)	—	Singapore

COMMERCIAL POSTSCRIPT.

The report of the Hong Kong and Shanghai Banking Corporation, presented at Hong Kong on the 15th of August, showed an available total of assets amounting to $309,398, and a dividend at the rate of 12 per cent. per annum was declared, which will absorb $210,000. The report and balance sheet will be found in full in our advertising columns.

Referring to the fact that the steamer *Magdala*, 825 tons, has just left Shanghai with a full cargo of tea for New York, via the Suez Canal, and that another of the same class was on the berth for that port by the same route, the *Shanghai News Letter* observes:—

"It seems certain that teas destined for the American market will hereafter be sent by the way of the Cape in very small quantities, if at all. Time will soon determine which of the two routes, the Pacific Ocean and Continental Railroad, or the Indian Ocean, Red Sea, Mediterranean, and Atlantic, will be found the most convenient for the transmission of the precious leaf to New York. If the latter route should prove the most advantageous, the Americans, thanks to the vicious legislation, will be dependent for their tea exclusively through British steamers. It might be supposed that the most bigoted protectionist can hardly look with complacency on the results of his policy, as regards our mercantile marine. Americans may not, like Germans, for example, go and purchase iron steamers cheaply on the Clyde, and thus compete for the carrying trade to their own country, but be content to retire from the seas in favour of European rivals. Legislative tinkering by subsidies and the like are not what our merchants desire—they simply wish to be let alone, to be allowed to employ their capital as they, and not as Congress see fit, and then, if the Suez Canal proves the best route to the Atlantic seaboard, they may be able to share in its profits; as it is, this is prohibited."

SHIPPING INTELLIGENCE.

Arrivals.—Sept. 30, at Deal, from Singapore, Jeannie Loutit; 27, at Beachy Head, from Akyab, for Bremen, J. K. P. V. (?); —, off Terbay, from Singapore, Blair Athol; off Plymouth, from Singapore, John Temperley; from Batavia, for Rotterdam, Maria Adriana; 28, from Bassein, for Antwerp, Viandra; 29, off the Eddystone, from Rangoon, Euterpe; 28, off Start Point, from Batavia, for Amsterdam, Australie; —, in the Channel, from Singapore, Sree Singapura; 30, off Roche's Point, from Bassein, Geologist; from Rangoon, Tellus; Oct. 1, at Deal, from Ceylon, Webfoot; Sept. 29, off Portland, from Batavia, for Amsterdam, Wyk-aan-Zee; from Akyab, for Antwerp, Bergenseren; 30, from Colombo, Francis Banfield; — off Plymouth, from Ceylon, Cornuvia; from Batavia, for Amsterdam, Betty; Oct. 1, at Scilly, from Rangoon, Pleiades; 2, at London, from Singapore, Volunteer; from Akyab, Seaforth; from Rangoon, Andrea; — at Queenstown, from Bassein, David Malcolm; 2, at Deal, from Colombo, William Ritson, Juanita; from Akyab, Canada; from Manila, Jubilee; 3, at London, from Manila, Whitehall.

Departures.—Sept. 30, from London, for Sunderland and Galle, Ardbeg; from Rotterdam, for Batavia, Cornelis W. Eduard; from the Clyde, for Ilo Ilo, Priam, after repairing; from Dublin, for Hong Kong, Moss Glen; from Cardiff, for Hong Kong, Union.

Laid on.—At London, for Shanghai, Taeping; for Hong Kong, Cingala; at Liverpool, for Yokohama, Kate Covert.

Spoken.—Granville (brq.), Colombo to London, Sept. 22, lat. 45, lon. 16; Avonia (brq.), Colombo to London, Aug. 29, 12 N., 25 W.; Bonnitons (Dutch ship), Batavia to Rotterdam, Aug. 31, 16 N., 26 W.; Bolivia (ship), Shanghai to London, July 18, 35 S., 20 E.; Edward (brq.), Cochin China to London, 129 days out, Sept. 21, 45 N., 18 W.; Sabilia (?), Manila to London, 15 N., 28 W.; Professor Airy, Batavia to Amsterdam, 43 N, 22 W.; Maria, Manila to Liverpool, Sept. 2, 17 N., 27 W.; Whitehall (ship), Colombo to London, July 16, 28 S., 41 E.; Guttemberg (North German brq.), Batavia to Rotterdam, Sept. 3, 22 N., 29 W.

Miscellaneous.—At Gibraltar, Sept. 21, Mindoro (str.), Lindsay, from Clyde, and cleared for Manila (via Suez Canal); at Malta, Sept. 18, Carolina (str.), Brown, from Colombo, &c. (via Suez Canal), and left, 19, for London; at St. Helena, Aug. 20, Jacob Rothenburg, Wilde, from Ilo Ilo.

LATEST TELEGRAMS.

CHINA.

(Received by Indo-European Telegraph, Oct. 1.)

Bombay, Sept. 26.—Advices from Tientsin state that the French ultimatum had expired, and that the demands of Count de Rochehouart had not beem complied with. The Chinese are buying and rapidly manufacturing arms. The assembling of Chinese in the north continues. In the meantime instructions are awaited from the home Government. Viceroy Ma is dead.

STRAITS SETTLEMENTS.

(Received via Galle, Oct. 1.)

Singapore, Sept. 17.—8¼lbs. Grey Shirtings, $2.75; 6lbs. T-Cloth, $1.65; 7 lbs., $2.30; Mule-twist, 16·24, $92.50; 40's, $133; Exchange on London, Bank Bills, six m. s., 4s. 4½d.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Bateman—On the 5th Aug., at Bangkok, the wife of Samuel Bateman, Esq., Secretary to his Grace the Regent of Siam, of a son.

MARRIAGES.

Hall—McLeod.—On the 26th Sept., at St. James's Church, Hatcham, by the Rev. M. Biggs, uncle of the bride, Charles Hall, Assoc. Inst., C.E., Engineering Staff P. and O. S. N. Co., to Theresa, only daughter of the late Alexander McLeod, R.N., Commander P. and O. Co.'s Service.

DEATHS.

Boyd—On the 26th Sept., at City Park, St. Andrews, the infant son of Mr. T. D. Boyd, merchant, Amoy, China, aged four weeks. Friends are requested to accept this intimation.

Cheshire—On the 29th Sept., Kate Ann, the beloved wife of Samuel Harley Cheshire, of Forest-hill, in the thirty-fourth year of her age.

Solbe—On the 2nd Aug., at Chefoo, John Frederick, the beloved infant son of Edward and Katherine Sophia Solbe.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From Manila to Liverpool, per Juliana, entered Sept. 24.— 1178 bales hemp—The Borneo Company; 12,013 bags sugar, 31 bales maguey, 12½ tons sapanwood—Order.

From Manila to Liverpool, per Amigos, entered Sept. 26.—7 tons sapanwood—Albizuri and Co.; 15,985 bags sugar, 100 bales hemp—Order.

From Canton and Macao to London, per Taeping, entered Sept. 29. From Canton: 1 box tea—C. and J. Grelsfrich; 3 cases merchandise—Barber and Co.; 38,604 boxes tea, 50 bales waste silk, 4 packages succades, 159 cases chinaware, 150 casks ginger, 6 cases preserves, 2 cases merchandise, 60,000 cases merchandise—Order. From Macao: 3264 half-chests 7215 boxes tea—Order; 1 half-chest 14 boxes tea—Captain.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the addresses of all persons connected with the Far East and reference can be mad to the same by personal application at the Office or by letter.

Homeward-bound Passengers by the Overland Route will find copies on sale at the Agents in Singapore, Penang, Anjer, Galle, Aden, and Alexandria. Passengers to and from China and Japan by the Pacific Route may procure them at San Francisco and New York. The list of Agents will be found in our advertising columns.

The applications for the "London and China Telegraph" from the Straits, China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "London and China Express" in those countries. The Subscription is $10 per annum.

The "London and China Express" is published weekly for despatch *via* Marseilles by the English and French mails, for circulation in China, Japan, Philippines, Cochin China, Siam, Borneo, Java, the Straits Settlements, and Ceylon. Annual Subscription, including postage, payable in advance, $15.

JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, OCT. 3, 1870.

ENGLAND'S DUTY AT THE PRESENT CRISIS.

(*London and China Express*, Sept. 29.)

The hope which we expressed last week—the universal hope which then animated Europe—that the negotiations for an armistice might result in the settlement of a basis of terms on which peace would be restored, has been utterly frustrated. There is now no prospect of warfare being suspended for a moment until France is entirely overrun by the armies of her invaders, and virtually subjugated, at least for a time. From the Tuileries alone does it now seem possible that Germany will consent to dictate the terms of such a peace as her exhausted foe must be brought to submit to, unless indeed, the spectacle of the sufferings of France, in her last hopeless struggle for the preservation of her honour, should irresistibly incite some of the Powers at present neutral to interpose in her behalf. The latest accounts from Russia give some appearance of probability to the apprehension that that mighty Empire will not long be content to be merely a spectator of the war. If Russia should be involved, hardly any other Continental Power can be expected to remain neutral, and the conflict, with all its ruinous consequences, may thus be extended and protracted indefinitely. In the meantime, France, regarded as single-handed and friendless, seems utterly crushed. One after another of the fortresses which she has refused to cede, even for the purpose of negotiation, have been wrested from her; her chief armies are either decimated, hemmed in, or captive; and, to crown her calamity, she possesses no Government which she and her conqueror can agree to recognise. The Emperor, who is still nominally the head of the State, is not only a prisoner, but, it is said, in such a shattered condition of health that even his life cannot be counted upon from day to day. Should he die now, the idea of a Napoleonic Regency during the minority of the Prince Imperial is too improbable to be taken into calculation. The Provisional Government, self-elected and irresponsible, is flying from town to town, in search of some resting place where it may be able to reorganise the country, and perhaps to invest itself with accredited power. In the meantime its conduct is without dignity or consistence; it is merely the mouthpiece of the frenzy of the people, and even their confidence in it shows signs of instability. For the present France is lost through the mismanagement of her vast army and the uselessness of her magnificent fleet.

The French squadron which has just evacuated the North Sea has done literally nothing. It consisted of eight cuirassed frigates, accompanied by from two to five corvettes. With the exception of two ships, which made every morning for the mouth of the Weser and the Jade, this goodly array used to be stationed all day about seven miles south of Heligoland, where they could watch the Elbe, and, at the same time, were near enough to support their western division in case of need. When twilight set in, the whole fleet united again, and, having ranged in line of battle to avoid surprise in the night, stood right out to sea. Dawn brought them back to their old anchorage, when the same manœuvres were again gone through with monotonous regularity. Every now and then a German man-of-war would come out of the Jade to reconnoitre, and go back again when chase was given. Thus five weeks passed, during which all this powerful fleet effected was to capture four insignificant vessels in their attempt to run the blockade; and two of these were so worthless that the French did not think it worth while to take them home with them when they bade farewell to the German shores!

Such, or of such effect, was the conduct of a whole war navy, in apparent strength little inferior to our own, at a time when the barbarous massacre of their countrymen at Tientsin demanded the presence of no inconsiderable part of their force to extort expiation from the Chinese. Such, to all intents and purposes, it remains. Powerless to serve their country by harassing its invaders at home, the French men-of-war show no sign of being destined to rescue or reinforce their countrymen in the Far East, now that they are threatened with equal danger.

This is not the time to enlarge upon the humiliation and disgrace of such inactivity, at least without suggesting the best remedy in our power for the evils which, thus caused, are sapping European power and influence in the East. All Englishmen are united in the fervent hope that their country may not be dragged into the war between two Powers equally friendly to it. There is not much chance that England will be so involved, if her Government remains true to the principles of the people, which, in this respect, there is no reason to doubt. But is there no way in which, without the slightest infraction of neutrality, England may intervene to the advantage of the interests of both belligerents, and to her own infinite honour, by taking upon herself the protection of European civilisation and commerce in the Far East? We think it is her imperative duty to do so. The French and German fleets are locked up in the contemplation of each other, while the extermination of "foreigners" of every nationality is the all-absorbing object of the distant barbarians who are watching with ferocious satisfaction the war which is now raging in Europe. Every day that the present war continues adds to the insecurity of life and property in the East, and, if this state of things is prolonged, it may make new wars necessary to regain the position—dear alike to French, Germans, and Englishmen—which it has taken years of industry, enterprise, and treaty to acquire. Some more energetic steps are required from our Government than were indicated in the very unsatisfactory reply of Lord Granville to the deputation of merchants consequent on the Tientsin massacre. With the quarrels of France in Europe we have nothing to do; but, in the East, the injuries done to her are injuries done to us. Our own prestige, even our own safety in the East, require that we should constitute ourselves the guardians, as we have been the pioneers, of civilisation and commerce in China. The Government seems slow to perceive the emergency of the occasion, and further pressure must be brought upon it to rouse it to action. In the benefits that will result from such action the Germans and the French will share as largely as ourselves, and we appeal to German and French merchants to co-operate with their English brethren in giving weight and force to the expression of their sentiments on this question, at other meetings of those interested in China, to be held in the principal cities of England and throughout the East.

Since publishing the foregoing article we have received a telegram, which appears in another column, and which suggests an alarming picture of the danger of foreigners in China on the expiration of the French ultimatum, without its being complied with. The Chinese were then buying and manufacturing arms in large quantities, and still *instructions were awaited from the Home Government.* Nothing could more strikingly illustrate the necessity of the action, recommended in our last sentences, so as to awaken the Government to a sense of the real nature of a situation which none who understand it, or who care to inquire into it, can regard without the most anxious sympathy. We call attention to an admirable article in the *Standard* of this morning, on this subject, which we have reproduced.

The members of the Bradford Chamber of Commerce have resolved to memorialise the Government on the subject of the Tientsin massacre. The memorialists urge that immediate steps should be taken to procure redress for the wrongs committed, and security for the future.

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ROMAN CATHOLIC MISSIONS IN CHINA.

(THE GLOBE.)

The current number of the "Annals of the Propagation of the Faith" contains a long letter from Father Lebocq, a missionary in the province of Chili, in China, which at this time derives especial interest, both on account of the insight it gives us into the condition of the Roman Catholic missions in the neighbourhood of Tientsin, and also from the description it furnishes us with of the Viceroy, Tseng-kwo-Fan, whose name has been brought so prominently forward in connection with the massacre at that place. M. Lebocq's letter is dated January 18, 1870, and at that time so little did he anticipate the storm which was soon to break over his brethren that he begins by expressing a fear that the peaceful details of his district, Hokien-foo, will be found "less interesting" than those received from the more disturbed parts of China. According to his account, there were in his district, in the beginning of 1868, no less than 3,000 catechumens. In that year, owing to the invasion of the Nien-fei, the mission work was, for the most part, suspended, yet even in this time of trouble he baptised 500 adults. During the first half of 1869 1,812 were added to the number, and he considered that "the harvest of 1870 promised to be no less abundant than the preceding one." The members of the mission were on the best possible terms with the local officials, and had invariably received redress from them for the few outrages that had been committed on themselves or their converts by those common enemies of all missionaries, the literati.

The appointment in the spring of last year of Tseng-kwo-Fan to the Viceroyalty of Chili, and the arrival with him at the capital of the province of 10,000 soldiers, caused great consternation among the friendly mandarins and converts, who, judging from the well-known antipathy felt by the new Viceroy towards foreigners, very generally believed that the force thus collected was to be employed to extirpate the Europeans. A personal acquaintance with Tseng-kwo-Fan, however, caused M. Lebocq to take a much more charitable view of his character than that generally adopted by both natives and foreigners. To M. Lebocq he appeared a headstrong man, unwilling to take advice from any one, but at the same time friendly disposed towards Europeans. His influence with the Emperor and Dowager Empress is very considerable, and is owing in a great measure to the powerful support which he has invariably given to their dynasty. He recommends his subordinates not to grant anything to the missionaries beyond what is stipulated for in the Treaties. And M. Lebocq sums up the impression made on him by the Viceroy by saying that his countenance, manner, and conversation indicate rather "a philosopher who administers the duties of Government while dreaming over his books" than an active politician. And yet, according to M. Lebocq, the Viceroy gave him some eminently practical advice, which, if generally followed, would save the missionaries from much annoyance. He told him that the gentlemen of his cloth "disregarded too openly the opinions and creeds of the population by asking for or receiving pagodas and public buildings, to transform them into churches; a thing very much to be regretted, which the Pagans would never forgive, and which they would sooner or later try to avenge." Recent events have probably opened M. Lebocq's eyes to a more perfect conception of Tseng-kwo-Fan's character. His supreme contempt of the chance that Christianity can ever have of making way against the doctrine of Confucius, makes him comparatively tolerant of missionaries. But his views on the relations of his country with European nations may be gathered from the following passage, which occurred in his celebrated memorial presented to the Throne about two years since:—"Foreigners are now in the ascendant," he wrote; "but we cannot, to the neglect of the miseries of our own people, follow all the windings through which complaisance would lead us. Should times ever alter, and China be in the ascendant, while foreigners are weak, we shall then wish to do no more than protect the Chinese, nor shall we seek for military glory beyond the seas." If any significance is to be attached to words, these in the mouth of Tseng-kwo-Fan mean plainly enough that he is only waiting until China shall have become sufficiently strong to raise the cry of "China for the Chinese," and to sweep all foreigners out of the Empire. Perhaps he thinks that that time has now arrived.

There is one other point in M. Lebocq's letter on which we shall touch, as it illustrates one cause which gives rise to the want of union, which is so commonly observed among foreigners, and especially among foreign missionaries in China, and that is the very uncharitable way in which he speaks of the efforts of Protestant missionaries working in the same field as himself. Without the least hesitation he imputes to them and to their converts the most mercenary of motives. Describing the career of a native catechist, he says, that having been "dismissed from an English warehouse," and "finding himself without money or occupation, he became a Protestant," and he thus speaks of the missionaries of a certain district:—"The preachers scattered money about in profusion . . . . . and before long 500 of them (the natives) became Protestants; showing, however, less eagerness to hear the doctrine of the ministers than to receive their *sapecs*, and partake of the abundant repasts offered to them." Such is the language M. Lebocq uses in reference to the efforts of the English and American missionaries throughout his letter. Even supposing the charges which are thus recklessly brought to be true, the manner in which he makes them is, to say the least, unchristian; but we cannot help thinking that he has formed his estimate of those he thus depreciates upon very insufficient grounds, and, if he will allow us, we would recommend him to read over the passages in his letter to which we have referred, and compare the tone in which they are composed with that which animates the letters of sympathy which were addressed to the Roman Catholic priests by the Protestant missionaries in China on the recent massacre of their brethren at Tientsin.

The amount of bullion by the P. and O. Company's steamer *Poonah*, from Southampton on the 1st inst., was, in gold, to Alexandria, £111,320; in silver, to Hong Kong, £2,500; total in gold, £111,320; in silver, £2,500.

THE LAST NEWS FROM CHINA.

(THE STANDARD.)

The warnings which we have felt it our duty, from time to time, to give to the public, founded upon the ominous complexion of affairs in China, are amply justified by the tenour of our latest intelligence. It is now clear that another war with China is inevitable, unless we prefer to accept the humiliation which has been prepared for us; which means that we are to submit all European interests to the will of that "ancient civilisation" whose ministers slaughter and mutilate women and children. The last telegram from China informs us that the demands of Count Rochechouart, the French ambassador at the Court of Peking, for compensation for the Tientsin massacres have been rejected, that the population at the seaports are being supplied with arms, and that the temper of the officials is most insolent and threatening. Those who have watched the current of events, and are acquainted with the character of the very remarkable diplomacy which has been pursued on the part of England towards the Chinese Government, can scarcely be said to be unprepared for such an issue. Although what is called the pro-foreign party in China is said to have influence with the Imperial Government, it could scarcely surprise any one who has studied the growth of recent Chinese sentiment to hear that the compensation demanded for the outrage at Tientsin has been refused. Those who planned and directed the attack on the Christian missionaries must have gauged with tolerable accuracy the temper of the ruling powers. That attack was undoubtedly part of a deliberate plan to insult and flout the barbarian foreigner, after the approved fashion of the "ancient civilisation." The murder of the Sisters of Charity and of the French Consul's family was no wanton or sudden act of violence, to be charged upon the religious fanaticism or the political fervour of the Tientsin braves. It could not have taken place without the knowledge and the connivance of the local authorities, and, as there is good reason to believe, even of the superintendent of the province, the notorious Tseng-kwo-Jui, whose own connection with the Imperial Minister, Tseng-kwo-Fan, is perfectly well known throughout China. The circumstance of the attack being directed against French citizens was purely accidental. The French were the victims simply because they happened to be nearest to the butchers of Tseng-kwo-fui. It is shown even by the tenour of the Imperial proclamations themselves which have been issued since the massacre that the fury of the populace was not directed against the French as a nation, but against all foreigners, excepting perhaps the Russians. The case of the French, therefore, is the case of all the European nations having dealings with China. The Tientsin massacre is but the first spark of the conflagration which is intended by the native Chinese party to involve all the European settlements. And it was idle to expect that the Imperial Government should have the power even if it had the will to give any satisfaction for injury which was premeditated and intended to be the first step in the new Chinese policy against foreigners, and of which the authors were among those highest in the family and in the councils of the Emperor. To seek compensation against Tseng-kwo-Fan and his satellites is in effect to ask these worthies to punish themselves. It was inevitable that the demands of the French ambassador should be rejected, as it was inevitable that the step taken at Tientsin should be followed be a general series of attacks upon the foreigner all along the coast.

The danger on this occasion, it is to be borne in mind, is very much more serious than ever it has been before. Even since the last war the Chinese have been devoting themselves to the cultivation of their military resources; and, thanks to their European instructors, they have attained to a considerable amount of discipline and warlike proficiency. They are in possession of rifles and guns of all the latest patterns, and have learnt to make them for themselves. The Imperial army includes in its ranks many battalions of trained and excellent soldiers. The navy possesses many vessels of war, built and equipped in the European style. All that the genius of a Gordon, the skill and experience of a Sherard Osborn, could do to make China an important military power, has been accomplished. The warlike forces of the empire, by grace of the incredible fatuity or magnanimity of the British Government, are no longer contemptible in European eyes; nor will it be possible for British troops to venture again upon the feats of 1858, unless in very much larger numbers. The anti-foreign party has doubtless calculated upon this improvement in the offensive powers of China. They believe that their guns, and rifles, their drill and their equipment, are as good as those of the despised foreigners; and nothing else is wanted to turn them to thoughts of war. The fatal policy with which Lord Clarendon's name has been identified has only served to increase the confidence of the Chinese war party in themselves, and to foment their feelings of antipathy to the outside barbarians. Our new attitude of forbearance they naturally construe into cowardice, and all the compliments which we have paid to that fond ideal of certain of our Liberals—Chinese civilisation—have been interpreted to mean that we have at last begun to perceive our inferiority to the true and only children of light—the citizens of the "Middle Kingdom." There can be but one end to the controversy. If we are not prepared to go to war with this highly enlightened people, who disembowel Sisters of Mercy and torture little children, we must give up all that we hold on the Chinese coast. The decision has to be made at once, for we may expect any day to hear that the Tientsin precedent has been followed at other Chinese ports. What, then, is our Government about to do in this Chinese matter? Is the policy of Lord Clarendon to be followed to its legitimate conclusions? Too weak to keep the peace in Europe are we powerless to maintain ourselves even in China?

We are not much encouraged to hope for a vigorous policy when we remember what Mr. Gladstone and some of his colleagues have done and said in regard to the Chinese question. It may be that Mr. Gladstone in office will be more vigorous and more sensitive to the national honour than Mr. Gladstone in opposition. But we cannot forget the many occasions on which Mr. Gladstone has identified himself personally with that policy which is now bearing such bitter fruit in China. It is almost hopeless to expect that the man who spoke of the expedition up the Peiho in 1857 as though it had been a kind of piratical raid will take any sound or just views as to the duty of England towards China in 1870.

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(MORNING POST.)

The news from China is quite as ominous as we had anticipated. The French Minister had made certain demands in reparation of the Tientsin outrage, and a certain time was given for the fulfilment of these demands. The time has gone by, and the stipulations have not been complied with. But the worst feature of the case is that the Chinese are said to be evidently making warlike preparations. The non-compliance with the French Minister's demands can hardly be attributed to accident. If we mistake not there has been a deliberate intention on the part of the Chinese to slight the more important of the terms named. Some of the minor stipulations have been either conceded or carried out with a promptitude calculated, and we may presume intended, to convey the impression that the Chinese authorities desired to make due reparation. But it would now seem that they had no settled intention of satisfying Count de Rochechouart, and if so, it would seem that the Chinese believe in their ability to defy European coercion. No doubt the news of the French having been engaged in a disastrous war at home, coupled with the delay in sending instructions from France, has stimulated the Chinese to adopt a hostile attitude. They may naturally have supposed that England would not readily engage in any more operations in China; and, believing that France was too busily occupied at home to attend to small affairs at a distance, they may have seen in the present situation of affairs a good opportunity for displaying the contempt for foreigners that they always profess to feel.

The terms demanded by Count de Rochechouart were, we are told, the restoration of the French Mission buildings and Consulate destroyed by the Tientsin mob, the public burial of the victims and the erection of a monument to their memory, a monetary compensation, the delivery of the imprisoned converts, the punishment of the leading rioters, and the execution of the Prefect and City Magistrate of Tientsin and of the notorious Tseng-kwo-Jui. It has been understood that the Chinese authorities would have agreed to all these terms save the last two. They have been supine about the capture of the principal rioters, having apprehended but very few of them, although the offenders were well known, and of those arrested many were allowed to escape. And they had failed to comply with the demand to have the compromised officials executed. This latter condition, it is plain, was the chief point of disagreement. The Prefect and City Magistrate were admittedly to blame for allowing the massacre, for they were degraded from office, and handed over to the Board of Punishments to have their case more closely enquired into. But some two months had elapsed, and still no further measures had been taken in respect to them. As to Tseng-kwo-Jui—who is supposed to have been the chief instigator and arranger of this outrage, as he had been of the disturbance at Nanking also—his liberty of action had not been interfered with; and the fact of his being a friend of the Viceroy, also a hater of foreigners, seemed to render at very unlikely that he would be even arrested, much less executed. In view of the horrible and unprovoked outrage committed upon the French subjects in Tientsin, and the notorious complicity of the officials whose execution was demanded, it cannot be contended that the conditions laid down by Count de Rouchechouart were over exacting or onerous; nor were they impossible or even difficult of fulfilment.

We were greatly afraid that the Chinese Government would fail to act with an energy and decision indicative of abhorrence of the massacre, or of desire to offer every reparation possible, notwithstanding their protestations against being treated other than as in the case of civilised Powers. The fact of the ruling dynasty of China being foreign to the country, being usurpers, militates against the establishment of friendly and intimate relations between outside nations and the Chinese. To keep the natives ignorant and subservient is the evident and, indeed, natural aim of the Tartars. They wish to hold China and to "squeeze" the Chinese, and the knowledge introduced by the example and the influence of civilised foreigners would tend to the loosening of the Tartar grasp on the easy going Chinese proper. The Chinese Government would seemingly desire to reap the benefit of "barbarian" trade, and yet to prevent foreigners penetrating into the country or to teach the people in any shape or way. Ignorance and prejudice are the desiderata of the ruling class of China for its teeming millions, and these being incompatible with unrestricted intercourse with free and enlightened peoples, there must ever be an antagonism on the part of Chinese authorities to this intercourse, or to any approach to it. This animating cause of all our troubles with China being known, there can be no wonder at the effects that are ever and anon to be observed and deplored. Such an explanation of the state of affairs in China is the best reply to those who talk about the scandal of foreigners forcing themselves, their views, their religion, and their trade upon an unwilling country. It is absolutely necessary to discriminate between the Chinese and their rulers. The Chinese are inoffensive, industrious, and, being avaricious, well content to profit by the trade of the foreigner. Left to themselves, they would neither massacre people of other nationalities, nor deny them free access into their country. But with the Tartars, the mandarins, the literati, the dominant class, it is altogether different. The great question for the outside world is—Shall this dominant class in, but not of, China, be permitted to practically exclude foreigners and to violate international amenity, usage, and law, in striving to bolster up their usurped authority? It is greatly to be regretted that, at a moment of such urgency and importance, not only to France, but to all other nations having dealings with China, there is no properly constituted government in France to deal with the question in a suitable manner. We have yet to learn whether any prompt and definite instructions have been sent out to Count de Rochechouart. But should the Chinese authorities be allowed to gain a practical, though an indirect, triumph, over one of the Powers having relations with them, it will surely be the prelude of future difficulties for all of the other Powers. The Chinese are said to be "buying and rapidly manufacturing arms." Against whom are these arms to be used?

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Sept. 26.

The Minister of the Financial Department has issued his budget, and for the first time for several years he has had to announce the necessity for raising a loan to cover the expenditure for 1871, which is estimated at f.96,426,423.30c., and the receipts at only f.86,764,193.50c., including a contribution from Java of f.10,000,000. The deficit is thus f.9,662,229.80c. Mr. Van Bosse proposes to cover this deficiency, partly by a loan of eight millions, and partly by an income-tax. Notwithstanding that every one has known for some years that our revenue was not equal to our expenditure, the public have not taken much heed thereabout, the Javanese having had to contribute what the Dutch could or would not pay. According to the *Staats Courant*, our official paper, Java has poured into our Treasury from 1852-70 no less a sum than f.493,020,150.96c. The receipts of the India Administration were during these years f.2,027,550,744.71c., and its expenditure f.1,534,530,593.74c. Instead of our being ashamed of receiving, or at least thankful for such an enormous contribution in so very few years, our Conservatives grumble and excite the nation against the Liberals, who endeavour to make our financial system free of Java. The Conservatives prefer that the Javanese should still work for our benefit; that we should construct a railway-net with the sweat and blood of the natives; that we should expend millions on behalf of education here, and withhold it from our brown brothers, who, however, have to pay for it. Thanks to our shameful colonial system, we could pay off our national debt with the amount that we now expend every year—eight and a-half million francs—in interest. One hundred and six and a-half million francs has been paid—with Java money—for the construction of railways, and the Conservatives grumble that we have to borrow thirty millions more in order to complete them. The most necessary works in India are suspended, or but partly constructed; we do not care for the wants of Java; we do not pay, or but partially remunerate, the Javanese for their work. And now that at last the eyes of the public are so much opened that a liberal Minister has had the *hardiesse* to take the first step in order to make our financial system free of Java—except, of course, a fixed contribution of so many millions a-year—now the Conservative party erics out that the Liberals cheat us in that they intend to make us pay, instead of the Javanese; and the Dutch do not like to pay, so that the principles preached by our Tories find a better reception, that is reconcilable to our national honour.

The Minister of the Foreign Department, Mr. Roess (whose resignation is now positively contradicted), intends again to ask a credit for a diplomatic mission in China. The individual appointed will not only be our *chargé d'affaires*, but at the same time Consul General. The expenditure is fixed at f.21,000 a-year.

The High Court has granted the requested delay of three months before pronouncing a definitive decision with regard to the demand for *surséance* of payment of the Oost Indische Maatschappy van Lyfrente. The documents are in possession of the commissaries. The question now remains whether time will bring money.

The uncertainty which still prevails with regard to peace continues to impose a check upon business. In some branches, however, the greatest activity prevails. Enormous quantities of goods were daily shipped from here *via* England to America so long as the Elbe and the Wezer were blockaded, but of course this activity will decrease now that the French fleet has left the Baltic, and Germany will forward its goods *via* Hamburg and Bremen. I have already told you that early in October the first steamer will start from here direct for New York. A great many steamers arrive both here and at Amsterdam, with merchandise from Havre. All these cargoes are stored here, and it is said that they are transferred for fear of the German invasion. I do not know if this assertion is true, but it is certain that these goods are not bought by Dutch houses. Perhaps a portion is destined for transit. Money remains very dear; the Bank rate is still five per cent.

In the district of Eindhoven Mr. J. B. Bots has been elected a member of the Second Chamber.

PASSENGERS OUTWARD.—For Java, per Nederland, Messrs. F. I. Boom and family, A Kuylenburg and family, Miss Koppenael, Messrs. L. Wessels and family, Miss Duhning, Messrs. H. A. W. Krook van Harpen, C. J. Heyse, P. J. Siedenburgh, Miss L. van Nouhuys; per Alcyone, Messrs. E. J. C. Buyn and family, J. D. de Joode, Mrs. M. C. Ariens and family, Miss M. Terhogt, Miss A. Schott; per Willemina Clara, Messrs. G. Zimmer, Ph. Bieger and family, W. A. G. Bakker and family, C. Catenius and family, W. H. Simons, O. Gallman, F. Broches, Messrs. S. Nussman, L. Reuchlin, A. Barschig, L. Boeckmann, E. Herrmann.

SIR J. F. W. HERSCHEL, in a letter to *The Times*, assures the public, in reference to the statement that Mr. Wade, Her Majesty's Chargé d'Affaires at Peking, was, at the time of the Tientsin massacre, at his summer residence near the capital, and had continued there ever since, that Mr. Wade was at Tientsin a few days after that melancholy event, and has resided chiefly at Peking up to the departure of the last mail.

"MALOO MIXTURE."—The *Food Journal* for October continues its startling revelations on the adulteration of the stuff miscalled tea, and exported from China under the title of "Maloo mixture." No doubt some other name will have to be found for this nauseous compound, now that the *Food Journal* has explained that its constituent materials are proved by analysis to consist of tea leaves and maggots, iron filings, rice husks and straw, plumbago, silkworms' droppings, fragments of limestone, minute seeds (name unknown), and fragments of willow leaves and stalks. It would be a public boon if the *Food Journal's* illustration, showing the appearance of a sample of "Maloo mixture" under the microscope, and with a magnet (about which the iron filings cling), could be posted on the walls, or given away as a handbill in front of the shops of the grocers who lend themselves to the sale of such poison. It must be borne in mind, however, that all this adulteration takes place *before export*, and, therefore, is the handiwork of the Chinese alone.

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HONG KONG AND SHANGHAI BANKING CORPORATION.

CAPITAL 5,000,000 Dols., in 40,000 SHARES of 125 Dols. EACH.

PAID UP 4,000,000 DOLLARS.

DIRECTORS.

CHAIRMAN—H. B. LEMANN, Esq. | DEPUTY-CHAIRMAN—R. ROWETT, Esq.
JULIUS MEKE, Esq. | A. JOOST, Esq. | THOMAS PYKE, Esq.
S. D. SASSOON, Esq. | E. R. BELILIOS, Esq.

Auditors.—J. M. VICKERS, Esq., and P. RYRIE, Esq.

Branches and Agencies.

HONG KONG (HEAD OFFICE), SHANGHAI, FOOCHOW, NINGPO, HANKOW, HIOGO, YOKOHAMA, MANILA, SINGAPORE, BOMBAY, CALCUTTA, and LONDON.

The Bank grants Drafts upon and negotiates or collects Bills at any of its Branches or Agencies; also receives Deposits for fixed periods, at rates varying with the period of Deposit.

WM. H. VACHER, London Manager.

TENTH REPORT

Of the Court of Directors to the ORDINARY HALF-YEARLY GENERAL MEETING of Shareholders, held at the CITY HALL, HONG KONG, on MONDAY, the 15th August, 1870.

TO THE PROPRIETORS OF THE HONG KONG AND SHANGHAI BANKING CORPORATION.

Gentlemen,—The directors have to lay before you the Tenth Half-yearly Report upon the transactions of the Corporation for the six months ending on the 30th June last, together with a statement of accounts, assets, and liabilities.

The net profit for the period covered by this report, including $46,280.12 brought forward from last account, after paying all charges, deducting interest paid and due, and making ample provision for bad debts, amounts to $324,345,65, of which, after taking out rebate on bills not yet due and remunerations to directors, there remains for appropriation $309,398.33.

From this sum the Directors recommend the distribution of a dividend of $7.50 per share on the paid-up shares, and $3 on the new shares, being equivalent to 6 per cent. for the half-year (or 12 per cent. per annum), which will absorb $210,000. The balance, $99,398.33, they recommend being carried forward to the credit of new account, deferring, as was done last year at the same time, the carrying of any sum to the reserve fund until the result of the Bank's working for the year shall be submitted for consideration at the ensuing yearly meeting.

The net profit for the last six months shows a marked improvement compared to that of the corresponding period of the preceding year, and the directors are happy to record that the development of the Bank's resources, due to the liberal support of its numerous constituency, has kept pace with the increase of the paid-up capital of the Corporation; this steady progress will ensure results still more remunerative as soon as general exchanges assume a less uncertain and unsettled course than has been almost always the case during the past eighteen months. In the meantime, the proprietors may be congratulated on the strong and prosperous position acquired by the Corporation at all the places where the Bank's business is carried on.

CALLS.

The third call of $25 per share on the new shares of the Corporation due on 1st July last has been punctually met on 19,117 shares out of 20,000. The balance outstanding is due mostly on shares held by proprietors absent from the Colony, from whom the necessary remittances are shortly expected to come in.

Referring to the explanations contained in their previous Report, the Directors have decided to make the fourth Call of $25 per share on the new shares payable on the 1st of July, '1871, which will raise the paid-up Capital of the Corporation to $4,500,000, or about the equivalent of One Million Sterling.

DIRECTORS.

Two members of the Board, Mr. J. B. Taylor, Deputy-Chairman, and Mr. W. H. Forbes, have resigned their seats on their departure from the Colony.

The Honourable R. Rowett has been elected Deputy-Chairman.

AUDITORS.

The Honourable Phineas Ryrie, formerly one of the auditors of the Corporation, has been re-elected in the same capacity to fill the vacancy left by Mr. William Macauley's retirement.

CHIEF MANAGEMENT.

Mr. Victor Kresser, the Chief Manager of the Bank, having notified his intention to retire at the expiration of his engagement, the Directors have appointed Mr. James Greig, at present Sub-Manager at the Head-office, to the post of Acting Chief Manager, to take charge on the 1st of January next.

The Directors will regret to be deprived of the continuation of Mr. Kresser's services after that date, and they feel it their pleasant duty to record their high appreciation of his very able and successful conduct of the Bank's business since its earliest commencement.

Mr. David Maclean, Manager of the Shanghai Branch, was offered the situation of Chief Manager, but declined the appointment, under a conscientious belief that the interests of the Corporation will be better served by his remaining at Shanghai.

H. B. LEMANN, Chairman.

ABSTRACT OF ASSETS AND LIABILITIES, HONG KONG AND SHANGHAI BANKING CORPORATION, JUNE 30, 1870.

ASSETS.

Cash and Bullion on Hand	$5,283,458.33
Government Securities	825,791.85
Bills Discounted, Loans, and Credits	6,730,694.78
Exchange Remittances	14,556,915.57
Bank Premises	77,447.76
Dead Stock	54,701.02
	$27,534,009.31

LIABILITIES.

Paid-up Capital:—		
$125 per Share on 20,000 Shares	$2,500,000.00	
First and Second Calls on New Stock	1,000,000.00	
		$3,500,000.00
Reserve Fund		800,000.00
Notes in Circulation	$1,509,045.00	
Deposits	7,150,089.49	
		8,659,134.49
Exchange Acceptances		14,250,529.17
Profit and Loss Account		324,345.65
		$27,534,009.31

PROFIT AND LOSS ACCOUNT, HONG KONG AND SHANGHAI BANKING CORPORATION.

Dr.		
To Amounts Written Off:		
Remuneration to Directors	$10,000.00	
Rebate on Bills not due	4,947.32	
		$14,947.32
To Dividend Account:		
At the rate of 12 per cent. per annum,		
On Paid-up Shares	$150,000 00	
On New Stock	60,000.00	
		210,000.00
To Balance of Undivided Profits:		
Carried forward to next half-year		99,398.33
		$324,345.65

Cr.	
By Balance of Undivided Profits, 31st December, 1869	$46,280.12
By Amount of Net Profits for the Six Months ending 30th June, 1870, after deducting all Expenses and Interest Paid and Due	278,065.53
	$324,345.65

RESERVE FUND.

Dr.		Cr.	
To Balance, 30th June, 1870	$800,000	By Balance, 31st December, 1869	$800,000

V. KRESSER, Chief Manager.
F. F. GIBSON, Acting Accountant.

We have compared the above Statement with the Books, Vouchers, and Securities at the Head Office, and with the Returns received from the various Branches and Agencies, and have found the same to be correct.

J. M. VICKERS, P. RYRIE, } Auditors.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron hips and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. All superintended by resident Europeans.

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Apply at the offices of Messrs. PATERSON, SIMONS, and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

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The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Marseilles
GIBRALTAR ...	Every Saturday, at 2 P.M.	—
MALTA	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
BOMBAY	,, ,,	,, ,,
GALLE	Saturday, Oct. 1, 2 P.M. And every alternate Saturday thereafter.	Sunday, Oct. 9, 7 A.M. And every alternate Sunday thereafter.
MADRAS		
CALCUTTA ...		
PENANG		
SINGAPORE ...		
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THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

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San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
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PRICE LIST, 76 PAGES.—D. N. and Co. invite the attention of their Foreign and Colonial Correspondents to their Trade List Price Current, gratis and post free, just published, which contains seventy-six pages of matter, comprising full particulars of every description of Silks, Woollen Goods, Muslins, Calicos, Prints, Ladies' Under-clothing, Baby Linen, Mantles, Shawls, Men's and Boys' Clothing, Linens, Blankets, Carpets, Hosiery, Gloves, Ribbons, Lace, Haberdashery, Jewellery, &c., &c. Also, numbers and widths of Ribbons, Tapes, &c., and sizes in Gloves and Hosiery; a short, all necessary information for ordering this class of goods from D. N. and Co.'s house in London.

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No. 4, for October (now ready), contains the following Illustrations:—

1. A Portrait. By Vandyck.
2. The Annunciation. Fac-simile of an early Italian Print.
3. Interior of the Picture Gallery at Strawberry Hill.
4. Original Designs for Pottery. By H. Fitzcook.
5. The Temple of Mars Ultor, at Rome.
6. Study of a Foreground, from Nature.

With contributions on Art subjects by J. Forbes Robertson, Charles Burton, Hyde Clarke, Henry Blackburn, J. Cordy Jeaffreson, G. W. Yapp, J. Piggot, E. Ollier, G. W. Reid, G. Wharton Simpson, E. Walford, &c.

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THE COMMERCIAL ANNUAL

AND

DIRECTORY FOR 1871.

FOR

CHINA, JAPAN, THE PHILIPPINES, AND THE FAR EAST GENERALLY.

PUBLISHED BY

The Proprietor of the "China Magazine,"

HONG KONG.

London: A. Strahan and Company.

PRICE 16s.

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THE CONTENTS.

1.—Treaties. The treaties between the Chinese, Japanese, and Siamese Governments and Foreign Nations, in full, including the Memorials presented to Government on the subject of Sir Rutherford Alcock's Convention, with the text of the Convention itself (if it can be obtained in time). These, and all other such documents, will be accompanied by marginal notes for ready reference to the subjects treated in each paragraph.

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No. 1. JULY, 1870.
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THE interest and respensibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.
Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.
WM. PUSTAU and CO.
China, 1st January, 1870.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. NINIAN CRAWFORD in our Hong Kong Firm CEASED on the 31st March last, and Mr. JOHN FAIRBAIRN and Mr. JOHN SAMUEL COX have been admitted Partners therein from the said day.
Our said Firm now consists of DAVID ROBERT FENTON CRAWFORD, JOHN SAMUEL COX, and JOHN FAIRBAIRN.
LANE, CRAWFORD and CO.
Hong Kong, May 4, 1870.

NOTICE.

WE have OPENED a BRANCH of our FIRM at SOURABAYA, under the management of Mr. EDWIN IN'TVELD, to whom we have granted our Power of Attorney.
HUNTER, HOUGHTON, and Co.
Batavia, 15th June, 1870.

NOTICE.

THE undersigned, the Sole Surviving Partner of the firm of HUNTER, HOUGHTON, and Co., of Batavia (now in liquidation), has ESTABLISHED, under the firm of J. PEET and Co., and has admitted Mr. H. S. HEWLETT a PARTNER.
JOHN PEET.
Batavia, 30th April, 1870.

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Shanghai ...	Forward IIo	A1 17 yr.	SWID	With des.
Yokohama ..	Benmore ...	A in A1	SWID	With des.
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FOR SINGAPORE, HONG KONG, and SHANGHAI (with leave to call at PENANG), the splendid full powered screw steamer ADA, 967 tons nett register; 260-horse power, nominal (owned by Messrs. Malcomsom Bros., of Waterford); ROBERT TATCHELL, Commander; will load in the Victoria Docks. Has elegant accommodation for first and second class passengers, including cabin fittings, bedding, and linen. Carries a surgeon and stewardess, if required.

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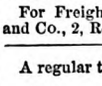

FOR HONG KONG, the well-known clipper ship CLYMENE, A1 13 years, 746 tons register, THOMAS MORGAN, Commander; East India Docks. Has excellent accommodation for passengers.

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FRENCH MAIL EDITION

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 371.] LONDON, WEDNESDAY, OCT. 12, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

The French Mail was delivered this morning, but our usual files from Hong Kong have not been received, nor the list of passengers. The difficulty of travelling through France to Marseilles has caused a great pressure on the Southampton steamers, hitherto neglected. The route by Brindisi has improved, and now only occupies four days by Germany and the Brenner pass. Should the difficulty of transit for the Mails increase, we presume the Post-office will stop the Marseilles service.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama			Aug. 22*
Yedo			
Osaka and Hiogo			„ 16*
Hakodadi			
Nagasaki			„ 15*
CHINA — Peking			„ 10
Tien-tsin			„ 13
Chefoo			
New-chwang			
Hankow			„ 12
Kiu-kiang			„ 13
Chin-kiang			
Shanghai	June 24	Aug. 14	„ 18
Ningpo			
Foochow			„ 17
Formosa			
Amoy			„ 20
Swatow			
Hong Kong	July 15	„ 23	„ 25
Canton			„ 22
Macao			
PHILIPPINES— Manila			„ 11
COCHIN-CHINA— Saigon			„ 30
SIAM — Bangkok			„ 15
BORNEO—Labuan			
Sarawak			
JAVA — Batavia			„ 28
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	Aug. 5	Sept. 2	„ 3
Penang	July 29	Aug. 28	
CEYLON—Galle			Sept. 13
Colombo			„ 12

* By Pacific mail, *via* San Francisco.

THE MAILS, &c.

The present mail is delivered two days late, having been detained in transit through France. The next inward mail (P. and O.), due on the 17th inst., will bring dates Yokohama, Aug. 23; Shanghai, Aug. 26; Hong Kong, Sept. 1; Singapore, Sept. 9.

Telegrams from Shanghai, *via* Kiachta, to the 15th Sept., were received on the 4th inst., and a subsequent telegram by the same route was received on the 10th inst. to 22nd Sept. By Galle the telegrams from Hong Kong extend to 15th Sept. Telegrams from Hong Kong, Sept. 22, received this day.

List of Passengers.

PASSENGERS INWARD.

Per Pacific mail steamer *America*, arrived at San Francisco Sept. 12.—From Hong Kong and Yokohama: Messrs D. Goyri, T. B. Stevens, Bigelow, J. S. and F. Radcliff, R. Anderson, Adolphe Woerman, C. C. Kendall, H. W. Williams, Geo. E. Lane, jun., N. F. Leonard, J. Barmondey, H. S. Mendif, A. Chevillon, Wm. Grumble, C. E. Schmidl, Mrs. A. O. Cook and four children, Florence Mendelotte, N. C., White, J. H. Buckley, U.S.N., and servant, Andrew Haraden, jun., W. W. Jenkins, Wm. Hutchinson, C. Wermich, Jas. Patterson, H. Klyhn, J. W. Watson, Wm. Y. Parker, John Gilbert, Wm. Jones, W. H. Longfellow, John Pearce, R. D. Congdon, H. Hettichell, Miss Clarke, S. M. Davidson, Mrs. G. C. Johnson and infant, Dr. G. F. Parker, J. M. Regnewann, G. B. Secomb, S. W. Hanhurst, Fred. J. Ray and wife, Leon Dupre, M. Mausserat, Furusanca, Nichi, Omlvra, Onodera, Baron Von Siebold, and 434 Chinese.

Per steamer *Nestor* (Holt's line), arrived October —.—From Hong Kong: Mr. James McMurray, Mr. W. McMillan, Mr. A. B. Sherrard. From Shanghai: Mr. E. P. Harrison, Mr. G. G. Gordon, Mr. M. P. Evans, Miss Hudson, Miss Meller. From Singapore: Mr. Charles Le Gay, two Masters Atchison, Mr. Nelson.

Per *Sir William Wallace*.—From Hong Kong: Mr. William Tarrant.

PASSENGERS OUTWARD.

Per P. and O. steamer *Poonah*, from Southampton, Oct. 1.—To Hong Kong: Mr. Nicaise, Mrs. Coxon, Mrs. Whittall and servant, Miss E. Thompson, Captain Hammill, Mr. W. Blackler, Sir A. T. C. Campbell, Commodore F. H. Shortt and servant. To Batavia: Mr. Forpel. To Singapore: Mr. R. Marren. To Penang: Mr. H. Newton. To Ceylon: Mr. A. T. Karslake, Lieut. Colonel and Mrs. Stewart, two children and two servants, Mr. E. A. Helps and two second-class passengers.

Per P. and O. steamer *Nyanza*, from Southampton, Oct. 15.—To Yokohama: Mr. Rickett, Miss Protherac. To Shanghai: Mr. and Mrs. Maltby. To Hong Kong: Mr. W. Kirby, Mrs. Sterry, Mr. E. Rennell. To Singapore: Mr. R. M. Henley, Mr. P. J. Wells. To Ceylon: Sir E. and Lady Creasy, Mr. R. C. Pole, Mr. R. Hart.

Per P. and O. steamer from Suez, Oct. 30.—To Penang: Sir W. and Lady Hackett.

Per P. and O. steamer *Ceylon*, from Southampton, Oct. 29.—To Singapore: Mrs. Bing, Mr. J. C. F. George. To Batavia: Mr. Boreel, Mr. A. W. Fonningen.

Per *Achilles* (Holt's line), Capt. T. Russell, from Liverpool, Oct. 9.—To Singapore: Mrs. Morgan, two children, and servant, Mrs. Robertson, two children, and servant, Mr. Young, two children, and two servants, Mr. and Mrs. Baker, Mr. Meyer, Mr. T. Cuthbertson. To Hong Kong: Mr. Ruppaner, Mr. McCulloch. To Shanghai: Mr. Ulrich, Miss Ruxton, Mrs. Fearon, two children, and servant.

To Shanghai, *via* Trieste: Mr. William Kaye.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

(FROM A CORRESPONDENT.)

Aug. 22, 1870.

The war news has startled us all very much, and we look anxiously for later telegrams; we received them to 27th July, *via* Kiachta, three days ago, by a steamer from Chefoo. French and Prussian ships are shut up here, and neutral flags will get the benefit; but freights are very low, and plenty of ships seeking; forty shillings to New York for A1 clippers. The coolie ship *F. A. Palmer*, which put in here, from Hong Kong to San Francisco, with 800 passengers, early in June, is now sending these poor creatures forward by Pacific Mail steamer to their destination, as she cannot get spars for her masts. The men have been shut up by the Japanese Government in a sort of barracoon, and were kept close prisoners, as the ship belongs to San Salvador, and has no Consul here or treaty with Japan. The *America* takes 300 of them, and the balance will go forward by ship or next steamer.

The *Albion* case is a very queer one, and results in two actions by Mr. Hoyt—one for libel, and the other for false imprisonment; but neither is likely to result in a verdict for the plaintiff. It is said that the vessel has gone far south, and may be found some day near the Fijie Islands. The whole affair is enveloped in mystery at present. The judge has just arrived from Shanghai, and will open an Admiralty Court here. The *City of Yedo* case enlists the sympathies of the community, and already over $1,300 has been raised by the merchants to assist the sufferers and their families. Glover and Co., of Nagasaki, have been put into bankruptcy, but it has been superseded. Mr. Gribble, of that firm, has started on his own account, with a view to keep the connection together.

There have been several sales of steamers lately, including the *Columbian, Nymph, Cadiz, and Tokei*. Jardine's splendid steamer *Clan Alpine* is for sale here, but she is too good for the Japanese. The *Chieftain* (formerly H.M.S. *Mutine*) is likely to be sold here. Captain McMinnies is in command.

There is nothing doing in Silk, pending the American mail's arrival. Tea very dear, but shipments to America are large. Government monopoly in trading checks business very much, but nobody moves in the matter. Rice is scarce and advancing; imports since 1st January are over two and a-half millions of piculs,

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and stocks 300,000 to 400,000 piculs. The new crop has been damaged by bad weather, and cannot be harvested before the end of September at the earliest. Dr. Parker, of Shanghai, goes home by this mail steamer, which takes 2,300 tons cargo and nearly 500 passengers of all classes.

(FROM ANOTHER CORRESPONDENT.)

The Japanese Government are most anxious to prevent any disturbances with foreigners, because they are so afraid of Foreign Powers coming to their country and taking all, or a portion. A Naval College is to be established in Yedo, and an officer late of H.M.'s service is to have the management, and assisted by others. All their naval officers and men will have to pass college; so after three years we may expect their navy to be more efficiently manned. The drilling or organising of the army is still unsettled, the difference of opinion being as to the course of drill, whether French or English. A body of Satsuma's men are being taught music, so in the course of a year it will be advertised "Satsuma's Band in the Gardens this afternoon."

The Yokohama lottery of $20,000 has not succeeded, for the native authorities were very prompt in issuing a circular threatening their people with punishment if they took part. Are we in this part of the world so much better than our forefathers who indulged in them, and found them very useful means for raising funds? Of course, in England they are not now required, for money can always be raised by corporations, companies, and such like, but in Yokohama we cannot, and when pressed for money it is to me the only way it can be raised. I wish the press of this place would bear in mind that we are not in England, and that we have others than the English to deal with.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

Aug. 15, 1870.

My last letter, dated 15th ulto., went by the same route as the present one (*via* San Francisco). As there was no steamer leaving this port for Shanghai in time to catch the mail leaving on the 29th July I was unable to despatch my usual fortnightly letter. The *London and China Express* of 3rd June arrived here 30th July by the North German steamer *Tapangnyo* in fifty-seven days. The news that war is declared between France and North Germany was received here from Chefoo on the 12th instant, and confirmed this morning *via* Galle, but many people here think it is "wolf" again, as it has been several times before, and that the senders are interested in Tea or Silk, as some of the facts do not seem likely. One from German sources is that the North Germans are within forty-four miles of Paris, while dates are only twenty-five days old to this place. The gunboat *Wun Yo Maro*, built at Aberdeen, for the Prince of Chosiu, arrived here 18th July. The corvette *Malacca*, *en route* for Yokohama, put into this port 26th ult for coals, and sailed again 28th idem.

The French barque *Mysore* sailed for Bordeaux 23rd July, with the most miscellaneous cargo ever sent from this port, consisting chiefly of a choice collection of lacquerware and curios, which I hear are intended for the Paris market. These have been selected from various ports in Japan by Mr. Renard, of Paris, during his recent visit to this country. The following movements of men-of-war have taken place:—H.B.M.S. *Adventure* sailed 17th July, for Hiogo and Yokohama. H.B.M.S. *Ocean* arrived 25th ult. from Yokohama. The Russian corvette *Usadnick* arrived 5th inst. from Castries Bay. The North German corvette *Hertha* arrived here 12th inst. from Chefoo. The French corvette *Dupleix*, from Chefoo, came on in the 14th inst.

An abominable trade carried on by Chinese has been brought to light at this place. The custom of the Japanese selling their children has been carried on here for years past, but until lately it has been confined to selling boys only to Chinese who have no children, and in a large number of cases these adopted children have been treated with the greatest kindness by their guardians, more so than they would be by their own parents, who are very poor people, and have in many cases not the means of supporting them. I believe this state of things has existed with the connivance of the local officials, as the children were not sent away to China. Latterly, however, children of both sexes have been sold to Chinese speculators for shipment to China—for what purpose it has not transpired, but you may be sure it is with no good intent. This the Japanese authorities have effectually stopped by imprisoning the parents who sold their children.

The guardhouses at various points near to this settlement, alluded to in my last, are viewed with great suspicion, not only by the native traders, but by many foreigners, who no doubt recollect that they are similar movements to those made in 1865. Although these are a breach of the treaty, it is doubtful whether any steps will be taken by the Consular body, as the "wily" Japanese will plausibly explain that they are for foreigners' safety only, and thus an infringement of the treaty becomes law. The *Nagasaki Express* makes a few remarks on the subject, from which I extract the following:—"We have watched with some interest the unusual fit of energy displayed by the native officials 'for our sakes,' in planting guardhouses at every available spot surrounding our settlement. We have inquired at several likely quarters for an explanation, but as yet we have received no satisfactory answer. If danger is apprehended from the anti-foreign party, why has official notification of this not been made to our Consuls? Perhaps there may be some foundation for the rumour, but the cry of wolf has been raised so often—Kounins have always been close to Nagasaki, ready to chew us up in less than no time whenever it suited the purpose of the Government to say so, that we must be excused if we hesitate to give it full credence. If the object of the officials be sincere they will deserve our thanks, but we are always suspicious of 'disinterested motives,' and especially have we reason to be suspicious of unasked-for favours from the Japanese. It may be unfair, but we cannot help suspecting that the Government will make these guarded-houses serve other purposes than protecting foreigners. For their own sakes we should like to see these soldiers more gallantly employed; but with much of their contemptible surveillance we do not wish to interfere, only let them be careful how they intermeddle with our trade, and that no more illegal taxes are imposed, otherwise an appeal to Yedo may result not only in the redress of this but of many other gross violations of the Treaty." With reference to this subject even the *Nagasaki Shipping List* has changed its tone, and says, "We have now the strongest reason for suspecting that the ulterior object has yet to be discovered. Scarcely a day passes without there being some new regulation put in force."

The weather here has been very remarkable. After becoming suddenly warm the thermometer touched 93, and continued at about that figure for some days, and then just as suddenly the wind went round to the north, from which quarter it has continued to blow heavily during the past five days, which has caused people to take to cloth clothes again.

The Japanese officials seem to take great interest in the Tientsin affair, and on every steamer arriving from Shanghai great anxiety is shown to obtain information from the foreign residents and borrow their newspapers.

With all the much-vaunted reforms made by the Japanese Government at Yedo, the facilities for doing business at Nagasaki are worse than they were previous to the present lot of local officials taking office, but whether this state of things is known and sanctioned by the authorities at Yedo is doubtful, as some of the functions performed by the Customs are of the most paltry nature; for instance, any transactions (if they amount to twenty rios, a little over £4) between Japanese and the residents have to be reported by the native to the Custom-house and pay a squeeze, for duty it cannot be called. It does not seem that this sort of thing can be considered different to that existing at Decima in years gone past. An armed patrol marches through this settlement day and night, but no one seems able to say why the Japanese do this.

This being the Emperor Napoleon's fête day our harbour presents a very gay appearance; it is not often we have so many large men-of-war in port as now. In addition to the *Ocean*, *Hertha*, *Dupleix*, and *Vaadwick*, several British merchant vessels dressed ships, and the three former and the Japanese battery gave the customary salute at noon.

Announcement has been made that the firm of Gaymans and Co. ceased to exist in Nagasaki from the 1st July, and that at Hiogo and Osaka their business has been transferred to Messrs. E. Renard and Co., which firm Mr. P. H. Fricke and Mr. A. S. Genth are authorised to sign in Japan. This place looks the picture of wretchedness; scarcely any business is doing either in exports or imports, and everything and everyone seems depressed.

Exchange on London is nominal; an Admiralty draft, three days sight, was sold as high as 4s. 7d. per dollar some fourteen days ago. Nebous rapidly advanced from 440 to 410 at the end of July, but afterwards receded to 420, at which rate they nominally stand, but it is thought they will go lower yet. The cause of this sudden fluctuation is owing to the unsatisfactory nature of the coin rendering them dangerous to hold, and foreigners do not care about having more than enough to supply their immediate wants, and when they are compelled to purchase from the native money changers, the latter are quite masters of the position, and could, if they chose, put the price to 300, and there would be no remedy except the Englishman's privilege, "growl and pay it." With regard to Freights to London, I have not heard that the *Alida* has engaged any freight at less than £3 10s. per 50 feet; she still wants some 100 tons or so to complete her loading, which there is a little difficulty in getting just now. I hear that a considerable quantity of her cargo consists of transhipments from Hiogo.

CHINA.

—o—

PEKING AND TIENTSIN.

The *Courier* of Aug. 18 has the following:—

The foreign-armed troops in Peking are being drilled after the foreign style by Chinese drill-masters taught in the Tientsin school.

Tseng-kwo-Fan is reported to have gone privately to Peking, without the knowledge of his troops. This, however, needs confirmation. Mao has been notified as Chung How's successor. On hearing of the arrival of Li's troops the captain of the *Ashuelot* sent an express after some of his officers, who were on their way to Peking. On their return they reported having seen great numbers of soldiers outside, and thirty brass guns. The American Consul was requested to obtain information about them, and was told by the authorities there were only 2,500 troops.

At the powder-mills nothing is going on. The erection of ma-

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chinery has been stopped, owing to the state of affairs. But for this they would by this time have been making powder.

About a week since it was reported that all the mandarins at Taku had left for Tientsin. It was explained that they had only come up to pay their respects to the Empress Dowager, whose birthday it was. They had left at dead of night, and curiously enough brought their wives and families and portable property with them. The troops thus deserted became uneasy; a messenger was sent down to report the circumstance, but found no one to report to. The officers have been made to return to their posts.

SHANGHAI.

The present mail brings dates to August 18. The London mail of June 24 arrived on August 14. Telegrams *via* Kiachta reached to July 26.

The war news has naturally tended to elate the Chinese, who think that France has her hands too full at home to despatch a force to China, and as of course any reparation would be made from fear of consequences rather than from a sense of justice, the expectation that French demands will be satisfied has fallen to a minimum. It is the more important, therefore, that they should be undeceived, and that if France is too busy for the moment some other nation should send troops to Shanghai, to impress the necessity for maintaining peace. It is far easier to prevent than to cure.

The Volunteer force is likely to receive a strong adjunct, in the shape of a sort of Burgher Guard. The complaint has been a frequent one among those who have enrolled that there are more men out of the corps than in it, and that the case is one in which all alike ought to come to the fore. A movement is now on foot for organising a reserve guard of men who have not seen fit to join the regular Volunteers, but who could still render good service in protecting the settlement, and especially the women and children, in case of trouble. The Volunteers themselves have reached a very fair stage of efficiency. A general parade was held last Friday, and we are glad to learn that it is proposed to hold similar meetings on the same day every week.

The Emperor Napoleon's fete-day was celebrated as usual, with much enthusiasm, by our French neighbours. A salute was fired shortly after sunrise from the French Bund, and a mass was performed at the Cathedral. Another salute was fired at noon, from H.I.M. *Coetlogon;* and a third in the evening, by the Volunteer Artillery, from the French Consulate. After sunset, the Bund was brilliantly illuminated, and attracted thousands of native and a large number of foreign spectators.

We learn that the people in Kiahing have been in a very excited state lately. Talk about burning down all the churches, and murdering and expelling foreigners, was rife. But the Chihsien has issued a proclamation, saying that kidnapping was the work of the Chinese vagabonds, and had nothing whatever to do with foreigners; that anyone in molesting a foreigner should be surely punished; and this had the effect of calming the excitement.

Our Peking correspondent dwells on the delay shown in punishing the Tientsin mandarins, and in apprehending the rioters as one proof among more that the Government are not heartily bent on dispelling the false tales which have been spread regarding foreigners, or calming the hostile feeling which has been excited. After six weeks, the former are still at large, and only nine men alleged to have been engaged in the outbreak are arrested. Not a single proclamation had been issued, denouncing the flagrancy of the crime; but the edicts which the Emperor has issued have failed, if they were ever intended, to allay the suspicions entertained.

The *Cycle* says that Ting-jihcheng, the Governor of Kiangsu, in consequence of his reputation for accurate acquaintance with foreigners, has been ordered to Peking, to aid in the settlement of the pending questions. The task does not seem very welcome, for instead of going by steamer and reaching the capital in ten days his Excellency is, in strict accordance with the rites, going by land. If he is lucky, he will complete the journey in about a month, as there are some eighteen stages to be passed, and allowance has to be made for bad weather.

We regret to learn that Baron Richthofen has been obliged to return from the North without completing the programme he had set for himself before starting. The unsettled state of affairs has made it impossible for him to prosecute the researches he had intended in north-west China. The invaluable information he has already collected renders the interruption more regretable.

The latest news from Tientsin is unsatisfactory. Nothing has yet been done towards punishing the guilty, though the officials profess to be occupied in searching them out. Seven weeks, however, have now elapsed since the massacre, and not a culprit has suffered, though the leaders of the riot must be well known to everyone in Tientsin. Neither has any progress been made towards the punishment of the mandarins beyond their degradation. It is believed that the anti-foreign party, which is the most powerful, will not consent to their execution, though willing to make reparation in other respects. One or two of the high officials are sufficiently wise to foresee the danger they are incurring, but the majority are said to be confirmed in their desire to resist. M. de Rochechouart is quite determined to stand by his demands, and is said to have named a short date for a final reply.

The delegation of Mao-chang-he to Tientsin is also spoken of as portending the ascendency of anti-foreign influence, as this mandarin is believed to be violently hostile to foreigners. Thousands upon thousands of fans have been put in circulation in Tientsin, bearing a representation of the massacre of the French Consul, the burning of the Consulate, and Chinese triumphant.

These fans are roughly got up, and sold for 40 or 50 cash only; made of bamboo and common paper, ill-finished. They purport to be in commemoration of the 21st June. They represent three foreigners—Fontanier, Cheverier or Simon, and Thomassin, overborne by a tremendous crowd, tremendously armed; the cathedral in flames. A boat-load of braves crossing the river to assist the assailants. Foreigners distinguished by red shirts, and one represented as being assaulted, while running out of the French Consulate. Lastly, the Che hsien present with his official chair. It is said another fan is being prepared, representing the murder of the Sisters.

Mr. Wade's visit to Tientsin is said to have done much to persuade him that the outbreak was premeditated, and to enlighten him as to the gravity of the position. His house at the hills, near Peking, has been robbed; at Tientsin stones were picked up, though not thrown. The report of troops assembling is being daily confirmed, and even the report of Li-hung-chang's approach with a strong force is gathering substance. It is said that the vanguard of his troops is already close at hand. Large numbers of troops can be seen from the mastheads of the ships in the Peiho, and the general impression is that the Chinese are quite ready to fight. The estimate of the force round Tientsin is necessarily unreliable, but it is certainly large.

It is rumoured that Mr. Hart has resigned the Inspector-Generalship of Customs, and that Mr. Dick and Baron de Meritens are to succeed him; but this is only rumour, and may perhaps have its origin in the removal of Mr. Hart's family from Peking, and in his reported intention to visit Europe shortly.

The Italian Legation is stopping at Chefoo, which is wisely preferred to Peking, in the present aspect of affairs. The Italian frigate *Principessa Clotilde* is expected here daily. The English and French Admirals are both in port. When the telegrams arrived, on the 15th, announcing war, the North German corvette *Hertha* went outside to one of the islands "for practice." and did not return. It is expected that she will meet the *Medusa* at Nagasaki. The *Barrossa* has not yet arrived. It is said that the American Minister has ordered the *Ashuelot* to remain here till further orders.

At Kiukiang the river has overflowed its banks. The bund of the foreign settlement has been submerged a couple of inches, and a large tract of country on the north banks has been flooded. Rumours were current that all the Yangtze ports were to be garrisoned.

The *Courier* says:—It is rumoured in the Settlement that a private telegram per *Shansi*, yesterday afternoon, conveyed the intelligence that the war between France and Prussia was at an end, and their differences were being peacefully adjusted. We sincerely hope this may be true, but we have been unable to trace the report to its source, and fear it is a case in which the wish has been father to the thought.

The *Hipparchus* left Shanghai for Hong Kong *en route* for London on the afternoon of the 16th of August. She takes 400 tons of tea, and 100 tons of other cargo. She takes, besides, in specie for Hong Kong, Tls. 220,000. Passengers for London per *Hipparchus*—Rev. W. B. Hodges and wife, Mr. J. Osborne, and two third-class passengers; for Hong Kong, Lieutenant R. G. Drew.

Proclamation.

Ting, a member of the Board of War, an assistant-censor and Lieutenant-Governor of Kiangsoo, issues the following proclamation:—

A short time since the business people of Shanghai, misled by rumours, were in a great state of alarm; the Futai, on the occasion, issued a proclamation clearly stating that he had examined and found that the Roman Catholics had never kidnapped persons for the purpose of scooping out their eyes, plucking out their heart and so forth; he also instructed the Intendant, Maritime Commissioner, and District Magistrate to adopt severe measures to repress the excitement,—all which is on record.

After this the suspicions of the people were completely removed and their minds quieted, from which it is abundantly manifest that there was no intention on the part of the people to create a disturbance; it was entirely the work of certain vagabonds who fabricated a lot of groundless stories and thus excited the ignorant, silly populace.

The Futai has had the honour to receive an Imperial Mandate ordering him to proceed to Tientsin, to investigate and settle certain matters there, but will return ere many months. Ever bear in mind the truth that all mankind are brethren (lit. that all within the four seas are brethren), peacefully attend to your business occupations and do not give ear to groundless talk nor harbour suspicions and doubts. Should any evil persons make up reports and create disturbances, they will be severely punished by the local officials; when this is done, we may expect an improvement in the public morals and the prevalence of tranquillity, for which the Futai earnestly longs.

A special proclamation—7th moon, 15th day

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Tseng-kwo-Fan's Memorandum on the Tientsin Massacre.

Having been ordered by Imperial decree to repair to Tientsin, and inquire thoroughly into the events of the 21st June, I have, up to the present time, arrived at the following conclusions regarding these sad occurrences :—

The first cause of the disturbances lay in the circumstance that missionaries were accused of being implicated in the kidnappings perpetrated by bad men. To this must be added the various rumours about eyes dug out and hearts torn out, it being pretended that a certain medicine was prepared from these ingredients ; and these rumours did not only spread from one to the other among the simple and silly people, but even amongst the gentry and literati there were many who brought forward the same accusations with one voice. From these accumulated suspicions openly expressed dissatisfaction arose, and amid the consequent excitement the great disaster happened.

It is therefore necessary, in the first place, to discriminate between truth and fabrication, in order to separate right from wrong and innocence from guilt, so that we may clearly show that a just settlement of the matter is our only aim. And we must specially keep in mind that wild rumours of this kind have been circulated, not in Tientsin alone, but that formerly in Hunan also and Kiangsi, in Yangchow and Tienmen, and even in the province of Chihli, in the districts of Tamingfu and Kwangping anonymous and inflammatory placards were posted about, in which it was maintained either that the missionaries stole the children, or that they dug out the eye, and tore out the hearts of men, or that women and girls were seduced and polluted by them.

And although the disturbances excited by those accusations at the above mentioned places have been severally settled, still it has never been thoroughly investigated and clearly shown how far the imputations contained in these anonymous placards were well founded or not ; and therefore it has been my principal care since my arrival at Tientsin to elucidate these points singly by careful examination and enquiry.

First, as to kidnapping being practised by Chinese Christians. It is true that Wong-san made a confession of this kind ; but even he denies on the one day what he had confessed on the other, and his statements are not in accordance with those of his comrades. And certainly no proof has been obtainable of the complicity of the foreign missionaries themselves in these abductions of children. Further, I have repeatedly examined all the boys and girls, 150 in number, taken away from the Sisters of Mercy, and they unanimously maintain that they had been instructed there only in religious matters, that they had been brought to that establishment spontaneonsly by their parents to be educated there, and that they had by no means been dragged there forcibly by kidnappers.

Second ; with regard to the tearing out of eyes and hearts, this is a mere invention, without the slightest foundation in reality. It would appear that during the fourth and fifth moons of this year (May and June) cases occurred of two or three children who had died in the hospital being put into *one* coffin, which aroused the suspicions of the people. And the gates of the mission premises being closed the whole year excited suspicion by its mysteriousness, and, because the people could not explain to themselves what was going on inside, a sense of fearful curiosity took possession of them. In this way evil reports spread to all the four quarters of the earth, and ten thousand cries of uniform accusation went forth against the missionaries. But it would be vain to seek for any foundation of facts on which these spectre-accusations have been based—it would be like trying to catch with the hands the passing breeze, or to seize a shadow.

When, some days ago, I arrived at Tientsin, the people crowded around and stopped my chair, and numberless petitions were presented to me. But when I had made the most careful inquiry to find out what the truth was as to the tearing out of eyes and hearts, there was not *one* who could adduce a single proof that such things had happened at all. And when I inquired within and without the city I found that very few children had been stolen at all, and these cases had almost all been duly investigated by the Courts. But from what source all these false rumours originated I have not been able to ascertain. I have the intention now, together with H. E. Chung How, to draw up a memorial to the Throne, in which he will give a general outline of the state of affairs, so as to bring to an end all these various discussions.

Indeed, to murder children and to mutilate their dead bodies in order to prepare medicine from them, is a deed so horrible that even uncivilised wild tribes would be loath to do it. England and France are large countries beyond the seas. How could we suppose them capable of such inhuman crimes ? Reason forbids us to think of any such thing even as possible.

It may not be denied that among the Chinese converts there may be bad men who kidnap children and do other bad things, covering themselves with the name of missionaries as with a talisman ; but this can only impose on us the duty to punish those converts who are found guilty of lawlessness ; and must not lead us to lay these things to the charge of the missionary establishments generally.

It is the aim of the Catholic religion to teach men to be virtuous, and the Emperor Kang-hi long ago gave permission to spread this doctrine in his dominions. And the hospitals of the Sisters of Mercy may be fairly compared with our Foundling Hospitals, &c. The desire of the Sisters is to found asylums for the miserable and poor. Charity and mercy are their device ; if, therefore, they are accused of abominable deeds, foreigners will be justly prompted to resentment and wrath.

It is my wish, therefore, that the Emperor should promulgate an edict in all the provinces of the Empire, openly declaring that the misdeeds laid to the charge of the missionaries in those anonymous placards are nothing but calumnies ; so that the wrong done to foreigners by these slanders may be expiated, and the doubts of the Chinese people and literati may be dissolved, and that every man in the Empire may learn and know the true state of things. In this way it is hoped that the distrust existing at present between Chinese and foreigners may be terminated, and that the hatred and ill-will between our people and Christians may gradually disappear.

COCHIN CHINA.

—o—

SAIGON.

Dates by this opportunity extend to August 30. The outward mail arrived on the 11th. Admiral De Cornulier-Luciniére, Governor, and Officiating Commander-in-Chief, had issued a proclamation that, in view of the war which seemed likely to break out, all Prussian subjects who were already established in Cochin-China might continue to reside and trade there, but that they would be subject to special surveillance, and, in the event of their being detected in any act compromising the safety of the colony, and the interests of the French nation, they would be subject to martial law, as if war had already been declared. Prussian ships arriving before notice of the declaration of war would be allowed the usual grace of fifteen days, and a safe conduct for six days after leaving Saigon ; but these indulgences will cease as soon as any steps shall be taken against the safety of the colony, or any Prussian cruisers appear at Saint Jacques. Navigation between Saigon and Cangion is interdicted from sunset to sunrise.

The *Courrier de Saigon* states the news of the war had produced a profound sensation in Saigon, where the Germans have important interests, but the liberal regulations of the Governor had given general satisfaction, and the natives were so fully convinced by experience that France must be victorious in war against any European State that no uneasiness was felt concerning them. The Napoleon Fête day—the 15th August—had been celebrated with the greatest enthusiasm. The Governor reviewed the troops on the Quai Napoleon, which was crowded with spectators, and after the review he attended divine service at the cathedral. A spirited regatta and a general illumination added to the effect of the rejoicings, which closed with a brilliant ball given by the Governor, and attended by the élite of Saigon society. Information from the interior of the colony states that the day was observed with similar rejoicings in distant stations.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates are down to the 3rd Sept. The outward P. and O. mail, July 29, arrived on the 29th August, and was followed by the French mail of August 5 on the 2nd Sept., in the new steamer *Guienne*.

The Legislative Council met on the 30th August. The Acting Attorney-General moved for leave to introduce a Bill to establish a money-order system between the United Kingdom and the Straits Settlements, as well as between the several settlements of the colony. No other proceedings of importance occurred, but the Pension Bill was attracting a good deal of attention.

The *Singapore Daily Times* learned from Saigon that the French gunboat *Segond* had arrived there, having on board the masters and crews of the two North German vessels, the *Georg*, from Bremen to Shanghai, with coals, and the *Turandot*, from Hamburg to Hong Kong, with general cargo. These vessels had been captured by the *Segond*, at a distance of from fifteen to twenty leagues from Saigon. The masters and crews were taken on board the *Segoid*, French crews put in the captured vessels, and the chief officers retained on board to navigate them into Saigon.

The Danish frigate *Tordenskjold*, Capt. Lund, from London 13th June *via* Suez Canal, has arrived here. She saluted the British flag immediately after anchoring, the salute being returned from Fort Canning. The *Tordenskjold* has on board 40 miles of the shore end and 100 miles spare sea line of the submarine telegraph cable to be laid between Hong Kong and Shanghai, and will, we believe, be assisted in the laying by the steamers *Great Northern* and *Cella*. She is to leave for Hong Kong.

On the 22nd of August a gay concourse of the European community, as well as a crowded assemblage of natives, was collected on the occasion of the launch of the first steamer ever built in Sarawak. The owners, Messrs. Walters, Crocker, and Co., feeling deeply sensible of the obligations under which they lay to Mr. Crookshank, the resident, for the kind manner in which he had advised them during the construction of the little vessel, had, as a sign of their appreciation of his kindness, decided upon naming the steamer the *Bertha*, and Mrs. Crookshank was asked to perform the usual ceremony for her namesake.

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Commercial Report.

IMPORTS.

SHANGHAI.—Business both in Cotton and Woollen Goods continued dull. The Piece Goods market had been very quiet during the week. With the exception of one sale of 23,000 pcs. 8¼ lbs. Grey Shirtings, to arrive, and some small parcels of 7 lbs. goods, which had changed hands at lower rates, there had not been much doing in this fabric. T-Cloths of all kinds had declined in value, and there was no disposition to operate in them. A few English and Dutch Drills had been sold at about last mail's rates, but of Jeans there was no sale recorded. Fancy Cottons: Chintzes seemed still the article wanted. The difference, however, between the ideas of holders and buyers as to value continued to impede business. Quotations generally were unchanged, and the market was languid. Woollens were not wanted, and the tendency of prices was downward. There had been scarcely anything done in them since last mail. Scarlet Long Ells, C.P.H., were nominally worth Tls. 5.50 per piece. Assorted Spanish Stripes and Camlets, same chop, 5 mace per yard and Tls. 11 per piece respectively. Figured Orleans, of very good assortment and pattern, had been sold to a small extent at Tls. 3.70 per piece; but for the other articles of Woollen import no quotations could be given. Metals—Iron: Settlements during the past week about 8,000 bundles Nail Rod, at Tls. 2.10 for small sizes, and Tls. 2.05 for good assortments—rates which showed little change on those previously ruling. Stock very large. Tin: Market dull; no buyers. Lead: Some weak holders trying to obtain Tls. 4.20 cash for L.B.; no demand whatever.

HONG KONG.—There is very little to report, as no special activity had been displayed in any article of import. Cotton Yarns continued neglected. One or two small sales of Grey Shirtings had been the only transactions in these goods. T-Cloths had commanded more attention, and fair settlements of 6, 7, and 8 lb. weights had been made, at about previous currencies. American Drills still found no buyers. Some 1,200 pieces Dutch Drills had been placed at $4.05 to 4.15 per piece. Woollens offered nothing for comment. In Metals, Nail Rod Iron had been considerably placed: Tin and Quicksilver were steady.

EXPORTS.

TEA.

The following reports are from Messrs. Olyphant and Co.'s Circular:—

SHANGHAI.—Black: There has been some enquiry during the past week, and 7,100 chests are reported settled and 1,500 chests re-shipped. Further supplies have reached us from the river ports, and the stock now stands at 110,000 chests. We make no change from our last quotations, but the market is decidedly weak, and holders are showing a good deal of anxiety to sell. Green Teas have continued in demand for America at irregular but full rates. Some parcels show a decline of two taels from the extreme quotations of our last circular, but the supply of fine Tea has been so meagre that parcels of only good medium quality have realised Tls. 42 to 42.5.0, and such terms are no better than those secured at the opening of the market. Settlements since the 11th instant have been 7,762 half-chests at Tls. 33 for fair Taiping, and Tls. 44 for fine Twanki. Further purchases of 2,500 half-chests have been made, but particulars have not yet been published. Stock, 15,400 half-chests Twanki and Fychow; 8,000 half-chests Pingsuey; 5,000 half-chests Shanghai-packed, and 2,000 half-chests old Tea. No new Moyunes have yet arrived.

FOOCHOW.—Settlements of Congous amount to about 10,000 chests. Flavoury Congous and those of better quality have been fully supported, and in some instances have brought higher prices, but common kinds are again weaker. The stock of Oolongs is daily increasing, but as yet musters of the fine grades are not shown. Souchongs and Scented Teas are quiet. The steamer Vine left for London, *via* the Suez Canal, on August 13, taking 499,720 lbs. Tea. The Wylo, for the same destination, is full, and will clear to-day (August 17). The Lass of Gawler and Hannah Nicholson have sailed for the Colonies. The Louisa has cleared for Boston.

AMOY.—An active business has been done in Oolongs by American buyers, and the market has been entirely cleared of supplies. About 13,000 half-chests have been settled during the week, and prices have slightly advanced, common to fair cargo teas having realised $21 to 23.50 per picul. Some 5,000 half-chests of these purchases have been bought from muster packages before the chops had arrived to market, and of the entire settlements the quality has been mainly common to fair. Nothing of moment has transpired in Congous. The Eleanor is loading for New York, and the Mindet, just arrived from Hong Kong, is fully engaged. Statistics to date are:—Congous, arrivals, 24,387 half-chests and 3,534 boxes; settlements, 20,529 half-chests and 3,384 boxes. Oolongs, arrivals, 56,125 half-chests and 6,350 boxes; settlements, 57,365 half-chests and 6,165 boxes.

CANTON.—A very limited business has occurred in Scented Teas during the week, at rates showing no material change in values; but of the small transactions noted a considerable proportion is reported to have taken place in barter. The settlements since the 15th August are estimated at about 2,000 boxes Scented Capers, and 600 boxes Scented Orange Pekoe.

SILK.

SHANGHAI.—Since the arrival, on the 10th August, of telegrams announcing war declared by France against Prussia, business had been entirely suspended, not a single transaction being reported. Foreigners considered prices very unsafe, unless a concession of at least Tls. 70 to 80 per picul be granted; and many were of opinion that even with this decline quotations would be too high for consumption, owing to the largely increased stocks of China and European Silks in Europe, which must arise from the cessation of business caused by the war. The inferiority, too, of the European Silk this season, must, it was considered, naturally interfere with the sale of China Silk, and it was feared London quotations for best thirds Tsatlees would not again reach 32s. this season, even if the export should prove to be under 40,000 bales.

CANTON.—There was no demand from foreigners, and prices were gradually declining, though, owing to some speculative demand on native account, values in the country were firm.

SAIGON PRODUCE.

RICE.—The market had shown no change of importance. Supplies from the interior continued to come in slowly, and there was only one contract to report, viz., 5,000 piculs long grain at $1.50 per picul; at this rate holders were firm. For round grain $1.60 had been asked. Now that the rainy season had fairly set in, the growers will be less anxious, and will soon re-appear in the market with fresh supplies, which, it appears, they kept in reserve.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5d.	4s. 6d.	4s. 6d.
Shanghai ,, ,, ...	5s. 9¾d.	5s. 10¼d.	5s. 10¼d.
Canton ,, ,,	4s. 4d.	4s. 4¼d.	4s. 4¼d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 3¾d.	4s. 4d.	4s. 4¼d.
Manila ,, ,, ...	4s. 4½d.	4s. 5d.	4s. 5d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	301 to 302	225½
,, Hong Kong	24½ to 25 dis.	—
Bar silver	111.5 0	8 prem.
Mexican dollars	75.3.0	½ prem.

Shipping Intelligence.

ARRIVALS.

At NAGASAKI.—From Aberdeen, July 18, Wun Yo Maro.

At SHANGHAI.—From Cardiff, Aug. 15, Ornate; from New York, 11, Dilpussund; from Liverpool, Eldon (str.); from London, Bermah (reported by telegram).

At HONG KONG.—From London, John Lidgett, L'Imperatrice (reported by telegram).

At BATAVIA.—From Clyde, County of Forfar (reported by telegram).

At SINGAPORE.—From United Kingdom, Sebastian Bach, Alonzo (str.), Atma, Janet Ferguson, Great Northern (str.), (reported by telegram).

At SINGAPORE.—From London, Aug. 30, Tordenskjold; from Cardiff, 31, Tycoon.

At HONG KONG.—From Liverpool, previous to Aug. 25, Abbotsford (str.) (reported by telegram).

DEPARTURES.

From SHANGHAI.—For London, Aug. 12, Zephyrus, Leith (str.); 15, Golden Spur; 16, Hipparchus (str.); for New York, 16, Magdala (str.); for London, City of Hankow (reported by telegram).

From SAIGON.—For Bordeaux, Aug. 24, Ludovic and Charles.

From SINGAPORE.—For London, Aug. 30, Hipparchus; for New York, Magdala (str.).

LATEST TELEGRAMS.

JAPAN.

(RECEIVED VIA GALLE, OCT. 5.)

YOKOHAMA, SEPT. 6.—The Japanese authorities are taking measures to prevent a naval engagement between the French and Prussian corvettes stationed in these waters. The Japanese Government has decided to go to war with the Coreans.

CHINA.

(RECEIVED VIA KIACHTA, OCT. 4.)

SHANGHAI, SEPT. 15.—Silk: No. 3 Tsatlees, 29s. to 29s. 6d.; No. 4 Red Peacock, 25s. 6d., prices irregular; export since commencement of season, 20,000 bales. Tea: Market dull, settlements moderate; export of Black, 38,500,000 lbs.; stock 90,000 chests, good common Congou, 11½d., firm. Shirtings: Very quiet; 8¼ lbs., Eagle Chop, Tls. 2.25. Exchange on London: Bank bills, six m.s., 5s. 11½d. London telegrams to Aug. 25 received Sept. 12.

Foreigners threatened at Kiukiang, Chinkiang and Chefoo.

(REUTER'S TELEGRAMS, RECEIVED VIA GALLE, OCT. 5.)

HONG KONG, SEPT. 15.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.82; Water Twist, 16-24 $1.20. Tea: Quiet; total export (China and Japan) 57,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 5½d.

SHANGHAI, SEPT. 9.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 2.25. Cotton, Shanghai, Tls. 18½. Silk: Stagnant; settlements since departure of last mail, 400 bales. Export to date (China and Japan) from commencement of season, 24,000 bales. Exchange on London: Bank bills, six m.s., 5s. 11½d. Freights: Tea, 30s.

(RECEIVED VIA GALLE, OCT. 5.)

HONG KONG, SEPT. 15.—Rumours are current of further assassinations caused by the anti-foreign feeling. Troops are massing between Tientsin and Peking, ostensib to protect foreigners, though their real object is considered doub

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(Received Oct. 8.)

Bombay, Oct. 5.—Advices received here from China by the last mail mention a rumour that Prince Kung had been assassinated.

(Received Oct. 10.)

Foreign Office, Oct. 10.—A telegram has been received from Mr. Wade, dated Sept. 26, and stating that all was quiet at Peking and Tientsin.

St. Petersburg, Oct. 10.—Advices from Kia-Hing of the 10th ult. announce that the people had destroyed several Roman Catholic buildings, and attempted to set them on fire, but were restrained by the authorities. Up to the 12th ult. Tientsin was quiet.

Bombay, Oct. 10.—Intelligence from China states that uneasiness continues to prevail; but no action appears to have been taken to provide against a fresh outbreak.

("Times" Special Telegram, Received Oct. 10.)

Our correspondent at Shanghai telegraphs on the 22nd of September:—"The Catholic church has been destroyed at Newchwang, and the impression gains ground daily that there is no prospect of a peaceful settlement of the Tientsin affair. The party in favour of war measures is more powerful than Prince Kung and the peace party, and it is feared that the former will be greatly strengthened when the news of the French reverses during the present war becomes known. Much anxiety is felt by the Europeans here, and the *North China Herald* advocates the forwarding of troops from India for the protection of the lives and property of foreigners—the latter in this city alone being estimated at fifteen millions sterling."

(Received via Kiachta, Oct. 10.)

Shanghai, no date; Kiachta, Oct. 9.—Silk: No. 3 Tsatlee, 28s. 6d. to 29s. 6d.; No. 4 Red Peacock, 24s.; No. 5, 25s. 6d.; Tsatlee in fair demand; crop of Shanghai generally estimated at 37,100 bales; export from Shanghai since commencement of season, 20,300 bales; stock, 5,000 bales. Tea: Market more active and firmer, settlements large, stock very heavy; export of Black from Shanghai, 41,000,000 lbs., being same as last year; good common Congou, 12d. Freights: Ship 40s, steamer 60s. Shirtings: Small demand; 8¼ lb. Eagle Chop, Tls. 2.28. T-Cloths, Woollens and Fancy Goods selling at lower prices than cost in England. Exchange on London: Bank bills, six m.s., 5s. 11½d. London telegrams to Aug. 23 received Sept. 12.

No prospect of a peaceful settlement of the Tientsin affair. War party stronger than Prince Kung. Another Catholic church destroyed at Newchwang. Imported foreign property at Shanghai valued at fifteen millions, the yearly trade at thirty millions. Great anxiety; assistance of troops demanded from India.

STRAITS SETTLEMENTS.

(Received via Galle, Oct. 8.)

Singapore, Sept. 23.—8¼lbs. Grey Shirtings, $2.72½; 7 lbs., $2.30; 6lbs. T-Cloth, $1.65; 5 lbs., $1.45; Mule-twist, 16-24, $90; 40's, $132½; Exchange on London, Bank Bills, six m. s., 4s. 4½d.

JAVA.

(Received via Galle, Oct. 3.)

Batavia, Sept. 16.—36,000 piculs Sugar, No. 14, sold at f.14⅛; Arrack, f. 65 per cask; Cotton and Woollen Manufactures dull. Freight to Holland, f.75 to f.70; Exchange on Holland, f.98 to f.101½ per cent. Arrivals: Constance (Schroot), Cornelia Mathilda, Ida Geertruida, Mary and Hillegonda, Mentor, Schoonderloo, Sumatra, Vyf Vrienden. Departures: Nederland and Oranje, Otto.

(Received via Galle, Oct. 5.)

Batavia, Sept. 10.—Java Coffee, f.28½, without business; Sugar, holders firm, but transactions unimportant; Rice, f.145; Cotton and Woollen manufactures very dull, and nothing can be sold except at lower rates. Freight to Holland, f.75; Exchange on Holland, f.98 to f.101.50. Arrivals: Allegonda Jacoba, Bato, Constance (Kimmerer), Drei Gezusters, General de Stuers, Henrietta Maria, Sourabaya Packet. Departures: Aletta Augusta, Galilei, Jan van Brakel.

(Received via Galle, Oct. 11.)

Batavia, Sept. 24.—Coffee inactive; Sugar, No. 14, f.14½; Maddapollams, Dutch bleached, f.5½; Calicots, unbleached, f.5⅝; Shirtings, bleached, f.9½; unbleached, f.8 to f.8¼; Drills, f.8½, dull. Freights to Holland, f.70 to f.75. Exchange on Holland, f.99 to f.101.50. Arrivals: Augusta, Constantia, Nicolaas Witsen, Oceanus, Sirius, Vrede. Departures: Cornelis Smit, Gerredina Wilhelmina, Kanagawa, Oceaan, Vesta.

SHIPPING POSTSCRIPT.

Arrivals not in the Tables.—Oct. 5, off Plymouth, from Batavia for Rotterdam, Jacoba Cornelia; 4, off Scilly, from Shanghai, Titania; at Queenstown, from Maulmain, Tirrell; 6, at Deal, from Colombo, Granville, Hope; off Queenstown, from Rangoon, Juventa; 7, at Deal, from Ceylon, Grand Duchess, from Hankow, Oberon (str.); 7, at Falmouth, from Rangoon, Ernst; at Queenstown, from Rangoon, John C. Potter; 5, off Queenstown, from Manila, for Liverpool, Maria; 8, at Deal, from Foochow, &c., Sir William Wallace; at Falmouth, from Akyab, The Bride, M. D. Rucker; 6, at Falmouth, from Batavia, for Amsterdam, Francina Wilhelmina; 8, at Liverpool, from Singapore, Kinfauns Castle; —, at Queenstown, from Batavia, Anna; at Plymouth, from Rangoon, Fair Wind; —, at Trieste, from Colombo, Phillis; 9, at London, from Ilo Ilo, Sage; 10, at Deal, from Shanghai, &c., Nestor (str.); from Java, for Amsterdam, Jonge Cornelius; from Ceylon (via Suez Canal), Garnock; 8, at Falmouth, from Maulmain, Hindostan; 9, off Falmouth, from Java, for Rotterdam, Albrecht Beyling; at Falmouth, from Bassein, *Carl XV.*; 7, at Scilly, from Batavia, for Middelburg, Geb. v. d. Beck; 9, at Liverpool, from Singapore, Estrella de Chili; 7, at Texel, from Tjilatjap, Henrietta; 8, at Brouwershaven, from Batavia, Nicolette; from Tjilatjap, Jacoba Cornelia; at Marseilles, from Singapore, Moses Williamson; Sept. 25, at New York, from Singapore, Frances; Oct. 11, at Deal, from Rangoon, for Bremen, Ulva; 10, at Beachy Head, from Akyab, for Copenhagen, Ilex; at Liverpool, from Bangkok, Max; 9, at Texel, from Batavia, Nieuwe Waterweg II.

Departures.—Oct. 7, from London, for Cardiff, and Singapore, Echo, Louisa; 6, Mary Tatham; 4, from Shields, for Batavia, Lindisforne (str.); 5, from Cardiff, for Singapore, Amazon, Vision; 6, Eulalia; ——, from Newcastle, for Sourabaya, Gysbert Karel van Hogendorf; 7, from Cardiff, for Singapore, Anita; 10, from Liverpool, for Singapore, Mercara; for Shanghai, Sarah Nicholson; 9, for Singapore, China, &c. (via Suez Canal), Achilles (str.); 5, from Cronstadt, for River Amoor, Freja; 8, from the Broomielaw, for Singapore, Pluto (str.); — —, from Amsterdam, for Batavia, Vertrouwen; 10, from Cardiff, for Galle, Hesse Darmstadt; Sept. 11, from Rio de Janeiro, for Batavia, Hazard.

Miscellaneous.—At Gibraltar, Oct. 6, Niger (str.), Nisbet, from Foochow, for London; at Malta, Oct. 7, Una (str), from Liverpool, for China, &c. (via Suez Canal); Statesman (str.), from Liverpool, and left for Colombo, &c. (via Suez Canal); 10, Danube (str.), from London, for Singapore, China, &c. (via Suez Canal); at Port Said, Sept. 20, Hercules (str.), Laing, from London, and left for Galle; Oct. 9, Bengal (str.), from Liverpool, for Singapore; Sept. 25, Priam (str.), from Shanghai, &c., for London; at St. Helena, Aug. 31, Marian Moore, Dickson, from Colombo, for London; Sept. 1, Delia, Aristi, from Manila, for Cadiz; 3, Telanak, Lusink, from Batavia, for Amsterdam; 4, Djawa, Bakkar, from Batavia, for Amsterdam; 4, Olano, Larrinaga, from Manila; 5, Deerhound, Carlin, from Macao; Queen of Devon, Geeswell, from Colombo, both for London; Marie, Bresthorst, from Batavia; Trinidad, Larrinaga, from Manila; 6, Eugenie, Lenaz, from Ilo Ilo; 11, Maasnymph, Vogelsang, from Batavia, for Flushing; 12, Bezoekie, from Batavia; at Simon's Bay, Aug. 20, Blackadder, Robinson, sailed for China, after repairing. Extract from a telegram from Galle, received in Hamburg supposed on the 16th Sept., Turandot, George, captured by French, brought to Saigon.

Laid on.—At London, for Singapore, Sree Singapura; for Colombo, Boyne; at Liverpool, for Hong Kong, Goodell; at London, for Shanghai; Titania, Celestial Queen, for Singapore, Hong Kong, and Shanghai (via Suez Canal), Ada, (str.); for Singapore, Hong Kong and Yokohama (via Suez Canal), Oberon, (str.); for Colombo, Hesperia, for Colombo, &c., Granville; at Liverpool, for Singapore, Herald.

Spoken.—Agnes, Singapore to Boston, Aug. 15, 35 S., 22 E.; Sir Wm. Wallace, Hong Kong to London, Sept. 9 11 N., 20 W.

Casualties.—The Maria Adriana, Kuhaak, from Batavia, which arrived at Brouwershaven, Oct. 8, in entering the latter place came into collision with an American schooner and lost jibboom; she then drove against the bow of the Schorpisen (Dutch ram), and began to make water; two tugs and some of the crew of the Schorpioen went to her assistance, and she was put ashore at Dwars in den weg, where she filled and was likely to become a total wreck. The cargo was being discharged, and three small vessels laden with dry coffee had arrived at Brouwershaven. The Betty, Chevalier, from Batavia, which arrived at Texel, Oct. 8, reported having experienced severe weather, July 13, 38 S., 25 E., during which she stove bulwarks, loosened deckhouse, &c., and received other damage. The Frances, Hiel, from Singapore, which arrived at New York, Sept. 25, reported having experienced heavy weather off the Cape, during which she stove bulwarks.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Bielfeld—On the 12th Aug., at Chefoo, Mrs. Alex. Bielfeld, of a son.

Braga—On the 19th July, at Nagasaki, the wife of F. Braga, Esq., of a son.

Cargill—On the 9th Oct., the wife of William Walter Cargill, Esq., formerly M.P. for Berwick-on-Tweed, of a daughter.

Cope—On the 5th Aug., at Hankow, the wife of Herbert Cope, of a son.

Couper—On the 6th Oct., at Craiglebuckler, Aberdeenshire, Mrs. J. C. Couper, of a son.

Draper-Bishop—On the 16th Aug., at Shanghai, Mrs. J. Draper-Bishop, of a daughter.

Greig—On the 14th Sept., at Hong Kong, the wife of James Greig, Esq., Manager Hong Kong and Shanghai Bank, of a son.

Hanbury—On the 7th Oct., at Clapham, Surrey, the wife of F. A. Hanbury, of a son.

Keun—On the 13th Aug., at Singapore, Mrs. A. F. Keun, of a daughter.

McDouall—On the 4th Oct., at Dumcrief House, Moffat, the wife of John McDouall, Esq., of China, of a son.

Probst—On the 17th Aug., at Shanghai, the wife of Th. Probst, Esq., of a son.

Smith—On the 30th July, at Hong Kong, the wife of the Hon. Cecil Clementi Smith, of a son.

Smith—On the 14th Aug., at Yokohama, the wife of W. H. Smith, Esq., of a son.

Turing—On the 24th Sept, at Rotterdam, the wife of Henry Turing, Esq., of a son.

Wade—At Peking, the wife of Thomas Francis Wade, Esq., H.B.M. *Charge d'Affaires*, of a son.

MARRIAGES.

Bake—Davis—On the 16th Aug., at Ningpo, by the Rev. J. Bates, Hugh Bake, I.M. Customs, to Miss E. Davis.

Bowman—Julyan.—On the 29th Sept., at the Church of the Holy Trinity, South Kensington, by the Rev. T. F. Stooks, vicar of Brompton, William Bowman, Esq., of Mount Ephraim, Tunbridge Wells, to Philippa Jane, only daughter of the late Nicholas Bise Julyan, Esq., of Penzance, Cornwall. No cards.

Clerk—Baptist.—On the 25th August, at the Roman Catholic Church of the Good Shepherd, Singapore, by the Rev. A. L. Daguin, Mr. Jeffreys Clerk to Clara Baptist, widow of the late T. W. Baptist.

Jones—Cotter.—On the 27th Sept., at the parish church, South Bersted, near Bognor, Sussex, by the Rev. George W. Jones, B.A., curate of St. John's, Mansfield, Notts, brother of the bridegroom, assisted by the Rev. Edward Eedle, M.A., vicar, Edward Duffield Jones, M.A., formerly of St. John's College, Cambridge and lately of Her Majesty's Consular Service in China, to Auxilienne Lucy Mary, younger daughter of the late Pierre Auxliens Cotter, Esq., barrister-at-law, of St. Lucia, West Indies.

Marshall—MacDonnell.—On the 6th Oct., after banns, at St. Nicholas, Brighton, by the Rev. G. W. Pennethorne, M.A., vicar of St. Andrew's, Chichester, assisted by the Rev. J. Roy, B.A., the Rev. T. G. Marshall, B.A., youngest son of the Rev. T. Marshall, M.A., to Thomasine, only daughter of the late J. R. Edward MacDonnell, Esq., and granddaughter of the late Colonel MacDonnell, of New Hall, County Clare, Ireland.

Stokes—Stokes—On the 4th Oct., at Tralee, Ireland, by the Very Rev. the Dean of Ardfert, cousin of the bride and bridegroom, assisted by the Rev. R. D'A. Orpen, Rector of Tralee, John Edward Stokes, Esq., Commander R.N., third son of Robert Day Stokes, Esq., of Dromultin, Co. Kerry, to Frances, eldest daughter of Lieut.-Colonel Stokes, Staff Officer. No cards.

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TULLOH—EDDIE.—At Trinity Church, Shanghai, by the Rev. Canon Butcher, M.A., Capt. Alexander Norman McLeod Tulloh, of the steamer *Nanzing*, to Miss Margaret Anne Eddie, of Brighton.

DEATHS.

CONOLLY—On the 28th Aug., at Peking, of typhus fever, Richard Conolly, aged 32, Third Secretary of Legation, attached to H.M.'s Embassy at Peking, brother of Thomas Conolly, M.P. for Donegal.

PROBST—On the 17th Aug., at Shanghai, the infant son of Th. Probst, Esq.

SAUNDERS—On the 29th Sept., at St. Catherines, Guildford, Frederick Saunders, Esq., late Treasurer of Ceylon, aged 66.

WODEHOUSE—On the 6th Oct., suddenly, at Landport House, Portsmouth, Colonel Edwin Wodehouse, C.B., R.A., aide-de-camp to the Queen, Commanding the Royal Artillery in the Southern District, eldest son of the late Admiral the Hon. Phillip Wodehouse, in his 54th year.

THE BRINDISI ROUTE.

We are indebted to a valued correspondent, who is now making the journey from London to Batavia, for a graphic account of the progress of his party, which, we think, will prove interesting and valuable to those of our readers who may be at a loss, in the present state of the Continental service, which route to adopt. Since this journey the time has been reduced to four days:—

Hotel des Quatre Saisons, Munich, Sept. 24, 1870.

Under existing circumstances, so far as the route from London to this place is concerned, Bradshaw is of little or no use, once you pass the frontier into Prussia at Verviers.

I left Charing-cross on the evening of the 21st at 8.45 P.M. (mail train), and arrived at Ostend after a very smooth passage on the 22nd at A.M. The boat was very full below, with several people on deck. I may mention here that the South-Eastern Railway Company will not book you through or register your baggage further than Verviers, the frontier town between Belgium and Prussia. The baggage was examined at Ostend, and at 6.45 A.M. we left Ostend.

At 9.20 A.M. arrived at Brussels.

At 9.40 A.M. left Brussels.

At 12.29 P.M. arrived at Verviers.

At 5.35 P.M. arrived at Cologne, instead of 4 P.M., as formerly, there being but one train a-day for passengers. As I was informed, they stop at all stations instead of proceeding express. At night all passenger traffic in this part of Prussia is suspended, that time being reserved for Government work; therefore I was obliged to sleep at Cologne.

At 1.25 A.M. on the 23rd I started in the train from Cologne, and booked as far as Mainz (Mayence).

At 10.45 A.M. arrived at Coblentz—stopped ten minutes.

At 1 P.M. arrived at Mayence for dinner, and proceeded

At 4.30 P.M. booked through to Munich; passed through Darmstadt.

At 7.30 P.M. arrived at Aschaffenburg, the first town in Bavaria in this direction. We had to remain here nearly four hours, and

At 11.25 P.M. nominally, but at midnight in reality, we again got under way, and travelled till

3.15 A.M., Sept. 24, when we stopped at Wurzburg, in the waiting room, an hour and three-quarters; leaving there

At 5 A.M., arriving at

10.9 A.M. at Fruichlinger, where we stopped about five or ten minutes to change trains. After that we continued without interruption as far as this place, arriving here at about 2.40 P.M., or sixty-six hours from Charing-cross, with two nights' travelling, and one night in bed.

The trains through Prussia were very heavy; indeed, from Cologne to Bingen thirty-five carriages and waggons with two engines; plenty of soldiers, both wounded and unwounded, amongst the number. At Bingen and Mayence I saw several Frenchmen, looking, as a rule, dejected, but not so dilapidated as I should have expected to see them. There were evidently plenty of soldiers at Bingen, *en route* for France, and as we passed along we saw many houses with the white flag and red cross flying on them. No one was asked for passports.

We leave by 9.50 train to-night, and expect to be at 1.20 P.M.

If I have time I will write from Brindisi, where I expect to be a little after midnight on Tuesday morning.

Oriental Hotel, Brindisi, Tuesday, Sept. 27, 1870.

We remained nearly six hours at Munich, viz., from 2.35 P.M. to 9.50 P.M., Sept. 24, when we left in the train for Verona.

At 12.45 A.M. of Sunday, the 25th, the train arrived at Kufstein frontier station, between Bavaria and Austria. Luggage was here examined, and after changing into the Austrian carriages, we left at 1.45 A.M.

At 5.30 A.M. we arrived at the top of the Brenner Pass, and continued to descend very rapidly through most beautiful scenery until 9 A.M., when we arrived at a town of considerable size, called "Botzen." The distance between the last two points is twelve German miles, equal to about fifty-six English miles. According to barometric observations taken by me the difference in level is not less than 3,500 feet, equal to an average gradient of 1 in 84, and this was passed over at the average speed of 16 English miles an hour.

At 11.20 A.M. arrived at Ala, the frontier town of Italy. Luggage was again examined, and after breakfast we again started at 11.50 A.M.

At 1.20 P.M. we arrived at Verona. Got fresh tickets (to Bologna), and changed trains; remained there thirty minutes, and

At 4 P.M. arrived at Padua, and had to wait two hours for the train to Bologna.

At 10 P.M. arrived at Bologna, where we remained the night. Under ordinary circumstances we should have been obliged to have left Bologna the next morning by 7.25 train, weekly mail service, but owing to the letters coming over the Brenner, instead of through France this time, the mail train will be some twelve hours late, we therefore

At 3.40 P.M. of Monday, Sept. 26, left Bologna, travelled without changing carriages all night, and

At 11.30 A.M. Sept. 27, arrived at Brindisi, and found that the steamer would not leave till 1 A.M. to-morrow morning, just twenty-four hours after the advertised time for sailing.

Thus the journey from London to Munich was sixty-six hours, and from Munich to Brindisi sixty-nine hours, equal to one hundred and thirty-five hours, or five days fifteen hours; but in the regular way the latter part of the journey would have been accomplished in twelve hours less time, reducing the total to one hundred and twenty-three hours, equal to five days three hours; however, I should advise passengers coming this route to leave London not later than Tuesday night or Wednesday morning, by which means they would have one day to spend in Venice, which is but a short distance off the route from Padua.

There are too many changes of trains and examinations of baggage to make this route pleasant for families, but for small parties with a moderate amount of luggage the journey is most agreeable. The scenery from Liege by Cologne, up the Rhine to Mayence, and from thence by Munich over the Brenner to Verona is most beautiful.

No passports were asked for at any place. The hotels we stopped at were—Hotel Dische, Cologne; Hotel des Quatre Saisons, Munich; Brun's Hotel, Bologna; the Oriental Hotel, Brindisi. The cost per person, first-class, including hotels and everything, is, London to Brindisi, £18; and passage to Alexandria, 275 francs, equal £11; total £29.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CIRCULAR TO THE SHAREHOLDERS.

The directors regret that on the present occasion they are unable to follow their usual course of convening a meeting of the shareholders for the purpose of declaring an *interim* dividend.

In the last annual report reference was made to the diminished amount of the profits for the preceding twelve months. The causes then assigned, but especially the adverse condition of the exchanges, have since acted still more unfavourably to the interests of the bank, and sensibly affected the result for the half-year ending 30th June.

The directors are enabled to report that in two of the law-suits connected with the failure at Batavia judgment has been given in favour of the Bank by the Court of Appeal at Lubeck; and there is now every reason to believe that the amount to be ultimately written off will be more than fully met by the profits which were carried forward last year for that purpose. On the other hand, it is with much regret that an announcement has to be made of a loss having been incurred at Shanghai, through the fraudulent conduct of a warehouse-keeper, in misappropriating goods which had been deposited in his custody by the bank. The amount thus involved has not yet been finally determined, but it is estimated that it cannot exceed £22,000, and may fall short of that sum.

The directors have invariably furnished the shareholders with the earliest information regarding all matters bearing upon the interests of the Bank, and they, therefore, feel it incumbent on them to refer to the effects produced by the existing Continental war, in disturbing credit, depressing the prices of Eastern produce, and thereby lessening the value of securities in the bank's hands. The directors are, however, able to state that, after making a most careful valuation of the bank's holdings, upon the basis of present low prices, they consider that £50,000 would amply cover all deficiencies; and this contingent loss might be materially diminished by a restoration of peace, leading to a recovery of trade. Of course, against these losses, positive and contingent, will have to be placed the profits for the twelve month ending 31st December next. Under the circumstances now detailed, the directors are precluded from recommending the payment of any *interim* dividend.

In an article in the *Globe* of this evening the belief is expressed that the appointment of Mr. MONGAN as consul at Peking is intended by the Government as a first step towards the abolition of the British Legation in China. The *Globe* recalls the announcement made by Mr. OTWAY last session that a sum of £10,000 would be cut off from the China estimates, and considers that this can only be attained by adopting the course it suggests.

MR. WILLIAM TARRANT.—The *Sir William Wallace* has brought a passenger from China who has not been eastward of the Cape since 1839. William Tarrant, we think, has not his equal in length of residence in China or in the versatility of his talents, for we hardly know what he has not done during his eventful career in China. He was one of the earliest servants of the Land-office in Hong Kong, and the first cuttings of roads in 1843 were effected by him, including the well-known "gap" into the Wongnei-chung valley. He was, however, too independent for any Government employ, and for exposing the conduct of some officials was suspended. Since that time he has been chiefly known as the editor and proprietor of the *Friend of China* at Hong Kong and Shanghai, which he conducted up to last year.

FOREIGN-OFFICE, SEPT. 30.—The Queen has been pleased to appoint Russell Brook Robertson, Esq., now Her Majesty's Vice-Consul at Yedo, to be Her Majesty's Vice-Consul at Yokohama.

CAPT. COOMBES, many years ago in command of the Constant in China waters, proceeds by the next mail to take command of the ship China, now in China or Japan.

The present mail brought forty bales silk from Japan; none from China.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the addresses of all persons connected with the Far East and reference can be mad to the same by personal application at the Office or by letter.

Homeward-bound Passengers by the Overland Route will find copies on sale at the Agents in Singapore, Penang, Anjer, Galle, Aden, and Alexandria. Passengers to and from China and Japan by the Pacific Route may procure them at San Francisco and New York. The list of Agents will be found in our advertising columns.

The applications for the "London and China Telegraph" from the Straits, China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "London and China Express" in those countries. The Subscription is $10 per annum.

The "London and China Express" is published weekly for despatch *via* Marseilles by the English and French mails, for circulation in China, Japan, Philippines, Cochin China, Siam, Borneo, Java, the Straits Settlements, and Ceylon. Annual Subscription, including postage, payable in advance, $15.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: WEDNESDAY, OCT. 12, 1870.

THE TIENTSIN MASSACRE.—OUR APPEAL PURSUED.

In all cases of emergency it is the bounden duty of thinking men, after satisfying themselves of the course which circumstances require of them, to reckon up the resources they can command, and the friends they can depend upon, for the accomplishment of the object which they have at heart. The friends may be few, but their influence may be widespread; the resources may be scattered and difficult to bring into collective action, though, united, they would be irresistible. This is the best, if not the only, way to "pluck the flower, safety, out of the nettle, danger;" and in this spirit we once more address our readers on the subject of the Tientsin Massacre, and the present phase of the consequences of that most lamentable, and, thus far, unredressed outrage. The occasion is too momentous, and the cause too dear, to admit of studied writing, or even of the due expression of the emotions it calls forth. We cannot afford time for lamentation over the graves of our murdered friends, when the safety of the living trembles in the balance. We must not forget for a moment that the existence, not of our power, not even of our trade, but of that gallant detachment of our English brotherhood which colonises the Far East, demands all the aid which mind, energy, and influence can collect for their rescue at the present juncture in China. Let us, then, in as few words as possible, survey their situation according to the latest intelligence, count the friends here on whom their safety depends, and consider the best means for their immediate protection.

The last telegram from Hong Kong, received last Thursday, though it bears date three weeks ago, tells us that already rumours were current of fresh massacres, consequent on the outrage at Tientsin, and that, in various parts of China, native troops were being collected, *ostensibly* for the protection of "foreigners," in the face of a hostile population, and by a hypocritical Government, which had virtually refused—by suffering the French ultimatum to elapse—to bring its malefactors to justice. According to the latest advices, the Chinese bigots were stimulated by what their priests represented to be the manifestation of Divine approval of the late massacre in fertilising showers; and the great bulk of the people, always opposed to civilisation, were puffed up by pride in the arts of warfare which we have taught them, and elated, not more by their own fancied strength than by the rumours of Western weakness, consequent upon the war which the "foreigners" are waging against one another. Under any circumstances, with a Government more than suspected of bad faith, an army raised from the dregs of the people, and a people the most superstitious in the world, excited against us by their priesthood, the situation of Europeans in China must ever be one of great danger, unless they are sustained by a sufficient and a united protective force. Of this force, scarcely adequate to their defence in times of peace, one half—the French—is now disarmed and powerless. No doubt, the Chinese, in their infatuation, believe France to be finally subdued, for we may be sure that this astute people have not failed to observe that the surrender of the French navy is an article in the rumoured terms of peace demanded by Prussia. In this event they perceive in England the only Power from which they have anything to apprehend, if they take the apparent opportunity of flinging their Treaties to the winds, exterminating foreigners of every nationality, and closing their ports once more.

What, then, is the attitude in which England appears at a moment so fraught with danger to her most cherished ideas? It would be worse than idle to disguise the fact that, apparently stunned by the din of warfare on the Continent, she has no ear for the far cry of her imperilled sons abroad. If it is disposed to arm at all, her present Government is intent on arming only for the protection of her own shores, which no reasonable being can conceive to be in the slightest danger. Her Colonies, from time immemorial the mainspring of her greatness, appear to have slipped out of account with a Ministry which, if it enjoys public confidence at all, certainly attained to power solely on the faith of its promises to enlarge British commerce, and bring the development of the resources of distant lands to the relief of our over-burdened population. Most unhappily the recent outrages in China occurred at a time when it was impossible to bring their consequences fully before the only tribunal which would be certain to avert them, for Parliament had ceased to sit when our tardy officials abroad sent their accounts of these transactions home. It may be months before Parliament reassembles, and, in the interim, what is to be done?

The next power to which Englishmen are accustomed to look in times of emergency is the Press; but, when we turn to that usually mighty influence now, the prospect is not reassuring. Most of the prominent journals are so engrossed with war news that they can spare little space for interests which they would admit, if they would but listen, are of far greater and more lasting importance to the Empire. It is true that there are some vigorous and earnest exceptions to the general apathy of the English press on Eastern subjects now. Last week we reproduced an exhaustive article from the *Standard*, which completely endorsed the views we have ever advocated, and the *Globe* and the *Morning Post* have followed in a similar strain. It is not unworthy of note—and we make the remark in no party spirit, for this is not a party question, nor are we party writers—but still it is not unworthy of note that all the journals which have advocated the protection of our countrymen in the Far East are Conservative. The Liberal papers are, as a rule, reticent or flippant on this subject. The leading journal has not spoken out at all definitely; and the paper which claims to have the largest circulation in the world, while it devotes three leading articles a day to questions connected with the Franco-Prussian War, finds in the description of a new American Saloon Refreshment Carriage matter more palatable to the readers of its fourth editorial than the crying needs of Englishmen in the East. Even this is not the worst. An evening paper, which likewise arrogates to itself a circulation as unbounded as the credulity of the readers who believe in its "intelligence," asked, two days ago, the unfeeling question:—"Will it, we "wonder, ever be safe for Europeans to dwell in a land where "the people are so grossly ignorant, and the rulers so astute as "to practice upon this ignorance for their own purposes, and "where, above all, human life is held in no manner of estima-"tion? Even for the chance of making a fortune in a few "years *such a game can hardly be worth the candle.*" Is it not pitiable to see a subject so momentous discussed in such a spirit as this? But, for a press, some of whose organs are thus vitiated, we can but hope for a speedy day when it will feel and express more truly than it has done yet the responsibility which it professes.

Where, then, are we to turn for friends? We are no alarmists, and we write in no disheartened spirit—our cause is too good for that; for sooner or later it must triumph, and those who neglect it now will never cease to reproach themselves for their apathy, if its success is further impeded by delay. We appeal to our readers at home and abroad—to all who are interested by experience, relationship, or fortune in the cause of progress in the Far East—to form local committees, and to hold meetings for the purpose of making public the danger in which they stand. They are numerous and influential enough to command attention, and to be listened to with respect. The Government and the press, at present deaf to them, will soon be compelled to

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grant their just demands by the voice of a public opinion which neither can afford to disregard longer—a public opinion which is never slow to redress the injuries of the defenceless, or to throw the ægis of protection over those who have deserved well of their country.

THE DUTCH TRADING COMPANY.

The Dutch Trading Company has acquired among European nations so large a reputation that in England and Germany there are some people inclined to the belief that the Company represents Dutch trade *in toto*. And, indeed, this is not altogether incorrect, the Company being based upon monopoly and protectionism, which principles have always characterised its management. Dutch merchants have become mere commission houses, and Dutch trade and shipping have been, for a long period, wholly dependent upon the favouritism of the Company. Thus energy has been extinguished, and a spirit of dependence fostered. It is strange, but, nevertheless, quite true, that Dutch shipowners are not, as a rule, men of enterprise, and when they are not favoured with the Company's cargoes, they cannot compete with foreign vessels, as is proved by the fact that produce shipped on private account from Java is for the greater part conveyed in English or German vessels to Dutch harbours. Of course it was easy in times when a vessel made profits equal to its value in four or five voyages to the East to find money to build other vessels, and indeed so many were built in those days that Dutch harbours were frequently filled with East Indiamen waiting for charters. Shipowners have never thought of sending their ships elsewhere, and the spirit of enterprise being so totally extinguished, Dutch shipping has lately shown such unproductive returns, that no money can even be found to establish a service of steamers between Holland and America, notwithstanding that enormous quantities of goods are constantly being shipped *via* Rotterdam to New York. The Dutch Trading Company has crippled the trade of Holland. There was a time when its existence was a necessity. In the year 1824 trade in Holland was languishing, and King William I. founded this Company in order to promote commerce, shipping, agriculture, and manufactures. The capital was fixed at twelve millions of florins, with permission to double that sum, and the King himself guaranteed an interest of four-and-a-half per cent. The subscriptions, however, were so enormous, reaching sixty-nine millions, that it was resolved to fix the capital at thirty-seven millions. Since the formation of the Company the capital has been several times altered, and actually it stands at about thirty-one millions. The Company began its operations upon a very large scale, agents being appointed in all parts of the world, but the success was very small. In almost every branch of trade the Company lost money; even transactions upon Dutch account with Java left an unfavourable balance, and without the least doubt the Company would soon have been obliged to liquidate but for the paternal care of its Royal protector. One of the stipulations of the original contract was that the Trading Company should be charged with the transport of all stores the State might send to Java, and with the conveyance of all Java produce to Holland. These stipulations became the bases of an enormous prosperity. In 1831—the quotation of the shares being then 71¾—matters began to turn. The Company stopped as much as possible the trade upon its own account, and became the commission agent of the State. The culture system was introduced; enormous quantities of produce were conveyed, and large profits were made. The nation, however, paid very dear. The whole system of the Company—which was at the same time the secret money-lender of the State—was one of protectionism. The produce must only be conveyed at exorbitant freights in Dutch ships, Dutch manufactures only were to be sent to Java, and foreign competition was thus totally excluded. Of course the Company, its brokers, its favoured shipowners, its managers, grew rich, the shareholders received good dividends, and the reputation of the Company improved and gradually reached its zenith. But times changed. An influential party in Holland arrived at the conviction that the Java culture system was unjust, even inhuman. And these feelings have made such rapid progress that the whole system is undermined, and before many years will have collapsed, when both agriculture in Java and the trade of Holland with that country will be conducted upon sound principles. The moment must soon arrive when the Government cultures must be transferred to private industry. In the meanwhile, the principle of selling Java produce in Java must be adopted more extensively, and in that way the Company will become wholly superfluous and unnecessary to Dutch trade.

The contract of the Company with the Government terminates on the 31st December, 1874, and next year a general meeting of shareholders will be held, in order to decide whether it is desirable that the contract should be prolonged. If it is decided affirmatively, it is to be hoped that the States General of Holland will interpose against such a prolongation. There are some who advocate that the Company should remain what it is as long as there are Government cultures in Java. But why cannot the Dutch Government sell all its produce in India? That, indeed, is the principle which should be applied. If Dutch trade and shipping, already weakened by protection, do not seek to achieve independence of the Company, a terrific collapse will be the inevitable result.

The acting Governor, General Whitfield, at Hong Kong has not been idle. The various members of the Government have contributed a full share of useful ordinances which his Excellency introduced at the last meeting of the Council. We shall wait with interest the particulars of the ordinance for the modification of the ordinance of 1855, restricting the conveying of Chinese passengers, and which shipowners and agents at Amoy and Singapore have so long complained of. A reasonable restriction to prevent Chinese being stowed like pigs is perfectly correct, but to enforce regulations for a passage of ten days with equal rigidity as on one to the West Indies is mischievous and unwise, as it strangles a most important branch of trade

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We have been informed that the French mail steamer which should leave Marseilles on the 16th inst. will not be despatched, and that consequently no mails for China will be made up after the present date until the 21st inst., the intervening period being thus a fortnight instead of a week. We understand that it has been determined during the continuance of the war to revert to the system which prevailed previous to July last, that is, to despatch but one French mail steamer in each month.

The Tientsin outrages continue to form a subject for discussion by the public journals. We may remark that the letter to *The Times* signed "Old Shanghai," which we publish, is written by a gentleman who, although fully entitled to the pseudonym, is not the original "Old Shanghai" so well remembered by former residents in the "model settlement." The text of a memorial on the subject of the massacre, which has been forwarded to Lord Granville by the Bradford Chamber of Commerce, appears below.

THE TIENTSIN MASSACRE.

MEETING OF THE BRADFORD CHAMBER OF COMMERCE.

A meeting of the Bradford Chamber of Commerce was held last week, at which the President, Mr. Behrens, drew attention to the important question of our relations with China, in connection with the horrible massacre at Tientsin, which he believed would have sent a thrill of horror through England if the public attention had not been drawn to the great events transpiring on the Continent. If France had not been engaged in the war, we might have left her to deal with the matter, for she would no doubt have taken active steps in defence not only of her own subjects, but of all the Europeans who were resident in China, on the faith of treaties, and seeking an honest livelihood. After referring to the magnitude of the China trade, and of the capital involved in it, the president remarked that outbreaks like that at Tientsin, and even the great probability of a war, had been foreseen by many residents in China ever since the European Governments had allowed themselves to be humbugged by the Burlingame mission. He urged the necessity of decisive steps being taken by the English, in conjunction with the other Governments represented in China, to show that such outrages as that of Tientsin would not be permitted, and that European lives and property would be protected. He had applied for information to Mr. Matheson, the chairman of the London Committee, who had recently had an interview with Lord Granville on the matter.—The answer of Mr. Matheson was read; it embodied the proceedings which took place at the recent interview of the deputation of London merchants with Lord Granville.

A long conversation followed as to the action which it was advisable the Chamber should take. Alderman Law, while not saying one word in exoneration of the infamous outrage at Tientsin, held that the conduct of England towards the Chinese was not such as to entitle us to

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take a high moral tone towards them. He referred in terms of strong condemnation to the manner in which treaties had been forced upon the unwilling Chinese for the purpose of promoting the opium traffic. Mr. Garnett concurred with all Aderman Law had said as to the conduct of England towards China, but urged that the question he had raised was not that which was now before the Chamber, namely, that of protecting the lives of those who were in China on the faith of treaties. After further discussion, in which Mr. Neill, Mr. Godwin, Mr. Waud, Mr. Garnett, Alderman Law, and the president joined, it was resolved that a memorial to Lord Granville should be drawn up by a sub-committee, including the president, vice-presidents, and Mr. Garnett.

The course resolved upon has since been followed up, and the following is the text of the memorial which has been forwarded to the Foreign-office. As yet no reply has been received:—

To the Right Honourable the Earl Granville, Her Majesty's Principal Secretary of State for Foreign Affairs.

The Memorial of the Bradford Chamber of Commerce.

Showeth,—That the late massacre of Europeans at Tientsin has everywhere excited horror and indignation and apprehension of further atrocities. That the accounts arriving by subsequent mails leave little doubt of the catastrophe being, not the result of accident, but of a conspiracy in high official quarters. That such a conspiracy threatens the greatest danger to the lives and property of foreigners in China of every nationality and of every creed. That the present unfortunate position of France may render it out of her power to demand, and, if necessary, to enforce satisfaction for the past and security for the future. That unless immediate steps be taken further acts of violence may be apprehended on the part of a people only too prone to consider impunity to the aggressor as a proof of weakness on the part of the sufferers' nation. That, irrespective of the imminent danger which this sad event foreshadows to English interests, it would be a most friendly act on the part of the British Government, if Her Majesty's representatives and commanders of forces in China were ordered to act in common with those of our old and faithful ally. Your memorialists, therefore, pray that Her Majesty's Government will take such steps as they may think advisable to procure immediate redress for the wrongs committed, as far as that is possible, and thereby remove the danger of similar outrages in future, which might eventually lead to another war with China.

Bradford, Sept. 29, 1870. Jacob Behrens, President.

The Times of the 7th inst. says:—Upwards of three months have now elapsed since the tragedy was enacted, and all the information received during that time tends to confirm the view we have been compelled to take of the character of the occurrence. It was no unpremeditated or accidental ebullition of popular rage. The actors were members of organised bodies, and they did their dreadful work, it can hardly be doubted, with the connivance, if not at the instigation, of public officials. Moreover, from that hour to this no effectual measures have been taken for the punishment of the guilty, and a telegram in our impression of Monday last represented the Chinese as more intent on preparations for war than measures of atonement. The question now is what proceedings, pending the overwhelming embarrassments of France, should be adopted either by other countries or ourselves. The victims were French women, but, besides that the French in their present distress have few resources to spare for an Eastern War, the case of all foreigners in China is in these respects one and the same. It can hardly now be doubted that the interests—not to say the lives—of Europeans in China are in jeopardy, and that if retribution be not exacted for this sanguinary aggression the Chinese will be likely to misinterpret our forbearance, and to repeat the insurrection on a larger scale. It is difficult, however, to see what policy should be adopted in the not improbable case of an appeal to force. We have a mission at Peking which it cost us a world of trouble to establish, and which, if it were withdrawn, we could only perhaps, re-establish at the expense of another war. The invasion of China and the capture of Peking were accomplished, it is true, by a force insignificant compared with the magnitude of the work, but it would certainly not be convenient for us at this moment to despatch a military expedition to the East. We have, no doubt, a powerful army in India, and it admits of indefinite increase from the martial races of that country. Sikhs could probably be enlisted in any number for the service; nor would it, perhaps, be impossible to recruit for that service even in China itself. One half of the nation appears to be always fighting the other half, and Major Gordon raised "The Ever Victorious Army" from among Chinamen. The exigency, however, of the case is, we fear, serious, though the difficulty is serious also, and none the less unwelcome from being entirely unprovoked.

Concerning the above leader the *Standard* remarks:—The Government now practically admits that its policy of conciliation has failed. The prompt punishment of outrages on the spot where they are perpetrated is the only policy which can succeed in maintaining our general relations with the Empire on a satisfactory basis. Our Government will not see what is nevertheless written in large letters all over the history of our relations with China, that we may undertake warlike operations at the coast ports without formally going to war with China at all.

The correspondent of a Dublin newspaper, the *Freeman's Journal*, writes as follows on the subject of the Tientsin massacre:—"The *North China Herald* is quite correct in saying that one of the martyrs of Tientsin was 'a young Irish lady.' Young she was—in the very flower of her youth. Miss O'Sullivan was a Cork lady, and was educated at St. Mary's Dominican Convent, Kingstown. Highly accomplished as she was, she would have suited her home mission admirably, but nothing could induce her to forego the burning desire of her heart, and that was to lay down her life for her Divine Spouse. In her humility she scarcely dared even to glance at the possibility of this; but she was resolved to seek the opportunity. It was granted; and one who knew and loved her well has to-day the proud satisfaction (mixed indeed, with sorrow) of saying in confidence that the highest, nay, the all-absorbing, desire of that noble young Irishwoman was realised when she shed her blood for Jesus Christ in Tientsin."

The following letter appeared in *The Times* of yesterday, with the signature "Old Shanghai."

Sir,—As with the Medes and Persians of olden time their "rule altered not," so also it is with the rulers of China in the present day. They understand only two situations—that of "master" and "servant." There is no middle course; they desire the former, but, with judicious treatment, will accept the latter. I do not here desire to criticise the action of succeeding British Governments in reference to their China policy. Facts have condemned it, and each succeeding telegram received during these shortening days will, alas! ruthlessly dispel the haze which hangs over the official mind. My object now is to draw public attention, through your world-read columns, to the fact that these late terrible murders in China affect the whole civilised world, not merely France, Russia, and Great Britain, whose subjects were the victims. They were not merely the stray ebullitions of feeling on the part of a mob, but, as is well known to those who have had any experience in China, a part of a systematic plan, consequent upon the total ignoring, on the part of Western Governments, the influences which regulate Oriental minds—namely, the relative positions of "master" and "servant." Owing to late sad events, the French are precluded from sending what alone can impress the Chinese mind—a powerful expedition. Unfortunately, England cannot spare troops. We have, however, plenty of steam power, both naval and mercantile; why cannot some arrangement be come to with our own Government and those of France and Germany to allow some of the troops of the former Power, now captive in the latter country, to be conveyed in British vessels at once *via* the Suez Canal, and occupy during the winter the Taku Forts This action would check the Chinese present onward movement, and give time, without loss of *prestige*, to European nations to arrange matters in the spring, when we are hoping to see the sun break through the dark cloud which now hangs over a large extent of Europe. I do not enter into details; I only suggest the idea. Too often England's neutrality has offended both parties. Now we can help both. Germany has quite as much interest, both as regards religion and trade, in the opening up of China as France has. If nothing should now be done, I fear we shall see in the fate of those at Peking, during the coming winter, a repetition of the sad end of Macnaughten and those who perished with him, and have again to write, as has too often been the case in our intercourse with the East—"Too late."

(THE GLOBE.)

Simultaneously with the arrival of the telegram from Tientsin which informs us that the time limited for the acceptance of the French ultimatum, addressed to the Peking Government, had expired without its demands having been complied with, and that the Chinese are rapidly buying arms and assembling their forces, comes the news by the mail of the burial of the French victims of the massacre, and of the firm conviction expressed by M. Rochechouart and his colleagues, in their addresses at that ceremony, that Prince Kung's promise that "the guilty, whatever be their rank, should be punished," would be faithfully carried out. It is not difficult to account for the change which appears to have come over the aspect of affairs in the interval between the 3rd of August, the day on which the funeral took place, and the day in September when the telegraphic message left Tientsin. We have no doubt that at the time first named the Chinese believed that any hesitation on their part in complying with the demands of M. Rochechouart would be the signal for a war with France, and therefore, though they trusted to time and diplomacy to evade some of the most galling conditions, they expressed themselves willing to punish to the utmost the promoters of the massacre. But since the 3rd of August a great change has come over the power of France; her armies have been defeated, and her dynasty has been overthrown. The news of some of the misfortunes which have overtaken her must have reached the ears of the astute politicians at Peking before the 31st of August, the last day fixed by M. Rochechouart for the acceptance of his ultimatum, and no doubt turned the scale which had at first been pretty equally balanced between compliance and defiance, and has determined them to make a grand effort to free themselves from the presence of foreigners in the interior and to drive them back to the confines of the settlements conceded to them at the ports. It is much to be hoped that the other Treaty Powers will take up the position which would under other circumstances have been surely held by France. Any hanging back on their part, any plainly expressed desire to avoid a war at any cost, will most certainly bring that which they dread upon them. And both many lives and much money might be spared if, instead of waiting until a general massacre of Europeans shall have forced a war of revenge upon them, they were to take a firm and decided line of conduct now.

NAVAL AND MILITARY.

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We are in a position to state that the detachment of marines which we lately announced had been ordered to proceed to Japan, and subsequently detained for further orders, will be despatched in the course of this month, under the command of Colonel F. J. Richards, R.M.L.I, of the Gosport division. Captain Hill has been appointed adjutant, Captain Broughton paymaster, and Lieutenant E. B. Gray quartermaster to the detachment. According to present arrangement the corvette Juno, which has just returned from the West India station, will convey the troops to Japan, and return with the battalion of the 10th regiment now stationed there.

It is reported in well-informed circles that Rear-Admiral B. P. Seymour will proceed with a new "squadron of observation" to China. Vice-Admiral Sir Henry Kellett will, in all probability, be shortly relieved, and it is also thought probable that he may not wait for his

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successor, but transfer the command *pro tem.* to Captain Raby, V.C., of H.M.S. Adventure.

A silver claret jug from the ward room officers, and a silver dressing case from the sub-lieutenants and navigating sub-lieutenants of H.M.S. Ocean, were presented on the paying off of H.M.S. Donegal to the Rev. W. E. Smith, R.N., B.A., as a token of their esteem.

A sample of "Poyang Lake coal," from China, has been forwarded to the Admiralty authorities, with the view of its being tried, and if found successful as a steam generating coal, used on that station, by which a great saving to the Government will accrue.

Monetary and Commercial.

The Board of Trade returns for the month, and eight months ending 31st August last, have been issued. They show a further slight falling off in the total of our exports, the declared value of these for August being £17,087,496, against £17,461,595 in the same month for 1869. The principal changes are a decrease in woollen manufactures, woollen yarn, cotton yarn, iron and steel, copper and brass, hardwares and cutlery, wool, beer, and alkali, but an increase in apparel, coals, cotton manufactures, haberdashery, linen manufactures, machinery, silk manufactures, and telegraphic wire. For the eight months the totals are £131,543,368, against £126,341,811 in the corresponding period of 1869, and £116,777,023 in that of 1868. The imports show a considerable falling of in several of the principal free of duty goods, such as wheat, flour, cotton, and wool. In the quantities of articles subject to duty entered for home consumption there are some changes of a favourable nature. A decrease is shown in cocoa, fruit, and tobacco, but a marked increase in every other commodity, coffee, tea, sugar, and wine exhibiting the greatest improvement. We publish our usual summary of the figures which relate to our trade with the Far East.

The official returns of the stocks of imported produce held in the bonded warehouses at the end of last month show that the quantities in hand of nearly every article are greatly in excess of those held at the corresponding date of last year, and are consequently such as to place us in a good position for meeting the demand whenever the Continent shall begin to recruit its exhausted supplies. From official figures it will be seen that there is an increase of 6 per cent. in the stock of coffee, 78 per cent. in currants, 450 per cent. in raisins, 4 per cent. in rum, 15 per cent. in brandy, 111 per cent. in refined sugar, and 37 per cent. in unrefined, 8 per cent. in tea, 5 per cent. in tobacco, and 2 per cent. in wine. The only instances of decrease are 12 per cent. in cocoa, and 4 per cent. in molasses.

The correspondence received, *via* San Francisco, on the 3rd inst. confirmed the telegraphic accounts of the suspension of Messrs. Glover and Co., Japan. The amount is not stated, but it is believed that they have received assistance which will enable them to wind up without a forced sale of the Takasima coal mines or other property. A notice has been issued that the agency of the various insurance offices, viz., the Northern, the Imperial, and the London, has been transferred to Mr. Henry Gribble, lately signing for the firm, *per pro.* Mr. Gribble has issued a circular announcing that he has established as a merchant and commission agent. We understand that there is no partnership between the Japan firm and Glover, Dow, and Co., Shanghai.

The tenders for £300,000 in bills on India were received on the 5th inst. at the Bank of England, when the amounts allotted were—to Calcutta, £249,400; to Bombay, £50,000; to Madras, £600. The *minimum* price was fixed, as before, at 1s. 10d. on all the presidencies; and tenders on Calcutta and Madras at 1s. 10¼d. will receive about 29 per cent., and on Bombay at that price about 48 per cent. These results show no alteration.

The Telegraph Construction Company's ship *Scanderia*, with the chief electrician of the British Indian Submarine Company, has sailed from Suez to repair the break in the cable of that company, which is proved by tests to be about ninety-five miles from Suez, in thirty fathoms water. Should the weather prove favourable for the repairs, the cable may be expected to be open for traffic again on Monday next.

Letters have been received from the screw steamer *Hibernia*, with the Batavia-Singapore section of the British Australian Telegraph Company's cable on board, dated Aug. 17, lat. 13.6 N., long. 25.34 W. All well on board.

The screw steamer *Peiho*, built by William Denny and Brothers, of Dumbarton, 1,100 tons register, with less than nine tons of coal consumption per day, has made the passage from Glasgow to Rangoon, with a full cargo, in forty days, through the Suez Canal, the best yet reported.

At the weekly meeting of directors of the Chartered Bank of India, Australia, and China, held on the 5th inst., it was resolved not to recommend any dividend for the half-year ended June 30 last This has caused a fall in the shares to £13-14. A circular has been issued to the shareholders explaining the reason for withholding the dividend, and it is this statement of the truth which affects the market price, as some shareholders prefer false statements and dividends. The directors, however, wisely study the permanent interests of the Bank. The amount at stake with the affairs of Mr. Hargreaves is about £20,000.

BOARD OF TRADE RETURNS.

The following is an extract from these Returns of those figures which relate to our Export trade with China and other countries in the Far East:—

COTTON YARN.

To		For the Month ended 31st Aug. 1868.	1869.	1870.
China and Hong Kong	lbs.	564,175	181,100	994,660
Japan	,,	387,260	180,400	890,840
Straits Settlements	,,	215,400	40,230	242,500
Ceylon	,,	33,000	89,382	23,800
		For the Eight Months ended 31st Aug.		
China and Hong Kong	lbs.	4,388,981	2,826,960	6,735,909
Japan	,,	2,073,470	3,421,372	6,199,190
Straits Settlements	,,	1,085,000	663,745	1,788,190
Ceylon	,,	317,610	228,604	142,902

COTTON MANUFACTURES

To		For the Month ended 31st Aug. 1868.	1869.	1870.
China and Hong Kong	yds.	23,404,196	15,478,285	23,635,445
Japan	,,	2,530,480	387,100	1,789,192
Philippine Islands	,,	4,026,130	2,925,600	1,828,100
Java	,,	5,278,876	2,900,400	2,744,400
Straits Settlements	,,	5,792,715	5,185,153	8,848,070
Ceylon	,,	2,146,640	1,612,678	3,605,594
		For the Eight Months ended 31st Aug.		
China and Hong Kong	yds.	202,994,852	202,015,674	225,510,500
Japan	,,	14,829,028	11,684,157	18,190,704
Philippine Islands	,,	22,877,150	18,177,439	19,883,910
Java	,,	18,816,428	13,081,970	20,804,254
Straits Settlements	,,	41,019,215	42,776,490	64,750,671
Ceylon	,,	17,406,891	14,793,805	18,705,440

WORSTED STUFFS.

To		For the Month ended 31st Aug. 1868.	1869.	1870.
China and Hong Kong	yds.	1,269,834	1,734,915	1,079,568
Japan	,,	173,580	9,900	219,040
		For the Eight Months ended 31st Aug.		
China and Hong Kong	yds.	14,228,020	15,062,306	12,261,249
Japan	,,	2,419,265	2,528,348	1,229,698

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1868.	1869.	1870.
For the month	yds.	40,832	183,930	121,084
For the eight months	,,	1,421,894	1,598,343	1,501,874

LEAD TO CHINA AND HONG KONG.

		1868.	1869.	1870.
For the month	tons	270	1,348	646
For the eight months	,,	6,815	8,897	10,149

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and seven months ended 31st July, 1870, compared with the corresponding periods of the two preceding years, is returned as follows:—

To	For the Month ended 31st July. 1868.	1869.	1870.
China (exclusive of H. Kong)	£654,080	£541,040	£541,072
Hong Kong	299,406	226,571	296,931
Japan	82,997	123,449	82,702
Straits Settlements	150,508	161,134	266,343
Ceylon	60,676	142,524	46,822
Philippine Islands	86,596	64,631	75,976
Java	7,947	1,025	82,727
Siam	—	10	150
	For the Seven Months ended 31st July. 1867.	1868.	1869.
China (exclusive of H. Kong)	£3,578,922	£4,148,050	£3,689,912
Hong Kong	1,373,274	1,237,082	1,638,951
Japan	587,772	923,729	891,975
Straits Settlements	913,056	983,915	1,380,510
Ceylon	471,475	421,634	482,256
Philippine Islands	317,868	436,220	452,754
Java	410,905	297,424	444,604
Siam	268	14,849	150

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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ARTICLES OF IMPORT.

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TEA.

There has been less activity in the market, although prices have been firmly maintained. The Trade having bought freely were not inclined to pay a further advance in prices, which was generally required by importers, who, in the face of favourable advices from China, continue to act with great firmness, the quantity now left in first hands being comparatively small. Public sales of China Tea took place on the 4th inst., comprising 9,345 packages, of which 6,799 packages were sold, 6,687 packages being without reserve. The stock in the United Kingdom on 30th ultimo was estimated at 73,700,000 lbs., against 68, 200,000 lbs. last year, and the quantity afloat at 32,737,000 lbs., against 52,324,000 lbs.

Red-leaf Congous: Siftings and broken-leaf kinds have only been in limited demand at about former prices. Fair to good common is now quoted at 11½d. to 1s. per lb., showing ½d. to ½d. per lb. advance. Fair to good Kaisows, of old import, have been saleable at full prices in the absence of further new arrivals. In new season's business to a moderate extent has taken place at about previous prices for good to fine kinds. Pak Lins have sold at about former rates. Black-leaf kinds: Low qualities have been more saleable from 8d. to 10½d. per lb. Fair to good common cannot now be bought under 1s. to 1s. 1d. per lb., being a rise of ½d. to 1d. per lb.; fair to good, of old import, have been saleable from 1s. 2d. to 1s. 4d., being ½d. per lb. higher. There have been no further arrivals of new season; the sales made from those left on hand, of early ships, show very firm prices. In Amoy kinds there has been rather more doing for fair quality at 10½d. to 11d. per lb. In new-make Canton kinds some sales of old season have been made from 1s. to 1s. 0½d. per lb.; those ex Taeping were principally common quality; a few good sold from 1s. 4d. to 1s. 6d. per lb. Oolongs have been wanted, the arrivals this year having been unusually small. Souchongs: Sales are made with difficulty at former prices, the quality being indifferent. Scented Teas: Canton Capers, ex "Taeping," have sold from 1s. 7d. to 2s. 4d., being lower prices than those obtained for the few parcels received by Overland route. Foochow Capers show no alteration. Canton Orange Pekoes, ex "Taeping," have met only with a moderate sale at from 1s. 7d. to 2s. 4d. for good to finest kinds. Foochow kinds: Old seasons show no alteration. A few sales of new, of good to fine quality, have been made at a decline of 1d. per lb. Uncoloured Japans show no alteration; the stocks are now very small. Green Teas: The market shows no change, the demand still being inactive, the only kinds saleable being the finer grades, which about maintain former prices. All the common to medium qualities are of very uncertain value, and all at irregular prices. Canton Gunpowders and Young Hysons of old import have sold at public sale at low prices.

The following is from Messrs. Shepard, Harrison and Rehden's Circular:—In the absence of arrivals of importance we have to report a quiet market, at prices about on a par with the quotations given in our report of 21st ultimo, except red leaf, of the grades good flavoury to Kaisow kinds, which advanced to 1s. to 1s 2d. per lb., but the past day or two have receded ½d. per lb., chiefly of second-hand parcels, which are obtainable on better terms than importers are willing to accept. The Taeping, from Canton, *via* the Cape, arrived on the 28th ult. with new season's Scenteds; prices obtained, though considerably under those made a short time ago, for Overland arrivals, are understood to give favourable results. The Export trade has been confined to a few purchases of Congou for Canada, with a good inquiry for uncoloured Japan leaf, and fine Green of country growth, of which the market is very bare. Deliveries are as follows:—

	1870.	1869.
Home consumption for London from 1st Jan. to 31st Sept. ...	59,573,000	57,984,000
Export do. do.	24,000,000	26,000,000
Sent coastwise do.	31,000,000	26,440,000
Total,	114,573,000	110,424,000

The grades of Black below common, of which there is an excessive stock, have not yet benefited by the improved position of good common to Kaisow kinds; the demand, for these latter has somewhat subsided, at 1s. to 1s. 1½d. per lb. The new season's show greater steadiness, and have sold at fully previous quotations. Pakling kinds, show no alteration. Tayshan: The Taeping with supplies, chiefly of the lower grades, which have sold at 8¾d. to 11d. for ordinary to good common, 11½d. to 1s. 1d. for fair to brisk burnt kinds, 1s. 2d. to 1s. 6d. for medium strong malty burnt kinds. Black leaf: The quotation for old season's have been maintained, and for new buyers await further imports. Extra fine quality has been taken at full prices. Souchong and Oolong offer no remarks, there being little of new leaf held by importers. Scented Tea: Canton Orange Pekoe: Sales ex-Taeping have been made at full prices, but as buyers are stocked, to induce business lower rates have been accepted, as also for Caper, of which liberal supplies have come forward, mostly of the Chulan style of leaf, selling at 1s. 8d. to 1s. 11d. per lb. Foochow Orange Pekoe and Caper call for no detailed remarks, as supplies held by importers are limited. Green: The market is bare of all desirable grades, common and medium, though prices rule very low, being almost unsaleable.

SILK.

The market has displayed a surprising firmness and elasticity, and under the influence of a steady demand for China Silk, chiefly for home use, prices have stiffened, until they may be quoted 2s. to 3s. above the lowest moment in August, and importers who have felt disposed to be current have been able to sell at 26s. to 26s. 6d. for "Red Peacocks," 27s. for "Kukee 4," and 29s. 6d. for best chop 3rd Tsatlees. Within the last two or three days, however, the demand has rather suddenly ceased, and although prices are not quotably lower, still the market is decidedly flat. For Japans there was some inquiry lately, and business at very low rates; but the demand has again subsided. In Cantons a few sales of ordinary "Tsatlee reels" have been made at 17s. 6d. to 18s., and also in Loongcongs of medium quality at easy rates, but the enormous stock of Canton Silk, 7,281 bales, against 2,090 bales at this time last year, naturally prevents manufacturers from buying beyond their actual necessities. The deliveries from the London warehouses in September were very good—viz., 2,365 China. 556 Canton, 495 Japan, and 247 Bengal; total, 3,663 bales; and from 1st to 5th instant 353, 75, 126, and 31 respectively; total, 585 bales.

COFFEE.

The supplies of Plantation Ceylon at the public sales during the past week have been tolerably large, and with the exception of the best qualities have gone off without spirit, and at a further slight decline. The latest prices paid have been, triage and ordinary, 32s. 6d. to 52s.; small grey, 50s. to 52s.; low middling to middling grey and dull, 54s. 6d. to 58s.; bold ditto, 60s. to 66s.; small coloury, 54s. to 60s.; middling ditto, 58s. 6d. to 64s.; good to fine middling, 64s. 6d. to 71s.; good to superior bold, 71s. 6d. to 83s.; peaberry, 71s. to 80s. 6d. Native Ceylon, of which but a limited quantity has been brought forward, has realised steady rates, viz, small, 41s.; bold, 50s. 6d. to 51s. 6d.; peaberry, 50s. 6d. to 51s. 6d. Of other East India descriptions no offers have been made.

The week's landings, which, including arrivals of various descriptions from Havre, are very large, but only 300 tons in excess of last year; the deliveries have again fallen off, and are 400 tons less than at the same time 1869, thereby creating a surplus stock of 300 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 226,782 cwt., against 123,818 cwt. at the corresponding date of 1869; Native, 11,787 cwt., against 34,300 cwt. The quantity afloat for the Continent is 2,402 cwt. Plantation, against 1,167 cwt., and 3,136 cwt. Native, against 2,701 cwt. The quantity of Coffee landed in the thirty-nine weeks ended Oct. 1, 1870, was, of Ceylon, 30,651 tons, against 31,932 tons during the corresponding period of 1869; of all descriptions, 53,242 tons, against 58,111 tons. The quantity entered for home consumption was, of Ceylon, 7,948 tons, against 8,337 tons; of all descriptions, 14,230 tons, against 14,367 tons. The quantity exported was, of Ceylon, 22,009 tons, against 20,385 tons; of all descriptions, 35,623 tons, against 35,638 tons. The stock on Oct. 1 was, of Ceylon, 14,558 tons, against 14,205 tons; of all descriptions, 27,608 tons, against 27,326 tons.

SUGAR.

There has been an active demand for useful refining qualities, which have realised an advance of 1s. per cwt., while for the lower kinds only a moderate demand has been exhibited at about the previous range of prices. The business in East India descriptions has again been very limited. At auction the only offer, consisting of 9,456 bags unclayed Manila (duty 4s.) was bought in above the value. Zebu at 19s. to 19s. 3d., Taal at 18s. Privately 7,956 bags unclayed Zebu, bought in at last week's auctions, have been sold at 18s. 6d.; 2,000 bags unclayed Taal Manila at 17s. 6d., and 13,000 bags low Java syrups at 16s. 9d.

The deliveries for home use continue large, including 3,600 tons British West India and 600 tons Manila, and as some quantity of the latter has again been exported, the total deliveries are nearly 1,100 tons larger than last year, and as the landings are 2,200 tons smaller, the surplus in the stock is again reduced, being now only about 8,000 tons. Stock, Sept. 24, 102,029 tons, against 90,591 tons; Oct. 1, 99,767 tons, against 91,638 tons. The quantity of Sugar landed in the thirty-nine weeks ended Oct. 1, 1870, was—of Penang, 2,277 tons, against 3,015 tons in the corresponding period of 1869; of Manila, Java, and China, 15,183 tons, against 25,917 tons; the quantity entered for home consumption was, of Penang, 1,689 tons, against 1,982 tons; of Manila, Java, and China, 20,177 tons, against 14,068 tons. The quantity exported was, of Penang, 96 tons, against 158 tons; of Manila, Java, and China, 2,259 tons, against 1,036 tons. The stock on Oct. 1 was, of Penang, 2,822 tons, against 1,194 tons; of Manila, Java, and China, 28,537 tons, against 39,377 tons.

Cocoa-nut Oil.—A moderate business has been done in Ceylon, and the market closes steady at last week's quotations, viz.:—in pipes £38, in hogsheads £39 10s. The quantity of Ceylon afloat is estimated at 21,374 cwt., against 20,635 cwt. in 1869, and 16,567 cwt. in 1868.

Camphor.—There has been very little business done; privately about 50 cases China have realised 70s. 136 cases sold at auction at 70s. to 73s. per cwt. for fair to good, in lead. There has been, however, a considerable inquiry at lower prices, and but little offers, either on the spot or to arrive. An important arrival per Cymbeline is expected.

China Grass.—The market is dull, and lower rates are current; a parcel advertised for auction has been privately disposed of at £50 per ton for good white, and at auction yesterday 60 bales were retired.

Cubebs.—Without transactions.

Cutch.—The inquiry continues dull, but holders are firm; small sales of fine Pegu are reported at 20s. to 20s. 6d. per cwt.

Coir Goods.—The last auctions comprised the following offers:—Yarn: 1,426 bales Cochin, the greater portion sold at £18 5s. to £42 for ordinary coarse and dark to very good well-made; 32 tons in dholls brought £17 5s. to £18s. 10s. for common. 187 bales and 72 tons Ceylon, the latter only mostly sold at £23 5s. to £36 for medium to very good, and £48 15s. superior. Fibre: 273 bales Cochin bought in; 5 bales fine bright Ceylon brought £29 15s. 500 ballots fair sold at £13 to £20 10s. ordinary to fair. Rope: 1,439 coils (28 tons) Cochin retired; 160 coils Ceylon sold at £26 for 1 to 3 inch. Junk: 491 pieces damaged brought £9 per ton.

Cowries.—An offer of 67 barrels Ceylon at auction found buyers at 35s. 6d. per cwt. for good small, with a few medium rather yellow, and 13s. to 22s. for ordinary large to medium; a moderate trade has also been done privately at about corresponding rates.

Dragon's-blood.—The market is steady, and of 11 cases at public sale 6 cases realised £6 10s. per cwt. for quality lump.

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Ebony.—The high price reported in our last is still maintained for fine figured wood.

Galls.—There is a good deal more enquiry than has been shown of late, and as high as 44s. per cwt. has been paid for good China, though sales have not been made to any large extent. Of Japan we have no stock, and there is good demand.

Gums.—All these gums continue very quiet. Auctions have embraced: of Benjamin 40 cases Sumatra, half of which sold at £4 2s. 6d. per cwt. for good 3rds, and £3 7s. 6d. Palembang. Manila Copal, 85 cases retired. Damar sells slowly, at low prices; 166 cases Batavia at auction, a few only sold at 52s. 6d. per cwt. Gamboge firmer, and 18 cases at auction sold at £12 10s. to £13 per cwt. for fine pipe.

Gutta-percha.—Although prices have declined there is very little enquiry, and stocks are increasing; 332 baskets and 37 bags at auction were retired. Very superior genuine picked has been sold privately at 3s. 3d.

Gambier.—The market is steady, with small business at 16s. to 16s. 3d. per cwt.

Hemp.—Without any reported transactions, the market for Manila is steady at the rates last current, viz., £53 to £56 per ton for fair roping to fine Boluzan.

Hides.—At the last sales there was a fair general demand for East India Hides, the exporters operating more freely than for some time past, and nearly all those offered found buyers; fair and good descriptions under 9 lb. average ¼d., and those over that weight ½d. per lb. over last sale rates. Ordinary and inferior were also slightly dearer. 9,364 Dry and Brined Penang Ox and Cow Hides offered, 7,973 sold—dry, light, and small, 6d. to 7¾d.; heavy, 6¼d.; extra heavy, 6½d.; thirds, 5d. to 5¼d.; fourths, 3½d. to 3¾d.; brined light, 9¾d.; heavy, 7½d.; extra heavy, 7¼d. per lb. 1,305 Brined Cochin Hides offered and sold—second light, 8d.; heavy, 6¾d.; thirds, 6¾d.; small, 7¼d.; fourths, 5d. per lb. 454 Ceylon Hides offered and sold—light and small, 5¾d.; heavy and extra heavy, 5¼d.; thirds, &c., 4¾d.; buffalo, 4d. per lb. 3,988 Singapore and Penang Buffalo Hides offered, 3,120 sold—best heavy, 4½d. to 5¼d.; seconds, 4¼d. to 5d.; light, 6¼d. to 7d. per lb.

India-rubber.—Medium qualities continue in active request, and a further advance has been paid, nearly the whole of the quantity of West India offering being taken off; Assam has also sold at full rates. Afloat large sales of Borneo have been effected at firm prices. At public sale yesterday 30 baskets Penang were bought in at 1s. 9d.; of 54 baskets Singapore one lot sold at 1s. 8¾d., the remainder being bought in at 1s. 8d.; 28 baskets Borneo sold at 1s. 7½d. to 1s. 7¾d., and 18 chests Assam were bought in at 1s. 2d.

Isinglass.—There is no business to report in either Penang or Manila.

Japan Wax.—The market is steady, with a moderate business doing; of 261 cases offered at public sale a part was taken at 69s. for fair but rather greasy saucers, and 72s. 6d. for fine cake.

Musk.—Sells readily, but at easy rates, and common rough is in too large supply. The Auctions have embraced the following: of 18 caddies Tonquin, 7 sold at 29s. 6d. to 30s. 6d. per oz. for fine; 10 tins grains half sold at 35s. to 44s. for very skinny to very good; 10 caddies Cabardine sold at 15s. 6d. to 16s.; 18 tins Nepaul Pod, and 10 tins Nepaul Grain were retired.

Oils.—Annised is again dearer, with sales up to 8s. 6d.; Cassia is also higher, with news of China disturbances, and 4s. 6d. has been paid. Nutmeg is wanted. Lemon Grass dull.

Plumbago.—The market remains in the same inactive state as last noticed; private transactions are of a retail character. Of 1,036 barrels at public sale about one-third found buyers at 19s. to 24s. per cwt. for fine to very superior bright lump; 13s. 6d. to 15s. ordinary to middling lump; 9s. to 11s. 6d. middling to fine chips; and 5s. to 9s. 6d. ordinary to very fine bright dust.

Pepper.—Black continues in active demand, and, being scarce, prices have further advanced ½d. to ¼d. per lb. On the spot about 5,000 bags have been sold—Penang at 5d. to 5¼d., Singapore at 5⅛d. to 5¼d.; for arrival, 7,500 bags have changed hands at rising rates—Penang at 4 13-16d. to 5d., and Singapore at 5⅛d. per lb. White firmly maintains the late advance; on the spot 660 bags Singapore sold at 6¼d.; for arrival, 200 bags, September sailing, realised 6⅜d. per lb.

Rattans.—The Auctions have embraced 4,373 bundles Rangoon, which sold at 2s. 11d. to 3s. 4d. per 100 canes; and 6,768 bundles Singapore, of which one-third sold at 3s. 4d. to 3s. 8d.

Rice.—The market is quiet, business being limited, both on the spot and afloat; sales are reported of 1,400 bags fine Java at 14s., 615 bags ordinary Rangoon at 8s. 3d. to 8s. 6d., and 80 bags Siam at 8s.; also of the following floating cargoes:—The Victor, 560 tons Necransie, at 9s. 9d., for Holland; the Usko, 820 tons Rangoon, at 9s. 6d., Continental terms; the Leaping Water, 1,350 tons Necransie, at 9s. 7½d. for the Continent; the Eena, 510 tons Necransie, at 9s. 9d. landed terms for London; the Romulus, 910 tons Necransie at 9s. 6d., Continental terms. Landed last week, 6,986 tons; delivered (exclusive of the quantity ex ship), 1,520 tons; stock 41,758 tons, against 44,072 tons at this time last year.

Rhubarb.—With fears of the serious disturbances in China causing a cessation of supply, there has been some disposition to buy largely, and anything offering at reasonable prices has been taken. One parcel middling dull root sold at 2s. privately, but subsequently an advance of 6d. per lb. has been obtained, and at last auction 29 cases similar, fair coat, dull grey and pinky fracture, realised 2s. 6d.; there is not much now offering.

Spices.—Cassia: Steady, with retail trade privately at 107s. per cwt. for fine unworked. 169 cases Japan and 30 boxes China at auction were retired. Cinnamon: Without change in value; market rather quiet, and transactions retail. Chips maintain their advanced value for the better descriptions. 97 bags sold at auction at 2d. per lb. for fair coarse bark, and 5½d. fair shavings of good flavour. Mace: 19 cases Penang were bought in at 3s. 2d. to 3s. 3d.; 22 cases common Singapore sold at 2s. 9d.; mouldy 2s. 4d. to 2s. 6d. per lb. Nutmegs command firm rates; 12 casks limed Java, 76 to the lb., sold at 1s. 11d. to 2s., and 83 cases Penang, 112 to the lb., 1s. 11d.; 98, 2s. to 2s. 1d.; 93, 2s. 2d. to 2s. 3d.; 84, 2s. 2d.; 82, 2s. 6d. to 2s. 7d.; 73, 2s. 11d.; and 69, 3s. 6d. per lb. Cloves; 20 cases Penang realised 1s. 0½d. to 1s. 1¾d. for middling fine.

Sago.—Quiet, and lower prices accepted. Of 400 boxes and 883 bags at auction only a few of the former sold at 18s. per cwt. for very good bright even well made small. No change in flour.

Sapanwood.—Without change in the absence of business. 9 tons Singapore and 9 tons inferior Manila at auction retired. 12 tons of the Bangkok Siam character from the Cape were offered and sold at £5 10s. per ton for fair Wood.

Sticklac.—The recent activity is no longer apparent, and there is little or nothing doing.

Star Annisеed.—No sales reported.

Soy.—The market is quiet; small sales of China have been effected at 2s. 2d. per gallon.

Tobacco.—At the last sales 272 bales Japan leaf damaged, sold at 5½d. to 8½d., and 14 cases Manila Cheroots 2s at 6s. 3d. to 6s. 6d.

Tapioca.—The market is dull of sale, except for very superior quality, which, on account of its scarcity, commands extreme rates. Auctions have embraced 791 bags Singapore, of which only one-fourth sold at 3½d. to 3¼d. for very superior bright Rio character; 977 bags Penang retired; of 300 bags Pearl offered, two-thirds sold at 20s. to 22s. per cwt. for medium to fine bullets; 63 bags and 50 boxes Flour were retired.

Turmeric.—No business doing.

Tin.—The market is still characterised by great inactivity; consumers—believing that war, with its attendant disorganisation of trade, would surely bring a fall in the article—have limited their transactions to barest needs. On the other hand, holders, taking into consideration the small available supply, see no reason for sacrificing their stock, so prices have been fairly maintained. Prices show no material change from those last recorded; the current rates are—Straits on the spot, £124; afloat, £118; Banca, £125 to £126; Billiton, £124. According to Messrs. French and Smith's Circular the future course of the article must greatly depend on the result of the Dutch Trading Company's sale, to be held at Amsterdam this day, when 80,000 slabs Banca will be offered. This quantity in times of commercial prosperity would not be considered excessive, especially when taken in connection with the small supply of Straits and Billiton here and afloat; but the question is whether during these times of political uncertainty buyers will be found for the entire quantity at present prices. Should a combination again be formed, such as we have seen for the last two years, it is possible that prices may not only be maintained, but even rule higher.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
—	Amstelstroom	Kretschmer	Batavia for Amstdm.	Plymouth
Sep. 28	Ajax	Stephenson	Rangoon	Falmouth
— 28	Indien	Frumerie	Akyab	Do.
— 28	Romulus	Needham	Do.	Do.
— 28	Suomi	Nystrom	Do.	Do.
— 28	Napoleon	Gillespie	Bassein	Do.
— 28	William Prowse	Hole	Akyab	Do.
— 26	Ilione	Rapson	Penang	Scilly
— 26	Grand Duchess	—	Colombo	Do.
—	Mic Mac	Robinson	Rangoon	Off Queenstown
— 28	Juanita	Atkinson	Colombo	Off Portland
— 28	Liberator	Watson	Do.	Off the Start
— 27	Jane Brown	Mann	Akyab	Falmouth*
— 29	Hampton Court	—	Akyab, for Antwerp	Do.
— 29	Herzogin v. Brabant	Strohmeyer	Rangoon	Do.
—	Petronella	—	Batavia, for Amtrdm.	Off Plymouth
— 29	Kalodyne	Walker	Akyab	Off Crookhaven
— 30	Jeannie Loutit	Murdoch	Singapore	Deal
— 27	J. K. P. V. (?)	—	Akyab, for Bremen	Beachy Head
—	Blair Athol	Pearson	Singapore	Off Torbay
—	John Temperley	Tucker	Do.	Off Plymouth
—	Maria Adriana	—	Batavia, for Rotrdm.	Do.
— 28	Viandra	—	Bassein, for Antwerp	Do.
— 29	Euterpe	Cosens	Rangoon	Off the Eddystone
— 28	Australie	Lucas	Batavia, for Amstdm.	Off Start Point
Oct. 3	Sree Singapura	McKenzie	Singapore	London
Sep. 30	Geologist	Clark	Bassein	Rocha's Point
— 30	Tellus	Mangelson	Rangoon	Off do.
— 29	Wyk-aan-Zee	—	Batavia, for Amstdm	Off Portland
— 29	Bergenseren	—	Akyab, for Antwerp	Do.
— 30	Frances Baufield	Pender	Colombo	Do.
—	Cornuvia	—	Ceylon	Off Plymouth
—	Betty	Chevalier	Batavia, for Amstdm.	Do.
Oct. 1	Pleiades	Ballard	Rangoon	Scilly
— 2	Volunteer	Black	Singapore	London
— 2	Seaforth	Woodward	Akyab	Do.
— 2	Andrea	Barraganta	Rangoon	Do.
—	David Malcolm	Morfin	Bassein	Queenstown
— 2	Canada	Gemmell	Akyab	Deal
— 2	Jubilee	Consterdine	Manila	Do.
— 3	Whitehall	Raddon	Colombo	Scilly
— 2	Pieter Adolf	Jaski	Batavia, for Amstdm.	London
— 2	Kingdom O'Fyfe	—	Rangoon	Off Falmouth
— 2	William Melhuish	—	Do.	Off St. Mawes
— 3	Hipparchus	McIntyre	Do.	Liverpool
Sep. 10	Edward (N. Ger. brq.)	—	Japan	Queenstown
Oct. 3	Cashmere	—	Akyab	Utsalady
—	Isabella Kerr	—	Rangoon	Liverpool
— 3	Elizabeth Ann	Coates	Do.	Off Queenstown
— 4	Oberon (str.)	Keay	Shangahi, via S. Canal	Portland Roads
— 5	Carolina (str.)	Brown	Colombo, via S. Canal	Falmouth
— 5	Zulette (?)	Lewis	Rangoon	Deal
— 3	Excelsior	Nelson	Do.	Crookhaven
— 6	Nuovo	—	Colombo	Havre
				London

* Not "Jane," Brown, as before reported.

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DEPARTURES.

Date.	Ship.	Captain.	For	From
Sep. 28	Danube (str.)	Hopkins	Singap., Hong Kong, & Shanghai v. Cani	London
— 28	Hilarion	Barrett	Newport & Colombo.	Do.
— 27	Ruhtinas	—	Galle	Liverpool
— 28	Alcyone	Carpenter	Do.	Cardiff
— 30	Ardbeg	Hobson	Sunderland & do.	London
—	Cornelis W. Eduard	Zwaart	Batavia	Rotterdam
—	Priam	—	Ilo Ilo	Clyde*
—	Moss Glen	Sullivan	Hong Kong	Dublin
— 30	Union	Le Balle	Do.	Cardiff
— 29	Statesman (str.)	—	Colombo, &c., via Cl.	Liverpool
Oct. 3	Assyrian	Fimister	Hong Kong	London
— 2	Adelina	Carnes	Singapore	Cardiff
— 4	Shakspere	Dalgleish	Shanghai	London
— 5	Lunau	Cargill	Nagasaki and Hiogo.	Do.

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At London.—For Yokohama: Benmore. For Shanghai: Taeping. For Hong Kong: Clymene, Marlborough, Cingala. For Singapore: Gemini, Havelock. For Penang: Peri. For Bangkok: Anita. For Batavia and Sourabaya: John Scott. For Colombo: Palmerston, Teviot, Chacma.

At Liverpool.—For Yokohama: Grenadier, Kate Covert. For Shanghai: Sarah Nicholson. For Manila: Elisa, Gloria, Amigos. For Singapore: Coldstream, Mercara. For Batavia and Sourabaya: Henry Grenfell. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Achilles (str.). For Colombo, &c. (via Suez Canal): Scotland (str.). For Sourabaya: Dageraad. For Onrust: Nederland en Oranje. For Galle: Imperator, Alexander II., Bonnie Dundee, John Bunyan.

At Glasgow.—For Manila: Ususquiza. For Batavia and Sourabaya: County of Elgin. For Singapore: Ann Main.

SPOKEN.

Croxdale, Rotterdam to Batavia, Aug. 15, 9 N., 26 W.
South Sea (ship), for Yokohama, Sept. 19, 43 N., 13 W.
Record (brig), Singapore to Boston, July 30, 35 S., 19 E.
Wemyss Castle, Clyde to Singapore, Aug. 27, 8 N., 26 W.
Jane, from Ceylon, Sept. 1, 15 N., 27 W.
Jacoba Cornelia (Dutch brq.), Batavia to Rotterdam, Sept. 10, Flores Island 50 miles E. ½ E.
Queen of the May, London to Singapore, Aug. 25, 13 N., 28 W.
Baron v. Pallandt v. Rosendaal, Rott. to Bat., July 30, 19 S., 87 W.
Granville (brq.), Colombo to London, Sept. 22, lat. 45, lon. 16.
Avonia (brq.), Colombo to London, Aug. 29, 12 N., 25 W.
Bonnitons (Dutch ship), Batavia to Rotterdam, Aug. 31, 16 N., 26 W.
Bolivia (ship), Shanghai to London, July 18, 35 S., 20 E.
Edward (bq.), C. China to London, 129 days out, Sept. 21, 45 N., 18 W.
Sabilia (?), Manila to London, 15 N., 28 W.
Professor Airy, Batavia to Amsterdam, 43 N., 22 W.
Maria, Manila to Liverpool, Sept. 2, 17 N., 27 W.
Guttemberg (N. German bq.), Batavia to Rtdm., Sept. 3, 22 N., 29 W

FREIGHTS AND CHARTERS.

We have no change to note in freights to the East; the dullness which has lately prevailed still continues.

Current rates of freight for vessels on the berth: To Yokohama; 32s. 6d. weight, 45s. meast.; per steamer, via Suez Canal, 120s. weight, 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer, via Suez Canal, 70s. weight, 70s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast.; per steamer, via Suez Canal, 60s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—For Hiogo: £35. To Shanghai: £40. To Hong Kong: £34 to £35. To Singapore: £26. For Galle: £27. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2. For Hiogo: £2. For Shanghai: £1 18s. to £2. For Hong Kong: £1 12s. 6d. For Singapore: £1 8s. For Galle: £1 5s. For Colombo: £1 3s.

CASUALTIES.

The John Temperley, Tucker, which arrived at London Oct. 3 from Singapore, reported having grounded on the Boulder Bank, between Rye and Hastings, Sept. 30, but got off without damage.

The Gelderland, Mulder, from Batavia to Amsterdam, which put into Mauritius July 29, leaky, had discharged the greater part of her cargo, Aug. 26, and was being partly recoppered; 1,250 bags of damaged coffee had been sold at about $10.75c. per 100 lbs.

The Annie Richmond, Gibbs, which arrived at New York Sept. 23, from Manila, reported having encountered a hurricane from N.E. to S.E., lasting 36 hours, Sept. 15, lat. 25 N., lon. 56 W., during which she lost sails, and stove wheel-box, bulwarks, and cabin doors.

MISCELLANEOUS.

Malta Channel, Sept. 9, Phillis, Simpson, from Colombo for Trieste.

The Kate Winifred, Starkey, from Zebu to London, which was wrecked off Celebes Aug. 1, was sold, Aug. 9, with her cargo, for f.10,420.

At Gibraltar, Sept. 21, Mindoro (str.), Lindsay, from Clyde, and cleared for Manila (via Suez Canal); at St. Helena, Aug. 20, Jacob Rothenburg, Wilde, from Ilo Ilo.

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No. 4, for October (now ready), contains the following Illustrations:—

1. A Portrait. By Vandyck.
2. The Annunciation. Fac-simile of an early Italian Print.
3. Interior of the Picture Gallery at Strawberry Hill.
4. Original Designs for Pottery. By H. Fitzcook.
5. The Temple of Mars Ultor, at Rome.
6. Study of a Foreground, from Nature.

With contributions on Art subjects by J. Forbes Robertson, Charles Burton, Hyde Clarke, Henry Blackburn, J. Cordy Jeaffreson, G. W. Yapp, J. Piggot, E. Ollier, G. W. Reid, G. Wharton Simpson, E. Walford, &c.

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Our said Firm now consists of DAVID ROBERT FENTON CRAWFORD, JOHN SAMUEL COX, and JOHN FAIRBAIRN.

LANE, CRAWFORD and CO.

Hong Kong, May 4, 1870.

NOTICE.

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Batavia, 15th June, 1870.

NOTICE.

THE undersigned, the Sole Surviving Partner of the firm of HUNTER, HOUGHTON, and Co., of Batavia (now in liquidation), has ESTABLISHED, under the firm of J. PEET and Co., and has admitted Mr. H. S. HEWLETT a PARTNER.

JOHN PEET.

Batavia, 30th April, 1870.

THE PHŒNIX

A MONTHLY MAGAZINE

FOR

CHINA, JAPAN, & EASTERN ASIA.

EDITED BY

THE REV. JAMES SUMMERS,

Professor of the Chinese Language in King's College London.

No. 1. JULY, 1870.

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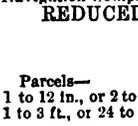

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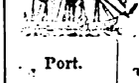

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The following splendid first-class SHIPS will be despatched as under:—

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Do.	Celestial Queen.....	A1 13 yr.	E.I.D.	To follow
Yokohama (Kanagawa)	Eliza Shaw..	A1 17 yr.	E.I.D.	With des.

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To sail on the 18th October.

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THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 372.] LONDON, WEDNESDAY, OCT. 19, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

The Postmaster-General has decided that the mails hitherto despatched and received *via* Marseilles will cease, and until further notice the Brindisi route will be substituted. This arrangement commences on the 21st outward, and inward on the 31st. Postage on letters 1s. 7d. per ½ oz., newspapers 4d.

We have just received Grant's Telegram *via* Kiachta, Shanghai, Sept. 28, Tientsin, Oct. 3, announcing that ten mandarins had been transported, fifteen ringleaders beheaded, and that a mission was preparing for Paris.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	—	—	Aug. 22*
Yedo			
Osaka and Hiogo	—	—	„ 16*
Hakodadi			
Nagasaki			
CHINA — Peking	—	—	„ 18
Tien-tsin	—	—	„ 20
Chefoo			
New-chwang			
Hankow	—	—	„ 20
Kiu-kiang			
Chin-kiang			
Shanghai	July 8	Aug. 21	„ 25
Ningpo			
Foochow	„ 8	„ 23	„ 26
Formosa			
Amoy	—	—	„ 29
Swatow			
Hong Kong	„ 22	„ 31	Sept. 1
Canton			
Macao			
PHILIPPINES— Manila	„ 8	„ 22	Aug. 24
COCHIN-CHINA— Saigon			
SIAM — Bangkok	—	—	Sept. 3
BORNEO—Labuan			
Sarawak	—	—	„ 2
JAVA — Batavia	„ 22	Sept. 2	„ 2
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	Aug. 5	Sept. 2	„ 9
Penang	—	—	„ 11
CEYLON—Galle	—	—	„ 20
Colombo	—	—	„ 18

* By Pacific mail, *via* San Francisco.

THE MAILS, &c.

The transit through France is still impeded, and the present mail is delivered—as was the last—two days late. The next inward mail (French), due on the 24th inst., will bring dates Yokohama, Aug. 30; Shanghai, Sept. 2; Hong Kong, Sept. 8; Singapore, Sept. 17. It will probably arrive on the 26th. There will be no interruption in the inward French mails until January, when the service homeward will be as outward—once a month during the war.

Telegrams in advance of the mail leaving Hong Kong on the 29th Sept. were received, *via* Galle, on the 17th inst., and telegrams, *via* Kiachta, with Shanghai dates to the 28th Sept., came in this morning. Telegrams dated Yokohama, Sept. 22, in advance of the Pacific mail, *via* San Francisco, were received yesterday.

List of Passengers.

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PASSENGERS INWARD.

By last mail to Marseilles, per French mail steamer *Cambodge*.—From Shanghai: Mr. E. Rosset. From Hong Kong: Messrs. Orango, Bovira, Bonanza, Begambre, Cuesta, Dallest, Blanc, Charavel, Couturier. From Saigon: Messrs. Daniel, De Bastard Estang. From Batavia: Messrs. Martineau, G. Maingourd, L. Maingourd, Coulloch, Gendron, Kaerho, Le Gallic, Ferrandini, Roult, Morvan, Lesquin, Pierrot, Vidot, Corlouer, Garriguez, Savelli, Sayet, Ehrihan, M. and Mdme. Roclofs, Mdme. Groschel. From Singapore: Messrs. Prudent, Rauws. From Galle: Messrs. Lesparda, Romani, Berthe, Chemineau.

By last mail, to Southampton, per P. and O. steamer *Delta*, arrived Oct. 8.—From Yokohama: Mrs. Cristiansen. From Hong Kong: Mr. Foster, Mr. Chapman, Mr. Kerr, and four second-class passengers. From Singapore: Mr. Y. White, Mrs. Jones, and four children. From Galle: Lieut.-Col. Young, Assistant Superintendent of Stores Thompson, and one second-class passenger.

By this mail, to Marseilles, per P. and O. steamer *Salsette*, arrived Oct. 16.—From Yokohama: Mr. Fraser. From Shanghai: Mr. Pugh. From Penang: Capt. G. Young.

To Southampton, per P. and O. steamer *Nubia*, expected to arrive Oct. 22.—From Yokohama: Mr. E. Lewis. From Shanghai: Commander A. C. May, Lieut. W. P. Barrow, Mr. F. Cox. From Hong Kong: Mrs. Williams, Mrs. O'Sullivan, Mr. W. J. Taylor. From Singapore: Mr John Starkey, Mr. S. P. Buerday Mr. R. H. Houston, Dr. and Mrs. Croockwit, four children and servant. To Suez.—From Batavia: Miss Jerrman.

PASSENGERS OUTWARD.

Per P. and O. steamer *Nyanza*, from Southampton, Oct. 15.—To Yokohama: Mr. Rickett, Miss Protheroe. To Shanghai: Mr. and Mrs. Maltby. To Hong Kong: Mr. W. Kirby, Mrs. Sterry, Mr. E. Rennell, Miss Nunn. To Singapore: Mr. R. M. Henley, Mr. E. J. Wells. To Ceylon: Sir E. and Lady Creasy, Mr. R. C. Pole, Mr. R. Hart.

Per P. and O. steamer from Suez, Oct. 30.—To Shanghai: Mr. G. Smith. To Penang: Sir W. and Lady Hackett.

Per P. and O. steamer *Ceylon*, from Southampton, Oct 29.—To Shanghai: Mr. Barnes. To Singapore: Mrs. Bing, Mr. J. C. F. George, Mr. H. F. Alabaster, Mr. H. Smith, Mr. and Mrs. W. Boyd. To Batavia: Mr. Boreel, Mr. A. W. Fonningen. To Ceylon: Mr. and Mrs. W. S. Bennett.

Per P. and O steamer from Suez, Nov. 13.—To Singapore: Mr. J. J. Groenshields, Mr. A. M. Aitken.

Per P. and O. steamer *Bangalore*, from Southampton, Nov. 12.—To Singapore: H.E. Vice-Admiral Uhlenbeck, Mrs and Miss Uhlenbeck, Mr. Guyot. To Ceylon: Mr. Hudson, Mr. and Mrs. J. C. Simpson, Miss Hart, Mr. and Mrs. W. D. Wright.

Per P. and O. steamer *Salsette*, from Southampton, Nov. 26.—To Hong Kong: Mrs. Pedder. To Singapore: Mr. L. I. Fraser.

Summary of News from the Far East.

—o—

JAPAN.

From the ports in Japan the dates to hand by this mail have been anticipated by the San Francisco route, given in our last.

CHINA.

—o—

CHEFOO.

Dates are to August 20.

The *Shanse* took down Captain May, of the *Opossum*, gunboat, who is on his way home, having just received his promotion. The *Princess Clothilde*, Italian man-of-war, arrived from Japan, and is anchored near the French Admiral's ship *Venus*. She exchanged salutes. Rumour says the Emperor of China has gone to Jehol, but this wants confirmation. The *Appin* arrived on the 17th. N. E. wind died away and weather much hotter. News has been received, by special courier from Teinwanfoo, the capital of Shangtung, that the missionaries there have been insulted, and stones thrown both at them and at their chapel. The missionaries purposed to leave the city unobserved, and retire to some adjacent village. A further report says the Taoutai had received a despatch from Peking, inviting a report as to the feeling of the people with respect to foreigners.

The marines were landed from the *Venus*, and put through a good drill, with skirmishing, &c., on the hill. They had two small field-pieces, which six men lugged up and down all sorts of rugged ground with perfect ease. The *Barrosa* arrived on the evening of the 17th. The Admiral had been impatient for her appearance. He hoisted his flag in her on the 18th. Two French gunboats came in on the morning of the 19th. There has been a meeting with a view to establish some sort of local government here, and not before it is wanted; the sands seem to be the scavengers of the place. Casks of putrid beef or fish are emptied there, broken bottles strewed about, *debris* of all kinds thrown down, and in the evening a number of sailors disport themselves immediately in front of the houses. The water here has been analysed, and pronounced to be full of vegetable and injurious matter.

SHANGHAI.

The dates are now down to Aug. 25. The outward mail (French) of July 8 arrived on the 21st. Telegrams *via* Kiachta had been received to Aug. 2.

The following summary is from the *North China Herald* of the 25th of August:—An attempt has been made to assassinate the Viceroy of Nanking, and great excitement prevails

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in the city. The blow was struck on the 22nd. On the 23rd his Excellency was still alive, but reported to be in great danger; every effort was being made to prevent the true state of affairs becoming known. No other reason can be surmised for the crime than the course the Viceroy took in preventing the outbreak, which had been planned to occur simultaneously with that at Tientsin. The assassin is reported to be a Shantung man. He refuses to give any motive. Disturbance is feared now the Viceroy's influence is withdrawn, as there is a vast number of students in the city.

From Chefoo we hear that the English Admiral is going to Nagasaki to join his flagship, the *Ocean*. Admiral Kellett is said to take a very serious view of matters in the North, and to complain of the want of definite instructions. The French men-of-war in port were decked with flags, in honour of the Emperor's birthday, and salutes were fired at noon. The Italian frigate *Principessa Clothilde*, H.M.S. *Barrosa*, and the French gunboats *Frelon* and *Couleuvre* have arrived.

Very grave uneasiness still prevails in Peking, and influence is being evidently exerted to keep the feeling of hostility to foreigners alive. The Sisters of Charity have been threatened, though no demonstration has been made. The Government are ostensibly trying to prevent disturbance. A correspondent writes, that four Chinese soldiers and a corporal (!) keep guard in a house adjoining the cathedral and the Sisters' establishment; and a notice was posted officially outside the door of the Cabinet, signed by the Taoutai, but really believed to come from the Empress, enjoining on the subordinate heads of police and of the garrison to suppress all rumours, and keep strict surveillance over their districts. Any officer who fails in his duty is to be immediately reported for punishment.

Still popular excitement is great, and rumour is very rife as to the future. Nothing, evidently, but severe punishment inflicted for the massacre at Tientsin will restore quiet. The long delay which has taken place without a show of retribution encourages, more and more, the feeling of hostility which has been excited; and by encouraging the anti-foreign party makes it more and more difficult to enforce measures which might have been easily carried out in the first fortnight had the Foreign Ministers been firm and united in their insistance.

The Belgian Minister has addressed a strong protestation to the Yamen on the way in which the Government has proceeded in the management of Tientsin affairs. It is but right that, on behalf of the Italian and Belgian Sisters who were among the victims of the fatal June 21st, a distinct voice should be raised, expressing in a clear manner the sentiments of their compatriots who have come to the knowledge of their unhappy but glorious end; and our readers will see, from a précis of the despatch which we print elsewhere, that Baron t'Kint has done his duty well. We trust it will be found that others have acted with equal vigour and promptitude. It is believed that Count Rochechouart will haul down his flag on the 31st, unless his demands are complied with. The Prussian Legation has communicated the fact of the European war to the Tsung-li Yamen.

The great stumbling-block is the execution of the mandarins. The Government apparently will not recognise their glaring complicity in the massacre, but persist in talking of punishment for neglect or incapacity in not having prevented it. They seem willing to punish the perpetrators of the murders, to re-erect the buildings destroyed, to indemnify the families of the victims, and to degrade the officials; but they will not execute them. And nothing short of execution will be a sufficient punishment for the past or guarantee for the future. It is likely that the latter received so much high encouragement that it is practically impossible to execute them for virtual obedience to instructions.

A proclamation has been posted in Shanghai that the Kwei-chow "Subscription Office" is now open, and that it has commenced the sale of office and titles. Any rank in Peking can be purchased, up to a member of one of the Six Boards (inclusive), and in the provinces up to Taoutai (inclusive). The Kwei-chow office offers special facilities; it has obtained from the Emperor power to issue Government certificates to purchasers on payment of the purchase-money, whereas formerly such certificates could only be obtained after reference to Peking. Of course "gentry" and "wealthy" persons are urged to avail themselves of such an unexampled privilege!

The steamer *Tu-pang-nyo* is to be offered for sale by auction on the 20th Sept.

A Protestant Mission Chapel outside the Pingtze-men was assailed by Chinese soldiers searching for foreigners. The commanding officer explained that he did so in obedience to orders from the Taoutai's yamen. On investigation the explanation given was that the search was with a view to the foreigners' safety!

The example of Mr. Hart in withdrawing his family from Peking is likely to be followed by many others. Very severe remarks are made about Mr. Low, the American minister, who has been at the hills with his family ever since the massacre; Mr. Wade has never been there more than forty-eight hours at a time.

The officers of the *Ashuelot*, proceeding to Peking in carts, strayed close to the "Nan hai-tze" (South Park), a dangerous locality for foreigners to approach at present, owing to the number of soldiers stationed there. Everything indicated that the apprehension felt by almost every one is too well founded.

HONG KONG.

Our advices from this port extend to the 1st September; the French mail, with advices from London to July 22, arrived out on the 31st August.

Baron Richtofen has published a retrospect of his journey from Hankow to Peking, which is sufficiently interesting to make us learn with regret that, from unforeseen circumstances, the Baron has been compelled to return to Europe without carrying out all that he proposed when commencing the expedition. The country on the route of the Baron's travels separates itself into three natural divisions, first, the valley of the Han river and its tributaries, including portions of Hupé and Honan; second, northern Honan, between the Fu-niu-shan and the Tai-hang-shan; third, highlands of Shansi. Honan ranks among those provinces of China which are most favoured by nature. It is rich in both agricultural and mineral products. Coal, iron, and lead constitute the latter. In proportion to its area Shansi has probably the largest and most easily workable coal-field of any region on the globe.

The Legislative Council met on the 18th August. We extract the following summary of its proceedings from the *China Mail*. A draft ordinance to amend the law relating to night-passes was read a first time, and the Supplementary Estimates were passed without opposition, the Colonial Secretary remarking that the actual expenditure for 1869 was $93,000 below the sum estimated for. But this was the last of a bad system, and they would not require again to vote the money in that way. On the motion of the Lieutenant-Governor, the Estimates for 1870 were then read, and he hoped that the Council would go minutely into them, because under present instructions no money could now be voted without the consent of the Legislative Council. He therefore proposed that the Council should go into committee on the various items. The Colonial Secretary explained that in the Department of the Surveyor-General there were extensive alterations and additions. A draftsman ($2,400), two assistant engineers (one $1,840 and another $1,680), chair-coolies, inspector of buildings, ($1,200), Chinese tracers, sappers, &c., &c., made up a very considerable increase of $7,928. Some conversational discussion arose concerning the manner in which the draftsman's duties were performed before this appointment was made. It was admitted as most essential that the duties of the Surveyor-General's department should be efficiently carried out; but it appeared strange that the duties devolving upon draftsmen, tracers, and assistant engineers had been hitherto performed by others, and it was matter for curious inquiry who did the work before.

On the motion of the Colonial Secretary, the salary of Mr. Smith, the Registrar-General, was raised from £800 to £1,000, on account of the increased duties attached to the office, and Mr. Smith's special aptitude for it. The motion was carried, although the Chief Justice, Colonial Treasurer, and Messrs. Ryrie, Gibb, and Rowett had expressed themselves in favour of a provisional vote. On the police estimate the Lieut.-Governor remarked that he thought it would be a great improvement on the present state of things to employ intelligent West Indians in lieu of Sikhs, who did not understand us. He proposed to obtain West Indians who could read and write, and upon whose pluck we could depend in an emergency. Thirty of them had been employed, and when absorbed into the force they would be able to fall into their places; and by-and-by they would have a better description of men—men who had served ten years in the West Indies, of good character, who were thorough soldiers, and could take their places with any regular regiment. Some conversation then ensued as to the cost, Mr. Gibb remarking that it might be well to obtain an idea how much it would cost to bring the West Indians to Hong Kong. The Colonial Secretary said about $200 a-head; and H.E. mentioned $180 as a likely price. It was therefore thought advisable to postpone the question till its bearings and details were better understood.

The Council then went into the consideration of the several ordinances proposed by the Attorney-General, of which we gave a summary in our issue of the 30th ult. The ordinance for the punishment of deported criminals was passed without discussion. The ordinance for increasing the liabilities of innkeepers was passed, after some discussion, it being finally agreed that, being only £1,000, the amount should remain as originally proposed at last meeting by Mr. Keswick. The Attorney-General further explained that the rules would have to be printed in English and Chinese and exhibited in the hall of any hotel; that residents were not included, according to common law, among visitors, and therefore not entitled to the protection provided by this ordinance. On the ordinance relating to re-entry by the Crown, the Attorney-General said that it might seem hard, but that it was nothing more than the privilege now possessed by every private subject. Upon any breach of covenant, caused by non-payment of rent, &c., the ordinance provided a public mode of enforcing the right of the Crown to re-enter. In reply to Messrs. Ryrie and Rowett, the Attorney-General said that the Crown would not have power to throw the land back upon a lessee after the expiry of the year. The Chief Justice and Mr. Rowett reminded Mr. Ryrie that nonpayment of rent laid a lessee open to distraint and sale of property, and, after some explanations, the Bill was passed. The ordinance relating to pawnbrokers was referred to a special committee, consisting of the Attorney-General and Messrs. Ryrie and Rowett. The ordinance for the

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maintenance of good order in public buildings, &c., was passed after a jocular discussion on dog ejectment, in which the Chief Justice said that if any one turned a dog out, the dog could not bring an action of battery, and Mr. Ryrie observed that some dogs required a great deal of beating; while many persons valued their dogs very highly. The ordinance to make further provision for the administration of the estates and effects of deceased persons was passed unanimously; as was the ordinance for giving compensation to the families of persons killed through negligence, the Attorney-General having explained that this ordinance was copied exactly from the Imperial Act, viz., that upon which the £3,000 was so recently awarded to a widow in an action against the P. and O. Company.

Mr. Rowett asked whether there was any limitation to the erection of matsheds. They were now approaching the dry season, when fire was most frequent, and in the very centre of the town there were immense matsheds, constructed of the most inflammable materials. One was just now being raised on the site of the new German Club, and if ever it caught fire the surrounding buildings would be certain to be very seriously damaged. The Lieutenant-Governor referred to the apparently anti-German character of the movement. The Attorney-General was not certain that matsheds could come under the heading of a nuisance. Mr. Gibb remarked that the matshed erections were absolutely necessary, so far as he could judge. It was clear enough that they were dangerous; they had had a fire in Hong Kong not long ago, which originated from a spark from a matshed. The Attorney-General promised to look into the law on this subject, and the Council adjourned.

The *Aroostook*, the gunboat sold out of the American service at Yokohama some time since, and which realised, we believe, some $12,500, has been re-sold to the Japanese for $35,000.

The British steamer *Saida*, from Lisbon *via* Suez Canal, arrived at Macao 26th Aug. She brings some 250 troops of the line for the Garrison, the new Superintendent of Emigration, several officers who came out as reliefs, besides the families of some of the officers stationed at Macao. We regret to learn that the daughter of Lieut.-col. Leite (the commandant of police), a young lady of about sixteen, died of heat apoplexy during the passage down the Red Sea. The other casualties of the voyage were the loss of two sergeants. It is supposed that the *Saida* will return direct to Lisbon, taking cargo for the continent here and at Macao.

The arrival of the ice-laden ship *Formosa* was very opportune, as the supply had dwindled down, we learn, to a moderate amount, and the delay of a few weeks more would have compelled a careful husbanding of the stock on hand. Owing to the prudent manner in which the ice business has been conducted under the present agent of the Tudor Company, the community have never been deprived of this necessary for a single day since their assumption of the ice supply, though under the old regime it was either a feast or a famine the greater portion of the year.

We hear (says the *Shanghai Express*) that Messrs. Russell and Co. have entered into a contract to place 200,000 piculs of rice, for the supply of the Chinese troops, in Tientsin within one month. The *Shantung* has been despatched to Tamsui for the first instalment, and other steamers of the S. S. N. Co. will, it is said, rapidly follow. It is also known that several consignments of rifles have lately passed into Chinese hands, so the "braves" will be well armed and provisioned for the campaign which is apparently contemplated for the winter.

The following is the account, duly certified, of the average amount of bank notes in circulation in Hong Kong and specie in reserve, during the month ending July 31, 1870:—

	Average Amount.	Specie in Reserve.
Oriental Corporation	$637,959 ..	$212,653
Chartd. Mercantile	677,782 ..	250,000
Chartd. Bank of India	350,950 ..	120,000
H. K. & S. B. Corp. ,, ..	975,498 ..	500,000
Total....	$2,642,189	$1,082,653

We learn from the *China Mail* that the fans manufactured and distributed by the Chinese in commemoration of the Tientsin Massacre, and alluded in our last, were of four kinds, but two of them cannot now be procured, as they have been prohibited by the mandarians. It is not a little suggestive that only two of the four kinds were stopped. The reason is said to be this—that those interdicted had on them the names of the perpetrators, and the names of the mandarins who suggested the horrible deed. However, the French priests have copies of all. Our contemporary adds—We hear that the British Consul's notification, to the effect that foreigners might now go to the City, has fallen a dead letter. The bearing of the people implies too much risk.

The following is an extract from a private letter written by a resident at Tientsin, and dated August 16:—"We cannot imagine what the British Minister means by such a suicidal course as he is pursuing. My advices from Peking report that he is really the great obstacle to any satisfactory adjustment of our present disturbed relations. The Belgian Minister is so disgusted with his course that he refuses to have any translations done under his eye, as has hitherto been his practice. The tone of the people here is most insolent, and all the friendly Chinese urge us to go on board the steamers, for they confidently predict another and an early outbreak. The place is full of native troops, and some of these rascals fraternise with the people and foster their animosities. We are all feeling this suspense to be almost unendurable."

Baron von Rodenbach, the Belgian Minister at Peking, has addressed an able despatch to the Tsung-li-Yamên on the Tientsin Massacre. The first impression was that all the victims were French; but it was soon ascertained that English, Italian, and Belgian subjects were amongst them; and, ever since then, the Belgian Minister has been constant in his demand on the Chinese Government for the prompt punishment of the guilty. On the 30th July his Excellency paid a formal visit to the Tsung-li-Yamên to protest against the inertness shown. He expressed his satisfaction that Foo and Hien had been degraded, and ordered to be judged by the Board of Punishments; but urged that Tseng-kwo-Fan and Chung How found them in fault only for not having prevented the outbreak, whereas it was notorious that these two magistrates had mainly occasioned it by their incendiary proclamation. The Belgian Minister again urged the necessity for a proclamation by the Emperor, categorically denying all the charges brought against the foreigners, and declaring that their authors would be severely punished. It was shown that massacres like that at Tientsin were to have taken place simultaneously in several of the other provinces, both north and south, as well as at Nanking. His Excellency declared therefore that, unless the Imperial Government wished to assume beforehand the responsibility of future massacres, it should proceed to summary judgment and punishment without further delay. We are confident that our readers will share our gratification with Baron von Rodenbach's able despatch, and our confidence that, if the Foreign Ministers had addressed a joint note to the Tsung-li-Yamen, couched in equally vigorous terms, at the outset, their just demands would have been promptly yielded.

SIAM.

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BANGKOK.

Dates by this opportunity extend to the 3rd September.

Captain Oldfield has reported the freedom from all obstacles of the route for a telegraph from Java, eastward to Bangkok.

The latest news from Cheangmai confirms the demise of the ruler of that land, and of another of the same spirit, Chow Ratfakee-nai, who, during the troubles there, was as bitter against the introduction of Christianity as the late King The King died on the 29th and Chow Rat-fakee-nai on the 30th June.

The Laos Prince Boontawong is a full and younger brother of the Maha Ooparat, the second King of Cheangmai, on whom the government of the kingdom now devolves. This prince is now probably to all intents and purposes second in the kingdom, and will doubtless continue in that relation, when his elder brother shall be constituted king by his Majesty the King of Siam, as is now contemplated, soon after the cremation for the late King of Cheangmai, early in the next dry season. Prince Boontawong, who is one of the noblest looking among the Laos princehood, expresses a strong assurance that the Americans in Cheangmai will henceforward enjoy great peace.

Herr Paul Pickenpack has commenced his duties as Consul for Sweden and Norway at Siam.

Advices from Petchaburi, which is one of the western provinces of Siam, indicate some anxiety on the part of rice cultivators. The banks of the Petchaburi river had not yet overflowed, though several unsuccessful attempts were made to construct a dam and force an inundation. Having failed, the people think it best to trust and wait the usual annual inundations. Efforts likewise are being made to organise in the capital of that province a military force. Barracks have been built, and raw men are being disciplined with old flint lock muskets, whilst others are being drilled only with sticks.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates are down to the 9th September. The London mail of 5th August (French) arrived on the 2nd September.

We learn from the *Straits Times* that business was very dull, public attention being engrossed by the war. The Pension Bill was being progressed with, and would probably be passed at the next meeting of the Legislative Council. There are, however, one or two points in this Bill not altogether satisfactory to the general public, inasmuch as the old Indian servants, though pensioned on the scale allowed by the Indian pension rules, are not provided for so liberally as the officials appointed since the transfer; and members of the police force entitled to relief from the police superannuation fund are not to receive any pension whatever.

The arrivals of steamers from Europe *via* the Suez Canal have been few.

PENANG.

Dates are down to 10th Sept. The French mail of the 5th August from London was received *via* Singapore on the 5th Sept.

The following items are from the *Penang Gazette*.

The Committee, consisting of the Lieutenant Governor, the Colonial Secretary, and the Hon. F. S. Brown, which has been sitting during the last week to inquire into the working of the

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various public departments, are believed to have concluded their labours so far as inquiry goes. There are all sorts of rumours afloat as to what the result will be. One report is that we are no longer to have the honour of possessing a Lieutenant Governor, but that Colonel Anson's title is to be in future that of "Superintendent" or "Government Agent," but no saving to the colony is effected by the change as the pay of the office is to be the same, nor is the cause for it very apparent; and if the change indicated is all that comes from the Colonial Secretary's visit Mr. Birch may as well have stopped at home and saved the cost of his coming here. The Lieutenant-Governor, Colonial Secretary, F. S. Brown, M.L C., and Major McNair, Colonial Surveyor, left for Singapore in the *Peiho*. During the absence on duty of Colonel Anson, Capt. D. T. Hatchell, magistrate in the province, will act as Lieutenant-Governor.

The select committee appointed to inquire into and report on the new Government House and the expenditure incurred thereon have presented their report to the Legislative Council. They state that, "Viewing the quantity and substantiality of the work performed and the manner in which it has been finished, the committee are of opinion that the building is probably worth the money spent upon it." The whole amount expended on the new Government House is stated at $161,451.94, being, according to the committee, an excess of outlay over what was voted by the Legislative Council of $11,351.94, or, if we take the Auditor-General's calculation, of $37,415.51.

The vacancy in the Roman Catholic See of Penang, caused by the retirement of the Right Rev. J. B. Bucho, is to be filled by the appointment of the Rev. Father Leturdu, now stationed at Pulo Tikus. Bishop Bigandet, on his lordship's return from Rome to Rangoon, is to call here and consecrate the new prelate.

The Germans in Penang have subscribed upwards of $600 towards the relief fund for those of their fellow countrymen who suffer from the war.

It is seldom that Penang has been so denuded of shipping. On the 9th September there was but one English-owned ship in the harbour, and only two steamers, the *Cashmere* and *Kalahome*. From the 1st of August to the 6th of September 674 coolies arrived from Negapatam and Paumbon, per *Caroondadencunny*, *Vettival*, *Mahomadia*, and *Ahmad Samdani*. There were but a small proportion of plantation coolies among the number. There is at present a great demand for labourers in the province, not only on the plantations, but also for Government employ on the roads.

Commercial Report.

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IMPORTS.

HANKOW.—Cotton Goods—Grey Shirtings: The market had ruled steady during the fortnight, with a moderate demand at previous prices; closing rates, Tls. 1.80 to 1.86 for 7 lbs., Tls. 2.20 to 2.27 for 8¼ lbs., and Tls. 2.30 to 2.58 per piece for 9 to 10 lbs. White Shirtings: Only small sales; no change in prices. T-Cloths: For 6 lbs., being out of season, no offers; good and best makes of 7 lbs. taken to a fair extent at Tls. 1.62 to 1.70 per piece; common not wanted; only small sales of 36-inch cloths reported at Tls. 1.90 to 1.95 per piece. Drills: Less inquiry; prices of best English firm, Dutch and American easier and dull. Jeans: Small sales of English at Tls. 2.24 to 2.28 per piece. Fancy and Dyed Cottons: Very little demand; a few sales of Gentian Shirtings at Tls. 2.50 to 2.60 per piece. Woollens and Worsteds—Camlets: In the absence of demand prices slightly weaker. Black sold as low as Tls. 8 to 8.50 per piece; Scarlet at Tls. 10.30 to 11.40 per piece. Lastings: A few sales at previous rates. Long Ells: Market remained in a most unsatisfactory position. Spanish Stripes sold at an advance of 1 to 2 candareens, but not much demand. Figured Orleans: Some inquiry; well assorted parcels sold at an advance of 1 to 2 mace. Metals—Lead: Only limited inquiry at Tls. 4.25.

SHANGHAI.—Grey Shirtings: In our issue for the French mail we noticed a large sale of 8¼ lbs. goods "to arrive." Since then few sales had taken place. The stock of this weight was low, and it maintained its value comparatively well; but in the face of reduced prices at home, and considerable supplies of 7 and 9 to 10 lbs. makes, both on the spot and afloat, the quotations for these were quite nominal, and the market was very weak. Sales of all weights from first hands, 60,000 to 70,000 pieces. White Shirtings: The inquiry for this import had been limited, sales amounting to only 6,000 pieces; prices showed little or no change. T-Cloths: The remarks in our last may be repeated—"T-Cloths of all kinds had receded in value, and there was no disposition to operate in them at quotations." Drills: Latterly any little demand that had been manifested was freely met by the Chinese speculators, who were being pressed to clear; and to effect sales a concession to buyers had to be made in consequence. Jeans: 12,000 to 15,000 pieces had changed hands, the bulk being composed of re-sales by Chinese. Sheetings: Out of stock; domestics rather firmer, say Tls. 0.0.7½ to 0.0.8 per yard for 24 lb. cloth. Fancy Cottons: Chintzes and Velvets still wanted, but dealers refused an advance on previous offers, and hence a restricted trade; more inquiry for Damasks, and fair sales effected; stock exhausted. Brocades, Spotted and Dyed Shirtings, Turkey Reds, &c., depressed; prices very irregular. Woollens: The rapid subsidence of the flood at Hankow had but little effect, and, except in the case of Figured Orleans of good assortment and patterns, former prices had been barely maintained. The market closed weak. Sales—Camlets, 2,400 pieces; Long Ells, 3,200 pieces; Spanish Stripes, 1,440 pieces; Lustres (Plain Figured), 7,000 pieces; Crape Lustres, 2,100 pieces; Lastings, 700 pieces; Crape Lastings, 650 pieces. Quotations:—G.E. Grey Shirtings, 7 lbs., Tls. 1.7 to Tls. 1.7.8 per piece; 8¼ to 8½ lbs., Tls. 2.1.4 to Tls. 2.2.4; G.E. White Shirtings, Tls. 1.7 5 to Tls. 2.4.0; American Drills, Tls. 3.2 5 to Tls. 3.4; Jeans, Tls. 2.5.0 to Tls. 2.6; English Drills, Tls. 3.0.5 to Tls. 3.1.5; Jeans, 8 lbs., Tls. 2.2 to Tls. 2.3; Dutch Drills, Tls. 2.8 to Tls. 3; Jeans, Tls. 2.2 to Tls. 2.3; Damasks, dyed, 40 yards, Tls. 4.2 to Tls. 4.4; Gentian Shirtings, Tls. 2.3 to Tls. 2.5; Chintz, Tls. 1.3 to Tls. 1.5.5; Turkey Reds, Tls. 2.1 to Tls. 2.7.5; Velvets, Tls. 0.1.6 to Tls. 0.1.8 per yard; Iron, Nail Rod, Tls. 1.9 to Tls. 2.2 per picul; Hoop, Tls. 2 to Tls. 2.0.5; Lead, Tls. 4.2.5 to Tls. 4.3, nominal.

HONG KONG.—Cotton Yarn: Beyond a few small sales of Nos. 38 to 42 nothing had been done. Prices nominally lower all round. Grey Shirtings: 7 lbs. very flat and lower; 8 lbs. also weaker, but decline is less marked, owing to smallness of stocks. Very little demand for heavy goods. White Shirtings: A few fine goods quitted at a further considerable decline; no demand for common or medium reeds. T-Cloths: Sales of all weights forced; prices showed a further decline all round. Brocades: Some demand for good assortments. Damasks: Nothing doing. Chintzes: Very flat; a sale of special colours at $2. Velvets and Velveteens: Stagnant. Drills: A few sales of best English. Woollens: Dutch very flat. Spanish Stripes: Nothing doing. Cloth: A few sales. Long Ells: Market further lowered by a large sale of best HH goods at $6.85 for Scarlet. Camlets and Lastings: No business. Orleans: A few sales of Figured at lower prices. Blankets: Small demand for best; stocks large. Iron—Nail Rod: Active demand, particularly for small sizes. Other kinds no sales reported, hardly any demand. Lead: Demand limited. Holders firm, and not willing to sell at quotations. Coals: Not a single transaction during the fortnight; arrivals—one cargo English, one of Welsh. Quotations:—Grey Shirtings: 7 lbs., $2.25 to 2.30 per piece; 8.4 lbs., $2.80 to 2.85; 9.12 to 10 lbs., $3.30 to 3.50; White Shirtings, fine, $3.25 to 5.50; T-Cloths, 6 lbs., ordinary, $1.60 to 1.70; Mexicans, $1.75 to 1.85; 7 lbs., ordinary, $1.80 to 1.90; Mexicans, $2 to 2.30; 8 to 8.4 lbs., $2.35 to 2.50; Brocades, Coloured, $3.50 to 3.75; American Drills, 40 yards, 15 lbs., $4.60 to 4.70; English and Dutch, 40 yards, 13½ to 15 lbs., $3.80 to 4.15; Cloths, $1.40 to 3.35; Orleans, figured, $4.50 to 5; Blankets, $0.35 to 0.55 per lb.; Iron, Nail Rod, $2.40 to 2.60 per picul; Lead, $5.50 to 5.90.

SINGAPORE.—39-inch Grey Shirtings, 8¼ lb., in good request, but with light stocks holders were very firm, which had restricted business, only small sales reported at $2.75. Transactions limited in 7 lb. at $2.30 to 2.35, showing an advance. 6 lb. dull; retail sales at $1.95 to 1.97½. 45-inch goods in less inquiry; sales of 9 lb. at $2.90. Nothing doing in other weights. 32-inch Grey T-Cloths met with a little more attention; the few sales reported show slight improvement. 32-inch Grey Maddapollams: Very little demand, sales only at low rates; 2¾ lb. placed at $18½; 3 lb. at $20. 36 inch Grey Long Cloths: No change; quotations nominal. 36-inch White Shirtings: No improvement, and could not be placed except at very low rates. 45-inch in very limited demand. White Spots very dull, and quoted $2.65 to 2.67½ nominally. White Cambrics in very small demand. No. 24s, 16 by 16, worth $18 to 18 50; sales of No. 15/16 at $28¾ to 29½. White Jaconets: No transactions; quotations nominal. White Maddapollams in no demand. Grey Yarns, 40s in good demand, at $130 to 132½; stocks very light; 30s, no inquiry, quoted nominally $117½ to 120; 18s to 24s, very quiet at $90 to 95. Turkey Red Yarn weaker; sales of 12 lb. Glasgow dye at $140 to 142. Imperial Red, small sales at $71 to 74. Dark Green wanted at $84 to 85. Iron: Govan flat bar sold at $2.45 to 2.47½; Round and Square at $2½; Nail Rods, at $2.30 to 2.35. Lead improving, cargo brands held for $5.60 to 5.75, and LB at $6 per picul.

PENANG.—There had been a slight increase in the demand for certain Grey goods at in most instances an advance in prices obtained. Grey Shirtings: 6 lbs., buyers of small quantities at $40 to 40½; 7 lbs. taken at $45½ to 47; 8¼ lbs. at $56 per corge. Long Cloths without movement, quotations nominal. Maddapollams: Unimportant sales of 2¾ lbs. at $18¾ to 19 per corge; stocks are still in hand. T-Cloths in some inquiry, and sales of 5 lbs. at $31; 6 lbs. at $35½ to 36; 7 lbs. at $39½ to 41 per corge. White Shirtings quiet, a few sales Low and Fine at from $38 to 80 per corge. White Cambrics in some request, fair quantities disposed of at $19 for Low and $26 for Middling. No. 15/16 sold at $30½ to 29½ per corge. Grey Sheetings have been dull, lower prices accepted; sales at $72 to 84 per corge. Dyed and Figured Shirtings: Mulls and Brocades quite stagnant. Yarn of all kinds dull; sales reported of Grey Mule, No. 40, at $132 per bale of 400 lbs.; of Turkey Red, Nos. 22/24, at $130 per bale of 200 lbs.; Imperial Red, No. 40, at $73; of Green, No. 40, at $70; and of Blue, No. 40, at $85 per bale of 200 lbs.

EXPORTS.

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TEA.

HANKOW.—Tea had continued to come forward steadily, but met with little attention, and had been usually shipped on at once; settlements were few and confined to small parcels, some of which were in barter. Third crop leaf was arriving in some quantity, but few musters had been shown. Transactions for the fortnight:—Settlements, 3,145 chests. Contracts, nil.; shipments to Shanghai on native account, 25,932 chests. The prices paid had been: Oopacks, Fair, Tls. 15 to 19.25 per picul, equal to 1s. 1½d. to 1s. 4d. per lb. Oonams, Common, Tls. 13 to 13.50 per picul, equal to 1s. to 1s. 0½d. per lb.

SHANGHAI.—Black: The market remained very quiet for some days after the departure of the last English mail, owing to the nervousness produced by the persistent decline in the home market, and the very large and gradually accumulating stock, the result of an actual excess in the supplies of about 60,000 chests. Later on, news of the war between France and Prussia arrived, which caused most people to close their books, pending further news of the very important European troubles. A few days after this a beginning was made at a decline on former prices of about Tls. 1½ per picul, and this was the signal for a

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general rush into the market, and the operations entered into had been altogether unparalleled for irregularity, some purchases showing a decline of over Tls. 3 per picul, and in other cases a positive advance, when compared with the better-bought parcels of three weeks before. In comparing present prices with those ruling at the end of June, they will be found to be (taking quality into consideration) decidedly higher for some kinds, especially those between Tls. 21 to 23, than those existing at that time. On the other hand, the steady decline in the home value of common classes and the present dislike to them had caused a fall in such kinds of about Tls. 2 per picul. Prices on the average were considered to be Tls. 2 over present London values; some few parcels of Ningchow Tea showed a good value, but much of the Oopack and nondescript Oonam was quite 15 to 20 per cent. over the low prices ruling in England. The heavy purchases would do much to ease the native, and, as the season was yet early, the possession of funds would tend to induce him to try fresh ventures, which, with the present market irregularities, it would be premature to say would not prove profitable. Settlements for the fortnight, 29,000 chests; Re-shipments on owners' account, 1,600 chests; Stock, 292 chops, or 93,000 packages. Quotations, duty paid (exchange for credits, six months' sight, at 5s. 10½d. per tael, and freight at £1 10s. per ton):—Hohow, low to fair, Tls. 14 to 19, equal to 9¾d. to 1s. 0½d.; Oonam, common to fair, Tls. 15½ to 21, equal to 10½d. to 1s. 1¾d.; Ningchow, common to fair, Tls. 18 to 23, equal to 1s. to 1s. 3d.; Oopack, fair to good, Tls. 18 to 22¾, equal to 1s. to 1s. 2¾d. Green: A steady business had been transacted, and all fine and choice chops had commanded extreme rates. Teamen showed a little more inclination to dispose of the medium and lower grades, but there was no actual reduction in price. The current rates for fine and choice Moyune and Teenkais were Tls. 44 to 48; for medium to fine Fychows, Tls. 37 to 42. Settlements for the fortnight, 22,074 half-chests; Re-shipments on owners' account, 1,136 half-chests; Stock, 11 chops, or 7,026 packages of Fychow and Teenkai Teas; Stock, 27 chops, or 14,118 packages of Pingsuey and Shanghai-packed Teas.

Foochow.—Up to the 19th August a steady business had been in progress, notwithstanding the depressed state of the home markets in both England and America, the fall in Exchange and Freight having given some encouragement to buyers. Prices for all classes of Common Congou had been well maintained, and the best flavoury and medium Teas which remained in stock had commanded higher rates, in many cases an advance of one to two taels having been paid. Since the 19th, the market had exhibited no change, the settlements having been on a more moderate scale, say 11,077 chests for the week. Quotations: Dust, Tls. 4¾ to 8; Broken Leaf to Ordinary, Tls. 8½ to 12; Fair to Good Common, Tls. 12½ to 14½; Flavoury to Good Flavoury, Tls. 15 to 20; and Medium, Tls. 20½ to 22¼. Souchong: There was no demand, and the few chops settled had not established any decline in prices. Quotations were: Common, Tls. 15 to 20; Medium, Tls. 21 to 25. Oolong: Only one parcel of 106 half-chests had been taken at Tls. 21. Quotations quite nominal at—Common to Fair Cargo, Tls. 17 to 19; Good, Tls. 20 to 22; Superior, Tls. 24 to 25. Scented Teas: A slight decline had taken place but no business had resulted. Settlements 4,197 boxes. Quotations: Common, Tls. 17; Medium, Tls. 18 to 22. Flowery Pekoe: No business.

Amoy.—Oolong had been in such demand that stocks had at no time been allowed to accumulate beyond 3,000 half-chests, and in many cases chops had been bought to arrive; on the 27th August musters representing 5,000 half-chests were shown, and as the market had been bare for several days, all chops of superior quality were at once secured at $30 to 34, thus establishing an advance of $2 per picul. The supply of the season was estimated at 115,000 half-chests. Congou: About 1,300 half-chests had been taken at $15½ to 16¾. The bulk of the stock on offer was, however, of undesirable quality, and attracted no attention. Settlements for the fortnight: 20,200 half-chests Oolong, at $19 to 21 for common; $22 to 23½ for fair; $24 to 25 for good, and $27 to 34 for cargo; 1,300 half-chests Congou, at $15½ to 16¾ for superior to clean. The Eleanor left on the 24th August with 440,409 lbs. for New York, and the Mindet was still on the berth.

Canton.—A few settlements had been made from time to time during the fortnight at irregular and lower prices. At the close, owing to the unsettled state of European affairs, buyers remained quiet. Settlements from 13th to 27th August:—Country Congous, nil; Canton District Congous, nil; Scented Orange Pekoe, 2,000 boxes, at Tls. 20 to 33; Scented Caper, 6,000 boxes, at Tls. 16 to 27; Stocks, Country Congous, 5 chops, or 2,600 chests.

SILK.

Shanghai.—The following is from Messrs. Skeggs and Co.'s Circular dated 25th August:—The French mail left on 19th inst. without any Silk. The war news has entirely checked business, not a single transaction having taken place during the fortnight; we hear of one or two foreigners making offers at 30 to 50 taels reduction, but without resulting in business; the natives themselves show little disposition to sell, unless they can obtain within 30 taels (of last quotations) on Market Silks and 10 to 20 taels on chops say for Choopings, Tls. 590 to 595, equal to 30s. 2d. to 30s. 5d., Dragon, Tls. 580 to 585, equal to 29s. 8d. to 29s. 11d., Red Peacocks, Tls 500 to 510, equal to 25s. 7d. to 26s. 1d. Stocks have increased to 6,500 bales. As we go to press some dealers exhibit signs of weakness, and we should not be surprised to learn they have shipped a quantity on their own account. We give no quotations, as they are entirely nominal.

Canton.—The only settlements during the fortnight had amounted to 45 bales Tsatlee and 10 bales Loong-kongs, all concluded by one firm. For America and Bombay nothing had been done, and quotations were nominal. A purchase of Waste Silk was reported up country as having been made by a Hong Kong native firm. The fourth crop was fairly spoken of, and a large fifth crop is expected. The stock may be estimated at 80 bales Loong-kongs, 150 bales Tsatlee-reels, 50 bales Kowkongs, 150 bales Cumchucks, Lacklows, &c., and 400 bales of inferior descriptions.

STRAITS PRODUCE.

Penang.—The transactions in produce during the fortnight had been limited. Black Pepper, Acheen, was fairly supplied in the beginning of the fortnight, but latterly arrivals small and few. The bulk taken for the India and China markets at $8.35 to 8.40 per picul. Of West Coast a small parcel, about 300 piculs, taken at $8.47½ per picul. White in moderate supply at $11¾ per picul. Tin had come forward and pretty freely purchased in the beginning of the fortnight for $31.05 per picul, but had declined to $29¼ per picul, at which the market closed weak. Tapioca contracted for to the amount of 2,000 piculs at the former price, viz., $3.75 per picul. Cutch: Nothing done for Europe. Mace purchased at $80 per picul for No. 1 picked; the only transactions in Nutmegs had been in 110 nuts per lb. at $49½ to 50 per picul. Sugar in fair demand; sales of No. 1, about 1,400 piculs, at $6.60 to 6.75 per picul.

Singapore.—There had not been much alteration in the value of the principal staples; a fair demand had been shown for most articles, and prices were steady. Gambier was bought at $3.07½ to 3.10 during the fortnight, but latterly the price had a downward tendency, and the last transactions were at $3.05 per picul. The market closed weak; about 1,000 tons had been contracted for. Black Pepper had been bought to a limited extent at $8.35. White Pepper: Sales trifling. Pearl Sago taken to some extent; the market closed weak. Sago-flour in active request; fair business, prices slightly receded. Tin met with good demand; considerable business has transpired; market cleared at $31½ per picul. Gutta-percha in fair request; prices well maintained. Bontyne Coffee rather firmer, supplies small, no business reported.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cscs
From June 1 to July 31, 1870	10820	29880815	6496945	...	3196063	39584649	13676
Corresponding period last season	...	30858533	12577127	...	3752387	47188047	6151

Shipments Since:

Aug. 12 per Vine (str.)	From Foochow	...	499,720	
— 13 ... Golden Spur	... Shanghai	...	907,459	25
— 17 ... Wylo	... Do.	...	1,132,251	
— 18 ... Deccan (ml. str)	... Do.	...	—	178*
— 19 ... Geraint	... Do.	...	1,393,556	226
— 21 ... Hipparchus (str.)	... Do., & Canton	...	309,847	91
— 25 ... Cambodge (ml. str.)	... Shanghai	...	—	42
Sept. 1 ... Orissa (str.)	... Do.	...	—	229

* In addition to last reported.

TO THE CONTINENT.

							Bales
From June 1 to July 31, 1870	...	...	...	...	...	33895	7078
Corresponding period last season	...	...	...	...	...	42720	2614

Shipments Since:

Aug. 25 per Cambodge (ml. str.)	From Shanghai, &c.	...	17,760
Sept. 1 ... Orissa (ml. str.)	... Do.	...	— 73

TO UNITED STATES.

							Pcls.
From June 1 to July 31, 1870	...	...	...	...	...	3478639	100
Corresponding period last season	...	...	...	...	...	452553	44

Shipments Since:

Aug. 15 per Magdala	From Shanghai	...	841,440
— 16 ... Golden Age (str.)	... Do.	...	596,217
— — ... Louisa	... Foochow	...	269,479
— — ... Eleanor	... Amoy	...	440,409
— — ... Joachim Christian	... Yokohama	...	157,819
— 22 ... America (str.)	... Do.	...	364,722

TO AUSTRALIA.

From June 1 to July 31, 1870	3,607,939 lbs.
Corresponding period last year	2,601,818

Shipments Since:

Aug. 12 per Ragna	From Foochow	...	256,876
— 12 ... Lass of Gawler	... Do.	...	277,515
— 16 ... Hannah Nicholson	... Do.	...	307,185

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844	51,022,600	...*
,, 1845 to 1846	57,334,200	18,604
,, 1850 to 1851	63,972,000	22,143
,, 1853 to 1854	77,327,800	61,280
,, 1855 to 1856	92,240,300	50,481
,, 1857 to 1858	76,990,255	68,315
,, 1858 to 1859	65,789,792	83,134
,, 1859 to 1860	85,560,452	64,169
,, 1860 to 1861	90,066,160	76,644
,, 1861 to 1862	109,854,040	79,199
,, 1862 to 1863	121,273,580	72,687
,, 1863 to 1864	117,463,586	46,603
,, 1864 to 1865	121,236,870	32,813
,, 1865 to 1866	118,333,043	62,890
,, 1866 to 1867	118,423,290	50,052
,, 1867 to 1868	116,890,480	57,449
,, 1868 to 1869	142,789,804	70,917
,, 1869 to 1870	139,740,193	62,807

* Including the Continent.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5d.	4s. 6d.	4s. 6d.
Shanghai ,, ,, ...	5s. 10d.	5s. 10½d.	5s. 11d.
Canton ,, ,,	4s. 4d.	4s. 4½d.	4s. 4½d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 4½d.	4s. 4½d.	4s. 5½d.
Manilla ,, ,, ...	4s. 2½d.	4s. 3d.	4s. 3d.

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MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	302 to 303	225 to 225½
,, Hong Kong	25 to 25¼ dis.	—
Bar silver	111 5 0	8 prem.
Mexican dollars	75.0.0	½ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 16¼; Old, 21 per cent. premium.
Hong Kong Gas Company, 45 dols. per share.
Hong Kong and Whampoa Dock, 14 per cent. discount, nominal.
China Traders' Insurance, 1,600 dols. premium.
Hotel shares, 60 to 65 per cent. discount.
Hong Kong and Macao Steamboat Company, 2½ dols. premium.
Hong Kong Fire Insurance Company, 205 dols. premium.
Union Insurance Society of Canton, 1,700 dols premium, nominal.
China and Japan Marine Insurance Company, Tls. 30 premium.
China Fire Insurance Company. 42 dols. premium.
Victoria Fire Insurance Company, 19 to 20 dollars premium.
China Sea, Saigon, and Straits Steamship Company, 5 dols. dis.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par.

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From Newcastle, Aug. 13, Aberdeen; from London, Omba, Tyburnia (reported by telegram).

At Shanghai.—From Rotterdam, Aug. 21, Julie; from Liverpool, 25, Carricks.

At Hong Kong and Canton.—From Liverpool, Aug. 17, Highlander, Delaware; from London, &c., 19, Abbotsford (str.); from Plymouth, &c., H.M.S. Nassau; from Boston, 27, Formosa; from Lisbon, 26, Saida.

At Manila.—From Liverpool, Aug. 22, Maria Fidela.

At Singapore.—From Liverpool, &c., Aug. 28, Eldon (str.); from Hamburg, Sept. 2, Civiale, Adolf; from Glasgow, 2, Argyle (str.); 8, Sir Sarawak; from Bremen, 4, Adelheid; from Cardiff, 5, Hedvig; from London, Ercillia (str.), Erl King (str.), (reported by telegram); Oct. 1, Huddersfield.

At Penang.—None.

DEPARTURES.

From Yokohama.—None.

From Shanghai.—For London, Aug. 20, Geraint, Albatross (str.), Araby Maid, Arracan, James Wishart, Juanpore (reported by telegram).

From Foochow.—For London, Aug. 13, Vine (str.); 18, Wylo; for Boston, 18, Louisa.

From Hong Kong and Canton.—For London, Aug. 17, Leith (str.); Fiery Cross (reported by telegram); for Callao, 20, Ephrem.

From Manila.—For London, Aug. 22, Scythia; for Falmouth, 16, John George; for New York, John Banfield; 19, Endeavour; 20, Glenallen.

From Singapore.—For London, Sept. 2, Leith (str.); for Liverpool, 3, Sydney Egger; for Boston, 5, Annie Braginton.

From Penang.—For London, &c., Sept. 3, Hipparchus (str.); 6, Leith (str.).

VESSELS LOADING.

At Yokohama.—For New York, Taitsing, Laju, Min.

At Shanghai.—For London, Charlgrove, Northampton, Wild Deer, The Cedars; for New York, Riga (str.), Charlgrove, Excelsior, Mikado.

At Foochow.—For London, Windhover, Everest, Falcon, Maitland, Flying Spur, Carrick Castle, White Adder, Lennox Castle, Chinaman, Caliph, Leander, Queen of the Age, Lahloo, Kaisow, Guinevere, Shunlee, Haddington; for New York, Ferdinand.

At Amoy.—Eleanor.

At Hong Kong and Canton.—For London, Burdwan; for New York, Hudson, Nesuton, Witch of the Tees.

At Manila.—For London, Olaguivad, The Sir Jamsetjee Family, Invincible; for Liverpool, Hylton Castle, Maiden Queen; for Falmouth, Scawfell; for Cadiz, Salvadora, Aureliana; for New York, W. G. Russell, Naval Brigade.

At Singapore.—For London, Coringa; for Liverpool, Sydney Eggers; for Marseilles, Isaure; for Bordeaux, Malacca; for New York, Queen of the Seas; for Boston, Annie Waginton, G. H. Peake.

At Batavia.—For Holland, Harwich, Californie, Helena and Henriette, Singapore, Oceana, Anna and Sophia, Jan van Brackel, Electric, Gladstone, Earl Russell; for Channel, Larnax, Argo; for United States, Ida, Sanderson, Sir James, Lizzy.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Aug. 21 ...	Beemah ...	Liverpool ...	Hong Kong
,, — ...	Kingfisher ...	Cardiff ...	Do.
,, — ...	Chanticleer ...	Hong Kong ...	Falmouth
,, 23 ...	Thermopylæ ...	Foochow ...	London
,, — ...	Argonaut ...	Cardiff ...	Shanghai
,, 24 ...	Carnarvon Castle...	Liverpool ...	Yokohama
,, 25 ...	Solid ...	Cardiff ...	Singapore
,, 28 ...	California ...	Batavia ...	Nederland
,, — ...	John Liddest ...	London ...	Hong Kong
,, — ...	Concurrent ...	Batavia ...	Nederland
,, — ...	Mathilda ...	Manila ...	Liverpool
,, 30 ...	Norham Castle ...	Singapore ...	Do.
,, — ...	Burgemeester van Middelburg	Middelburg ...	Batavia

FREIGHTS AND CHARTERS.

At Yokohama.—There is no alteration to report.

At Shanghai.—The rate to London has declined to 25s. to 30s.

At Foochow.—To London, 25s. to 30s. per ton.

At Hong Kong and Canton.—The Fiery Cross has accepted 30s. per ton. To New York the rate is £1 15s.

At Manila.—To London, hemp, £3 5s. per ton; sugar, £2 7s. 6d. To New York, sugar, 30s.; hemp, £4.

At Singapore.—To London, tin, £2 per ton of 20 cwt.; gambier, £2 5s.; hides, £3 per 16 cwt.

At Penang.—There is no vessel loading for home, and no inquiry for tonnage.

LATEST TELEGRAMS.

CHINA.

(Reuter's Telegrams, Received via Galle, Oct. 12.)

Hong Kong, Sept. 22.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.82; Water Twist, 16-24, $120. Tea: Flat, little doing; total export (China and Japan) 60,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 5¼d.

Shanghai, Sept. 16.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 2.25. Cotton, Shanghai, Tls. 18. Tea: Moderate enquiry. Silk: Limited business; settlements since departure of last mail, 500 bales. Export to date (China and Japan) from commencement of season, 25,000 bales. Exchange on London: Bank bills, six m.s., 5s. 11½d. Freights: Tea, 30s.

(Received Oct. 17.)

Bombay, Oct. 15.—Advices from China by the last mail state that the position of affairs is unchanged. It is alleged that M. Rochechouart, the French Minister, has exceeded his powers. The feeling of distrust still prevails, and the native preparations continue. A native church had been burnt down.

(Reuter's Telegrams, Received via Galle, Oct. 17.)

Hong Kong, Sept. 29.—Another outrage against foreigners has taken place at Kiukiang. No lives were lost. Missionaries have been threatened, and the necessity for immediate protection is felt everywhere. The delay in exacting retribution for the massacre at Tientsin is much commented on. Grey Shirtings, 6½ catties, 8¼ lbs., $2.82; Water Twist, 16 24, $120. Tea: Active; total export (China and Japan), 69,120,000 lbs. Exchange on London: Bank bills, six m.s, 4s. 5¼d.

Shanghai, Sept. 23.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 2.25. Cotton, Shanghai, Tls. 16. Silk: More business doing, No. 3 Tsatlees, Tls. 570; settlements since departure of last mail, 1,000 bales. Export to date (China and Japan) from commencement of season, 25,000 bales. Tea: Active. Exchange on London: Bank bills, six m.s., 5s. 11¾d. Freights: Tea, 40s.

(Received via Kiachta, Oct. 19.)

Shanghai, Sept. 28.—Silk: Very quiet; No. 3 Tsatlee, 28s. 6d. to 29s. 6d.; No. 4 Red Peacock, 24s.; No. 5, 25s. 6d.; export from Shanghai since commencement of season, 21,500 bales; stock, under 5,000 bales. Tea: Fair business, prices easier; stock decreasing; export from Shanghai: Black, 500,000 lbs., Green, 2,500,000 lbs., in decrease of last season. Good common Congou, 11¾d. Freights: Ship 35s., steamer 60s. Shirtings: Dull; 8¼ lb. Eagle Chop, Tls. 2.28. Exchange on London: Bank bills, six m.s., 5s. 11½d. London telegrams to Sept. 6 received Sept. 26.

Ten of the Tientsin mandarins transported, fifteen men beheaded; no outbreak at Kiu-kiang yet; Embassy preparing to start for Paris.

STRAITS SETTLEMENTS.

(Received via Galle, Oct. 12.)

Singapore, Oct. 1.—8¼ lbs. Grey Shirtings, $2.72½; 7 lbs., $2.27½; 6 lbs. T-Cloth, $1.65; 5 lbs., $1.45; Mule-twist, 16-24, $90; 40's, $132½. Exchange on London: Bank bills, six m.s., 4s. 5⅞d.

(Received via Galle, Oct. 17.)

Singapore, Oct. 7.—8¼ lbs. Grey Shirtings, $2.72½; 7 lbs., $2.27½; 6 lbs. T-Cloth, $1.60; 5 lbs., $1.45; Mule Twist, 16-24, $90; 40's, $132½. Exchange on London: Bank bills, six m.s., 4s. 5½d.

SHIPPING POSTSCRIPT.

Arrivals not in the Tables.—Oct. 13, at Deal, from Canton, Deerhound; 11, at Brouwershaven, from Batavia, Willem Kroonprins der Nederland; Sept. 30, at Montreal, from Shanghai, Chieftain; 29, at New York, from Manila, Voluntcer; Oct. —, at Gironde, from Hong Kong, Taffarette; 14, at Deal, from Ceylon, Kalodyne; at Deal, from Shanghai, &c. (via Suez Canal), Niger (str.); at Falmouth, from Rangoon, Mandarin; at Queenstown, from Bassein, for Liverpool, St. Fillans; —, at Falmouth, from Shanghai, &c. (via Suez Canal), Priam (str.) (with loss of propeller); 15, at Liverpool, from Singapore, Athena; 17, at London, from Manila, Peter Joynson; from Maulmain, Asterion; from Hiogo, &c., Cymbeline; 15, at Falmouth, from Manila, for Liverpool, Jacob Rothenburg; 17, from Akyab, Florence Danvers; from Rangoon, Oneida, Burmah; 18, from Bassein, Ludwig; —, at Queenstown, from Rangoon, Queen of the Lakes; at Schelde, from Akyab, Labrador; 1, at San Francisco, from Yokohama, Singapore; from Hong Kong, America; 3, from Japan, Benoni; 4, from Manila, Andreas; 5, at New Orleans, from Hong Kong, Charles Auguste; 6, at New York, from Manila, Asa Eldridge; 15, at Marseilles, from Singapore, Evangeline; 7, at Boston, from Singapore, Humboldt; 19, at Deal, from Java, for Amsterdam, Agra.

Departures.—Oct. 11, from Clyde, for Singapore, Annie Main; 14, from Cardiff, for Galle, Indus; for Singapore, Sparkler; 17, from London, for Shanghai, Taeping; 12, from Shields, for Sourabaya, Johanna; 15, from Liverpool, for Yokohama, Grenadier; 16, for Galle, Imperator Alexander II.; for Java, Nederland and Oranje;

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14, from Glasgow, for Manila, Ususquiza; 16, from Cardiff, for Singapore, Naomi; 15, from Liverpool, for Cardiff and Singapore, Tiber; 14, from Cronstadt, for River Amoor, Christanshavn; 11, from Lisbon, for Macao (via Suez Canal), Duque de Palmella (Port Corvette); Sept. 12, from Pernambuco, for Japan, Adele; 15, from Liverpool, for Colombo, &c. (via Suez Canal), Breadalbane (str.).

SPOKEN.—Cornelius Wernard Edward, Rotterdam to Batavia, Oct. 5; Cornelius, Sourabaya to Amsterdam, Sept. 30, 49 N., 14 W.; Ajax (str.), Liverpool to China, Oct. 3; Anna (Bremen brq.), Batavia to Belle Isle, Aug. 27, 7 N., 25 W.; Eastern Chief (brq.), London to Japan, Oct. 5, 48 N., 10 W.; Alveira de Manila, Cadiz to Manila, Sept. 3, 8 N., 25 W.; Renne d'Anjow, Cardiff to Singapore, Aug. 9, 10 N., 26 W.; Albuera, London to Shanghai, Sept. 9, 13 N., 26 W.; Polly Lewis, Cardiff to Singapore, Sept. 3.

CASUALTIES.—The Volunteer, which arrived at New York Sept. 29, from Manila, experienced a cyclone, Sept. 11, 18 N., 51 W., and lost a suit of sails. The Tinnevelly, Bone, which sailed from Shields, Oct. 8, for Galle, put into Portsmouth Oct. 16, with bow and topsailyard damaged and sails split, having been in collision with a brig during the night of the 15th off the Wight. The Asa Eldridge, Baker, which arrived at New York, Oct. 6, from Manila, experienced a heavy typhoon in the China Sea, May 6 and 7, during which she lost jibboom and sails, and received serious damage.

MISCELLANEOUS.—A telegram from Galle, received at Hamburg, states that the Georg, Bremen to Shanghai, had been captured and brought to Saigon. At Malta.—Vine (str.), from China, via Suez Canal, and left Oct. 13 for London. At Suez.—Previous to Oct. 10, Acanthe (str.), Grange, from London, left for Singapore, &c.; Mindora (str.), Lindsay, for Manila; Oct. 17, Una (str.), from Liverpool, and proceeded for Singapore, Bangkok, &c.

LAID ON.—At London, for Yokohama, Fire Queen; for Tientsin and Chefoo, Avona; for Shanghai, Cutty Sark; for Hong Kong, Cornuvia; at Liverpool for Hong Kong, via Cardiff, Ocean; for Manila, Maria; at Glasgow, for Colombo, &c, (via Suez Canal), Arabia (str.).

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

DUNCAN—On the 21st Aug., at Kowloong, the wife of Robert Duncan, Esq., of a son.

EZEKIEL—On the 29th Aug, at Hong Kong, the wife of S. Ezekiel, Esq., of a son.

HOWARD—On the 29th Aug., at Hong Kong, the wife of Thomas Howard, Esq., of a son.

MESTERN—On the 18th Aug, at Canton, Shameen, the wife of C. J. Mestern, Esq., of a daughter.

MORRIS—On the 31st Aug., at Hong Kong, the wife of A. G. Morris, Esq., of a daughter.

RIACH—On the 29th Aug., at 10, Arbuthnot-road, Hong Kong, Mrs. J. Riach, of a son.

ROE—On the 17th Aug., at Hong Kong, the wife of Henry Dalton Roe, of Blandford, Dorset, of a daughter.

MARRIAGES.

BARNARD—PURCHASE.—On the 27th Aug., at Christ Church, Canton, by the Ven. Archdeacon Grey, M.A., Marion Laceres Barnard, K.R.D.O.C. 3rd, of Manila, to Josephine Elizabeth, second daughter of Capt. J. W. Purchase, P. and O. service, Hong Kong. No cards.

DAWSON—ASHBY.—On the 12th Oct., at Wycliffe Congregational Church, Hull, by the Rev. R. A. Redford, M.A., LL.D., Frederick Dawson, of the Imperial Maritime Customs, China, to Elisabeth, fifth daughter of the late Thos. W. Ashby, Esq., of Stamford.

JONES—TETLEY.—On the 11th Oct., at Christ Church, Forest-hill, by the father of the bridegroom, assisted by the Rev. J. M. Clarke, M.A., vicar, and by the Rev. W. Taylor Jones, jun., M.A., George Jones, B.A., L.R.C.P.E., &c., of The Hannings, Framlingham, Suffolk, second son of the Rev. W. Taylor Jones, M.A., F.C.P., of Sydenham College, to Sarah Jane, only daughter of Joseph Tetley, Esq., of Egerton House, Forest-hill. No cards.

MCCLINTOCK—DUNLOP—On the 12th Oct., at Mellifont Church, by special licence, Captain Sir Francis Leopold McClintock, R.N., A.D.C., to Annette Elizabeth, second daughter of R. F. Dunlop, Esq., and the Hon. Mrs. Foster Dunlop, of Monasterboice House, County Louth.

PADDAY—CAUNTER.—On the 31st Aug., at Penang, by the Rev. Julian Moreton, Percy Clement Padday, to Alice Jane Anne, eldest daughter of the late William N. F. Caunter, Esq, Penang.

RICHMOND—DAWSON.—On the 13th Oct., in Westminster, Mr. S. T. Richmond, of Ceylon, to Catherine C., daughter of the late Mr. W. A. Dawson.

TENNENT—ARMSTRONG.—On the 11th Oct., at the parish church, Seagol, by the Rev. J. B. McCheane, Sir W. W. Emerson Tennent, Bart., of Tempo Manor, County Fermanagh, to Sara, third daughter of Thomas Armstrong, Esq., J.P., Eden Hall, County Armagh.

DEATHS.

BIRCH—On the 10th Oct., at Bath, Emily Maria Campbell, wife of the Hon. James Wheler Woodford Birch, Colonial Secretary, Singapore.

BOWRING—On the 20th Aug., at the Italian Convent, Hong Kong, Emily, youngest daughter of Sir John Bowring, formerly Governor of Hong Kong, aged 37 years.

DUNCAN—On the 28th Aug., at Kowloong, the infant son of R. Duncan, Esq., Dock Manager.

EVANS—On the 15th Oct., at Colchester, Leonard, son of J. H. Evans, of Hankow, aged two years and six weeks.

FORDE—On the 5th Oct., at 8, Fort Paragon, Margate, Fanny, the beloved child of Henry and Catherine Forde, aged nine years.

KRESSER—On the 18th Sept., at Hong Kong, the wife of Victor Kresser, Esq., Manager Hong Kong and Shanghai Bank.

O'SULLIVAN—On the 26th Aug., at the Hong Kong Hotel, Capt. Thomas O'Sullivan, aged 54 years, for twenty years in the service of Messrs. Jardine, Matheson, and Co.

THOMPSON—On the 25th July, at Hong Kong, of sunstroke, William Andrew Thompson, of Ramsgate, aged 19. Friends will kindly accept this intimation.

WADMAN—On the 23rd Aug., at Ningpo, Arthur Russell, son of E. Wadman, Esq., aged one year and eight months.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

MISCELLANEOUS.

FOREIGN BILLS OF EXCHANGE.—A question of some importance was decided at the City of London Court, on the 7th inst., before Mr. J. Anderson, Q.C., sitting as Deputy Judge, with reference to the expenses payable by an English acceptor upon the dishonour of a foreign bill of exchange. The action was brought against the Liebig Extract of Meat Company, who dishonoured a bill drawn upon them by their local director, at Havre, in consequence of receiving a telegram stating that no value had been given for the bill. They, however, paid the bill, which was for £2,000, within four days, but the foreign holder sought to recover, in addition to one-half per cent. as commission of intervention, three other sums of £2 10s., being commission to the Union Bank, as follows;—One-eighth to the bank, one eighth again for remitting the £2,000 from Havre to London to reimburse the holders' agent who had intervened for his honour, and a further one-eighth per cent. for returning the £2,000 to Havre on the bill being paid by the company. Mr. F. O. Crump, barrister, for the company, objected to these items as not being necessarily consequent upon the dishonour of the bill. He cited various authorities, and contended, on the principle laid down with reference to re-exchange, that they could not be recovered at law. It was attempted to set up a custom in support of the plaintiff's claim, but after adjourning the case and hearing evidence on both sides, his Honour determined that nothing more could be claimed than the one-half per cent. commission of intervention, and gave judgment for the defendants, with costs.

THE CHINESE IN THE UNITED STATES.—The coolie question is agitating the country considerably during the pending political canvass but as the burden of sentiment is against coolie importation in both parties—the shrewd politicians of both taking that side in order to influence working men's votes—there is not enough demonstration made by the friends of the coolies to create anything like a well-balanced contest. Meanwhile the few coolies who have come to the Atlantic States are winning favour by their excellent conduct. The coolies at North Adams, Massachusetts, whose arrival last summer caused such a commotion, have applied themselves assiduously to work and are becoming already skilful shoemakers. They are not only established securely in the factory, but have mastered the trade, and, according to advices from there, are working more steadily and regularly, and turn out a larger average of as good work than the same number of "Knights of St. Crispin" whom they superseded. The Chinese make shoes at a cost of $2 per case less than their predecessors, and their employer expects this saving to reach $6 per case. The experiment may revolutionise the shoe trade of New England. A coolie force of 200 is engaged in a railway building in New Jersey. Seventy others have gone to work in a laundry at Newark, New Jersey. The competition thus indicated is leading our working people to form "Anti-Coolie Leagues" in the large cities, while in San Francisco it has produced a lawsuit against the Trans-Pacific Steam Line for violating the Californian law regulating coolie immigration.

THE quantity of unmanufactured tobacco imported into the United Kingdom last year amounted to 52,588,590 lbs. The analysis shows that 1,456,623 lbs. came from the Hanse Towns, 6,350,957 lbs. from Holland, 312,317 lbs. from Greece, 1,752,587 lbs. from Turkey Proper, 1,334,718 lbs. from the Philippine Islands, 594,339 lbs. from Japan, 242,976 lbs. from Cuba, 1,872,765 lbs. from New Granada, 37,046,032 lbs. from the United States, and 1,645,276 lbs. from other countries. The Commissioners of Customs predicted an augmented importation of what is called the stemmed variety, and it appears from the returns that the importation of this kind of tobacco rose, as compared with the previous year, from 13,612,823 lbs. to 26,650,875 lbs., or an increase of nearly cent. per cent. This has arisen chiefly on account of the increase of importation from the United States; but the supplies from all other countries continue to fall off, and have now reached the lowest point ever occupied since 1860, the year before the commencement of the American war.

THE "CAPTAIN" AND THE "ONEIDA."—The prompt subscription of a fund by the officers and crew of the United States steamer *Franklin*, at Portsmouth, for the benefit of the sufferers from the appalling calamity that occurred to Her Majesty's vessel the *Captain* is viewed with profound satisfaction in America. This satisfaction is caused not only by the generosity shown, but chiefly by the fact that it gives the press a chance to draw comparisons with the *Bombay* and *Oneida* case, in Japanese waters. The *Bombay* deserted the *Oneida*, our newspapers say, but the United States' sailor, remembering that blood is thicker than water, practically sympathises with the English tar in his misfortunes.

A court-martial held on board the Royal Oak at Gibraltar, to investigate the circumstances connected with the loss of the gunboat Trinculo, terminated in the honourable acquittal of her commander, Lieutenant the Hon. F. G. Crofton, and the officers and crew of the ship. The Court was of opinion that the loss was caused by the bad look-out kept on board the Spanish steamer Moratin. The President, in returning his sword to Lieutenant Crofton, complimented him upon the high state of discipline which prevailed on board the Trinculo, as evidenced by the entire absence of confusion after the catastrophe. Every man who could be rescued was brought safe to shore.

George Barnett Goulden, retired commander, has been appointed a Naval Knight of Windsor. He became a mate in the Royal Navy June 6, 1850, and served in the Pilot, 12, in the East Indies from January, 1851, until September, 1852. During the Crimean war he distinguished himself at the mouths of the Danube. He was made retired commander April 1, 1870.

Major-General Sir John Douglas, K.C.B., has been appointed Commander of the Forces in Scotland from the 1st of October, in succession to Major-General R. Lumley. Sir John served in Scotland from 1860 to 1865 as Assistant-Adjutant-General.

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The London & China Telegraph.

LONDON: WEDNESDAY, OCT. 19, 1870.

OUR POLICY IN CHINA.

The opinions of *The Times* and its correspondents, as well as those of other journals quoted in our columns, are all agreed in recognising the gravity of the crisis in China, and the necessity for prompt and decisive action to prevent the repetition of outrages like that at Tientsin. The only thing left to regret—after reading the excerpts from *The Times*, which will be found in another column—is that the admission of the necessity for action is not accompanied by any practical suggestion of the course to be adopted. "The question is, what is to be done?" repeats *The Times* with wearisome iteration, until, at last, it closes its article without offering any reply to its own inquiry. We confess that we can see no reason for hesitation or doubt as to the kind of action which the late massacres and the present state of feeling in China demand. All that is required is the display of sufficient force to awe intending evil-doers, and to insist on summary justice upon convicted ones. The former is, however, the more urgent, if not the more grave necessity. Already redress, compensation, &c., have been insisted upon to the too great exclusion of security for the future. No means appear to us so likely to guarantee security as the occupation by our Government of the Taku Forts. These forts command the entrance of the Peiho river, on which Tientsin lies forty miles by land from the mouth, and Peking eighty miles north-west of Tientsin. Troops landed at these places, and even gunboats stationed at Tientsin, are utterly crippled while they have these formidable fortifications opposing them in their rear. In fact, they no better than prisoners of war, and all our countrymen merely hostages for their forbearance. Nothing is so easy or so consistent with British dignity and humanity as to require such material guarantees for security as may give us the possession of strength without the necessity of exercising it in war; and unless we are prepared to retire to the five ports and submit to every kind of humiliation before we are finally expelled altogether, we must act decisively. As *The Times* observes, "We want no Chinese "war upon our hands, but we must protect the lives and "possessions of our countrymen in China, and that we can- "not do without exacting retribution for an outrage which, "though directed immediately against our neighbours, in- "volves the security of all European settlements alike." We believe that the security here required can be best attained by the re-occupation of the Taku Forts. The telegrams from Hong Kong, to 29th September, to be found in another column, confirm those received last week *via* Kiachta, and published in our issue of 12th inst.

A Foreign-office telegram from Mr. Wade reports all quiet at Peking and Tientsin. We presume this was circulated as a set-off to the numerous telegrams received reporting disturbances and threatenings from various other ports, including the destruction of another church at Newchwang; and the anxiety at Shanghai was so great as to demand an immediate despatch of troops from India. Lord Granville and his colleagues evidently wish the public to understand that they were right in the views expressed to the deputation of London merchants representing the meeting held at the London Tavern. It is true that our Government did not agree with the fears expressed at the meeting, but it remains to be seen who is correct; certainly each succeeding mail has confirmed the views of the merchants. It will be remembered that Lord Granville informed the deputation that orders had been sent to our Minister at Peking to support the French Government, but we must conclude that Mr. Wade has not carried out these instructions, as we know that the demands of the French Minister remained unsatisfied by the Chinese Government on the 26th Sept., or three months after the dreadful atrocity known as the "Tientsin Massacre." We now suspect that Lord Granville left out intentionally one very important word, which, of course, explains the reason why our naval and military forces have not co-operated with the French in obtaining the satisfaction demanded. The word is "moral"—*i.e.*, that Her Majesty's Government had instructed Mr. Wade to give moral support to the demands of the French. We shall soon see what this timid policy will lead us to. It is really a burlesque to publish "all quiet at Peking and Tientsin." Of course it will be so if we do not enforce satisfaction for the late outrage, and we think that the merchants should demand further explanations on this point from the Foreign-office.

OUR EMBASSY AT PEKING.

The *Globe* assumes that the notification in the *London Gazette*, appointing Mr. Mongan to be Consul at Peking as well as at Tientsin, indicates the intention of the Government to abandon the Legation at Peking. Such is not the case. The object is simply to give Mr. Mongan jurisdiction over British subjects at Peking, as it is not usual for the Minister to perform Consular duties; his office is diplomatic. A similar state of things exists in Japan. Sir Harry Parkes is the Minister and Plenipotentiary at Yedo, but we have also a Consul there. The concluding part of the article in the *Globe* is, however, quite worthy of perusal, and we extract the same:—

> We ought long ago to have insisted on the right of audience with the Emperor; but instead of so doing we have conducted our intercourse with Prince Kung, whose only real official rank is Minister for Foreign Affairs, and who is but a unit in the Imperial Cabinet, as though he were all powerful and supreme. There is every reason to believe that he personally is friendly disposed towards us, but at the present time there is a large and powerful anti-foreign party vigorously agitating both in Peking and in the provinces, and to this party many of the Imperial advisers belong. The concessions that we, in conjunction with the United States Government, have lately made to the Peking Government have, by being construed into symptoms of weakness, greatly encouraged the anti-foreign leaders, at the same time that the great improvement which, under our instruction, has recently taken place in the defences of the country has led them to believe that in a struggle with foreign Powers they would be able to hold their own. To these influences are to be attributed the extremely hostile disposition which is displayed towards foreigners at the present time in all parts of the Empire. As long as, from various circumstances, Prince Kung was supported by a majority in the Cabinet things went smoothly enough, and our requests, never unjust, were more or less acceded to. But when the positions were changed, and Prince Kung found himself in a minority, having no power to turn out the Ministry, and being probably unable to retire himself from office, he was compelled to meet our demands with excuses for their non-fulfilment, and our importunities by delay, or else to feign illness and absent himself from the Foreign-office, as he did on receipt of the news of the Tientsin massacre. The inconvenience of being obliged to depend for the fulfilment of our Treaty on the majority of a Cabinet over the destinies of which the highest power we have official cognisance of has no power whatever, must be patent to everyone, and it must be equally obvious that the true remedy for the evil is the right of audience with the Emperor. He alone has the power to dismiss Ministers, and he alone should therefore be held responsible for the maintenance of a Government which should fulfil the obligations undertaken in his name. The excuse that the Emperor is under age should now, at least, be thrown overboard. He is as old or older than the King of Greece was at the time of his accession, and decrees are daily issued by him. Until this right is granted, and the bar sinister to our legitimate position as equals, which its continued refusal implies in the minds of people of the Empire, is removed, our relations with China can never rest on a firm and satisfactory basis.

It will be seen from the report of a meeting of the Legislative Council at Hong Kong, which we publish in another column, that the acting Governor-General Whitfield not only enters fully into the affairs and interests of the colony, but is withal rather clever at badinage. We trust that the gallant General may continue to make himself not only useful but agreeable to the colonists, as we believe that there is little chance of Sir Richard MacDonnell returning, and his successor will not be appointed until Sir Richard's term expires in April next.

We understand that the project of a railway from the town of Singapore to the new harbour—the want of which has often been noticed by us—is again thrown out by the rival dock companies. We can understand that they should have different views as to the route that the line should take, but we cannot understand why the local Government should be idle in the matter. If they wait for the Home Government to give any assistance in the matter, the prospect is indeed hopeless.

We understand that tonnage has been engaged for the conveyance of about four thousand tons of railway iron and material to Yokohama, as a first instalment of the proposed lines in Japan, for which the £1,000,000 loan was raised by Mr. Lay on behalf of the Japanese Government.

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The Telegraph Construction Company have received advices from Suez that the *Scanderia* proceeded on the 14th inst. for Singapore, after having repaired the Red Sea Cable. This delay will not, it is expected, prevent the completion of the Batavia, Singapore, and Madras Cable by the end of the year. The cable to connect Singapore and Hong Kong will leave in February, and be laid in April or May.

There have been rumours to the effect that our Government, in conjunction with that of France, had declared war against China. It is hardly necessary to say that there is no truth in them. The rumours as to the despatch of troops from India and England are also incorrect. The Marines for Japan, announced in our last, are the only troops under despatch.

Some time since we noticed the decision of the Spanish Government to subsidise a line of steamers from Spain to Manila; we are now informed that the time for receiving tenders has been extended to Dec. 31.

OUR POLICY IN CHINA.

The *Saturday Review* urges that it is in the power of the English Government to render France almost the only essential service which could not be regarded by Germany as a wrong or an affront. The whole English naval force on the coast of China ought to be placed at the disposal of the Embassy, and the Chargé d'Affaires ought to be instructed to act as M. de Rochechouart would have acted if he had not been embarrassed by unexpected difficulties. It may indeed be hoped that such instructions have already been given, so that the English admiral may, if necessary, have anticipated the closing of the Peiho by ice. It is highly probable that a local demonstration may be more effective than a direct menace to the Imperial Government. If the Chinese Government protects the Tientsin assassins it will leave the lives of all foreign traders at the mercy of the rabble and of the competitive prizemen. If an enterprise which was found comparatively easy a dozen years ago now transcends the power of England, it only remains to acquiesce in the degradation which would in that case seem to be the principal consequence of modern reforms and improvements; but there would be no difficulty in providing, at home and in India, a sufficient force for the coercion of a contumacious Government and a semi-civilised community. Even Mr. Gladstone's aversion to strong measures may be shaken by regard to the interests of English trade, and by sympathy for the innocent victims of Chinese barbarism. A timely and effective support of the French demands would, perhaps, not be followed by extraordinary gratitude, nor would it induce M. Victor Hugo, in his next rhapsody, to insert Lord Granville's name in his list of worthies between Confucius and Nicodemus; but it is sometimes expedient to do what is right, even without an immediate prospect of reward.

The *Spectator* inquires why Lord Granville does not announce in some one of the hundred ways open to him what he is doing to avoid disaster in China. Has he sent three regiments of Sikhs to Singapore; or warned Lord Mayo, who is accessible by telegraph, though he is at Jeypore, 300 miles from a railway; or asked Prim or the Netherlands Government to lend troops if a requisition reaches Manila or Batavia; or done anything besides promise help? The accounts get worse and worse, and we may hear, as soon as Peking has heard of Sedan, of a universal massacre of foreigners. Lord Mayo is energetic, and the fleet is large; but Lord Mayo is as far from Peking as from London, and the fleet has no army to disembark. We shall never be really safe in China until we possess an island on the coast large enough to maintain an expedition of its own.

The *Standard* is convinced that if the mandarins would only leave them alone the Chinese would live amicably with the foreigners. If ever there is a quarrel with missionaries it will be invariably found that it is the class called "literati"—that is, as we should call them, the passed "competition wallahs"—who get up the row, and that it is not religious zeal, but simply literary vanity, which is at the bottom of it. In the case of the French Roman Catholic missionaries, it is true that there is something more than this at the bottom of the popular antipathy. Here the offence which is given is a distinct political one, inasmuch as every native convert is claimed as a subject of France, and is withdrawn from his allegiance to the civil power. This is a clear wrong, of which the Chinese Government may justly complain, and for which, if they complained, France would be bound to make reparation. In any case, however, there can be no justification for a civilised nation in taking such a vengeance as that at Tientsin. Every day that such an outrage remains unredressed adds to the virulence of the anti-foreign feeling on the part of the ruling classes and the army in China. Like all Asiatic people, they are utterly unable to dissociate forbearance from impotence or cowardice. They have been encouraged to think that they are now, by the possession of European arms and military discipline, on an equal footing with Europeans in war, and they may be expected to be even more reluctant to afford any sort of redress than have been Chinese Governments at all times. There is no alternative, therefore, but that England, as the leading Power interested in the safety of European life and property in China, should resort to the one appeal which only the Chinese in such cases are able to understand.

The Rev. John Scarth, an old resident in China as a merchant, but now rector of Cranborne, writes to *The Times*, pointing out that "Alpha" is wrong in his conclusion that the Chinese as a body hate us. We quite endorse Mr. Scarth's opinions:—I cannot endorse the opinions expressed by your correspondent "Alpha," and I feel sure that nine-tenths of the mercantile community and nearly all the English missionaries will agree with me rather than with "Alpha." It is not fair to the Chinese to take the opinion of those who have lived among them only in an official capacity, and who judge from the feelings of the mandarins towards foreigners and know little of the feelings which the people hold. In daily intercourse with the natives few difficulties arise; but our whole official intercourse with the Government has been a succession of little battles, they trying to keep us at a distance, we ever seeking some new advantage. The mandarins and the literati have, when they choose, the vagabonds on their side, and a disturbance can readily be raised, though not so easily put down.

If we take the actual position of foreigners into account, how they live a few among thousands, how they travel far and wide through the country, and enter into transactions involving millions of money, and scarce think of danger excepting when they know that the mandarins or some party of braves whom they encourage are ready to do an injury, surely we may be convinced that the natives do not hate us in the way that "Alpha" would have your readers believe?

Colonel Gordon, who commanded the "ever victorious army," had as good opportunities of judging the character and disposition of the Chinese as any one has ever had, and I am sure that his experience of the mandarians left him little to say in their favour, while all that he knew of the people showed how ready they were to be good friends with the foreigner, and his most faithful soldiers were not those that the mandarins supplied, but those which he himself enlisted.

We have made many mistakes in our policy in China, simply because we look upon the Government as representing the feelings of the people, whereas the Government only represents a system and a dynasty. The people care little either for one or the other. Had we not done so much to hold the present Government together it would have broken up long ago from a rotten core. We helped it in its civil wars; we did its police work on the coast against pirates; we collected its revenue when its own officers were not to be trusted, and its Customs administration could not be carried out against fraudulent traders, and in no case have we ever found in all our wars with China that the people were opposed to us. We held Canton with no difficulty; at other places the people have looked upon us as their protectors, and have been grateful for our aid. But if I shift my position to the audience chamber of a Yamun I should at once find that, though the mandarin may be friendly, the system he has to uphold is the reverse. The very difficulty that is experienced in bringing the mandarins to punish the perpetrators of massacres (for the Tientsin horror is not the only one we have had to deplore) shows either that they are connected with the occurrence or are too weak to seize the perpetrators for the sake of justice being done. Experience, however, has always shown that when a display of force has been resorted to on the part of the foreigner there have been some men, whether the true culprits or not we could not always know, who have been sacrificed, if not punished.

The cruel punishments of a half-civilised Government tend to teach the people and the mob how to vent their rage when their wrath is stirred; but, as a rule, the people are timid, and not bloodthirsty at all, though they are trained up to be accustomed to the most horrible sights, when the power of the Government wishes to be strongly impressed upon them. I write in hopes that no unguarded attempts may be made to bring about a new war in China, especially in conjunction with the French, for their difficulties and ours there are founded upon a perfectly different basis; and it would be indeed cruel to raise up a new war to injure a people who are friendly under the pretence of teaching a lesson to a Government that but for our aid would scarcely exist, and is so weak that it is at the mercy of any ambitious mandarin who may try to seize the reins. Its weakness arises from the people having llittle sympathy for it, and because it would rather keep us away than et the country profit by our civilisation and our trade.

RISING OF CHINESE IN PERU AND MASSACRE OF OVERSEERS.

By the mail steamer which arrived on the 12th inst. we have received accounts of alarming Chinese revolts which had occurred in the Peruvian provinces, Barranca and Pativilca. The coolies had risen in various plantations, massacred all the whites with shocking brutality, and attempted to blockade the town of Barranca, but were severely repulsed, and dispersed in small bands in the neighbouring mountains. The occurrence had caused general consternation. The estates had suffered severely in the destruction of crops and property.

The *Panama Star and Herald* contains the following account of the rising:—"From Peru we receive the news of a very serious insurrection of the Chinese labourers employed on the haciendas of Pativilca and Galpon, about 150 miles north of Lima. It seems that on the night of September 4 the coolies on the first named estate, having become aware of the presence of an agent from Lima with a large quantity of money in his possession, rose *en masse*, and after having massacred with the most shocking brutality all the whites on the plantation proceeded to the adjoining haciendas, induced the Chinese there to join them, perpetrated more acts of violence, and finally, numbering from 1,500 to 2,000, attempted to sack the little village of Barranca. Here, fortunately, intelligence of their movements and designs had preceded them, and the inhabitants of the place, stationed behind a hastily constructed breastwork, received their attack with such well directed volleys of musketry as to throw the insurgents into complete confusion and demoralised retreat. Troops arrived from Lima on the 6th, to aid in quelling the disturbances, but found their labours restricted to following the Chinese, who had dispersed in small bands to the neighbouring mountains. About thirty or forty whites were murdered, and from 250 to 300 Chinese were killed during the affair. The loss, however, consists principally in the coolies and the destruction of crops and property. Once in the mountains, the planters will find it next to impossible to recover their labourers; meanwhile the extensive and valuable estates if suffered to remain idle will speedily be greatly deteriorated in value and effectiveness. The occurrence had caused general consternation, even propositions had been introduced in Congress prohibiting the further importation of coolies into Peru."

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"THE TIMES" AND ITS CORRESPONDENTS ON THE TIENTSIN MASSACRE.

The Times of the 13th contained two important letters on the present crisis in China; one from its regular correspondent at Shanghai, and the other from "Alpha," whose former letter, together with the reply which it elicited from "Philo-Sinensis," we reproduced in these columns on the 9th and 16th ult. *The Times* devotes a leading article to these communications, and at length demands immediate and decisive action in the following impressive words:—"With the evidence before us, it becomes impossible to regard the recent massacre as menacing only to the nation which has been its immediate victim. The French may have lit the spark, but the conflagration, once on foot, threatens to involve all foreigners in its destruction. All our correspondents warn us against allowing this crime to escape unpunished, owing to the unfortunate pre-occupation of the French. The delay has already been sufficiently perilous. We need not identify ourselves with the French quarrel, but one of the Sisters of Mercy was an Englishwoman, and we ought to resent as a peril to all foreigners, and a scandal to the good faith of the Peking Government, the flagrant indifference to justice which suffers month after month to elapse without any effectual measures of retribution being adopted. Questions of policy and of diplomatic relations have nothing to do with the avenging a murderous outrage. The first necessity in the East is, as our correspondent says, to put down murder and violence 'with a strong hand and a bold front.' Whatever faults the French or their missionaries had committed, the Tientsin Massacre cries for vengeance, and we should be alike false to ourselves, to our neighbours, and to humanity if, merely because we are not the immediate sufferers, we failed to insist on retribution. It is, as our correspondent confesses, a very difficult question to see how the conviction and punishment of the guilty are to be secured. But it is one of those difficult questions of which honour and interest alike demand the solution."

In one important point *The Times* considers the present explanatory letter of "Alpha" (who, it will be remembered, is believed to be Sir Rutherford Alcock) is satisfactory, although it is by no means reassuring. "Alpha" earnestly disclaims being supposed to argue that, as the outbreak was not directed against foreigners generally, it "need not create alarm or call for combined intervention." He writes to explain that nothing could be further from his intention than to suggest such a conclusion. He does not hesitate to say that he "lives in daily fear of a worse catastrophe." *The Times* hears that his alarm is but too well justified. Its own correspondent informed us by telegram that the Roman Catholic church has been destroyed at Newchwang, and we learn at the same time, through St. Petersburg, that Roman Catholic buildings have also been destroyed at Kia-hing. The Foreign-office, indeed, has received information, of four days' later date than this, that all was quiet at Peking and Tientsin. But we must conclude from the previous telegrams that the movement commenced three months ago at Tientsin had partly spread to other towns. In the letter of *The Times* correspondent at Shanghai, dated 18th Aug., he says:—"While the Chinese are delaying to make reparation they are preparing for resistance. The truth of the native reports which I have mentioned of the collection of troops near Tientsin can now be verified from the mastheads of the foreign ships in port. Soldiers can be seen in every direction. Their number is set down at 40,000, and Li-hung-chang, Gordon's associate in the Taeping war, is said to be approaching with 25,000 more from Shansi. The Chinese are elated by the possession of foreign guns to a belief that they are now capable of resisting foreign armies with success, and there seems little doubt that they intend testing their belief. Count Rochechouart has pressed his demands, and will, I believe, haul down his flag if they are not complied with within a short date. In that case Peking and Tientsin will almost certainly be untenable for foreigners during the three winter months when the Peiho is closed by ice. The French have not sufficient force in China to begin hostilities at once; it is unlikely that they can receive reinforcements before the end of the year, and their temporary withdrawal will be looked on as a proof of success which will encourage futher acts of violence.

"I have hitherto written as though France alone were concerned in the threatened war. But though her representative has taken the lead in demanding reparation, she is not alone aggrieved. Subjects of England, Italy, Belgium, and Russia were also among the victims, and the duty devolves, therefore, upon these Powers also of bringing the Chinese Government to reason, as a matter of justice to the dead, no less than as a guarantee of security for their future interests in the East.

"The fact that all the Roman Catholic missions here hold ostensibly from France led at first to the inference that all the murdered missionaries were French. But such is not the case, and the fact that France is prevented for the moment from avenging their death should not mean that China is to go free till France is at liberty to punish her. The Belgian Minister, I am aware, has written an admirable despatch, dwelling on the cruelty and disgrace of the crime, claiming reparation, and impressing upon the Peking Government that 'those who are trying, directly or indirectly, to inspire the Chinese people with a hatred of the foreigner are preparing for their country complications which cannot fail to be disastrous for it and for the Government of the Emperor.'"

Replying to the urgent question "what is to be done?" *The Times* says:—"It is admitted that the Tientsin Massacre was directed with a remarkable exclusiveness against the French. But we are emphatically warned against concluding from this circumstance that other foreigners are exempted from the animosity of the Chinese. Our misapprehension of our correspondent's ('Alpha') meaning has had the advantage of eliciting from him a most explicit statement on this head. The Chinese, he says, high and low, hate us 'as aliens and intruders, innovators and barbarians. They hate the foreigner for his aggressiveness, his assumption or assertion of superiority, and for his habitual disregard of their customs and feelings, as well as of their prejudices. He is equally an object of distrust and dislike for his military superiority, his restless spirit of enterprise and activity, so opposed to their own tendencies. Above all, he is alike hated and feared by the ruling classes as a proselytiser and propagandist, seeking to subvert the established religions and institutions, and a cause of danger and trouble to all on whom the duty of governing falls.' In obedience to the candour our correspondent recommends, we fear it must be added that these reasons for aversion are by no means groundless. The Japanese showed at first an equal jealousy of foreign influence; but, with superior shrewdness, they have discerned the necessity of admitting it, and have resolved, by boldly taking it in hand, to render the inevitable revolution as little revolutionary as possible. This political instinct seems wanting in the Chinese. They are simply afraid of us, and fear is the blind mother of hatred. Rulers and ruled are ready at any moment, if the requisite excitement be afforded, to shut their eyes to consequences, and make a frantic effort to shake us off. Patience and prudence on both sides would in time enable us to understand each other. But, meanwhile, Europeans in China live, it is to be feared, on a volcano. There is no doubt the French and the Roman Catholics have in a peculiar degree drawn upon themselves the animosity of the Chinese. 'Alpha' tells us that the reason of this special hostility is well understood, and that the danger it occasioned has been long foreseen. The Roman Catholics claim great privileges for their converts. If a Chinese Roman Catholic be engaged in a feud or lawsuit with his neighbour, he applies through the missionary for the protection of the French Consul or Minister, and this protection is afforded him. In short, the French and the French missionaries do not scruple 'to extra-territorialise their converts, and assert a right of interference with the civil power throughout the interior.' It is easy to see that such conduct must aggravate intensely the natural Chinese dread of foreign influence. 'The whole nation,' according to 'Alpha,' 'is full of combustible matter;' but he does not hesitate to say that it is the Romanist missions, acting under French protection, which alone at the present moment threaten us with an explosion. If the Government can satisfy themselves of the truth of this observation, it will became their duty to urge it upon the attention of the French. The task will be a delicate one, and we need not say with how much better grace we could discharge it if, in the first instance, we interpret with generosity our obligation to our allies in the moment of their distress. We shall be equally wise and generous not to separate ourselves from the French in dealing with the present outbreak; but, in our turn, we may justly ask them not to prosecute a course which imperils our interests as well as their own."

On the 18th *The Times*, reverting to this subject, observed that unless the Chinese are taught in some way or other that retribution waits upon crimes like these, no foreigner's life in China can be considered safe. When we proceed, however, to institute further inquiries, we are left, unfortunately, with very imperfect information. As even a Chinese mob will not rise without provocation or instigation, it is but just to ask what offence was given, and at whose instance or by whose connivance this butchery was perpetrated. Necessarily, too, we must satisfy ourselves about the best method of redress, and ascertain, if we can, not only what demands we should prefer, but to what authorities they should be addressed, and by what measures we should prepare to support them. On no one of these points, unhappily, is there any concurrence of opinion. The offence expiated by these helpless victims was that of religious proselytism, attended, it is to be feared, by political pretensions obnoxious to the native magistrates and educated classes of the people. These pretensions, enforced, perhaps, occasionally with too little consideration for the susceptibilities of mandarins and literates, gave deep offence to the ruling classes, and to their instigation, it is supposed, the outbreak was due. It is necessary to remember that the Chinese, like all Asiatics, grow bold with impunity, and interpret forbearance as cowardice. The Massacre of Tientsin, though directed against a particular class of a particular nation, may easily be repeated in other places with less provocation, if once it is believed that it can be repeated with safety.

All foreigners in China, whatever may be their pursuits or their policy, live in what is called a "solidarity" of responsibilities and perils. The Chinese, if once roused to active hostility, would recognise little difference between French and English, Americans and Germans. We, therefore, on our side, must recognise the common cause also, and, as the French have enough on their hands, we must act for ourselves and them. But how to act? That is the question which involves the greatest difficulty. We could either demand redress of the Imperial Government, or we could apply coercion to the local authorities. Not only justice itself, but the magnitude of the interests at stake, requires that we should proceed deliberately, and with a full knowledge of our position and our means. It is to be hoped the affair will not swell to the dimensions of a war. The Chinese do not deny their responsibility, nor have they pleaded justification. They have merely employed the tricks of delay, and have continued their excuses and their promises until four months have elapsed without an offer of redress. It was recently reported that they had actually rejected the demands preferred by the representative of France in the country, and no surprise should be felt if the intelligence of the war should encourage them to persist in their obduracy. Stories are told, too, of their buying breech-loaders, and training troops in European fashion, but the opinion of those most conversant with Chinese affairs is that a moderate demonstration of force will suffice both for the exaction of retribution in the present case and the protection of our settlements in future.

As it happens, we have a considerable naval force in those regions, and a battalion of marines will be despatched in augmentation of the troops at the disposal of its commander. This is but a small display of strength, and yet, if the version now given of the affair be correct, it may prove sufficient. We have lately endeavoured, as far as our relations with the Imperial Court extend, to strengthen its authority by reference to its decisions, instead of taking the law into our own hands, and enforcing obedience on the spot. This, however, presumes

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on the part of the Emperor and his Ministers both the will and the power to execute justice, whereas no justice has been done or even attempted in the case before us. On the other hand, we have as yet refrained from those appeals to which the Chinese have always consented to listen, and perhaps a demonstration of the customary kind may terminate the question without further trouble.

THE WORKING MEN'S INTERNATIONAL EXHIBITION AND THE FAR EAST.

(To the Editor of the *London and China Telegraph.*)

SIR,—Being deeply interested in China, I have read with much pleasure the articles in which you have shown the necessity for calling public attention to the value of our trade in the Far East, and the alarming condition in which European settlers there have been placed by the impossibility of the French punishing the Tientsin massacre as they would have done at another time. I sincerely hope that your arguments will have the desired effect, and that the Government will no longer permit such valuable lives to be endangered for want of timely succour. My main object, however, in writing to you now, is to express the conviction that, if our countrymen in the Far East find less sympathy than other colonists with the English people, it is because they do not take active steps to bring their usefulness before the public. Take the Working Men's International Exhibition at the Agricultural Hall, for instance. This exhibition of the products of agricultural and manufacturing labour in all parts of the world, after being opened by the Queen, and inspected by the Prime Minister, has been visited, on an average, by four or five thousand persons of all classes every day for three months, and the number of visitors is still increasing. Everywhere throughout this noble Hall may be seen groups of visitors, examining the materials for industry and the examples of skill sent from abroad. Europe is well represented by every country; and all our colonies, with one exception, have furnished information of the most valuable and interesting kind, as is proved by the groups of earnest inquirers who gather round their departments. But while India, Australia, and even Peru are represented in the International Exhibition, China and the Far East give no sign of commercial existence. This is a great oversight, and one that must be remedied if our labours in China and Japan are to meet with the appreciation of the English public. Specimens of tea in its pure and its adulterated states, of silkworms' eggs, silks, &c., in various stages of manufacture, native goods of all kinds, photographs of persons and places, and, in fact, everything that can give information to the classes that are earnestly seeking it, would do more to familiarise and interest the public concerning the producers of articles of daily consumption than any other form of appeal for protection. One stall thus furnished from China and Japan in the present Exhibition would have been worth fifty public meetings in conveying a due idea of the value of the Far East to England in the present day.—Yours,

10th Oct., 1870. BETA.

Monetary and Commercial.

It appears that the claims in England on the estate of Messrs Glover and Co., Japan, whose failure we announced in our last, are numerous and considerable in amount. The next mail from Japan *via* San Francisco is looked for with some anxiety, to know how far the assistance said to be given by the Dutch Trading Society extends, and if it will enable the firm to effect an equitable compromise. It is reported that the immediate cause of the stoppage was pressure by one claimant, now in China, for proceeds of vessels sold.

The amount of bullion by the P. and O. Company's steamer *Nyanza*, from Southampton on the 15th inst., was, in gold, to Alexandria, £207,000; to Madras, £100; in silver, to Hong Kong, £1,500; to Shanghai, £4,200; total in gold, £207,100; in silver, £5,700.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SINGAPORE and PENANG to LONDON, per Jeannie Loutit, entered Oct. 1.—From Singapore, 397 baskets gutta-percha, 1041 bales gambier, 1418 bundles rattans—Order.—From Penang: 5 boxes tea, 1 case preserved ginger—Master; 1185 bundles rattans, 4786 bags black pepper, 81 bales cow hides, 77 bales buffalo hides, 3436 buffalo horns, 1925 slabs tin—Order.

From SINGAPORE to LONDON, per John Temperley, entered Oct. 3.—3053 bales gambier, 227 slabs tin, 1712 bags 162 boxes pearl sago, 2226 bags 294 boxes tapioca, 22 bags tapioca flour, 444 bags black and 1316 bags white pepper, 265 cases 308 baskets shells, 50 cases 40 boxes gum copal, 71 baskets 82 cases india-rubber, 88 bundles Malacca canes, 3 cases grass oil, 1 case peppermint and 6 cases citronella oil, 895 baskets gutta-percha, 85 cases cassia vera, 103 bundles ground rattans, 6 bundles sticks, 144 bales cow and 1656 bales buffalo hides, 110 bags nutmegs, 730 bags gambier, 179 bales hemp, 110 bags coffee, 59 baskets gum mastic, 31 cases dragon's-blood, 188 cases sticklac, 4 cases isinglass, 25 cases brandy, 231 cases gum, 72 chests 621 half-chests tea, 675 bundles canes, 6454 cottons, 1 case cigars, 1 case sago and tapioca, 14,987 pieces buffalo horns—Order.

From SINGAPORE to LONDON, per Sree Singapura, entered Oct. 3.—17 packages merchandise, 1 package shells, 1 case tea, 3 cases gin—G. Lipscombe; 2062 bales gambier, 1850 bags tapioca, 203 bags pearl tapioca, 712 bags pearl sago, 317 bags tapioca flour, 564 bags coffee, 3007 bags pepper, 1238 buffalo and 31 bales cow hides, 20 cases gum benjamin, 47 cases wine, 191 cases copal, 5695 packages rattans, 96 baskets 49 cases shells, 189 baskets gutta-percha, 1 basket cuttings, 2 packages merchandise—Order.

From SINGAPORE to LONDON, per Volunteer, entered Oct. 4.—808 bales 1045 bags gambier, 158 bags tapioca, 3123 bags pearl sago, 812 bags pepper, 274 boxes copal, 523 baskets gutta-percha, 1072 ps. buffalo hides, 6018 sticks sapanwood, 4 cases curiosities—Order.

From MANILA to LONDON, per Jubilee, entered Oct. 4.—1 case tortoise-shell—R. and J. Henderson; 4962 pigs copper—Baring Bros.; 5 cases merchandise (in transit), 1054 bags coffee, 2 bales isinglass, 12,815 bags sugar, 400 pcs. sapanwood—Parr, Hermann, and Co.; 3795 buffalo horns, 312 bales hemp—J. Halphen and Co.; 5 pipes wine—Sandeman and Co.; 1 case cheroots (in transit), 282 bags cowries, 948 bags coffee, 17 cases almaciga, 1210 bales hemp, 101 cases copal, 549 cases gum, 21 bales hides, 2000 sacks coffee, 2 barrels oil, 15 cases cigars, 8 cases indigo, 2 cases merchandise, 135 cases indigo—Order.

From PENANG to LONDON, per Ilione, entered Oct. 5.—5 cases essential oil—Smith and Co.; 1670 slabs tin—K. Peabody; 6 puncheons 29 hogsheads rum—M. Z. Just and Co.; 747 bags tapioca, 191 cases fish maws, 28 cases essential oil, 2465 bags sugar, 81 puncheons rum, 4994 cow 932 buffalo hides, 35 cases cloves, 7567 bags pepper, 1 case tortoise-shell, 265 bags sago flour, 6 cases spices, 3460 slabs tin, 71 bags pepper dust, 146 baskets india-rubber, 1182 bundles rattans, 2 bales tobacco, 11 bags coffee, 50 cases nutmegs, 17,000 green snail shells, 127 cases gum benjamin—Order.

From SINGAPORE to LONDON, per Blair Athol, entered Oct. 5.—1438 bags tapioca, 213 boxes 1820 bags sago, 470 bales 476 baskets gutta-percha, 47 baskets india-rubber, 226 bales gambier, 689 bags coffee, 4225 buffalo horns, 1038 bags pepper, 6 cases copal, 10 cases gum benjamin, 84 cases Borneo shell—Order.

From HANKOW to LONDON (via Suez Canal), per Oberon, entered Oct. 8.—Tea 13 half-chests 20 boxes—Ashton and Co.; 54 chests 622 half-chests—R. Anderson; 1 half-chest 33 boxes—Master; 468 chests (in transit)—Matvieff and Co.; 150 chests (in transit)—F. Huth and Co.; 2 half-boxes preserves—Master; 3 cases preserves, 2 packages merchandise, 5 bales silk, 1926 chests (in transit), 6963 chests 8529 half-chests 1584 boxes tea—Order.

From HANKOW to LONDON, per Titania, entered Oct. 8.—400 half-chests tea (in transit), 10,911 chests 2625 half-chests, 1388 boxes 109 packages tea—Order; 410 chests tea—The Konigsberg Association; 50 packages tea, 3 boxes preserves—Master.

From SHANGHAI, FOOCHOW, and HONG KONG to LONDON, per Sir William Wallace, entered Oct. 10.—From Shanghai: 33 packages merchandise, 70 packages walnuts, 4 bales silk, 1 box cheroots, 1 package 915 chests 82 packages tea—Order. From Foochow: 2263 chests 1417 half-chests 129 boxes 7634 packages tea, 78 bundles canes, 94 packages merchandise—Order; 3 packages merchandise—A. Cribb. From Hong Kong: 1 package merchandise—C. Fane; 18 packages merchandise—Lawrence and Co.; 1 package merchandise—W. Loran; 9 packages merchandise—King and Co.; 4 packages merchandise—M. Philips; 2 packages tea—Matheson and Co.; 2 packages tea—J. Hodge; 171 packages merchandise, 1 case shells, 4266 packages tea, 16 boxes ginger, 300 rolls matting—Order.

From ILO ILO to LONDON, per Saga, entered Oct. 11.—42,021 bags sugar—Parr, Hermann and Co.

From ILO ILO to LONDON, per Aggie M., entered Oct. 12.—44,825 bags sugar—Russell, Sturges and Co.; 23 tons sapanwood—Order.

From MANILA to LIVERPOOL, per Maria, entered Oct. 10.—15¼ tons sapanwood—Captain; 14,551 bags sugar, 1620 bales hemp—Order.

From SINGAPORE to LIVERPOOL, per Estrella de Chili, entered Oct. 10.—980 bags sago flour, 809 bales hemp, 4463 horns, 1273 bags 150 cases pearl sago, 272 bags pearl tapioca, 256 bags tapioca, 1259 hides, 1171 bags pepper—Order. The rest of the cargo for Glasgow.

From SHANGHAI, HONG KONG, SINGAPORE, and PENANG (via Suez Canal) to LONDON, per Nestor (str.), entered Oct. 13.—From Shanghai: 464 chests tea—D. Sassoon, Sons, and Co.; 1883 packages tea—Springfield, Son, and Co.; 30 packages tea—J. D. Hinch and Co.; 7 packages tea—J. Morrison; 80 chests—Tesdorff and Co.; 12 packages tea (in transit)—C. Shaw and Co.; 3 cases merchandise—J. Morrison; 1 case merchandise—D. J. Johnston; 8 cases merchandise—A. Jamieson; 30 bales raw silk—Elias and Co.; 30 bales raw silk, 73 cases rhubarb, 5 cases tobacco, 31 cases merchandise, 9 cases curiosities, 1304 chests 3758 half-chests 2654 boxes 789 packages tea—Order; 9 boxes 1 package tea, 2 cases merchandise—J. Wade. From Hong Kong: 1 case merchandise—H. King; 1 case merchandise—Adamson and Co.; 1 case—R. Smith and Co.; 46 package merchandise (in tr.), 26 packages merchandise, 30 bales waste silk, 1 case feathers, 900 half-chests tea, 20 cases aniseed oil, 32 bales 1 box 31 cases silk, 3 bales cotton, 181 boxes camphor—Order; 5 bales spermaceti—Rehder and Co. From Singapore: 226 bales 2621 bags gambier, 54 boxes 722 bags tapioca, 571 slabs tin, 3 cases plants, 683 bags pepper, 82 baskets gutta-percha, 1000 bags pearl sago, 534 baskets india-rubber, 927 bags sago, 1197 pieces hides, 12 cases nutmegs, 85 cases mace, 11 cases gum benjamin, 2 cases gamboge, 8190 bundles rattans, 4 bales putch leaf, 122 bags cubebs—Order. From Penang: 11 boxes 2 packages tea, 4 boxes ginger, 1 box merchandise—Master; 873 slabs tin, 1 case earth, 1870 bags pepper, 6 cases fish maws, 17 cases mace, 15 cases nutmegs, 145 bales tobacco, 3 cases nutmeg oil, 38 baskets india-rubber—Order.

From SINGAPORE to LIVERPOOL, per Kinfauns Castle, entered Oct. 10.—1162 bags pepper, 4 bales 1549 hides, 3143 bales gambier, 4070 bags sago flour, 280 bags topioca, 713 baskets gutta-percha, 696 bags pearl sago, 14 baskets gutta cuttings, 5079 bundles rattans—Order.

From BANGKOK to LIVERPOOL, per Max, entered Oct. 11.—52,010 bags rice—Frahlin and Co.

From SHANGHAI to LONDON, per Catty Sark, entered Oct. 14—200 half-chests tea (in transit), 10,835 chests 1590 half-chests 621 boxes 2256 packages tea, 7 cases merchandise—Order; 6 boxes tea—Master.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.	Earthenware & Glass.	Candles and Soap.
				Tns.	Tons	Tns.	Tons.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£	Brls.	£	Cwt.
Dartmouth (addl.)	Shanghai	London.	Sept. 12	...	...	...	...	1	...	472	68000	...	...	...	...	980	...	...	...	...	...	...	...	...	...	...	180	...	...	...	...	...	31	...
Scawfell (addl.)	Colombo	,,	,, 15	...	...	...	...	...	...	406	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	275	14	312	...	...	100rlts	244	£202
Acanthus, str., via Suez Cnl.	Sing. & Penang	,,	,, 17	...	...	...	2	...	...	38	240200 &£300	5400	160	...	...	250	...	2009	25	...	...	...	...	...	...	...	...	...	95 &2cs.	...	...	...	...	...
Do. do.	Hong Kong	,,	,, 17	...	...	...	2	...	...	...	918119 &£1800	93944	...	...	...	...	...	88000	...	...	...	...	...	...	...	...	...	120	...	165	...	...	...	...	...
Do. do.	Shanghai	,,	,, 17	...	...	...	£25	30	...	...	998850 &£4330	6200	1145	...	...	11667	...	...	...	...	...	...	...	...	60	100	...	...	60 &1cs.	...	...	...	6 cs.	...
Do. do.	Yokohama	,,	,, 17	...	...	...	...	...	48	75	269038 &£750	4800	...	30	...	2434	101	66472	...	. .	...	...	...	...	...	...	...	...	255	...	...	...	...	...
Bristow	Penang	,,	,, 17	...	...	...	7	...	...	282 &9cs.	£160	44636	...	...	551	110	...	9600	...	...	16	110	...	1500	...	280	345	...	...	...	360	90	150rlts	615 & 160 ct.	...
Neville	Hong Kong	,,	,, 19	60	33	...	22	55½	...	17	706899 &£760	43600	...	...	...	1200	...	61000	30	...	313	12	185	...	42	3112	2487	430	470	...	100	... cwt.	30	280 & 638 cs.	£65
Seatoller	Shanghai	,,	,, 19	228	...	...	...	25	...	395	2843599 &£6000	90476	60	...	...	6130	...	...	75	...	52	90	...	...	56	202	120	738	264	...	...	371 cwt.	...	...	...
Eastern Chief	Yokohama	,,	,, 20	100	25	50	...	...	...	330	243950 &£480	40000	350	...	...	1520	34	362290	...	...	61	...	...	...	159	48	204	600	92	...	137	90 cwt.	...	79	...
Sir Harry Parkes	Hong Kong	,,	,, 24	66	...	...	30	56	...	1289 &¼ton	1809712	31156	480	...	...	6520	...	412080	...	374	92	1069	367	344	441	972	700	615	515	...	135	435 £20	...	311 &4cs.	£44
Una, str., via Suez Canal	Do.	Livrpool	,, 22	...	...	...	...	...	1000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	24	180	...	150	350	...	...	...	...	...
Danube, str., via Suez Canal	Singapore	London.	,, 28	...	...	...	½	...	...	132	835210 &£120	139710	...	290	...	1650	...	29190	...	...	...	...	...	...	...	...	...	...	30	425	...	...	...	...	...
Do. do.	Hong Kong	,,	,, 28	...	50	...	6	...	50	590	977919	87923	450	...	304	3377	15	110400	100	...	1	58	...	...	6	127	167	...	137	290	...	...	...	22	£21
Do. do.	Shanghai	,,	,, 28	...	...	...	¼	...	...	325	1184150 &£300	70000	136	...	20	15475	60	100	15	...	1	...	...	...	88	24	48	...	...	...	...	...	...	81	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship.	For	Hams, Cheese, and Butter.	Beef and Pork.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Pianos & Musical Instruments.
		Cwt.	Cwt.	£	£	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	£
a Dartmouth (addl.)	Shanghai	...	...	297	...	...	87	83	...	55	...	...	412	...	15	41	...	...	10
b Scawfell (addl.)	Colombo	...	...	294	...	...	...	125	...	158	80	71	...	105	...	...	11	...	...
c Acantha, str., via Suez Canal	Singapore & Penang	...	...	46	15	2⅓	40	55 & 25cs.	...	...	125	38 & 1cs.	30	29	...	...	46	594	...
d Do. do.	Hong Kong.	20 & £31	...	66	124	2	254	200	...	...	86	...	40	...	18	17	...	76	...
e Do. do.	Shanghai	12	...	...	...	...	110	15	18 & 30gls.	56 & 10pkg.	45	100	...	...	102	...	850	...	20 & 3cs.
f Do. do.	Yokohama	...	...	46	20	...	277	190 & 1cs.	...	...	343	36	...	21	70	...	77	...	...
g Bristow	Penang	...	...	25	...	...	...	91 & 10cs.	54gls.	...	...	...	...	70	...	32	650	...	...
h Neville	Hong Kong	40 & £170	165	480 & 16cs.	336	2½ & £30	20	42	32	69	...	169	45	...	15	120 & 105cs.	...	...	1cs.
i Seatoller	Shanghai	...	...	85 & 10cs.	...	5	...	...	11gls.	...	...	...	18	56	...	71	...	...	50
j Eastern Chief	Yokohama	£28	30	12	...	...	15	...	30gls.	932	...	60	...	...	...	...	...	...	...
k Sir Harry Parkes	Hong Kong	15 & £75	11	242 & 8cs.	82 & 3cs.	...	...	49 & 3cwt.	100 & 181gls.	170	50	77	...	20	200	151	1cs.	...	40
l Una, str., via S. C.	Hong Kong	...	...	...	...	...	50	50	...	...	...	...	...	...	...	...	...	...	...
m Danube, str., via Suez Canal	Singapore	...	...	...	60	...	...	...	...	75	...	...	30	...	...	...	131	427	30
Do. do.	Hong Kong	£53	...	671	16	£10	172	155	25	1227 & 16cs.	765	230	55	9	90	80	...	44	100
o Do. do.	Shanghai	...	...	43 & 1cs.	99	...	95	644	...	65	134	58	17	53	227	1 cwt.	...	...	...

SUNDRIES.

a Ultramarine, 10 cases; iron wire, 27 tons; mineral water, 450 gallons; waterproof goods, £30; effects, £20.—*b* clay pipes, £40; tallow, £19 (short shipped); galvanised iron, 3 tons.—*c* india-rubber packing, 3 cwt; steel. £210.—*d* effects, £129; dye woods, 23 cwt.; refined sugar, 20 cwt.; cotton velvets, £250; tarpauling and bags, £15; silks, £335.—*e* needles, 2 cwt.; effects, £226—*f* tortoiseshell, 2 cases; velvets, £60; effects. £16; velocipede, £10.—*g* corks, 4 cases; guano, 57 tons; clocks, £40; matches, £846; flints, 100 tons; gunny bags, £380; cement, 10 tons; coals and coke, 50 tons; gunpowder, 5,000 lbs.—*h* salt, 3 tons; matches, £95; needles, £80 and 6 cases; refined sugar, 40 cwt.; carriage, £157; telescope, £60; cement, 40 tons; sheathing felt, £75; bricks, £100; corks, £15; hogshead staves, £1,400; puncheon heads, £100; charcoal, 75 tons; effects, £20; iron rope, 105 cwt.—*i* marble work, £30; needles, £20; framed engravings, £136; cordials, 19 gallons; sponge, 9 cwt.—*j* vestas, £166; effects, £110; tobacco and cigars, 850 lbs.—*k* sheathing felt, £100; wire rope, £200; cordials, 37 gallons; galvanised iron spikes, £225; refined sugar, 2 cwt.; bricks, £50; retorts, £330; boat, £20.—*l* soda water, £40; charcoal. 19 tons; filter bags, £100; effects, £55; carriage, &c., £250.—*m* cnoutchouc, £70; flax packing, £11; effects, £120; steel, ½ ton and £12; billiard and bagatelle tables, £120.—*n* amber, 2 cwt.; ostrich feathers, 1 case; vegetable wax, 320 cwt.; effects, £53; tobacco and cigars, 13,413 lbs.—*o* cordials, 2 gallons; slate slabs, £10; marble, £250; effects, £65; steam engine, £500; tobacco and cigars, 111 lbs.

NOTE.—Per Lothair, from London to Yokohama, cleared Sept. 10 (addl.).—Lead, 20 tons; hardware, £10; gun carriage, &c., £210; oilman's stores, £5; (short shipped) plain cottons, 87,320 yards, candles, 25 cwt. Per British Crown, from London to Singapore, cleared Sept. 22.—Coal, 1,500 tons. Per Historian, str., from Liverpool to Colombo, via Suez Canal, cleared Aug. 30 (addl.)—Books, £20. Per Atholl, str., from Liverpool to Colombo, via Suez Canal, cleared Aug. 30 (addl.).—Cement, 16 tons; slate slabs, 28 tons; coloured cottons, 3,000 yards; grey cottons, 12,000 yards. Per Bengal, str., from Liverpool to Singapore, via Suez Canal, cleared Sept. 13 (addl.)—Plain cottons, 581,726 yards; coloured cottons, 295,032 yards; twist, 4,800 lbs.; hardware, £35; blankets, £70; linens, £241; cotton velvet, £25; silks, £115; woollens, £1,092. To Hong Kong: Plain cottons, 45,133 yards; coloured cottons, 102,600 yards; hats, 2 cases; vulcanite manufactures, £35; linens, £456; woollens, £1,580; blankets, £270; stationery, £70. To Shanghai: Hardware, £75; woollens, £1,020; coloured cottons, 8,000 yards; blankets, £800. Per Victoria, from Liverpool to Manila, cleared Sept. 15 (addl.).—Coloured cottons, 259,028 yards; linens, £1,790; stationery, £220; yarn, 1,900 lbs.; woollens, £355; plain cottons, 229,318 yards; haberdashery, £100; umbrellas, £202; hardware, £120; umbrellas, £240; blankets, £100; hats, £160; bricks, £27. Per Una, str., from Liverpool to Bangkok, via Suez Canal, cleared Sept. 23.—Machinery, £16,000; bricks, £350; clay, £2 0 To Saigon: Bricks, £100; clay, £10; machinery, £12,200. Per County of Argyle, from Glasgow to Batavia, cleared Sept. 12 (addl.).—Roofing felt, £30; printed cottons, 144,899 yards; machinery, £2,367; coal, 200 tons; thread, 13,080 lbs.

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NEW YORK MARKET REPORT.

—o—

TEA.

There is great dulness in the market, but holders generally are firm, especially for parcels in bond, so that although buying is restricted to actual requirements, prices have not suffered a material decline. There is a large accumulation of stock at this port, owing to the new crop having come forward earlier than usual, but there is a corresponding decrease through the country, as the regular consumption diminishes stocks, which are very slowly replenished.

The current rates are as follows:—Uncoloured Japan, common to fair, 73c. to 78c.; superior to fine, 80c. to 90c.; extra fine to finest, 96c. to $1.15; Oolong, common to fair, 60c. to 70c.; superior to fine, 75c. to 95c.; extra fine to finest, $1.05 to 1.40; Souchong and Congou, common to fair, 60c. to 70c.; superior to fine, 75c. 90c.; extra fine to finest, $1 to 1.30; Orange Pekoe, common to fine, 76c. to $1; Hyson, common to fair, 65c. to 75c.; superior to fine, 80c. to 95c.; extra fine to finest, $1.05 to 1.30; Young Hyson, Canton-made, nominal; common to fair, 55c. to 60c; superior to fine, 70c. to $1.05; extra fine to finest, $1.20 to 1.50; Gunpowder and Imperial, Canton-made, nominal; common to fair, 75c. to 90c.; superior to fine, $1.05 to 1.30; extra fine to finest, $1.40 to 1.75; Hyson Skin and Twankey, Canton-made, nominal; common to fair, 58c. to 63c.; superior to fine, 65c. to 68c.; extra fine to finest, 70c. to 75c.

SILK.

The following is from Messrs. O'Donoghue and Howell's Report:—The market has undergone but little change since our last report. The slight activity we then announced as beginning to be manifest has not increased in any marked degree; the market is quite bare of desirable silk, and manufacturers are awaiting further arrivals of the new crop before making large purchases. Re-reeled Haineen and Tsatlee continue to be the favourites, and are the first silks to feel the effect of the slightest improvement in trade; stock is small. Tsatlee and Taysaam of the usual reel are taken only in small quantities for actual need. Re-reeled Canton, extra fine, is receiving but little attention; the inferior grades have been selling a little more freely, and are held quite firmly at quotations. Japans are suffering almost total neglect.

The following are the current rates:—Tsatlees, No. 2, $10 to 10.25; No. 3, $10; Nos. 4 and 5, $9 to 9.25. Taysaam, No. 1, $8.75; Nos. 2 and 3, $8.25 to 8.3-8; Nos. 4 and 5, $7.1-8 to 7.25; Canton, re-reeled, good, $7 to 7.1-8; fair, $6.5-8 to 6.75; medium, $6.50; Tsatlee, re-reeled, good, $10; fair and medium, $9.3-8 to 9.50. Haineen, do. fair, $9.25 to 9.50. Canton, re-reeled, extra fine, $8.50. Japans: Maibash and Koshio, nominal; no demand. Atchezan, fair, $8.50. Sodai, good and fair to medium, $9.25.

Coffee.—The current quotations for East India kinds are, Java Government bags, 20c. to 22c.; Java mats, 19c. to 21c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. There is an active demand for Brazil, to which the attention of buyers has been almost exclusively directed. There is consequently but little doing in other kinds, there being no speculative enquiry. The only sales to note are of Java, 8,350 mats ex Regina Maris, and 1,500 mats ex Candati at the current rate, also 1,700 mats ex the last-named vessel on private terms. The stock of Java is low, and at the close prices for this kind show a tendency towards advance. The stock of Manila on the 1st Oct. was estimated at 400 bags against 4,564 bags on Oct. 1, 1869; of Java (Government), at 670 bags, against 873 bags; of Java mats, 31,760, against 88,391 bags; of Ceylon, 9,426 bags, against 8,927 bags; of Singapore, *nil*, against *nil*.

Camphor.—China is quoted 19c. gold (in bond).

Essential Oils.—Aniseed is quoted $2 to 2.10; Cassia, $1.20 to 1.25 gold (in bond).

Gambier.—The current quotation is 3¾c. gold (duty paid).

Gunny Cloth.—The market for Borneo is quiet at 30½c. to 31½c.

Hemp.—The market for Manila is active, and we note sales of 1,747 bales ex Tewksbury on the spot at 13c. gold, cash, 1,000 bales afloat per Daniel Marcy at 13c. 60 days' prompt, and 3,000 bales afloat per Volunteer (since arrived) on private terms. At the close there is great firmness, and an advance is expected. The stock of Manila on the 1st October was estimated at 7,730 bales, against 10,178 bales at the corresponding date of 1869, and 10,436 bales in 1868.

Indigo.—There is a small business doing in Manila at steady prices; sales have been effected in small lots of about 55 cases at $1.10 to 1.35 currency, cash.

Preserved Ginger.—China is quoted $10.50 currency (duty paid).

Rhubarb.—The quotation for China is $1.50 to 2 currency (duty paid).

Rice.—All kinds are in but small supply, and there is consequently only a limited business. The sales of East India are confined to Rangoon; 1,700 bags for home consumption have been sold at $7.12½ to 7.25 currency duty paid, and 475 bags, chiefly for exportation at $3.37½ to 3 50 gold in bond.

Sugar.—There is not a large amount of business going forward in Raw Sugar, but there is a very strong feeling on the part of holders, who, as for a long time past, offer their supplies very sparingly, and only at very full or advancing prices; the consequence is, a hardening tone to the market, which closes very firmly. The sales include 50,663 bags Manila ex Galatea, and 12,300 bags per Menden at 8¼c. to 8⅜c.

Spices.—Cassia has advanced to 47c. gold, at which price there is a fair amount of business doing, and in addition the sale is reported of 160 bales Batavian ex Cyclone at Boston. White Pepper is in fairly active enquiry at 31c. gold. The market for other Spices exhibits a quiet tone.

Tin.—The market is extremely dull, and the current quotations, 34½c. to 34⅝c. for Straits, and 36⅜c. for Banca, must be considered merely nominal, there having been no transactions worth reporting.

SHIPPING.

Arrivals.—Sept. 18, at Philadelphia, from Singapore, Malabar; 20, at San Francisco, from Hong Kong, Queen of the East, Ganges; 23, at New York, from Manila, Annie Richmond; 25, from Singapore, Francis; 29, from Manila, Volunteer.

Departures.—None.

Loading.—At New York, for Shanghai, Surprise.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
Oct. 5	Titania	Burgoyne	Shanghai	Off Scilly
—	Tirrell	Morgan	Maulmain	Queenstown
— 7	Granville	Gallichan	Colombo	London
— 7	Hope	Robson	Do.	Do.
— 7	Juventa	Holmes	Rangoon	Queenstown
— 7	Ernst	Holmberg	Do.	Falmouth
— 7	John C. Potter	Maclure	Do.	Queenstown
— 5	Maria	Mendezona	Manila, for Liverpool	Off do.
— 8	Sir Wm. Wallace	Taylor	Foochow, &c.	Deal
— 8	The Bride	Popperwell	Akyab	Falmouth
— 8	M. D. Rucker	Ahrends	Do.	Do.
— 6	Francina Wilhelmina	Pyl	Batavia, for Amstdm.	Do.
— 8	Kinfaun's Castle	—	Singapore	Liverpool
—	Anna	Meiners	Batavia	Queenstown
—	Fair Wind	Osborne	Rangoon	Plymouth
—	Phillis	Bowman	Colombo	Trieste
— 9	Sage	Boe	Ilo Ilo	London
— 10	Nestor (str.)	Drenning	Shangahi, &c., via S.C.	Deal
— 10	Jonge Cornelius	Goskop	Java, for Amsterdam	Do.
— 10	Garnock	Auld	Ceylon	Do.
— 8	Hindostan	Mennie	Maulmain	Falmouth
— 9	Albrecht Beyling	V. d. Burg	Java, for Rottrdm.	Off do.
— 9	Carl XV.	Stanerin	Bassein	Falmouth
— 7	Geb. v. d. Beck	Goble	Batavia for Middelbg.	Scilly
— 9	Estrella de Chili	—	Singapore	Liverpool
— 7	Henrietta	Brouwer	Tjilatjap	Texel
— 8	Nicolette	Bouten	Batavia	Brouwershaven
— 8	Jacoba Cornelia	Jansen	Tjilatjap	Do.
— 8	Moses Williamson	Williamson	Singapore	Marseilles
— 11	Ulva	Reid	Rangoon, for Bremen	Deal
— 10	Ilex	—	Akyab, for Copnhagn	Beachy Head
— 10	Max	—	Bangkok	Liverpool
— 9	Nieuw Waterweg II.	Zwart	Batavia	Texel
— 12	Avona	Gibson	Colombo	London
— 12	Aggie M.	Myers	Ilo Ilo	Do.
— 11	Louisa	Bonjer	Batavia, for Amstdm	Dungeness
— 10	John Fought	Erikson	Rangoon	Cuxhaven
— 13	Cutty Sark	Moodie	Shanghai	Downs
Aug 29	Providencia	Vidaurraza	Macao	Callao
Sep. 6	Callao	Lavarello	Do.	Do.
Aug 24	Pacific	Hammaren	Hong Kong	Valparaiso

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 7	Echo	Canning	Cardiff and Singapore	London
— 7	Louisa	Lansdown	Do. do.	Do.
— 4	Lindisfarne (str.)	—	Batavia	Shields
— 6	Mary Tatham	Tallack	Cardiff & Singapore.	London
— 5	Amazon	M'Leod	Singapore	Cardiff
— 5	Vision	Thorsen	Do.	Do.
— 6	Eulalia	Westerlund	Do.	Do.
—	Gysbert Karel van Hogeudorf	Horner	Sourabaya	Newcastle
— 7	Anita	Tomkins	Singapore	Cardiff
— 10	Mercara	—	Do.	Liverpool
— 10	Sarah Nicholson	—	Shanghai	Do.
— 9	Achilles (str.)	—	Singapore, China, &c., via Suez Canal	Do.
— 5	Freja	Nielsen	River Amoor	Cronstadt
— 8	Pluto (str.)	Thatcher	Singapore, &c.	Broomielaw
—	Vertrouwen	Seinstra	Batavia	Amsterdam
— 10	Hesse Darmstadt	Dodd	Galle	Cardiff
Sep. 11	Hazard	Karston	Batavia	Rio de Janeiro
Oct. 12	Ystavat	Blom	Cardiff and H. Kong	London
— 8	Shepherd	—	Galle	Shields
— 8	Tinnevelly	Bone	Do.	Do.
— 10	Ker Maria	Berten	Trincomalee	Cardiff
— 11	W. H. Harkness	Merryweather	Colombo	West Hartlepool
Sep. 4	Peru	Basagollia	China	Callao
— 4	Providencia	Vidaurrazaga	Do.	Do.
— 5	Pactole	Olliveaud	Hong Kong	Do.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At London.—For Yokohama: Benmore. For Shanghai: Taeping, Titania, Celestial Queen. For Hong Kong: Clymene, Marlborough, Cingala. For Singapore: Gemini, Sree Singapura, Havelock. For Singapore, Hong Kong, and Yokohama (via Suez Canal): Oberon (str.). For Singapore, Hong Kong, and Shanghai (via Suez Canal): Ada (str.). For Penang: Peri. For Bangkok: Anita. For Batavia and Sourabaya: John Scott. For Colombo: Palmerston, Teviot, Chacma, Boyne, Hesperia. For Colombo, &c.: Granville.

At Liverpool.—For Yokohama and Hiogo: River Avon. For Yokohama: Grenadier, Vale of Doon, Kate Covert. For Hong Kong: Goodell. For Manila: Elisa, Gloria, Amigos. For Singapore: Coldstream, Herald. For Batavia and Sourabaya: Henry Grenfell. For Galle: John Bunyan. For Colombo, &c. (via Suez Canal): Breadalbane (str.).

At Glasgow.—For Manila: Ususquiza. For Batavia and Sourabaya: County of Elgin.

SPOKEN.

A Dutch Ship, showing 2nd d.p., 8973, Bat. to Rott. June 28, 35 S., 19 E.
Gutenberg, Batavia to Rotterdam, Sept. 3, 22 N., 29 W.
Marion Moore (ship), Ceylon to London, July 27, 29 S., 33 E.
Willem Kron Prins, Batavia to Rotterdam, Oct. 5.
Edinburgh Castle, Singapore to Boston, July 31, 36 S., 20 E.
Mogul (Amer. ship), Cardiff to Singapore, Sept. 3, 18 N., 27 W.
Guttenburg, Batavia to Rotterdam, Sept. 27, 44 N., 17 W.
James Paton, London to Japan, Sept. 22, 42 N., 21 W.

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HORATIO HARRIS, Manila to New New York, Aug. 16, 33 S., 30 E.
FOP SMIT (Dtch. brq.), Batavia to Rottdm., Sept. 12, near St. Helena.
JOSEPH HAYDN, Singapore to London, Aug. 9, 35 S., 28 E.
DANIEL MARCY, from Manila, Aug. 15, 36 S., 21 E.
EVANGELINE, Singapore to Marseilles, Aug. 19, 36 S., 27 E.
QUEEN'S OWN, Penang to Falmouth, Aug. 16, 32 S., 34 E.
ALICE RITSON, Ceylon to London, July 24, 25 S., 53 E.
WILHELMINA, Batavia to Rotterdam, Aug. 15, 35 S., 19 E.
W. E. GLADSTONE (brq.), for Singapore, Sept. 5, 14 N., 25 W.
W. H. WATJEN (Dut. bq.), Newcastle to Singapore, Sept. 5, 14 N., 25 W.
EMILIE ELISABETH (Dut. ship), Batavia to Rtdm., Sept. 20, 45 N., 22 W.
EPIRIGIE (?) (Eng.) Phlppns. to Lndn., 96 days out, Sept. 7, 14 N., 28 W.
AVONA, Golombo to London, 110 days out.
LABRADOR, Colombo to London, Sept. 23, 48 N., 5 W.
GUTENBERG, Batavia to Rotterdam, Sep. 23, 42 N., 17 W., with master ill, and would probably call at Vigo.
BEN LOMOND, Cardiff to Penang, Aug. 22, 9 N., 22 W.
LAURENS KOSTER (Dut. ship), Rottdm. to Btavia., Aug. 27, 1 S., 23 W.
MARIA (Dut. ship), Birkenhead to Sourabaya, Aug. 27, 1 S., 23 W.

FREIGHTS AND CHARTERS.

Current rates of freight for vessels on the berth: To Yokohama; 32s. 6d. weight, 45s. meast.; per steamer, via Suez Canal, 120s. weight, 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer, via Suez Canal, 70s. weight, 70s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast.; per steamer, via Suez Canal, 60s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Hiogo: £35. To Shanghai: £40. To Hong Kong: £34 to £35. To Singapore: £26. For Galle: £27. From Newport, Cardiff, or Swansea per ton—For Yokohama: £2. For Hiogo: £2. For Shanghai: £1 18s. to £2. For Hong Kong: £1 12s. 6d. For Singapore: £1 8s. For Galle: £1 5s. For Colombo: £1 3s.

CASUALTIES.

The Maria Adriana, Kuhaak, from Batavia, which arrived at Brouwershaven, Oct. 8, in entering the latter place came into collision with an American schooner and lost jibboom; she then drove against the bow of the Schorpioen (Dutch ram), and began to make water; two tugs and some of the crew of the Schorpioen went to her assistance, and she was put ashore at Dwars in den weg, where she filled and became a total wreck. The cargo was being discharged, and three small vessels laden with dry coffee had arrived at Brouwershaven.

The Betty, Chevalier, from Batavia, which arrived at Texel, Oct. 8, reported having experienced severe weather, July 13, 38 S., 25 E., during which she stove bulwarks, loosened deckhouse, &c., and received other damage.

The Frances, Hill, from Singapore, which arrived at New York, Sept. 25, reported having experienced heavy weather off the Cape, during which she stove bulwarks.

MISCELLANEOUS.

At GIBRALTAR.—Oct. 6, Niger (str.), Nisbet, from Foochow, for London.

At MALTA.—Oct. 7, Una (str), from Liverpool, for China, &c. (via Suez Canal); Statesman (str.), from Liverpool, and left for Colombo, &c. (via Suez Canal); 10, Danube (str.), from London, for Singapore, China, &c. (via Suez Canal).

At PORT SAID.—Sept. 20, Hercules (str.), Laing, from London, and left for Galle; Oct. 9, Bengal (str.), from Liverpool, for Singapore; Sept. 25, Priam (str.), from Shanghai, &c., for London.

At SUEZ.—Oct. 6, Magdala (str.), Davidson, from Shanghai, for New York.

At ST. HELENA.—Aug. 31, Marian Moore, Dickson, from Colombo, for London; Sept. 1, Delia, Aristi, from Manila, for Cadiz; 3, Telanak, Lusink, from Batavia, for Amsterdam; 4, Djawa, Bakkar, from Batavia, for Amsterdam; 4, Olano, Larrinaga, from Manila; 5, Deerhound, Carlin, from Macao; Queen of Devon, Geeswell, from Colombo, both for London; Marie, Bresthorst, from Batavia; Trinidad, Larrinaga, from Manila; 6, Eugenie, Lenaz, from Ilo Ilo; 11, Maasnymph, Vogelsang, from Batavia, for Flushing; 12, Bezoekie, from Batavia.

At SIMON'S BAY.—Aug. 20, Blackadder, Robinson, sailed for China, after repairing.

The Duke of Buccleugh had been chartered at Cape Town to take the sound portion of the cargo of the Azia, Boncker, from Tjilatjap to Amsterdam, condemned at Simon's Bay.

The Cutty Sark, which left Shanghai June 27, arrived in the Downs on the morning of the 13th inst., 107 days; and the Titania left Shanghai, June 18, and arrived off Scilly on the 5th inst., 108 days.

Information has been received at Liverpool of the discovery of two rocks, neither of which were laid down in the charts. The Liverpool ship Kate Winifred was lost upon one of them while on a voyage from Zebu (Philippine Islands) to Liverpool. This rock or reef lies near the group of Teekang Bessie Islands, to the S.E. of the island called Wangie, and is situated S.E. of the Celebes, the capital of which (Macassar) the crew of the Kate Winifred reached after she became a wreck. The position of the other rock is described as being in the fairway of the great N.E. channel of Torres Straits.

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2. THE ANNUNCIATION. Fac-simile of an early Italian Print.
3. INTERIOR OF THE PICTURE GALLERY AT STRAWBERRY HILL.
4. ORIGINAL DESIGNS FOR POTTERY. By H. Fitzcook.
5. THE TEMPLE OF MARS ULTOR, at Rome.
6. STUDY OF A FOREGROUND, from Nature.

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HOLLOWAY'S OINTMENT AND PILLS NEVER AT FAULT.—In all irritations of the skin, sores, ulcers, burns, and scrofulous enlargements of the glands, Holloway's Ointment presents a ready and easy means of cure which never disappoints the most favourable expectations. It manifests a peculiar power in restraining inflammation, removing stagnation, cooling the blood, and checking all acrimonious or unhealthy discharges. Whilst thus acting locally, the Pills are no less remarkable for their power in improving the general condition and habit of the body, which renders the cure complete and permanent. Under the genial influence of these potent remedies, the puny infant becomes the robust child, the pale and emaciated regain colour and rotundity, and the dyspeptic eats freely without fear.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. NINIAN CRAWFORD in our Hong Kong Firm CEASED on the 31st March last, and Mr. JOHN FAIRBAIRN and Mr. JOHN SAMUEL COX have been admitted Partners therein from the said day.
Our said Firm now consists of DAVID ROBERT FENTON CRAWFORD, JOHN SAMUEL COX, and JOHN FAIRBAIRN.
LANE, CRAWFORD and CO.
Hong Kong, May 4, 1870.

NOTICE.

WE have OPENED a BRANCH of our FIRM at SOURABAYA, under the management of Mr. EDWIN IN'TVELD, to whom we have granted our Power of Attorney.
HUNTER, HOUGHTON, and Co.
Batavia, 15th June, 1870.

NOTICE.

THE undersigned, the Sole Surviving Partner of the firm of HUNTER, HOUGHTON, and Co., of Batavia (now in liquidation), has ESTABLISHED, under the firm of J. PEET and Co., and has admitted Mr. H. S. HEWLETT a PARTNER.
JOHN PEET.
Batavia, 30th April, 1870.

A GENTLEMAN, for many years the PRINCIPAL of a FIRM in CHINA, and during the greater part of the time resident there, is desirous of ENTERING, as PARTNER or OTHERWISE, a FIRM connected with the EAST.
Address to "G. M.," care of Messrs. Sanderson and Co., 14, St. Helen's-place, Bishopsgate-street, E.C.

THE PHŒNIX

A MONTHLY MAGAZINE
FOR
CHINA, JAPAN, & EASTERN ASIA.

EDITED BY
THE REV. JAMES SUMMERS,
Professor of the Chinese Language in King's Colleg London.
No. 1. JULY, 1870.
SUBSCRIPTION £1 1s. PER ANNUM.
LONDON: OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, E.C.

NEW MUSIC.

THE ROYAL PRUSSIAN MARCH, for the Pianoforte. Composed by STEPHEN GLOVER. A favourite piece of martial music.
"From the same Publishers we have received two touching songs in connection with the war—'Meeting in Heaven,' Composed by W. T. WRIGHTON; and 'O Thou who Makest Wars to Cease,' Composed by J. L. HATTON."—Vide The Rock.
Post free for 18 stamps each. Order of all Musicsellers.
ANGEL OF PEACE. New Song. Words by the Rev. J. B. DALTON, M.A. Music by ANNE FRICKER, Composer of "Fading Away." 3s.; free by post. Eighteen Stamps.
O THOU WHO MAKEST WARS TO CEASE. New Song. Words by Miss BURNSIDE. Music by J. L. HATTON. Free by post, Eighteen Stamps.
ECHOES OF THE RHINE. Fantasia for the Pianoforte. By W. S. ROCKSTRO. Finely Illustrated Title. 4s.; free by post, Twenty-four Stamps.
WATCH BY THE RHINE. Fantasy for the Pianoforte. By W. S. ROCKSTRO. 4s.; free by post for Twenty-four Stamps.
TIRED. Sacred Song. By Miss LINDSAY (Mrs. J. W. Bliss). Transcribed for the Pianoforte by BRINLEY RICHARDS. 3s.; free by post Eighteen Stamps.
WATCH BY THE RHINE (Die Wacht am Rhein) Transcribed for the Pianoforte by W. S. ROCKSTRO. 4s.; free by post. Twenty-four Stamps.
LA MARSEILLAISE. The popular Arrangement for the Pianoforte by GEO. F. WEST. 4s.; Free by post, Twenty-four Stamps.
HAMILTON'S MODERN INSTRUCTIONS for the PIANOFORTE. 752nd Edition. 4s.; free by post for Twenty-eight Stamps. "It is unapproached by anything of the kind that has hitherto been produced."—Oriental Circular. "It is, *par excellence*, the book for beginners."—Scholastic Register.
MARTIAL MUSIC for the PIANOFORTE:—
La Vivandière—Morceau Militaire. B. RICHARDS, 3s.
The Review—Fantasia on Popular Airs. M. PAXTON. 4s.
The French March—Partant pour la Syrie. A. LEDUC. 3s.
The Royal Prussian March. S. Glover. 3s.
The Marseillaise. GEO. F. WEST. 4s.
The Soldier's Farewell—Fantasia on Popular Airs. J. PRIDHAM. 4s.
The Zouave's Retreat March. S. Glover. 3s.
The Soldier's Tear. F. V. KORNATZKI 3s.
The New Prussian March. OESTEN. 3s.
All at Half-price, free by post.
THE SOLDIER'S FAREWELL.—Descriptive Fantasia for the Pianoforte. By J. PRIDHAM. Brilliant and yet easy. Introduction, Distant Guns, the Mother's Blessing, Bugle Call to Fall in Marching Order, March, Band at a Distance, Arrival on Board Transport Ship, the Soldier's Prayer (Father, I Cry to Thee). Orders to Weigh Anchor, Departure (Rule Britannia), Rejoicings on Board Ships. 4s. Free by post for Twenty-four Stamps.
London: Published only by ROBERT COCKS, and Co., New Burlington-street. May be had Everywhere.

T. W. JACKSON,
COMMISSION AGENT,
SAN FRANCISCO.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS, and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Marseille
GIBRALTAR	Every Saturday, at 2 P.M.	—
MALTA	,, ,,	—
ALEXANDRIA	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
BOMBAY	,, ,,	,, ,,
GALLE, MADRAS, CALCUTTA, PENANG, SINGAPORE, CHINA, JAPAN	Saturday, Oct. 1, 2 P.M. And every alternate Saturday thereafter.	Sunday, Oct. 9, 7 A.M. And every alternate Sunday thereafter.
AUSTRALIA, NW. ZEALAND	Saturday, Oct. 1, 2 P.M. And every fourth Saturday thereafter.	Sunday, Oct. 9, 7 A.M. And every fourth Sunday thereafter.

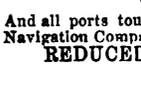
And all ports touched at by the British India Steam Navigation Company's steamers.

REDUCED RATES OF FREIGHT.

	To India.	To China, Japan, or Australia.
Parcels—		
1 to 12 in., or 2 to 24 lbs.	4s. to 9s. 6d.	4s. 6d. to 15s.
1 to 3 ft., or 24 to 72 lbs.	12s. 6d. to 20s.	20s. to 35s.

For the convenience of Country Shippers, Messrs Pickford and Co.'s Agents receive Goods and Parcels on the Company's account.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.



OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—

FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

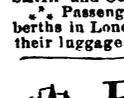
October 30, Nov. 27, Dec. 25 } For { Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

1st and 15th of every month for Alexandria.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

With despatch.



FOR HONG KONG, the well-known clipper ship CLYMENE, A1 13 years, 746 tons register, THOMAS MORGAN, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON and Co., 2, Royal Exchange-buildings, London, E.C.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW ZEALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at Honolulu, for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 45 ,, ,,
Australia ..... in 48 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

ROYAL MAIL ROUTE, *via* PANAMA,

for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

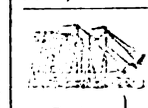
ARTHUR B. FORWOOD, Managing Director.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Hong Kong	Marlborough	A in A1	SWID	With des.
Do.	Cornuvia	*A in A1	SWID	With des.
Shanghai	Forward Ho	A1 17 yr.	SWID	With des.
Yokohama	Serica	A1 13 yr.	SWID	With des.
Tientsin and Chefoo	Avona	A in A1	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

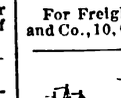


CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai	Celestial Queen	A1 13 yr.	E.I.D.	With des.
Yokohama (Kanagawa)	Eliza Shaw	A1 17 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

To sail 25th Oct.



FOR SHANGHAI.—The celebrated clipper ship TITANIA, A 1 16 years, 879 tons register, WILLIAM HENRY BURGOYNE Commader; East India Docks.

For Freight apply to SHAW, MAXTON and Co., 2, Royal Exchange Buildings, London, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Date.
From LIVERPOOL.				
Yokohama and Hiogo.	River Avon	AA1	Prince's	With des.
Batavia and Sourabaya	Cornelia.....	+ 3-3rds I.H.	Prince's	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

Steam via the Suez Canal. To sail on the 24th Oct.

FOR SINGAPORE, HONG KONG, and SHANGHAI (with leave to call at PENANG), the splendid full powered screw steamer ADA, 967 tons nett register; 260-horse power, nominal (owned by Messrs. Malcomsom Bros., of Waterford); ROBERT TATCHELL, Commander; will load in the Victoria Docks. Has elegant accommodation for first and second class passengers, including cabin fittings, bedding, and linen. Carries a surgeon and stewardess, if required.

For Freight or Passage apply to A. G. ROBINSON, Esq., 20, Mark-lane; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

STEAM VIA THE SUEZ CANAL.
To sail on the 26th October.

FOR SINGAPORE, HONG KONG, and YOKOHAMA (calling at Plymouth), the splendid auxiliary screw steam clipper ship OBERON, A1 16 years, 1,023 tons net register, 300-horse power, effective, JOHN KEAY, Commander East India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

A regular trader. First ship.

DIRECT for COLOMBO, the favourite frigate-built ship, PALMERSTON, A1 15 years; 894 tons register; J. N. SEAGROVE, Commander; South West India Docks. This magnificent high-classed vessel, so well and favourably known in the Ceylon trade, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

A regular trader. Will meet with the usual quick despatch.

DIRECT for COLOMBO and TRINCOMALEE, the favourite frigate-built ship, GRANVILLE, A1 15 years; 696 tons register; G. GALLICHAN, Commander; West India Docks. This magnificent high-classed vessel, so well and favourably known in the Ceylon trade, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate, street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

With quick despatch.

FOR YOKOHAMA (KANAGAWA) Direct, the favourite composite clipper JOHN R. WORCESTER, A1 12 years, 844 tons register, T. CAWSE, Commander; loads in the East India Docks. This splendid vessel is well known in the China trade for her rapid passages and sound delivery of cargo.

For Freight or Passage apply to JNO. PATTON, jun., and Co., 22, Leadenhall-street; or to NORRIS and JOYNER, 60, Cornhill, E.C.

NOTICE.

I HAVE this day ESTABLISHED myself here as MERCHANT and COMMISSION AGENT. HENRY GRIBBLE.

Nagasaki, 11th August, 1870.

THE STRAITS TIMES.—Daily, weekly

and fortnightly editions; published in Singapore for circulation throughout the STRAITS SETTLEMENTS JAVA, BORNEO, SIAM, FRENCH COCHIN CHINA, CHINA and JAPAN.

This paper, which is the oldest in Singapore, and the most widely circulated throughout the FAR EAST, offers an excellent medium for the advertisements of shipbuilders, machinists, manufacturers, patentees, &c., in the United Kingdom.

Advertisements to be forwarded through an Agent in Singapore, or GEORGE STREET, 30, Cornhill, London.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Wednesday, Oct. 19, 1870.

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FRENCH MAIL EDITION.

The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 373.] LONDON, MONDAY, OCT. 24, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	—	—	Aug. 30
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking	—	—	„ 24
Tien-tsin	—	—	„ 26
Chefoo			
New-chwang			
Hankow	—	—	„ 27
Kiu-kiang			
Chin-klang			
Shanghai	July 15	Aug. 28	Sept. 1
Ningpo			
Foochow	„ 15	„ 27	Aug. 30
Formosa			
Amoy	—	—	Sept. 1
Swatow			
Hong Kong	„ 29	Sept. 5	„ 6
Canton			
Macao			
PHILIPPINES— Manila			
COCHIN-CHINA— Saigon	Aug. 5	—	„ 13
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	„ 10
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	—	—	„ 16
Penang			
CEYLON—Galle	—	—	„ 26
Colombo	—	—	„ 24

THE MAILS, &c.

The present French mail arrived at Marseilles on the 20th inst., and was delivered in London this morning, its due date. The next inward mail (P. and O.), due on the 31st inst., will bring dates Yokohama, Sept. 6; Shanghai, Sept. 9; Hong Kong, Sept. 15; Singapore, Sept. 23.

No later telegrams have been received *via* Galle than those in advance of the mail leaving Hong Kong on the 29th Sept. Telegrams, *via* Kiachta, with Shanghai dates to the 5th October, came in this morning.

A mail will be closed on Wednesday, the 26th, for the French steamer leaving Marseilles 30th. Although the P. and O. steamers carry no mails we understand they will continue to run between Marseilles and Alexandria.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per Messageries steamer *Donnai*, arrived at Marseilles Oct. 20.—From Yokohama: Mr. Bousqine. From Shanghai: Mr. D'Argy. From Hong Kong: Messrs. Fabre, Samper, Caro, Sityar, Serantes, Frigriero, Villavende, Le Prevost, Larcher, Barone, Jeantillon, Charrier, Leguillon, Masse, Poupinet, Meyer, M. and Madame Desbain. From Saigon: Messrs. D'Anjou, Lohen. From Batavia: Messrs. Alting, Ariens. From Singapore: Messrs. Train, Bemis, Devanchelle, J. Ormea, M. Ormea, Madame Brinck. From Galle: Messrs. Jaboulet, Constantin, Monge.

PASSENGERS OUTWARD.

Per P. and O. steamer *Nyanza*, from Southampton, Oct. 15.—To Yokohama: Mr. Rickett, Miss Protheroe. To Shanghai: Mr. and Mrs. Maltby, Mr. G. Smith. To Hong Kong: Mr. W. Kirby, Mrs. Sterry, Mr. E. Rennell, Miss Nunn. To Batavia: Mr. Van Hemert and servant. To Singapore: Mr. R. M. Henley, Mr. E. J. Wells, and one second-class passenger. To Ceylon: Sir E. and Lady Creasy, Mr. R. C. Pole, Mr. R. Hart, and one second-class passenger.

Per P. and O. steamer from Suez, Oct. 30.—To Hong Kong: Mr. W. Kaye, Mr. and Mrs. J. Thomas, and servant, Mr. W. Middleton. To Penang: Sir W. and Lady Hackett.

Per P. and O. steamer *Ceylon*, from Southampton, Oct 29.—To Singapore: Mrs. Bing, Mr. J. C. F. George, Mr. H. Smith, Mr. and Mrs W. Boyd. To Batavia: Mr. Borcel, Mr. A. W. Fonningen. To Ceylon: Mr. and Mrs. W. S. Bennett.

Per P. and O. steamer from Suez, Nov. 13.—To Hong Kong: Miss Plitt. To Singapore: Mr. J. J. Greenshields, Mr. A. M. Aitken, Mr. and Mrs. Engel.

Per P. and O. steamer *Bangalore*, from Southampton, Nov. 12.—To Singapore: H.E. Vice-Admiral Uhlenbeck, Mrs. and Miss Uhlenbeck, Mr. Guyot. To Batavia: Mr. Buyn. To Ceylon: Mr. Hudson, Mr. and Mrs. J. C. Simpson, Miss Hart, Mr. and Mrs. W. D. Wright, Mr. J. Whyte

Per P. and O. steamer *Salsette*, from Southampton, Nov. 26.—To Hong Kong: Mrs. Pedder. To Singapore: Mr. L. J. Fraser.

Per *Japan*, from San Francisco, for China and Japan, Oct. 10.—E. M. Low, Dr. McCarthy and wife, Frank Wesson, P. Sholnbeigh, Mrs. Andrew Wesson, Mrs. C. Dean, Miss Low, J. F. Crossett and wife, Geo. Fitch and wife, Mrs. S. Pearson, Mrs. Elliott and child, W. A. Wardsworth, F. S. Stockwell, H. Wadett, A. Chick and wife, Mrs. Winston, E. Van Decker and wife, H. A. Giles and wife, R. F. Hawks and wife, E. Lembetee, L. B. Stone, C. A. Wylie, H. Lowcock, T. Washington, J. O. Low and wife.

Per Messageries steamer, to leave Marseilles Oct. 30.—To Hong Kong (from Suez): Miss Westendorp.

Summary of News from the Far East.

JAPAN.

We have no letter correspondence or papers from Japan.

CHINA.

TIENTSIN.

A letter from this place says :—

Matters are still dragging on in Tientsin. The city mandarins have not been punished; and the popular belief, that they will not be so, is supplemented by a rumour that they are to be reinstated. Not one of the rioters has yet been punished; nor does there appear the slightest disposition to do so. Yet China has been admitted with a flourish of trumpets into the comity of nations, and has been ostentatiously given all the advantages of international law by Governments whose first just reclamations are set at nought. Instead of punishing men guilty of one of the most hideous massacres on record, the Chinese are collecting large forces to sustain them; 50,000 to 80,000 men are now gathered round Tientsin, and their ablest officials are being assembled—Tseng-kwo-Fan, the most powerful Chinaman in the Empire; Li-hung-Chang, his great ally, hardly inferior to him in influence, and the best general they possess; Ting, Futai of Kiangsu, the nominee and protégé of both, and the author of the advice to the Emperor (in his memorial on treaty revision) to order the literati throughout the Empire to excite the people against foreigners, if the latter became importunate. Chen-kwo-Jui is alternately said to be under surveillance at Peking, and to be Tseng-kwo-Fan's guest at Tientsin; and the latter is said to have declared that he shall not be given up. Chung How has been received at Court with distinguished regard. The Spanish Minister had passed through Tientsin, *en route* for Chefoo.

An edict has been posted in the city of Tientsin, stating that the French are inexorable in their demands, and that it is simply impossible to comply with them; the mandarins shall not be given up. It has been always prophesied by men who knew China that the policy lately adopted by the British Government would lead to war. Their prediction seems likely to be realised more quickly than they thought.

A correspondent at Peking reports that all is quiet, and likely to continue so during the winter, because the Government have had so much trouble with the Tientsin Massacre that they will try and prevent a repetition of it. In the city the police penetrate into every lane, and it would be difficult for any evil-disposed prefect to get up a riot like that at Tientsin without its becoming known to some of the numerous censors and place-hunters, who might make capital out of reporting the plot. The Legation and the admirals will also be likely to take measures for protection. On these grounds some of the foreigners in Peking consider themselves quite safe. The native Christians in the country, however, are not expected to enjoy the same immunity.

Childish as it appears to us there is no doubt that the Chinese think the time has come when they may again try their strength with us With foreign drilled troops, and foreign arms, large and small, they imagine nothing further is required to make them a match for the foreigners. At least they are quite ready to try it. The common report is that as soon as the French leave this the forts and river will be put in readiness to bar their re-entrance in the spring. No prudent man would remain here during the winter without a land force of 5,000 men. It would be sheer mad-

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ness to send a small number. The Chinese know perfectly well that sooner or later the French will exact retribution for the outrages they have suffered, and they will therefore do all they can to get rid of all foreigners before winter, so as to complete their preparations to resist the French on their return. This will entail the taking of the forts again, as in 1860, with greater loss of life probably than then, and a stoppage of foreign trade for some time. Nothing can prevent this but a sufficient body of foreign troops occupying the Taku Forts before winter. This done a light line of rails over the level country to Tientsin or even to Peking, would enable a small force to guard both places.

HANKOW.

The flood at Hankow, after attaining a much greater height than last year, is now steadily falling. The effects upon the population of the neighbouring districts have not been so serious as those of last year's inundation, as the wheat harvest had been secured before the present rise. Numerous important embankments and bridges have been destroyed, and portions of the wall of Hankow have been swept away by the force of wind and water. The refugees have commenced to visit the neighbourhood of the city of Hanyang, but are immediately relieved and removed in boats to some distant place by the authorities of the district. So many beggars have infested Hankow that on some days half of the shops have been shut, in order to resist their levying of alms. The population is indifferent towards foreigners, being too much taken up with its own troubles. Li Hung-Chang, late Viceroy of the double province, rendered an immense service to all parties and interests in Hankow, when he absorbed into his camp all the disorderly and ill-conditioned fellows about the town, who went with him in his crusade against the Mahomedan invaders of Shensi.

SHANGHAI.

Dates by this mail are to the 1st Sept. The P. and O. mail of July 15 arrived out on the 28th August. Telegrams to 9th Aug., *via* Kiachta, had been received. The following summary is from the *North China Herald* of Sept. 1:—

Shanghai remains perfectly quiet, though the course of events is eagerly discussed among the people, and all kinds of rumours are afloat. The fact of the Franco-Prussian war has convinced the Chinese that France is too much occupied at home to do any fighting in China for the present, and they are confident accordingly that their authorities will not give into French demands. The idea of these being complied with from an abstract sense of justice never seems to occur to any one. For instance, there was a very widely spread rumour among the Chinese that Prince Kung's estate had been confiscated, and that he himself had been ordered to commit suicide by strangling, the cause being his friendliness to foreigners. The Chinese did not know whether to believe the report or not. Later news proved it to be false. We only mention it because its very existence is suggestive.

A second report goes that the authorities have ordered the reeds along the water-courses on the Pootung side to be gathered; and it is supposed that they are wanted for the use of the army which is to be called out to fight the foreigners, as the reeds are generally gathered in the twelfth moon. Another rumour is that the Taoutais at the different ports have orders to foment a rising against foreigners directly news comes of fighting at Tientsin. Tseng-kwo-Fan, they say, designs thus to distract attention. We mention all this to show how interested the people are in the crisis, and how thoroughly they are convinced that fighting is meant. This interest alone has a significance to men who remember the last war, when Shanghai people seemed hardly to care for the result. In the meantime, in view of so much uneasiness, the community are doing wisely in preparing against possible trouble. An organised scheme for the defence of the settlement, in case of danger, has been lately under consideration of a defence committee of the Municipal Council, the commanders of the men-of-war in port, and the captains of Volunteers. Among the measures which have been discussed, and which will, we hope, be decided on, is the erection of barriers as formerly during the rebel time. We should also like to see the earthwork along the defence creek, restored. The Volunteer corps has been recruited; and a third gun added to the artillery. We hear that Mr. D. Muirhead has liberally placed a Dahlgren howitzer at the disposal of the corps, with carriage complete—to be retained as long as they may wish or need. A meeting of members of the Home Guard was held yesterday, and a set of rules was adopted, providing that, like the other Volunteers, the corps be under the control of the Municipal Council, though having its own commandant; that its special duty be to protect the streets in case of danger; that a uniform weapon be adopted, and a small amount of drill gone through with this object, and that the corps be divided into sections, each to guard a certain portion of the settlement. The election of a commandant and of district officers was postponed until a larger number of names had been enrolled.

News has been received from Nanking of the death of the Viceroy. H.I.M.'s ship *Coetlogon* has gone up to protect the missionaries at that city, in case of trouble arising in consequence.

A Kiukiang correspondent says:—A good deal has been written about Chen-kwo-Jui's origin, but I believe it has been generally mistaken. So far as I can make out, he is no adopted son of Sanko-lin-Sin's, but an ex-rebel, who was adopted when young by the present Chentai of this district. He is also a special protégé of Tseng-kwo-Fan's. And, in confirmation of this, I may say it is generally believed here that our Chentai has declared he will march his troops on Kiukiang and murder every foreigner in it if Chen-kwo-Jui is hurt.

A correspondent writes that uneasy rumours have been revived in Ningpo, and even reached the point of a fixed day for a repetition of the Tientsin tragedy. The 29th August (3rd day of the 8th Chinese month) was named for the event. The native Christians were in a great state of mind, and imparted their fears to their teachers. The gunboat was to be killed, the Catholic cathedral eaten, and foreigners generally were to be burned up and made into mincemeat. However, here is the 30th, and it did not come off. It looks, too, as if there were some trouble threatening up country. The Taoutai has suddenly rushed off in a fast boat to Hangchow without his retinue, having first called out six hundred men, and ordered them to await his return. What is the motive of his excitement I cannot say; but it is surmised that the men are to go to Hangchow, to keep order during the examinations.

We mentioned some time ago that a foreigner named Mourens was doing good service with the Imperialist Army against the Mahomedans in Yunan. A correspondent now writes that the term of his original agreement with the mandarians having expired, Mr. Mourens is about to return to Canton with his companion. Both of these gentlemen have done their duty well, and the province is still in great need of their services, as the war is far from finished. But it appears that the Emperor is angry at Europeans having been sent to Yunan without his permission, and orders have come down from Peking to dismiss them. May his Majesty's valiant soldiers prove that they are at last able to do without foreign assistants! At present the Mahomedans are recovering courage, and hailing the departure of foreigners as a matter for joy and hope. Mr. Mourens left Chungking on the 6th instant, for Hankow.

We hear (says the *Evening Express*) that the river embankment near Nanking has broken in, and that No. 3 gunboat, which left here a few days since, has taken up several steam engines and some pumping gear. It was reported that they had managed to dam up the embankment, but that there was three feet of water over the city roads, and unless it was pumped out the examinations could not proceed.

The *Courier* announces the death of Ma, Viceroy of the two kiangs, whose assassination was reported in our last. He died at Nanking on August 23, eleven hours after having been stabbed in the groin by an assassin. Two ruffians were associated in committing the deed, though only one of them struck a blow. Both are from the province of Shantung. They were at once seized, and when examined declared that their reason for killing Ma was because the Viceroy had published a proclamation in regard to the Nangking and other riots, dictated by Rochechouart, and containing a phrase indicating that the French were the equals of the Chinese nation.

As the steamer *Albatross* was leaving Heard's Wharf a large junk was driven by the strong ebb tide (about four knots) athwart the cut-water of the steamer, which just then going on full steam ahead cut the junk in two, one half gliding past each side of her, and one of the sections being beaten to pieces by her propeller. We have not heard whether any lives were lost. The cargo belonged to Fuh-Sung, and was bound for Woo-sieh, and, being chiefly coal and nail rod, sank immediately.

The work sheds needed for the building of the abutments of the new iron bridge over the Soochow Creek are almost complete; piles, indicating the points on each side at which the abutments are to terminate, have been driven, and various materials laid down, all showing that the works are to be proceeded with at once. It is not a day too soon, as we hear that the bridge is likely to be here by November, and the interval will hardly suffice for the construction and consolidation of works such as the approaches to a bridge.

The *K'ua-Hsing* left the harbour on the 30th Aug. with the Chief Coast Lights' engineer, Mr. Henderson, C.E., on board for the North Saddle, where the lighthouse works are now fast approaching completion. The keepers' dwellings are completed, with the exception of the painting. The *K'ua-Hsing* will, before her return, go to Sha-wei-shan with some material. It is supposed that the *Relief* is now at Sha-wei-shan discharging bricks, as she left this a few days ago with that object.

Already the rumour of war between France and Germany affects our trade. Six days ago a sailing vessel brought the intelligence that France had declared war against Germany. So utterly unprepared for war were we that no one credited the statement. When four days ago the Kiu-shu brought later dates, confirming the previous rumour, captains of German vessels became alarmed. The North German vessel the *Arab*, the *Meta*, and the *Maria*, which had started on their southward voyage, returned to a safe anchorage a few yards beyond the limits of the harbour. The Consul has warned masters sailing German ships that if they leave the port they do so at their own risk. It is said one or two French gunboats are outside the bay ready to pounce on any unfortunate German vessel which

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may venture to go to sea. An officer from a French man-of-war boarded an English vessel, the *Ellon Castle*, about 120 miles from this port, and demanded to see the ship's papers. The Chinese merchants are in a state of great distress. They feel it very hard that the German ships which have their cargo on board will neither "move on" nor return them their cargoes.

HONG KONG.

The advices by this mail are to the 8th September; the London mail of July 29 arrived out on the 5th September, with telegrams to the 21st August; the Pacific mail steamer *Great Republic* arrived on the 3rd Sept.

The Pacific mail steamers are increasing in public favour. A very gratifying testimonial was presented by Mr. C. I. King, of the firm of Chapman, King, and Co., of Shanghai, in the presence of all the passengers, to Captain Seth Doane, commander of the *Great Republic*, on completing the voyage from San Francisco to Yokohama—the longest steam passage in the world out of sight of land. The splendour of the accommodation of the *Great Republic* was greatly appreciated by all the passengers, as was also the punctuality with which the sister steamers, the *Japan* and the *America*, met them at sea at the hour predicted by Captain Doane.

The *Daily Press* says that it is evident, from the letter addressed by Lord Granville to the Home merchants, that the Government is somewhat hard to convince upon the China question. Although they consent to refuse the ratification of Sir Rutherford Alcock's Convention, they nevertheless maintain that it would be productive of a great deal of good to mercantile interests, and that they only throw it over in deference to the opinions of the merchants. In this they are somewhat inconsistent; as if the opinions of the merchants are a reason for throwing over the Convention, they are so only because the merchants are better judges of the merits of a commercial convention than the Government can pretend to be. If the merchants are the best judges—and their opinion is that the Convention will prove disadvantageous—then it may be taken as proved that such is the fact. It is to be feared that sixty-eight adverse votes on the Liberal side had more to do with the Government's decision than the tender regard they express for the views of China merchants. At least, they are somewhat tardy in displaying the consideration for which they now claim credit.

The official proclamation of neutrality was issued in an extraordinary *Gazette*. It is not likely that its provisions will have to be enforced in this harbour, but it affords official evidence that the tide of war has reached the shores of this island.

The British clipper-ship *Tamesa*, which arrived from Bangkok, has lately made one of the most extraordinary runs on record. Having made her outward voyage to Adelaide, in South Australia, in seventy-two days, she sailed from that port for Ceylon with a number of horses, some prime milch cows, and a general cargo. Starting upon the commencement of a strong S.E. gale at the same time with the P. and O. steamer, she actually performed the wonderful feat of heading the mail boat into port by six hours, the distance between Kangaroo Island and the Leuwen having been cleared in ninety hours under a reefed foresail and lower topsail. The live portion of the cargo was all delivered in prime condition.

By the Pacific Mail steamer we have to note the arrival of the celebrated George Francis Train, who is making a flying trip round the world in ninety days, with the intention of taking notes and writing a book. He will leave this by the next French Mail steamer, and meantime intends to run up to Canton. Mr. Train is quite confident that he will be returned for the Presidency in 1872; declares himself a stanch adherent of the Fenians, notwithstanding the defeat of General O'Neill, and expresses his determination to speak in Ireland. He had thought of addressing the public here, but finds that his time will not permit it. Speaking of Japan, he declares his opinion that Sir Harry Parkes's influence is unbounded, and that he might be Mikado if he liked. He thinks everything about China is immensely exaggerated, and does not believe the population is more than 200,000,000, not 400,000,000, as currently stated.

The bones of about 1,200 Chinese lately reached San Francisco on their return the Celestial Empire. They had been gathered up along the line of the Central Pacific Railroad, and were all there was left of a regiment of the labourers on that great work. They are taken home in pursuance of the contract by which they were originally brought into this country.

The U.S. flagship *Colorado*, Captain Cooper, bearing the flag of Rear-Admiral Rodgers, left this port for Shanghai on the 4th. It is probable that she will visit Chefoo, Tientsin, and the other northern ports, returning here in November next. It was Admiral Rodgers's original intention to remain here during the fall and winter, but under present circumstances, it appears desirable that the United States should be represented in force in the Peiho.

COCHIN CHINA.

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SAIGON.

Dates by this opportunity extend to the 13th Sept. The London mail of Aug. 5 had arrived out with telegrams to 26th.

The official *Courrier de Saigon* contains a Government notification that, in consequence of the declaration of war, the Emperor had directed that the functions of the Consuls of the North German Confederation should cease immediately, but that such of these gentlemen as desired to remain in the French colonies might avail themselves of the privileges granted in the proclamation of the 21st August, noticed in our issue of the 12th. The interests of the subjects of the North German Confederation who continue to reside in the French colonies during the war will be confided to the Consuls of the United States, but with the special proviso that the admission of Prussian subjects, or their allies, to French territory, cannot be permitted except by special permission, which will only be granted in exceptional cases. Mr. J. A. Speidel, Consul of the United States, is therefore appointed to officiate at Saigon in place of the Consul of the North German Confederation. The Governor has ordered the formation of a Volunteer Guard for the protection of the city, and also directed a subscription for the wounded to be opened at the Secretariat. The Governor and the Municipal Council headed the list with liberal donations, and the sum collected in the first week exceeded 6,000 fr. The *Courrier de Saigon* expresses the most sanguine conviction of the triumph of French arms, consequent on the invasion of France by the Prussian army "blinded with overweening confidence," which reads very sadly by the light of recent events. The Regent of Siam has addressed a letter to the Governor of Saigon, informing him with many thanks of the safe return of the plenipotentiaries of the Siamese legation with the amended treaty concluded by them with the Governor, and which the Regent describes as highly satisfactory to the Siamese Government.

SIAM.

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BANGKOK.

The present mail brings no news of much interest or importance. The French national *fete* was held on August 15, with "unprecedented solemnity." All the French in Bangkok called on their Consul and accompanied him to the Roman Catholic Cathedral, where thanksgivings were offered to the Almighty for the blessings conferred upon the French during the past year, and a solemn *Te Deum* was sung, and a grand banquet was afterwards given by the French Consul to his countrymen and all the Roman Catholic missionaries present in Bangkok. The American Consul proposed the health of the Emperor. The day's festivities closed with a ball and an illumination. The Germans of Bangkok had commenced a subscription for the wounded, and in one day realised $2,600, and a special appropriation of $135 per month during the existence of the war and for six months after its close. H.R.H. Krom Hluang Wongsa returned from Nakawn Yoke on the evening of the 8th inst., having been absent since the 29th ult. in search of the reported tree, called Ta-ko-daang, whose fruit had the name of restoring youthfulness to old age. He found the tree not in the forest, but at a temple near the residence of the governor of that province. And it was the only tree of the kind, as the Prince then learned, to be found anywhere in that region or any other in Siam. That tree is about three feet in circumference four feet from the ground. It had a mate standing near by till a few years since, when it died, and now the fruit appears to have no power left of reproduction, and none of its ancient life-giving virtues remaining. H.R.H. by great effort obtained one of the apples of that tree, intending to experiment on its seeds.

CHINA TRADE REPORTS FOR 1869.

By the last mail we received "The Reports on Trade at the Treaty Ports in China for 1869"—a goodly quarto volume of more than 200 closely printed pages, printed at Shanghai, and published by order of the Inspector-General of Customs. A work of such magnitude and interest could not have appeared at a time when its publication would have been attended with more good. Lengthy as it is, every page in it bristles with information, greatly assisted by the maps and tables which it contains; and, in the present critical condition of our relations with China, it cannot fail to serve the double purpose of strengthening the hands of those who have lately urged upon the Government the necessity of refounding European commerce in the Far East, upon a basis of confirmed security, by exhibiting the immense value of our Chinese trade in the "hard logic of figures;" and of enlisting the interests of those less experienced or less informed of our countrymen who may be induced to peruse its pages, or even to consider the results which they convey. It would be a national gain if the volume before us were laid on the table of every public library in the country. It reflects the greatest credit on the perseverance and power of arrangement of Mr. Dick, the Commissioner of Customs at Shanghai, and amply compensates for the length of time necessarily occupied in its compilation. It must be very gratifying to Mr. Dick to see that the Inspector-General, Mr. Hart, recognises so fully the thoroughness with which he has worked up his subject, and the interesting form in which he has arranged the mass of information collected by him.

He leads the reader from fact to fact in a manner so unaffected and earnest that it never suffers its interest to flag. He en-

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gages the attention without any other argument than that which is furnished by the information he communicates; and it is not until the close of the book that he speaks in his own person, and shows us by his *Suggestions for the Revision of the Chinese Customs, Tariff, and Trade Regulations* that he is as well able to reason justly from facts as to collect and arrange them. He truly observes that it is too much the custom to discuss Chinese questions from the point of view of unreasoning sympathy with the natives, or of unreasoning antipathy to them; and to accuse the party of progress of selfish motives, where much of their alleged "selfishness" is the very means of producing the most widely-extended good. "If Foreign Powers had their questions well in hand," says Mr. Dick, "and were prepared to treat them comprehensively, and *to negotiate with a little unanimity*, there is hardly a commercial reform now advocated which could not be obtained in a short time."

The reform to which Mr. Dick attaches the greatest importance, and for which he proves the most urgent necessity, is the establishment of a system for dealing with questions, *as they arise*, under the treaties and tariff already existing. The experience of the past ten years has furnished ample reason for the opinion that, until a suitable arrangement be made for this purpose by the Chinese Government and the foreign representatives, there is no hope of such questions being properly attended to. For want of such a system many of the measures devised during that period have been attended with great inconvenience, and it has been found virtually impossible to effect simple changes of the most obvious necessity without unreasonable and injurious delay. Mr. Dick advocates the formation of a board at Peking for deciding the hearing of the treaties, and the action they justify in regard to commercial questions; and another board at Shanghai, acting in communication with the former, for bringing to bear on such questions all the information obtainable from the experience of merchants and officials. The board, or permanent committee at Peking, should be composed of officials appointed by the Chinese Government, and of an official from each of the foreign legations. As matters now stand, all new action taken or changes made, under the treaties, need the consent of the contracting powers whose treaties are affected, and what Mr. Dick proposes is merely that the functions thus scattered among many hands should be made readily available, and strengthened by being placed in regular communication with the information requisite for the business to be transacted. The prohibition last year of the export of peas from Newchwang and Chefoo to foreign ports is a good example of the necessity for such a system; and the withdrawal of the prohibition, at the simultaneous request of the foreign ministers, is an equally good illustration of the benefits to be expected from it. Where a Chinese administration alone is concerned, the extreme difficulty of modifying rules in a regular manner is to some extent counterbalanced by the ready growth of irregular practices. It is, therefore, all the more necessary that where the intervention of foreign treaty rules administered by foreign hands has cut off this resource, the regulating power, or combination of powers, should be made sufficiently effective and flexible to meet all the requirements of the position.

Mr. Dick's view of the required revision of some parts of the tariff may be thus shortly summarised. The opium duty should be raised to as high a rate as may be found to be possible without encouraging smuggling, and experience has shown that upwards of 100 taels a chest can be obtained without such risk. In return for making such reforms as are required in the commercial and other intercourse between China and foreign nations, Mr. Dick thinks that China might fairly ask the British Government to consent to some arrangement whereby the Customs service should be extended to Hong Kong; and that such an arrangement, if made with a fair consideration for all the interests concerned, would not be disadvantageous to Hong Kong. It would be well to inquire how far the position of the staples, tea and silk, in foreign markets is affected by the duties charged on them in China. Of tea China still has practically a monopoly, and the present duty probably does no harm; but Japan and India are competing, and their competition may before long be felt. In silk the case is different, as China supplies only a comparatively small portion of the quantity used in England and France. The rates and regulations affecting the home trade as carried on in foreign vessels should be dealt with quite separately from the tariff on imports and exports. Besides the heaviness of the charges imposed by the foreign trade tariff on the home trade, as compared with those levied by the Chinese themselves, they sometimes have the effect of protecting the foreign article against the native, as in Japanese tea, Indian cotton, Manila sugar, English and foreign coal, as well as all foreign kinds of the other articles named. Cotton and woollen goods, wood and timber, require a readjustment of the measurements on which they pay duty, consequent on the new measurements and varieties introduced since the present tariff was framed. In some articles different rates of duty are levied according to differences in quality, a distinction always avoided in the English tariff, on account of the difficulties which it involves. The rates on all these articles should be recast, and they should be reduced, especially on such articles as are of small bulk in relation to value, as the present rates] tend to encourage smuggling—ginseng is a prominent example—and there are also articles of such ver small bulk that, although they are not heavily taxed, the attempt to prevent smuggling them would cost more than the revenue they would produce, such as cornelian beads, gold thread, gold and silver ware, and watches. There are, moreover, many articles which it would be policy to exempt from duty altogether, because the amount collected is out of all proportion to the expense of collection. The prohibition of the import of the munitions of war simply has the effect of throwing trade in those articles into the hands of certain firms, and consequently of making the articles dearer to the Chinese. For the prevention of the supply to rebels a prohibition of import is of no use in ordinary times. Whether importation be prohibited or not, the *sale* to unauthorised persons would always be illegal, and the importer who wished to sell them in that way would always conceal his importation. We will close our present notice with the fact that Mr. Dick strongly recommends that the same scale of duties should be applied to merchandise conveyed in native as in foreign vessels—a proposal which is not likely to meet with many dissentients. We have given the reforms suggested by Mr. Dick our first consideration; in our next issue we shall give an analysis of the separate returns from the eleven ports on which the proposed reforms are based.

THE SOUTH AFRICAN MISSIONARY.

The Rev. Robert Moffat, at a private entertainment given by Mr. Fraser, an old friend, at Buckhurst Hill, described the course of his labours in South Africa, extending over fifty-four years, passing under review the many trials and difficulties by which it was beset. When he first went out to the Bechuana tribes they had no sign of a written language, and exhibited as much astonishment at the use of one as the South Sea Islanders amongst whom Williams laboured. It was a very long time before he could acquire any knowledge of their tongue; and his first attempts at its use involved very awkward and humorous mistakes. For instance, he was made to call a man a great rascal, or to ask an old woman to kiss him, while the natives stood by laughing at his blunders. It was a very earnest yearning of his heart to be able to speak to them in their own language of the love of God, although he soon found that new difficulties had to be encountered even here, for it was hard to convince them of the truth of his testimony. By degrees it was received by a few; and then, eyes for ever unused to weeping streamed with tears of penitence and love at the recital of the story of the cross. The venerable missionary recalled with much interest his early struggles in translation. It was a work which he never meant to undertake, but was ultimately compelled to go through with it because no one else could or would undertake it. References were made to the encouragement he had received from his son-in-law, Dr. Livingstone; and an expression of thankfulness was added in respect to the comfort which he felt in leaving the Kwuman mission under the care of his excellent son, John Smith Moffat. It was touching to hear the noble old man utter the strong hope he cherished of meeting once again with the poor Africans who have listened to the Gospel from his lips, when they shall be assembled before the presence of their God and Saviour. In this glorious work he had finally been called to suffer the penalties of continued toil amidst so many difficulties. He had been a martyr to a sad want of sleep, but he rejoiced to say he now felt that rest was coming back to his weary system, and with it comfort and hope for future labours at home. Mr. Moffatt was through all his labours accompanied by his wife, who rendered most valuable aid in the schools and other means employed, as also did some of his children. One of his daughters married the celebrated Livingstone, for whom all England now throbs with anxiety. No one but those who have had opportunities of seeing a missionary's life in an out-station in Africa, India, or China can form an idea of the discomforts and trials which attend the wife of a missionary, and nothing but their love and devotion to the cause of Christ could support them. Their lot is, indeed, a reproof to those who live at home at ease, and so often complain of their lot as hard.

The Rev. Mr. Darlin, in an excellent speech by way of returning thanks for the assembled company, stated the great interest and love with which he had followed from youth the life and progress of the devoted "South African Missionary."

Commercial Report.

IMPORTS.

SHANGHAI.—Business continued dull, in presence of the war news from Europe, and of the threatening aspect of affairs in China, and the market for Piece Goods was very weak. The business in Piece Goods since the departure of the English mail had been restricted to a few transactions in Grey Shirtings at lower rates; a faint enquiry for common 6 and 7 lb. T-Cloths; small dealings in Turkey Red Shirtings and Chintzes for Japan, and some trifling purchases of Woollen for the River ports. Sales of ordinary Chop 8¼ lb. Grey Shirtings "to arrive," at Tls. 2.1.3 per piece, were reported. Tls. 2.1.4 to 2.1.7 was the quotation for goods on the spot. Dewhurst's chop was worth Tls. 2.2.2. to 2.2.3½ per piece, but ordinary chops were preferred at the lower prices. 7 lb. were worth Tls. 1.7.0 to 1.7.4 per piece, ordinary to best makes. The chief business in T-Cloths for the week consisted in re-exports to

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Hankow. Drills and Jeans had been neglected. Dyed Brocades had been wanted, but the stock of these was entirely exhausted. In other kinds of Fancies very little had transpired. Woollens: As above stated, a small demand had existed for Woollen Goods. Figured Orleans had been taken at former rates, but for Long Ells and Camlets lower prices were offered. Produce men were offering barter settlements of Camlets at 3 to 4 mace per piece under what importers were asking for their stocks. Lastings, Crapes, &c., had not been inquired for. Metals—Iron: A considerable business had been done in Nail Rod Iron during the week, settlements reaching some 40,000 Bundles, at Tls. 2.1.5 for small sizes and Tls. 2.0.0 for fair to good assortments, about former rates. Stock, about 110,000 bundles. Lead sold quiet, holders firm; common chops at Tls. 4.3.4; L.B., Tls. 4.4.5.

Hong Kong.—The telegraphic intelligence brought by the English mail of 29th July, reporting increasing firmness and activity in the home markets for Manchester Goods and Raw Cotton, had had its effect upon the markets here, and had caused an improvement in both prices and demand. In Raw Cotton large settlements had been made at higher figures, and an advance of $1 to 2 was noticeable. In Grey Shirtings only one or two small sales had been made; 8-4 lb. goods were completely out of stock, and in view of this, those parties who had it in their power to sell "to arrive" were demanding prices well over previous quotations. T-Cloths had been fairly dealt in at improving rates, and a rise in values about equal to the decline reported for last mail had been effected. Drills had not been affected by the upward movement, and former prices of all descriptions were barely maintained. Woollens were quiet and unchanged. Lead was firm, though quiet. No sales of Bar Iron had been reported, but the market was steady.

Saigon.—There had been no improvement to report in Cotton Goods; prices had undergone no material change for the worse, but there was still no inquiry for any kinds, and stocks remained heavy. The quotations were:—Grey Shirtings, 8¼ lbs., $2.80; do., 7 lbs., $2.40; Grey T-Cloth, 4 lbs., $1.35; do., 4¼ lbs., $1.38; do., 4½ lbs., $1.45; do., 5 lbs., $1.55; White Irishes, $2.05.

EXPORTS.

TEA.

The following reports are from Messrs. Olyphant and Co.'s Circular:—

Shanghai.—Black Teas: There has been a fair demand during the week at the reduced quotations current for last mail. Settlements amount to 17,700 chests, and re-shipments to 2,800 chests. Further additions had been made to the stock, which stood at 100,700 chests. Green Teas: A few parcels of fine and finest Moyune had arrived, and had found ready sale at very full prices. These Teas, in common with those from other districts, were inferior to last year's crop, and there was not much improvement to notice in the matter of dust. Settlements amounted to 8,690 half-chests in all, and 1,100 half-chests had been re-shipped. The stock was estimated at 35,000 half-chests.

Foochow.—Since the 26th Sept. the settlements of Congou amounted to about 13,000 chests. Purchases reported on the 27th showed an advance of about half a tael on the prices paid for broken and leafy to good common descriptions, but since the receipt on that day of the English mail business had been conducted on much the previous scale of prices. The tone of the market was rather quiet, and although the settlements made public averaged over 4,300 chests per day, we believe that some of these were bought before arrival of the mail, but only subsequently reported. On the 29th 920 half-chests of Oolongs were taken for English account on a basis of Tls. 20 short for good cargo grade, and these being of really good quality showed better value than earlier settlements. Souchongs and Scented teas were in limited demand. The Everest and Chinaman had sailed for London. The rate of freight to London had been raised, and tonnage was not procurable under £2 per ton. The Windhover had cleared, the Haddington would follow on the 31st, and the Falcon and Shun Lee were engaged full.

Amoy.—Settlements of Oolongs had continued at previous rates, and there had been only a small stock to choose from; some thirty chops, however, had come to hand, but no offers had thus far been reported. Congous have been slightly dealt in, but the bulk of the stock was of very undesirable quality, and settlements were dearer in value than Foochow Teas of corresponding grade.

Canton.—The business of the week had been very inconsiderable, and we have only to notice settlements of a few hundred boxes of each description of Scented Tea.

SILK.

Shanghai.—No settlements had been effected since the departure of the English mail with 103 bales. Buyers continued to demand greater concession in prices than sellers were willing to submit to; and as holders were obtaining facilities in the shape of advances from banks and private firms, no great decline was looked for. Arrivals from the interior for the week did not exceed 160 bales; and the latest advices from the producing districts reported business suspended, and buyers returning to Shanghai. The unsold stock was estimated at 6,000 bales.

Canton.—No improvement in the demand had been experienced, and there is consequently no change in the position of the market to report.

SAIGON PRODUCE.

Messrs. Behre and Co.'s Circular gives the following report upon the Rice market:—There being only little offering, as usual at this time of the season, the slightly better demand for China and Japan has been sufficient to keep up prices, and some 50,000 piculs grain have changed hands at again higher quotations, viz., up to $1.70 respectively, $1.60 per picul for round and long corn. Our natives continually entertain great hopes regarding the coming crop, and there being still moderate stocks of this year's grain in the interior, we may anticipate larger arrivals and lower prices for the next weeks. Our quotations close at $1.65 for round grain and $1.57½ for long rice. New rice will be available for export at about the middle of December next.

The annexed report upon other articles of produce is from Messrs. Kaltenbach, Engler, and Co.'s Circular:—Cotton uncleaned. Owing to more liberal arrivals from Cambodgia, present stocks at Cholen may be estimated at over 2,000 piculs, and higher freights for neutral vessels; prices are somewhat declined, and $6.75 per picul would be accepted. Of cleaned sorts there is always little on the market; No. 1 is worth $21.75, and No. 2 $18.50 per picul. Exports for the month amount to 3,375 piculs. Hides are not more abundant than before, but prices were lately a little easier, so that a few contracts could be passed at $8.75 for Buffalo and $12 to 12.25 for Cow hides. Horns obtainable in small lots only, at $8.50 per picul. Black Pepper: The Ludovic and Charles cleared with about 3,200 piculs. The Helene is loading, and another vessel will soon be on the berth for Havre, but there is no doubt that the total quantity coming forward this year will be far behind the general estimation. Cocoa Nut Oil: Although in the middle of the season prices have again advanced, and present quotations are $8.25 per picul. Gamboge: There is a little less inquiry, and a few lots changed hands at 57½ per picul.

TEA SETTLEMENTS AT SHANGHAI.

1st June to 23rd August, Season 1870 *to* 1871.

(North China Herald.)

Buyers.	Black Tea. Chests.	½-Chests.	Green Tea. ½-Chests.
Adamson, Bell, and Co.	10,677	4,145	7,890
Barnet, G. and Co.	—	2,024	—
Birley, Worthington, and Co.	27,353	12,139	7,197
Blain and Co.	7,538	10,088	—
Bourjau, Hubener, and Co.	2,516	—	—
Braud, Monro, and Co.	2,015	1,270	1,281
Bull, Purdon, and Co.	—	1,719	2,830
Butterfield and Swire	2,642	2,118	1,165
Chapman, King, and Co.	4,901	6,820	—
Cock, A.	11,953	3,293	—
Dent and Co.	4,588	1,633	—
Dent, Alfred	7,525	1,751	—
Drysdale, Ringer and Co.	288	1,827	—
Gamwell, F. R., and Co.	—	—	1,079
Gibb, Livingston, and Co.	14,790	3,396	7,997
Gilman and Co.	13,414	21,428	4,511
Glover, Dow, and Co.	1,540	—	—
Heard, Augustine, and Co.	1,399	1,159	16,129
Hogg Brothers	3,714	1,583	1,051
Holliday, Wise and Co.	774	604	337
Jardine, Matheson, and Co.	10,737	3,494	2,199
Little and Co.	3,434	992	22,610
Olyphant and Co.	9,510	6,749	7,611
Osborne and Co.	—	—	—
Overbeck and Co.	1,748	1,100	—
Overweg and Co.	9,472	3,613	—
Petrocochino and Co.	1,230	2,139	3,586
Pustau and Co.	2,368	4,100	—
Reid and Co.	5,832	4,006	—
Reiss and Co.	2,852	5,706	2,556
Rothwell and Co.	1,131	—	1,844
Russell and Co.	—	590	3,667
Sassoon, David, Sons, and Co.	1,201	—	—
Shaw Brothers and Co.	1,022	1,093	928
Smith, Archer and Co.	1,293	680	2,710
Tate and Hawes	5,550	3,494	2,063
Thorne Brothers and Co.	8,893	3,771	4,932
Turner and Co.	8,433	3,085	—
Weston and Co.	2,178	2,566	—
By Sundries	912	2,877	2,271
Total	196,419	126,552	112,444

LIST OF SILK SHIPPERS FROM SHANGHAI.

From 1st June to 28th August, 1870.

	Bales.		Bales.
Adamson, Bell, and Co.	653	Meynard and Co.	40
Balfour, F. H.	398	Milsom and Tod	885
Barnet and Co.	592	Nachtrieb, A., and Co.	507
Birley, Worthington, & Co.	288	Petrocochino and Co.	165
Birt and Co.	20	Pila and Co.	124
Bland, J.	91	Pustau, W., and Co.	10
Borntraeger and Co.	393	Reid and Co.	85
Bourjau, Hubener, and Co.	158	Reiss and Co.	88
Bovet, Brothers and Co.	220	Russell and Co.	1,068
Bower, Hanbury and Co.	1,012	Remé, Wm., and Co.	674
Brand, Monro, and Co.	1,458	Sassoon, D., Sons, and Co.	119
Chapman, King, and Co.	70	Scheibler, Matthaei, and Co.	424
Cumine and Co.	10	Seare, Essex, and Co.	877
Dent and Co.	125	Shaw Brothers and Co.	429
Dickinson and Co.	5	Siemssen and Co.	623
Fogg and Co.	46	Skeggs and Co.	1,578
Gamwell, F. R.	879	Smith, Archer, and Co.	85
Gibb, Livingston, and Co.	252	Textor and Co.	736
Gilman and Co.	1,126	Thorne Brothers and Co.	188
Glover, Dow, and Co.	226	Trautmann and Co.	10
Heard, Augustine, and Co.	265	Turner and Co.	107
Helbling and Co.	44	Westall, Brand, and Co.	107
Hogg Brothers	360	Sundries	1,557
Jardine, Matheson, and Co.	644		
Jarvie, John, and Co.	386	Total bales...	19,205

TEA SHIPPERS FROM HANKOW.

Season 1870-71.

Shippers.	Chops.	Chests.	Half-chests.	Boxes.
Adamson, Bell, and Co.	5	2,070	—	—
T. F. Ballance	8	2,160	250	1,800
Beazley, Paget, and Co.	29	6,370	6,420	460
Bronsted and Luddeke	24	9,400	3,400	—
Drysdale, Ringer, and Co.	81	29,240	10,060	5,370

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Evans and Rainbow	64 ...	25,910 ...	6,580 ...	2,500
Gibb, Livingston, and Co. ...	28 ...	7,580 ...	4,040 ...	770
Gilman and Co.	28 ...	9,120 ...	7,160 ...	—
Gordon Brothers...	67 ...	21,080 ...	12,080 ...	3,040
Haminoff, Rodionoff, and Co. ...	9 ...	3,190 ...	1,110 ...	200
A. Heard and Co.	8 ...	1,800 ...	860 ...	—
Holliday, Wise, and Co.... ...	8 ...	1,540 ...	— ...	—
Ivanhoff, Oberin, and Co. ...	26 ...	10,720 ...	1,720 ...	—
Jardine, Matheson, and Co. ...	11 ...	4,080 ...	2,880 ...	1,160
Major and Smith	18 ...	7,260 ...	— ...	—
Okooloff and Tokmakoff ...	37 ...	10,630 ...	6,640 ...	—
Overweg and Co.	5 ...	2,480 ...	2,080 ...	—
Pugh and Co.	4 ...	1,100 ...	560 ...	890
D. Sassoon, Sons, and Co. ...	8 ...	1,990 ...	— ...	—
Shaw, Ripley, and Co.	2 ...	420 ...	240 ...	—
E. Townend and Co.	80 ...	7,470 ...	2,010 ...	1,090
Turner and Co.	6 ...	3,720 ...	— ...	—
Native shipments	532 ...	200,440 ...	— ...	—
Total	1,018 ...	868,470 ...	68,170 ...	18,280

TEA VESSELS EXPECTED.

Date. 1870.	Ship.	From	Cargo. lbs.
June 25 ...	Forward Ho ...	Shanghai ...	1,325,900
,, 27 ...	Serica	,, ...	929,100
July 1 ...	Ethiopian	,, ...	1,060,800
,, 4 ...	J. R. Worcester ...	,, ...	1,102,700
,, 5 ...	Weymouth ...	,, ...	1,035,900
,, 5 ...	Lauderdale ...	,, ...	840,700
,, 7 ...	Argonaut ...	,, ...	1,455,000
,, 7 ...	Whinfell ...	,, ...	952,900
,, 12 ...	Eliza Shaw ...	,, ...	960,600
,, 16 ...	Belted Will ...	Canton ...	926,500
,, 18 ...	Duke of Abercorn	Shanghai ...	1,535,300
,, 23 ...	Doune Castle ...	,, ...	988,600
,, 23 ...	Columbus ...	,, ...	1,025,900
,, 23 ...	Ambassador ...	Foochow ...	892,200
,, 27 ...	Thermopylæ ...	,, ...	1,406,400
Aug. 1 ...	Undine	Shanghai ...	903,500
,, 2 ...	Sir Lancelot ...	Foochow ...	1,260,500
Aug. 3 ...	Thyatira	Shanghai ...	1,326,500
,, 3 ...	Norman Court ...	Foochow ...	1,066,500
,, 4 ...	Eme	,, ...	1,063,000
,, 8 ...	Burdwan	Canton ...	806,000
,, 10 ...	Zephyrus	Shanghai ...	875,000
,, 10 ...	Leith (s.)	,, ...	444,000
,, 13 ...	Vine (s.)	Foochow ...	603,500
,, 15 ...	Golden Spur ...	Shanghai ...	907,500
,, 16 ...	Hipparchus (s.) ...	,, ...	292,000
,, 17 ...	Wylo	Foochow ...	1,151,000
28 ...	Geraint	Shanghai ...	1,893,500

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd.
Shanghai Dock Company ...	500 ...	500 ..	100 ...	6 p.c.
Shanghai Gas Company ...	100 ...	100 ...	115pm....	12p.c.
Shanghai S.N. Company ...	100 ...	100 ...	91 ...	12p.c.
S. Tug and Lighter Company ...	850 ...	850 ...	300 ...	None.
French Gas Company	50 ...	50 ...	50 ...	None.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$415 ...	12p.c.
North China Insurance Co. ...	Tls.1,000	Tls.200	...Tls.200 ...	6p.c.
North China Steamer Company	500 ...	500 ...	200 ...	20p.c.
Union S.N. Company	100 ...	100 ...	75 ...	12p.c.
Yangtzee Ins. Association ...	500 ...	500 ...	625 ...	15p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,650 ...	—
China Traders Co. (Limited) ...	5,000 ...	1,000 ...	2,600 ...	400p.sh

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	—	—	—
Shanghai ,, ,, ...	5s. 10¼d.	5s. 11¼d.	5s. 11¼d.
Canton ,, ,,	4s. 4¾d.	4s. 5¼d.	4s. 5¼d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 4¼d.	4s. 4¾d.	4s. 5¼d.
Manila ,, ,, ...	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	305 (nom.)	226½
,, Hong Kong	25¼ to 25⅝ dis.	—
Bar silver	111.5.0	8 prem.
Mexican dollars	74.4.5	¼ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 21 to 22; Old, 27 per cent. premium.
Hong Kong Gas Company, 46 dols. per share.
Hong Kong and Whampoa Dock, 9 per cent. discount, nominal.
China Traders' Insurance, 1,650 dols. premium.
Hotel shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 2½ dols. premium.
Hong Kong Fire Insurance Company, 205 to 207½ dols. premium.
Union Insurance Society of Canton, 1,600 dols. premium, nominal.
China and Japan Marine Insurance Company, Tls. 25 premium.
China Fire Insurance Company, 42 dols. premium.
Victoria Fire Insurance Company, 20 dollars premium.
China Sea, Saigon, and Straits Steamship Company, par (nom.).
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par.

Shipping Intelligence.

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ARRIVALS.

At Shanghai.—From London, Aug. 24, Araby Maid; from New York, Mary Whitridge; from Hamburg, 24, Seamew; from Cardiff, Argonaut (reported by telegram).

At Hong Kong and Canton.—From Callao, Sept. 6, Fray Bentos.

At Singapore.—From United States, Aug. 13, U.S.S. Colorado.

At Saigon.—From Bordeaux, Aug. 27, Francois Felix.

DEPARTURES.

From Shanghai.—For New York, Aug. 30, Mikado; for London, Ornate, City of Aberdeen (reported by telegram).

From Foochow.—For London, Everest, Chinaman, Windover, cleared.

From Hong Kong, Canton and Singapore.—None.

From Saigon.—For Bordeaux, Aug. 24, Ludovic et Charles.

SHIPPING POSTSCRIPT.

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Arrivals not in the Tables.—Oct. 17, at Bremerhaven, from Rangoon, Orient; 18, at Brouwershaven, from Batavia, Batavia; 20, at Deal, from Ceylon, Queen of Devon; 17, at Greenock, from Rangoon, Tallula; 16, at Gibraltar, from China, Hipparchus (str.); 21, at Plymouth, from Rangoon, Diamem; from Akyab, Lady Macdonald; 19, at Zierikzee, from Batavia, Oath. Maria; 16, at Cadiz, from Manila, Delia; 21, at London, from Singapore, Joseph Hadyn; at Liverpool, from Bassein, British India; 22, at Deal, from Shanghai, Serica; at Falmouth, from Akyab, Frederick; from Maulmain, G. R. Mosle; at Liverpool, from Batavia, Gutenberg; 20, at Brouwershaven, from Batavia, Maria; —, at Portland, from Ceylon, Marian Moore; 23, at London, from Shanghai, &c. (via Suez Canal), Hipparchus (str.); from Penang, Medusa.

Departures.—Oct. 20, from London, for Yokohama, Ben More; for Swansea and Singapore, Sree Singapura; 21, from Shields, for Galle, C.B. Haws; from Amsterdam, for Celebes, Vier Gebroeders.

Laid On.—At Liverpool, for Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal), Nestor (str.); at London, for Batavia and Sourabaya, Prince Llewelyn.

Casualties.—The Unrivalled (ship), of Liverpool (Off. No. 29,138), Crowley, from Singapore to London, with a general cargo, was abandoned Sept. 9, lat. 36 S., lon. 21 E., with eight feet water in her hold; crew taken off and landed at St. Helena by the Flying Venus (ship), of Liverpool. The Jacob Rothenburg, Wild, from Manila, which arrived at Falmouth Oct. 15, encountered rough weather July 22, 31 S., 32 E.; had longboat smashed, winch broken, and lost bulwark planking. The Grenadier, which sailed from Liverpool Oct. 15, for Yokohama, put back to the former port Oct. 21, with loss of sails. The Vier Gebroeders, van der Zee, from Amsterdam to Celebes, which put into Dartmouth Oct. 21, has lost sails and sprung bowsprit. The Appollonia, de Boer, from Amsterdam to Singapore, put into Table Bay, Sept. 9, for repairs, having been struck by a heavy sea, Aug. 28, 38 S., 23 E.; lost stanchions, galley, &c. The Glaslyn, Milner, Clyde to Batavia, put into Table Bay, Sept. 18, to repair steering apparatus. The Estafette, from Tjilatjap to Amsterdam, condemned at Port Elizabeth, had been sold, and realised, with her stores and materials, £425. Intelligence to hand from Holyhead states that the Jesus (brq.), of Bilbao, from Manila to Liverpool, with sugar, is a total wreck at Crymmpas Beach; eight hands saved; master and seven hands drowned.

LATEST TELEGRAMS.

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CHINA.

(Received via Kiachta, Oct. 24.)

Shanghai, Oct. 5.—Silk: Small demand; No. 3 Tsatlee, 28s. 6d. to 29s. 6d.; No. 4 Red Peacock, 26s.; No. 5, 23s. 6d.; export of China from Shanghai since commencement of season, 21,500 bales, of Japan 1,900 bales; stock, 4,000 bales. Settlements of Japan seed to 21st Sept., 150,000 cards, against 700,000 cards. Tea: Market quiet and easier; settlements moderate; stock large; export from Shanghai: Black, 1,800,000 lbs., in excess, Green, 2,000,000 lbs., in decrease of last season; total export of Black from Shanghai, 43,800,000 lbs. Good common Congou, 11¾d. Freights: Ship 35s., steamer 60s. Shirtings: Moderate demand; 8¼ lb. Eagle Chop, Tls. 2.26. Exchange on London: Bank bills, six ms., 5s. 10¾d. London telegrams to Sept. 30 received.

Taku Forts armed and stored; Chinese army at Tientsin; chapel burned down by mob at Fatschow (*sic*); provincial authorities promise restoration.

(Reuter's Telegrams, Received via Galle, Oct. 23.)

Bombay, Oct. 22.—The departure of troops from Madras to China is being hastened.

JAVA.

(Received via Galle, Oct. 17.)

Batavia, Sept. 30.—Coffee, nominal. Sugar, No. 14, f.14¼; 125,000 piculs announced for sale by public auction for account of Government. Rice, f.150. Piece goods, very dull. Freights to Holland, f.70 to f.75, Exchange on Holland, f.100 to f.102½. Arrivals: Allegonda Jacoba. Schiedam, Suzanna Johanna. Departures: Antje, Bastiaan Pot.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Bell—On the 25th Aug., at Shanghai, the wife of F. H. Bell, Esq., of a daughter.
Harper—On the 31st Aug., at Messrs. Gibb, Livingston, and Co.'s Wharf, Shanghai, the wife of Capt. Wm. Harper, of a daughter.
Laurie—On the 3rd Sept., at Belmont, the wife of Peter G. Laurie, Esq., of a son.

DEATHS.

Brooks—On the 12th Aug., at Bangkok, James Brooks, of Plymouth, aged about 40.
Burr—On the 4th Aug., at Newchwang, suddenly, Helena Annie, infant daughter of Thomas Francis and Jane Pearn Burr, aged nine months.
May—On the 18th Oct., at No. 1, Upper Belsize-terrace, Hampstead, aged 74, Ann, widow of J. W. May, Esq., Consul General for the Netherlands, and daughter of the late Nicholas Gilbee, Esq., of Denton Court, near Gravesend, Kent.

NAVAL AND MILITARY.

THE TROOPS FOR JAPAN.

The detachment of Royal Marine Light Infantry which is under orders to proceed to Japan to relieve the 10th Regt., will be under the command of Lieut.-col. Fleetwood J. Richards, R.M.L.I.; and will comprise four companies, one from the Chatham and three from the Plymouth Divisions. The following are the names of the officers:—Brevet Major Burton, Captain Holmes, Lieut. A. C. Smyth, Lieut. St. John, Lieut. B. St. Leger Dinny, Lieut. S. Polkinghorne, and Lieut. H. S. Thompson, Chatham Division; Captain C. B. Nurse, Portsmouth Division; Captain E. B. Snow, Captain W. L. Morris, Lieut. C. S. F. Fagan, and Lieut. H. B. Percival Wright, Plymouth Division. The staff will include Captain John D. Broughton, paymaster; Captain A. Hill, adjutant; Lieut. E. O. B. Gray, quartermaster; and Major H. G. J. Davies, Portsmouth Division, who will be second in command. Lieut. J. N. Harrison will also be attached to the staff. The non-commissioned staff will include Sergeant-Major Marlow and Quartermaster-Sergeant Cox (Chatham), one provost-sergeant, one armourer (Parker) (Chatham), one hospital sergeant, three clerks, and an instructor of musketry. The total strength comprises four staff officers, four captains, six subalterns, nine staff non-commissioned officers, sixteen sergeants, sixteen corporals, four drummers and buglers, and 240 privates; total, 301.

The Juno corvette, Capt. Baird, will sail from Sheerness this day for Plymouth, where she will embark the detachment, and from whence she is expected to sail by the end of the present week, proceeding to her destination *via* the Suez Canal.

Assistant-Surgeon W. H. Putsey, late of the *Bellerophon*, has been appointed as an extra surgeon to the detachment, and will, after the discharge of the troops, report to the Commander-in-Chief.

THE RELIEVED CREWS FROM THE CHINA STATION.

The following is a complete list of the officers who returned from China in H.M.S. Donegal, with the names of the vessels from which they were relieved:—

Captain H. M. Miller (in command), Salamis; Commander A. R. Tinklar, Lieutenants F. Rougemont, R. H. W. Cornwall, A. R. Kerr, T. H. Leventhorpe, R. B. Clements, H. F. Gye, Ocean; Lieutenants A. G. McKechnie and R. B. Pipon, Zebra; Lieutenants P. B. Aitkins and G. C. Higgins, Rinaldo; Lieutenant M. R. M. Griffith, Adventure; Lieutenant C. Crowdy, Starling; Lieutenant J. L. Hamnet (acting), Avon; Lieutenants J. H. Butt and L. S. Dawson, Sylvia; Staff Commander Solfleet, Donegal; Staff Commander D. Moore, Ocean; Lieutenants Marines C. S. C. Webb and C. Waddy, Ocean; Chaplain—Rev. W. E. Smith, Ocean; Navigating Lieutenant W. P. Haynes, Zebra; Navigating Lieutenant J. W. McFarlane (acting), Cormorant; Navigating Lieutenant W. F. Maxwell, Sylvia; Navigating Lieutenant J. A. Miller, Icarus; Surgeon J. Rorie, Ocean; Surgeon J. W. Leahy, Zebra; Surgeon E. V. deMeric (acting), Sylvia; Paymaster R. Curgenven, Ocean; Paymaster B. Urwick, Zebra; Paymaster C. J. Curgenven, Cormorant; Paymaster J. E. C. Sullivan (invalided), Icarus; Paymaster D. T. Waugh (ditto), Princess Charlotte; Paymaster J. Campbell, Sylvia; Chief Engineer C. Seeley, Donegal; Chief Engineer R. Biddle, Ocean; Chief Engineer W. H. Hooper, Rinaldo; Assistant Surgeon S. Kellett, Ocean; Assistant Surgeon C. L. Rideout, Zebra; Assistant Surgeon R. Beamish, Rinaldo; Assistant Surgeon Sharood, Leven; Assistant Paymaster C. S. Marsh, Ocean; Lieutenant H. E. Maclean (dismissed service by court-martial), Donegal; Captain Morris, 75th Regiment, passenger.

The total number of officers who returned in the Donegal was 143, and of seamen and marines 990, making a total number of 1,133 officers and men. The Donegal arrived at Hong Kong on May 2nd from England with reliefs for the crews of H.M.'s ships Ocean, Zebra, Rinaldo, and Sylvia, which vessels had been some considerable time at the above port awaiting her arrival. Meanwhile they all underwent a thorough refit, machinery and boilers being found in a satisfactory condition, and are now quite fit in every respect for a further period of service in those waters. The above four ships were paid off on the 9th, when the old and new crews were exchanged, and the Donegal was enabled to start on her return voyage on the 24th, being navigated by the return crews; fine weather and smooth water were encountered almost the entire passage. Singapore was reached on June 4th, and sailed from on the 8th, touched at Anjer on the 13th; arrived at Simon's Bay on July 23rd, left on the 2nd of August, touched at St. Helena for a day on the 14th, and arrived at Spithead on the 23rd of September.

The Priam, which arrived at Falmouth on the 14th inst. from Singapore, landed forty time-expired men and invalids of the Royal Artillery and 75th Regiment, who were sent to Plymouth to be passed on by the military authorities to their various destinations.

The following appointments have been made at the Admiralty:—Sub-Lieutenant William L. H. Browne, to the Ocean as supernumerary; the Hon. P. H. H. Hutchinson, midshipman, to the Ocean, as supernumerary.

The naval command at Portsmouth, which will shortly become vacant, will probably be conferred upon Sir Henry Keppel, late Commander-in-Chief on the China station.

LITERATURE.

A work in two volumes has been issued by Messrs. Smith, Elder and Co., under the title *Journeys in North China, Manchuria, and Eastern Mongolia, with some Account of Corea*, by the Rev. Alexander Williamson, B.A. The journey upon which this narrative is founded was undertaken with objects connected with missionary labour, and in pursuance of these Mr. Williamson was led into districts remote from the Treaty Ports, and therefore but little known. Much that is interesting is related respecting the products of the soil and mineral wealth of these obscure provinces, and in some instances valuable information is imparted, while at the same time facts are given in such a clear and readable style, and are so blended with anecdote and critical notes of observation, that amusement may be found on every page.

The *Chinese Recorder and Missionary Journal* for August is a number of more than usual interest. The Rev. A. Krolczyk commences an account of a visit to the Aborigines in the north-western part of the province of Kwantung, starting from Sam-kong, a fortress where Chinese officials keep guard over the Midu-tze who live in the adjacent hills. The Yiumen were inquisitive concerning the "trouble" between the Chinese and the foreigners, but Mr. Krolczyk is of opinion that there is nothing to fear from a coalition of this tribe with the other foreign elements in its bosom, as they neither knew nor cared anything about the different aboriginal tribes in China, still less about the mountainous tribes north of India, Birmah, and Siam. The *Overland Trip from Kiukiang to Foochow* is concluded, and supplemented by a useful itinerary for the guidance of future travellers. Mr. Ewer concludes his interesting essay on *The Sabbath in China;* and a sensible paper on *Pagan Idolatry and Revelation*, and a *Synoptical Table of Chinese Dynasties*, are valuable contributions. A correspondent gives a terribly exact account of the Chinese capital punishment of "caging to death." This punishment is termed in the Foochow patois K'ie-lêng (standing in the cage). The cage is an open frame, as high as the culprit's neck, about which boards are so closely adjusted that the head cannot be withdrawn. Death results from sheer exhaustion and starvation in from four to six days, and it is said that this mode of execution is becoming more common, especially in the South.

The *Athenæum* remarks that Mr. Adams, the Secretary of our Legation in Japan, has been rendering good service in doing all he can to protect the silkworm in those countries by his influence and advice, which are willingly received. At the last advices he had returned from a lengthened tour in the interior, on which he will report. In Japanese are some illustrated works on silk culture.

The fourth number of *Art*, the new magazine of which we lately noticed the establishment, exhibits a great improvement upon its predecessors. The illustrations include "A Portrait," by Vandyck, and "The Annunciation," a *fac-simile* of an early Italian print, both of which are excellent specimens of photographic achievement.

The first number of a new paper, called the *West Indian News*, has been issued by Mr. P. Algar. This paper is intended to treat on matters of special concern to those engaged in the trade, and from the first number we think the production will be found highly useful.

THE STRAITS ASSOCIATION.

General approval has been expressed in Singapore at the steps taken by the Straits Association in respect of the proposed steamer, it being felt that with inexpensive additions the *Pehio* would have met all the possible wants of the colony. Governor Ord's craving for steamers appeared still unappeased, and he had proposed the purchase of the *Argyle*, 14 tons, as a substitute for a boat he had built under his special survey a year since, but is now found unsuitable! The non-official members seem to have met him with a dignified and severe rebuke.

A Select Committee was appointed to inquire into the civil establishments, and it is hoped that the result may promote economical administration, a system to which the colony has been a stranger for the last three years.

The report on Government-house was to be the subject of discussion at the next meeting of Council, and would probably occasion a somewhat stormy debate.

The King of Prussia has conferred on Herr W. von Pustau, of Altona, the insignia of Knight of the Royal Order of the Red Eagle, as a mark of appreciation of his services in connection with the International Exhibition held at Altona last year. The above-named gentleman was also himself an exhibitor of a very valuable and instructive collection of China produce—more particularly of tea and silk, the latter showing the manufacture from the incipient silkworm's egg down to its final state, in the shape of the costly and beautiful crapes and shawls.

Among the passengers by the present mail is Mr. George Francis Train, the American citizen *par excellence*. This gentleman left San Francisco some months since by the Pacific route for China, and having now returned by way of Suez has lost no time in proclaiming his opinions upon the war to the French people in a stump speech which we learn by telegram he delivered at Marseilles on Saturday last.

Breakfast.—Epps's Cocoa.—Grateful and Comforting.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—James Epps & Co., Homœopathic Chemists, London.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the addresses of all persons connected with the Far East and reference can be mad to the same by personal application at the Office or by letter.

Homeward-bound Passengers by the Overland Route will find copies on sale at the Agents in Singapore, Penang, Anjer, Galle, Aden, and Alexandria. Passengers to and from China and Japan by the Pacific Route may procure them at San Francisco and New York. The list of Agents will be found in our advertising columns.

The London & China Telegraph.

LONDON: MONDAY, OCT. 24, 1870.

SATISFACTION FOR THE TIENTSIN MASSACRE.

Mr. Charles Magniac, M.P., one of the deputation which was received by Earl Granville on this subject on the 14th ult., determined not to allow the question to slumber, has addressed a second appeal to the Foreign Secretary, in the form of a letter, which we publish in another column. Mr. Magniac has entitled himself to the thanks of the community for his public spirit in thus urging on a lethargic Government the prompt action for which the new evidence he adduces proves the increased necessity.

A telegram, published in our last, announces that ten of the Tientsin mandarins have been transported, and fifteen "men" beheaded—we presume by way of punishment for the late massacre. Pending the receipt of a detailed account of the proceedings which led to this sentence, we can offer no opinion as to its justice or its sufficiency to meet the requirements of the case—or even whether such a measure of atonement will be deemed satisfactory by the French. We have as yet no means of judging of the degree of the complicity of the ten mandarins who have been transported; and what is the evidence upon which the fifteen men have been beheaded. Knowing the recklessness of human life, as well as the unprincipled mystification of the Chinese Courts, we cannot avoid the suspicion that some trick may have been practised upon us, similar to the well-known affair in Hwang-chu-kee, where, twenty years ago, under a somewhat similar demand for justice, the mandarins searched their gaols for a few criminals, and sacrificed them. Meanwhile our position is unchanged, and daily increasing in influence in the press and in the public mind.

Just as we are going to press we have received another telegram announcing that the Taku Forts have been armed and stored by the Chinese, and a considerable army has been collected at Tientsin. This not only confirms the intelligence that we had previously received, to the effect that the Chinese were arming, but it shows that they are now actually ready, and the necessity for action is more urgent than ever. If so much valuable time had not been lost, the Taku Forts might have been armed and stored by us, instead of being fortified and garrisoned by the Chinese, who, no doubt, now look forward to repulsing any European fleet from those strongholds, as they did, with such disastrous consequences, the expedition of Admiral Hope in the year 1859. We trust, however, that a sufficient force will be brought against them to preclude the possibility of a repetition of that calamity, but there can be no doubt that in the present temper and attitude of the people a greater force is now required than would have been sufficient two months ago. Another chapel has been burned down by the mob, and it is said that the provincial authorities promise its restoration; but one thing is abundantly clear—that the course of outrage has not been checked by the punishments alluded to above, and we can only hope that it will not be attended with more bloodshed before some decisive steps are taken for the protection of the foreigners in their present dangerous situation.

The report of the return to England of Mr. Medhurst, at present Consul at Shanghai, is incorrect. Mr. Forrest, the Vice-Consul, is home on leave, and Mr. Davenport has taken his place. Mr. Markham will leave shortly for Chefoo, *via* San Francisco. Mr. King, lately Acting Vice-Consul at Newchwang, has been granted leave. Mr. Swinhoe is not likely to return for some months.

THE SURRENDER OF OUR TREATY RIGHTS IN FORMOSA.

We understand that the representations made by merchants interested in the trade of Formosa have failed, so far, to induce the Foreign-office to alter its decision as to the abandonment of the ports now opened to trade in that island; and, according to present arrangements, the Consulates will all be closed and our rights to trade abandoned early next year. It has been proved that the figures given by Sir Rutherford Alcock as the value of our trade are very much below the mark; but the Foreign-office is deaf to all such remonstrances, and have respect only to one fact—viz., the saving of the expense of the Consulates. That dreadful spirit for cutting down, which overrides every other consideration with the present Government, is the all-absorbing idea, and it seems must be, like peace, obtained at any sacrifice of our future interests in China. To surrender any of our rights at this particular time is certainly the most unwise step, and will assuredly be followed up by the Chinese Government by an attempt to deprive us of other treaty rights, under the belief that we will submit rather than resist. Even Sir Rutherford Alcock pointed out that, should the abandonment of Formosa be decided on, it was most important that some equivalent should be obtained from the Chinese Government, as such surrender without a *quid pro quo* would certainly be misinterpreted, and attributed to a weakness on our part. Of course, the surrender of our rights does not necessitate the same course by other Treaty Powers, and British subjects must, we suppose, be content to play second fiddle to all other nationalities who have borne no part in the cost of opening up China. We believe that a steamer will shortly be sent out to trade between Amoy and Formosa on English account, but she will probably be put under any other flag but the English.

THE CHINESE AT HOME AND ABROAD.

The rising of Chinese coolies in Peru, and the massacre of their overseers in two provinces, and under circumstances of aggravated brutality, is a fact as suggestive as it is deplorable; and it derives additional importance from the fact that it was impossible for the assassins of Barranca and Patavilca to have been aware of the outrages of their brethren at Tientsin. It proves that the "grain" of the Chinese character remains the same in the most distant places and under the most widely different circumstances. In China the motive was hatred of the "foreigners;" in Peru it was probably the temptation of their masters' gold. Wherever these people may be located, we are now assured that they are equally treacherous, murderous, and calculating. Human life will never be safe where they possess numerical strength, or are permitted international responsibility, without the presence of a sufficient armed force to insist on their good faith. In colonies it is not safe to admit a preponderance of Chinese immigrants, especially of the coolie class. Their artisans and tradesmen may safely be encouraged, for they are both clever and persevering, thrifty and peaceable; but their coolies should never be collected in greater numbers than can be readily put down by the natives of other countries with whom they cannot assimilate.

MR. MAGNIAC TO LORD GRANVILLE.

October 13, 1870.

My Lord,—The character of the intelligence received on the 10th inst. from China, by telegram dated Kiachta, October 9, so amply and painfully confirms the apprehensions lately expressed by the deputation of merchants for the safety of the lives and property of British subjects there, that I venture again to press the subject for your Lordship's consideration.

Relying on the authenticity of the intelligence we have received, reporting great anxiety and the destruction of another Roman Catholic church at Newchwang, it is our firm conviction that immediate and additional measures of protection are required, particularly at the Northern ports.

In respect of the form which this protection should take, I would merely say that, although the navy is well represented, the military forced available for defence on land is comparatively insignificant, and the telegram I have referred to states—"Assistance of troops demanded from India."—I have the honour to be, my Lord, your Lordship's most obedient humble servant, Charles Magniac.

To the Right Hon. the Earl Granville, K.G., &c., &c.,
H.M.'s Secretary of State for Foreign Affairs.

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Monetary and Commercial.

The half-yearly meeting of the Oriental Bank Corporation was held on the 20th, Mr. Blyth in the chair, when an interim dividend of 6 per cent. was declared for the half-year. Mr. C. J. F. Stuart, the chief manager, read a statement of the assets and liabilities of the bank, and of the profit and loss account. The net profits for the half year were £93,802. The chairman said the only business of the present meeting was to declare an *ad interim* dividend, and he had great pleasure in stating that, notwithstanding the state of affairs in India and China, they were enabled to declare the usual dividend. They had received from the managers the assurance that the credit of the bank stood as well as ever. There was no discussion, and after the declaration of the dividend the meeting separated.

Mr. W. T. Henley, of North Woolwich, has just laid a submarine telegraph cable from Bona to Malta, thus completing the lines of the Marseilles, Algiers, and Malta Telegraph Company. The total length of both sections laid is about 900 miles.

Telegrams *via* Kiachta from Shanghai announce the failure of Messrs. Overweg and Co., of Shanghai, Foochow, and Hankow; the liabilities are not stated.

It is expected that a further dividend of 3d. in the pound, completing 7s. 6d., will be made on the estate of Messrs. Lindsay and Co. No further dividend is expected from the estates of Robert Smith and Co., and Smith, Kennedy, and Co., the total distribution having been 3s. 2½d. The property in China belonging to the estate of Messrs. Fletcher and Co. has not yet been realised-and the final dividend is consequently delayed. A further 1s. is expected from the estate of Messrs. Scott, Bell, and Co., and a trifle on Messrs. Dow and Co.'s Another 1s. will soon be declared on Finlay, Campbell, and Co.'s estate, and 6d. on that of Dent and Co.'s.

The tenders for £300,000 in bills on India were received at the Bank of England, when the amounts allotted were—to Calcutta, £290,600, and to Madras, £9,400. The *minimum* price was fixed, as before, at 1s. 10d. on all the presidencies, and tenders on Calcutta and Madras at 1s. 10½d. will receive about 56 per cent., those above in full. There were no tenders accepted on Bombay. These results show a diminished demand for means of remittance to the East.

The directors of the Singapore Gas Company have issued their report for the half-year ending 30th June, to be presented to the shareholders at the extraordinary general meeting on the 25th inst. The profits for the half-year are £1,564, and the directors recommend a dividend at the rate of 7½ per cent. per annum on the preference capital, and 7 per cent. per annum on the amounts paid-up on the original capital.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Oct., 1870, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

Plain Cottons.—Export for the month ended 16th Oct., 1870, 9,429,632 yards; for the twelve months, 68,756,262 yards; for the twelve months, 1869, 40,863,414 yards; for the twelve months 1868, 68,891,402 yards. Increase for 1870 against 1869, 22,892,848 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1870, 1,244,968 yards; for the twelve months, 6,437,342 yards; for the twelve months, 1869, 1,358,575 yards; for the twelve months, 1868, 1,881,548 yards. Increase for 1870 against 1869, 5,083,767 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1870, 224,021 yards; for the twelve months, 2,118,769 yards; for the twelve months 1869, 889,397 yards; for the twelve months, 1868, 2,154,518 yards. Increase for 1870 against 1869, 1,229,372 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1870, 1,422,985 lbs.; for the twelve months, 10,220,425 lbs.; for the twelve months 1869, 3,914,422 lbs.; for the twelve months 1868, 5,157,788 lbs. Increase for 1870 against 1869, 6,306,003 lbs.

Value.—For the month ended 16th Oct., 1870, £24,491; for the twelve months, £1,888,844; for the twelve months 1869, £1,090,054; for the twelve months 1868, £1,727,871. Increase for 1870 against 1869, £798,790.

SHANGHAI.

Plain Cottons.—Export for the month ended 16th Oct., 1870, 13,032,689 yards; for the twelve months, 256,398,517 yards; for the twelve months 1869, 212,210,671 yards; for the twelve months 1868, 241,697,841 yards. Increase for 1870 against 1869, 44,187,846 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1870, 463,051 yards; for the twelve months, 13,206,304 yards; for the twelve months 1869, 12,640,963 yards; for the twelve months 1868, 8,322,561 yards. Increase for 1870 against 1869, 565,341 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1870, 248,000 yards; for the twelve months, 5,889,688 yards; for the twelve months 1869, 3,933,342 yards; for the twelve months 1868, 4,575,127 yards. Increase for 1870 against 1869, 1,956,246 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1870, 18,000 lbs.; for the twelve months, 665,140 lbs.; for the twelve months 1869, 335,623 lbs.; for the twelve months 1868, 241,700 lbs. Increase for 1870 against 1869, 329,517 lbs.

Value.—For the month ended 16th Oct., 1870, £238,401; for the twelve months, £4,488,423; for the twelve months 1869, £4,099,587; for the twelve months 1868, £4,146,998. Increase for 1870 against 1869, £388,836.

JAPAN.

Plain Cottons.—Export for the month ended 16th Oct., 1870, 1,858,203 yards; for the twelve months, 24,221,023 yards; for the twelve months 1869, 17,140,107 yards; for the twelve months 1868, 22,568,586 yards. Increase for 1870 against 1869, 7,080,916 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1870, 75,950 yards; for the twelve months, 2,800,060 yards; for the twelve months 1869, 1,542,402 yards; for the twelve months 1868, 1,750,291 yards. Increase for 1870 against 1869, 1,257,658 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1870, *nil;* for the twelve months, 1,049,094 yards; for the twelve months 1869, 768,892 yards; for the twelve months 1868, 573,003 yards. Increase for 1870 against 1869, 280,702 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1870, 719,962 lbs.; for the twelve months, 10,810,739 lbs.; for the twelve months 1869, 5,418,910 lbs.; for the twelve months 1868, 4,449,369 lbs. Increase for 1870 against 1869, 5,391,829 lbs.

Value.—For the month ended 16th Oct., 1870, £114,895; for the twelve months, £1,178,801; for the twelve months 1869, £700,598; for the twelve months 1868, £709,073. Increase for 1870 against 1869, £478,208.

SINGAPORE AND PENANG.

Plain Cottons.—Export for the month ended 16th Oct., 1870, 6,880,058 yards; for the twelve months, 75,919,454 yards; for the twelve months 1869, 46,051,107 yards; for the twelve months 1868, 55,075,842 yards. Increase for 1870 against 1869, 29,868,347 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1870, 967,149 yards; for the twelve months, 9,686,157 yards; for the twelve months 1869, 4,865,851 yards; for the twelve months 1868, 5,018,289 yards. Increase for 1870 against 1869, 4,820,306 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1870, 386,003 yards; for the twelve months, 6,233,788 yards; for the twelve months 1869, 3,352,654 yards; for the twelve months 1868, 2,515,660 yards. Increase for 1870 against 1869, 2,881,134 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1870, 186,280 lbs.; for the twelve months, 3,175,921 lbs.; for the twelve months 1869, 1,231,558 lbs.; for the twelve months 1868, 2,001,009 lbs. Increase for 1870 against 1869, 1,944,363 lbs.

Value.—For the month ended 16th Oct., 1870, £127,875; for the twelve months, £1,703,793; for the twelve months 1869, £1,031,780 for the twelve months 1868, £1,152,460. Increase for 1867 against 1869 £672,013.

BATAVIA.

Plain Cottons.—Export for the month ended 16th Oct., 1870, 854,526 yards; for the twelve months, 14,474,260 yards; for the twelve months 1869, 9,036,236 yards; for the twelve months 1868, 20,965,986 yards. Increase for 1870 against 1869, 5,438,024 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1870, 533,677 yards; for the twelve months, 10,235,535 yards; for the twelve months 1869, 6,302,479 yards; for the twelve months 1868, 8,279,072 yards. Increase for 1870 against 1869, 3,933,056 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1870, 1,597,724 yards; for the twelve months, 9,602,992 yards; for the twelve months 1869, 4,303,401 yards; for the twelve months 1868, 6,718,023 yards. Increase for 1870 against 1869, 5,299,591 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1870, 8,890 lbs.; for the twelve months, 353,980 lbs.; for the twelve months, 1869, 313,475 lbs.; for the twelve months 1868, 713,580 lbs. Increase for 1870 against 1869, 40,505 lbs.

Value.—For the month ended 16th Oct., 1870, £48,182; for the twelve months, £647,395; for the twelve months, 1869, £425,611; for the twelve months 1868, £777,104. Increase for 1870 against 1869, £221,784.

MANILA.

Plain Cottons.—Export for the month ended 16th Oct., 1870, 1,979,443 yards; for the twelve months, 20,544,967 yards; for the twelve months 1869, 13,970,698 yards; for the twelve months 1868, 17,287,426 yards. Increase for 1870 against 1869, 6,574,269 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1870, 983,362 yards; for the twelve months, 9,662,177 yards; for the twelve months 1869, 12,353,372 yards; for the twelve months 1868, 13,458,432 yards. Decrease for 1870 against 1869, 2,691,195 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1870, 70,043 yards; for the twelve months, 1,530,260 yards; for the twelve months 1869, 1,306,918 yards; for the twelve months 1868, 989,220 yards. Increase for 1870 against 1869, 233,342 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1870, 13,400 lbs.; for the twelve months, 362,585 lbs.; for the twelve months 1869, 176,585 lbs.; for the twelve months 1868, 356,022 lbs. Increase for 1870, against 1869, 186,000 lbs.

Value.—For the month ended 16th Oct., 1870, £48,711; for the twelve months, £601,610; for the twelve months 1869, £571,996; for the twelve months 1868, £749,148. Increase for 1870 against 1869, £29,614.

CEYLON.

Plain Cottons.—Export for the month ended 16th Oct., 1870, 2,433,008 yards; for the twelve months, 24,107,827 yards; for the twelve months 1869, 22,036,967 yards; for the twelve months 1868, 23,663,513 yards. Increase for 1870 against 1869, 2,070,860 yards.

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Coloured Cottons.—Export for the month ended 16th Oct., 1870, 134,647 yards; for the twelve month, 2,544,399 yards; for the twelve months 1869, 1,138,432 yards; for the twelve months 1868, 836,157 yards. Increase for 1870 against 1869, 1,405,967 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1870, 105,730 yards; for the twelve months, 2,113,919 yards; for the twelve months 1869, 3,601,814 yards; for the twelve months 1868, 1,923,656 yards. Decrease for 1870 against 1869, 1,487,895 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1870, 33,064 lbs., for the twelve months, 330,075 lbs.; for the twelve months 1869, 417,472 lbs.; for the twelve months 1868, 509,137 lbs. Decrease for 1870 against 1869, 87,397 lbs.

Value.—For the month ended 16th Oct., 1870, £43,764; for the twelve months, £542,690; for the twelve months 1869, £507,361; for the twelve months 1868, £473,835. Increase for 1870 against 1869, £35,329.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From Foochow and Singapore to London (via Suez Canal), per Niger (str.), entered Oct. 15.—From Foochow, merchandise, 2 packages—F. Daffringer; 1 package—H. Batchelor; 8878 chests 5252 half-chests 6939 boxes 2 packages tea, 5 packages merchandise—Order; 800 boxes tea, in transit—Order; tea 303 chests 330 half-chests—A. Tesdorff and Co.; 200 boxes, in transit—F. Huth and Co.; 235 half-chests—Forbes, Forbes and Co.; 266 half-chests—Brandts Son and Co.; 443 half-chests—Brown, Shipley and Co.; From Singapore: 11 baskets gutta percha—Order.

From Canton and Macao to London, per Deerhound, entered Oct. 15. From Canton: 4 cases curiosities, 276 bales silk, 49 bales cocoons, 170 packages canes, 654 rolls matting, 3 boxes ink, 8 cases preserves, 50 casks 16 packages merchandise, 2000 packages 22,946 boxes tea—Order; 1 package merchandise—J. G. Grace; 1 package merchandise—Broadwood and Son; 2 packages merchandise—H. Smith; 3406 boxes merchandise—Reiss Bros. and Co. From Macao: 1000 boxes 1 package tea, 1 package merchandise, 1 cask ginger—Order; 6 boxes tea—Master.

From Zebu to London, per Peter Joynson, entered Oct. 17.—1610 bales hemp—The Borneo Company; 3247 bales hemp, 20,980 bags sugar, 40 tons sapan wood—Peele, Hubbell, and Co.; 1 case cacao, 1 bundle sticks—Order.

From Yokohama and Hiogo to London, per Cymbeline, entered Oct. 18.—From Yokohama: merchandise—11 packages—M. Teheyer; 10 packages—A. Falco; 19 packages—D. Tallerman; 8 bales waste silk—J. Bradwell and Co.; 26 bales waste silk, 130 cases lobsters, 15 packages curiosities, 38 packages merchandise—Order. From Hiogo: 2191 tubs camphor, 48 packages merchandise, 577 bales rags, 1 chest tea—Order; 6 packages merchandise—H. S. King and Co.

From Singapore to Liverpool, per Athena, entered Oct. 17.—6494 bags sago flour, 643 bags pearl sago, 776 bags 150 boxes tapioca, 6291 bales gambier, 69 cases india-rubber, 1377 baskets gutta-percha, 21 bales 13,525 hides, 10 casks oil, 220 bags pepper, 17,073 bundles rattans—Order; 206 bags pearl sago, 793 hides—Guthrie and Co.

ARTICLES OF IMPORT.

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TEA.

The Market has been very firm during the fortnight, and prices for almost all kinds have been firmly maintained. The principal transactions have been in Teas out of recent arrivals, which have comprised a fair assortment of all kinds, the sales making in old Teas being of a comparatively limited amount.

Red-leaf Congous: Siftings and broken-leaf kinds have only been taken to a limited extent, and prices are scarcely so firm. Fair to good common remain at former quotations. Fair to good Kaisows of old import have been in request at the late advance in prices. The new Teas per steamer Niger have met with a ready sale at full prices compared with those obtainable for the parcels unsold per Achilles and Statesman. In Paklings there has been no material alteration. Black-leaf kinds: For low qualities there has been but little inquiry, but prices show no change; fair to good common remain firm at 1s. to 1s. 1d. per lb.; fair to good of old import show no alteration. Further supplies of new season have sold readily at from 1s. 6d. to 1s. 10d. for good, and 1s. 11d. to 2s. 6d. for fine to finest kinds. Amoy kinds have been slow of sale at former prices. Oolongs continue in request at very full prices. In Souchongs there has not been much business done. Sales of Flowery Pekoe have been made from 3s. 10d. to 4s. 3d. Scented Teas: Canton Capers have been readily taken at former prices. Foochow kinds at 1d. per lb. decline. Canton Orange Pekoes have been difficult of sale at previous rates. Foochow kinds have been sold without alteration. In uncoloured Japans there have been but few transactions. Green Teas: A small invoice of really fine Moynne kinds has been sold at very high prices. In other sorts there is but little of interest to note, the demand being limited to the finer kinds, which maintain their position, common to medium kinds still being realised with great difficulty at the low prices current. In Canton-made kinds there is but little alteration to notice.

Messrs. Shepard, Harrison, and Rehden's Circular states that a considerable business has been transacted the past fortnight, importers being willing sellers at the satisfactory rates obtainable, especially for black leafs, which form the bulk of supplies lately to hand; while red leafs, notwithstanding their undoubted inferiority, have also been selling at better rates, the limited quantity imported encouraging merchants to be firm holders; in fact, there has not been that pressure to sell on arrival as witnessed during the early part of last season, supplies to date being more on a scale with our requirements. The absence of the usual Export trade to the Continent has consequently not acted so adversely as might have been expected. Latest advices from China to 29th September give the Export at 69,000,000 lbs., against 89,000,000 lbs. last year same date.

Messrs. Percival and Co. remark:—The improved tone of our market noticed in our Circular of the 6th inst., the result of continued favourable advices from China, state of stocks at home and cargoes afloat has continued without interruption; hence we have had good business doing at full and remunerative prices. The fresh arrivals ex Oberon, Titania, Cutty Sark and Nestor, from Shanghai, and Niger, from Foochow, have met with marked attention, and the bulk of these cargoes have been disposed of, realising the following rates:—Black-leafs, fair to medium, 1s. 7d. to 1s. 10d.; do., good medium, 1s. 11d. to 2s. 0d. do., fine to finest, 2s. 1d. to 2s. 4d.; Red-leafs, fair, 1s. 4d. to 1s. 6d.; do., medium, 1s. 7d. to 1s. 10d.; do., fine, 2s. 0d. In Old Season's Congous transactions have been limited, but the recent advance is fully maintained. New Scented Teas ex Deerhound have sold as follows:—Capers, medium, 1s. 6d. to 1s. 10d.; do., fine, 2s. 0d. to 2s. 10d.; Orange Pekoes, medium, 1s. 6d. to 1s. 9d.; do., fine, 2s. 0d. to 2s. 4d.

SILK.

The quiet which we reported on the 6th instant as having set in at the beginning of the month has since continued, and the market has become decidedly flat, with weaker quotations. The public sales which terminated yesterday have in no way led to more business; and there is everywhere a quiet tone and an indisposition on the part of buyers to operate at present, except at about 1s. to 1s. 6d. below the highest point of last month. At this decline some recent arrivals of China Silk from the south of France have been sold, but the majority of holders do not show a disposition to meet the market on these terms, and seem to prefer taking the chance of an early termination of the war, when prices would probably again revive. Of Japan, Canton, and Bengal Silk there is little to be said; all are for the moment without real inquiry, and it is difficult to give actual quotations. Deliveries of Silk are wonderfully good, all things considered, say from 1st to 19th instant:—1,256 Chinas, 410 Japans, 256 Cantons, 172 Bengals—total, 2,094 bales. The stock on the 20th inst. (yesterday) was China, 16,091 bales; Canton, 7,705 bales; Chinese Thrown, 554 bales; Japan, 7,034 bales; Bengal, 3,539 bales; total 34,923 bales.

London Quotations, Oct. 21.

CHINA.	
Taatlee, No. 1	31s. 0d. —
" " 2	30s. 0d. —
" " 3	28s. 6d. to 29s. 0d.
" Red Peacock	25s. 6d. to 26s. 0d.
Yuenfaa, Nos. 1, 2, and 3	23s. 6d. to 26s. 6d.
Taysaam Keying, Nos. 1, 2, and 3	22s. 6d. to 26s. 6d.
Long Reel	19s. 0d. to 21s. 0d.
Canton	15s. 0d. to 21s. 0d.
Chinese Thrown	None.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	23s. 6d. to 30s. 0d.
Idah, No. 2	26s. 0d. to 27s. 0d.
Sodai, No. 2	25s. 0d. to 26s. 0d.
Oshiu, Nos. 2 and 3	25s. 0d. to 29s. 0d.
Koshiu, No. 2	24s. 0d. to 25s. 0d.
Eichizen	22s. 6d. to 24s. 0d.
Mashita	22s. 0d. to 23s. 6d.
Hatchoji	None.

COFFEE.

The supplies of Ceylon at the public sales have been less extensive than during the interval upon which we last reported, and more competition for the parcels offered has been shown. The colony qualities of Plantation have realised fully previous rates, and in some instances a slight advance, while common and grainy kinds show but slight change in values; and the latest prices paid have been, triage and ordinary, 40s. 6d. to 54s. 6d.; small grey, 50s. to 51s.: low middling grey to middling dull, 56s. 6d. to 59s.; bold ditto, 63s. to 67s.; small coloury, 54s. to 59s.; middling ditto, 60s. to 64s. 6d.; good to fine middling, 65s. to 72s.; good to fine bold, 73s. to 82s.; superior bold bright, 83s. 6d. to 86s.; peaberry, 73s. 6d. to 79s. Native Ceylon has realised advanced prices, viz., small, 42s. to 43s. 6d.; good ordinary greenish, 48s.; bold, ditto, 49s. 6d.; fine ordinary pale, 49s. 6d. to 50s.; bold ditto, 53s.; peaberry, 50s. to 54s. 6d. In other East India we note the sales of 226 bags brown Manila at 53s. to 54s.; one lot, 56s., 564 bags fine yellowish Bonthyne Singapore at 59s. 6d., and 814 bags fine Bonthyne Singapore at 58s. to 58s. 6d., sea damaged, 50s. to 56s. 6d.

Although the export deliveries are of good amount and larger than in last week, the total deliveries are slightly less than last year, and as the landings are 500 tons more, the stocks in the two years are almost exactly alike. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 132,084 cwt., against 120,187 cwt. at the corresponding date of 1869; Native, 5,115 cwt., against 35,083 cwt. The quantity afloat for the Continent is 2,402 cwt. Plantation, against 1,167 cwt., and 3,136 cwt. Native, against 2,701 cwt. The quantity of Coffee landed in the forty-one weeks ended Oct. 15, 1870, was, of Ceylon, 32,487 tons, against 34,726 tons during the corresponding period of 1869; of all descriptions, 57,054 tons, against 62,428 tons. The quantity entered for home consumption was, of Ceylon, 8,329 tons, against 8,789 tons; of all descriptions, 14,966 tons, against 15,276 tons. The quantity exported was, of Ceylon, 23,451 tons, against 21,923 tons; of all descriptions, 38,230 tons, against 38,444 tons. The stock on Oct. 15 was, of Ceylon, 14,481 tons, against 15,009 tons; of all descriptions, 28,077 tons, against 28,028 tons.

It is announced by the Dutch Trading Company that their next public auction of coffee will take place on the 26th inst., at Rotterdam. The sale will consist of 111,700 bales of Java and 4,400 bales Padang.

SUGAR.

There has again been a good demand steadily maintained throughout the interval, and prices generally show a further advance of 6d. per cwt. The following are the transactions reported:—Manila: At auction 2,895 bags clayed (duty 4s.) sold at 21s. 6d.; of 6,571 bags of old import offered 3,021 bags fair sold at 21s. 6d. to 21s. 9d., and 250 bags rather common at 20s. 6d. the remainder brown from Ilo Ilo being bought in at 19s., but subsequently sold at 18s. 6d. Privately 6,100 bags Ilo Ilo have been sold at 19s. 3d., and 1,500 bags clayed (duty 4s. 9d.) at 24s. Afloat the cargo per Jacob Rottenburg 10,740 bags

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Ilo Ilo has been sold at 16s., quay terms for Liverpool. Java: At auction 826 baskets 22 bags were offered and bought in, yellow (duty 5s. 3d.) at 30s. 6d., fine brown (duty 4s. 9d.) at 28s. 6d. to 29s. 6d. Privately 5,500 bags low syrups have been sold at 16s. 6d. Penang: At public sale 7,808 bags of fresh import per Onrust were all sold at fully the valuations, good middling to fine strong brown (duty 4s. 9d.), 24s. 6d. to 26s. 6d.; low soft yellow (duties 4s. 9d. to 5s. 3d.), 27s. to 28s.; good soft yellow (duty 5s. 3d.), 30s. to 32s.; good to fine grainy (duty 5s. 8d.), 33s. 6d. to 35s. China: A parcel, consisting of 181 bags low quality, was offered and bought in at 19s. per cwt.

The home deliveries, consisting chiefly of British West India, are of good extent, and as 450 tons, mostly Manila and Cuba, have been exported, the total deliveries are the largest for a long time past, and 2,000 tons more than in 1869; the landings are slightly larger, and the surplus in the present stock is now only about 4,600 tons. Stock, Oct. 8, 96,310 tons, against 89,992 tons; Oct. 15, 93,694 tons, against 89,025 tons. The quantity of Sugar landed in the forty-one weeks ended Oct. 15, 1870, was—of Penang, 2,340 tons, against 3,373 tons in the corresponding period of 1869; of Manila, Java, and China, 15,311 tons, against 27,854 tons; the quantity entered for home consumption was, of Penang, 1,717 tons, against 2,200 tons; of Manila, Java, and China, 20,955 tons, against 15,070 tons. The quantity exported was, of Penang, 99 tons, against 161 tons; of Manila, Java, and China, 2,596 tons, against 1,036 tons. The stock on Oct. 15 was, of Penang, 2,854 tons, against 1,391 tons; of Manila, Java, and China, 27,550 tons, against 40,012 tons.

At subsequent auctions 2,068 bags Penang sold—common to middling brown (duty 4s.) at 22s. 6d. to 28s. 6d., good middling (duty 4s. 9d.), at 24s. 6d. to 25s. By private contract 200 tons Manila, unclayed Taal, sold at 17s. 3d., 100 tons Ilo Ilo at 19s. 6d., and 80 tons clayed (duty 4s.) at 21s. 6d.

Cocoa-nut Oil.—There has been a decrease of activity in the market, and prices have declined; Ceylon realises 37s. 6d. to 37s. 9d. in pipes, 38s. 6d. in hogsheads, and 38s. 3d. to 38s. 6d. in puncheons. The quantity of Ceylon afloat is estimated at 12,198 cwt., against 29,123 cwt. in 1869, and 20,708 cwt. in 1868. The total of the stock is 7,536 tons, against 5,691 tons in 1869.

Coir Goods.—Yarn; For good quality there is a fair enquiry, but ordinary sorts are neglected. At antion 87 tons 1,480 bales only partly sold, Zanzibar £10 to £19 10s., Ceylon, £17 to £51; and Cochin, ordinary coarse to very good, £16 10s. to £36. Fibre: 4,662 ballots Ceylon realised £12 to £27 10s. for ordinary to fine. Afloat—Yarn: About 968 tons Cochin and Ceylon, against 562 tons Cochin and Ceylon same time last year. Fibre: 44 tons, against 50 tons. Stock not published, but is very heavy.

Cutch has attracted rather more attention, and by private contract 450 boxes Penang have been sold at 19s. 6d., and 1,200 boxes good Pegue at 20s. to 20s. 6d. per cwt. At auction 100 boxes Penang were bought in at 20s., and 1,607 bags Calcutta were partly sold at 19s. 6d. per cwt.

Camphor.—The one seller on the spot at last price quoted having withdrawn his stock from the market, 75s. was paid for 30 cases China, and 82s. 6d. for 10 cases Japan. There have been arrivals since of 580 packages China and 2,190 packages Japan, but 80s. is generally asked.

Cubebs.—Market flat; 250 bags offered in public sale retired with 26s. to 28s. bid.

Essential Oils.—Anniseed has met considerable attention, and some speculators, fearing a cessation of supply, owing to China disturbances, prices have been rapidly driven up, and 9s. 6d. paid on the spot; to arrive, about 80 cases have been sold up to 9s. 3d., but market closes quieter, and 60 cases landing. Cassia has also been in request up to 4s. 6d per oz. for 50 cases. Nutmeg firm; 6 cases good realised 8d. to 8¼d. Lemon Grass steady; 6 cases sold at 2⅞d. to 3d. Cinnamon scarce, and wanted; none offering. Citronelle quiet; large quantities offering; 79 cases brought to sale, part sold at 2d. to 2⅛d. Lemon Grass steady; 80 cases at auction, one-third sold at 2⅞d. to 3d.

Gums.—Benjamin sells at low rates, but good seconds are scarce, whilst thirds are in excessive supply. In sale, of 191 cases (mostly thirds) a few sold, fair seconds, £7 15s. to £8; common, £7 7s. 6d.; thirds TT&Co. 72s. 6d. Palembang retired. Manila Copal sells at easy prices. In sale 480 cases Singapore retired. Sales to-day. Dsmar very dull; 152 cases retired; privately 140 cases Batavian sold at 47s. 6d. Gamboge held firmly, and 37 cases retired at £12 10s. to £13 10s.

Gambier.—The market is steady, with a moderate demand. At auction, 2,524 bales fair block sold at 16s. to 16s. 3d., broken 15s. 6d.; 42 baskets strips at 18s.; and 286 bales pressed Cubes at 17s. 3d.; 1,380 mats taken in at 22s. per cwt. Privately, 450 bales at 16s. 3d. ex ship, and 16s. 6d. landed; and for arrival 50 tons at 16s. 1½d. with all faults.

Galls.—The market for China continues to present a very firm appearance, and few offers are made; there have been small sales at 45s.; Japan are very scarce, all offers having been taken at 45s. to 46s. per cwt.

Gutta-percha.—There is great dulness, and but small business can be done; 29 baskets at auction were withdrawn.

Hemp.—The market for Manila has been fairly active, and about 2,200 bales have been sold at £53 to £53 10s. for fair roping.

Hides.—At the last sales there was a good demand for East India Hides, and nearly the whole found buyers, the better descriptions at ¼d. to ⅜d. per lb. advance, and lower qualities at from last sale prices to ¼d. per lb. advance. 19,975 Singapore and Penang Ox and Cow Hides offered, 10,898 sold—dry light, 6½d. to 8d.; heavy, 5½d. to 6¾d.; extra heavy, 5½d. to 6¾d.; thirds, 4½d. to 6d.; fourths, 3½d. to 4d.; brined light, 8¼d.; heavy, 6¾d. to 7½d. per lb. 8,235 Singapore and Penang Buffalo Hides offered, 1,494 sold—seconds, 4d.; light, 5½d. to 6¾d.; thirds, 3½d. per lb. 456 Siam Buffalo Hides offered, none sold.

Isinglass.—At public sale, on the 18th inst., large supplies of Penang, amounting to 247 cases 50 bags were offered and met a good demand, nearly the whole finding buyers at steady rates—fine clean tongue, 3s. 10d. to 3s. 11d.; good middling to good, 3s. 7d. to 3s. 8d.; middling to fair, of which the bulk consisted, 3s. 5d. to 3s. 6d.; ordinary and small, 3s. 1d. to 3s. 4d.; low, 2s. 6d. to 3s.; good to fine leaf, 3s. 9d. to 3s. 11d.; medium and thick, 3s. 5d. to 3s. 8d.; low and ordinary, 2s. 7d. to 3s. 4d.; fair to good pale Manila sort, 1s. 6d. to 2s.; middling, 1s. 3d. to 1s. 4d.

India-rubber.—There has been a somewhat better demand, and privately a parcel fine Singapore sold at 1s. 11d., and Borneo on spot 1s. 7½d.; afloat, 1s. 6½d. In auction, of 130 packages Singapore, a few middling mixed soft Rubber sold at 1s. 7½d. to 1s. 8¾d.; 108 packages Penang were retired at 1s. 9d.

Japan Wax.—The market is steady, with a fair amount of business at 72s. to 74s. for fine, and 68s. to 70s. for medium quality.

Musk.—This import realises barely former price, and common rough is dull of sale. In auction 15 caddies Tonquin sold, good selected, 29s. to 30s.; rough bally, 15s. to 16s.; part of 8 tins grain at 52s. 6d. for good, and 46s. dark; 8 tins Cabardine were withdrawn.

Plumbago.—There has been a better enquiry, but prices are low. Privately some 400 barrels Ceylon sold at full rates, and at sale of 2,280 barrels offered, a fair portion was sold at steady prices.

Pepper.—Black: There has been a good demand, and extensive business has been done at advanced rates. At auction 7,416 bags Penang have been sold at 5 1-16thd. to 5½d., damaged at 5d. to 5½d.; 1,000 bags Singapore partly sold at 5 5-16thd., and of 1,552 bags Siam from Singapore offered 450 bags sold at 5½d., a few at 5¼d., the remainder being bought in at 5½d. to 5⅝d. Privately about 1,000 bags have been sold, chiefly Penang at 5½d. Afloat 1,000 bags Penang have sold at 5d., and 1,000 bags Singapore at 5½d. White: The business has been active, and the prices for this description have also advanced; at public sale 1,366 bags have realised 6¼d. to 6⅜d. for sound, 6d. to 6¼d. for sea damaged; privately about 500 bags have been sold, prices not reported.

Preserves.—At public sale 117 cases China Ginger were bought in at 7¼d.; 20 cases dry do. in tins were partly sold at 10d., and 38 cases Comquats were bought in at 1s.

Rattans.—The market is steady at about the last current rates; an offer of 3,040 bundles Singapore was taken at 3s. 3d. to 4s. per hundred.

Rice.—The market for landed parcels has been and continues extremely dull, and rates exhibit a decline. A fair inquiry has been shown for floating cargoes, but the business done has not been of large extent. The sales have comprised the following parcels:—On the spot, 200 bags damaged Rangoon at 5s. 6d.; 5,000 bags low ditto at 7s. 9d.; and 3,000 bags superior ditto at 10s. 4½d. Afloat, the following cargoes:—the Isabella Kerr, 1,870 tons Rangoon, at 8s. 10½d., for the Continent; the Mandarin, 1,120 tons Rangoon, at 9s. 3d. ditto; the Florence Danvers, 630 tons Necransie, at 9s. 9d., for ditto; the M. D. Rucker, 550 tons Necransie, at 9s. 4½d., continental terms; the Bride, 770 tons Necransie, at 9s. 7½d., for the Continent. The cargo of 16,000 bags Rangoon, per Princess Dagmar, also offered and bought in; ordinary quality, 8s. 6d.; one pile low heated, 7s.; except 3,000 bags damaged fourth to first class, which sold at 4s. 1½d. to 6s. Landed, last week, 3,396 tons; delivered (exclusive of the quantity ex ship), 995 tons; stock, 42,678 tons, against 44,884 tons at this time last year. The quantity now afloat for Europe is 103,000, against 70,000, showing an increase of 33,000 tons.

Rhubarb.—The improvement for China referred to in our last has continued, and prices are 9d. per lb. higher, with not much offering. In auction only a small portion of 235 cases were sold—bold fairly trimmed root, good fracture at 3s. 6d.; smaller and paler, 3s. 3d.; rough and greyish fracture, 1s. 3d. to 1s. 6d., the bulk was held for higher prices, but a great deal was common.

Sago.—Sales are readily effected, but at lower prices; at auction an offer of 2,669 packages was mostly disposed of—fine small selling at 18s.; fair, 16s. 6d. to 17s.; fair large, 18s. to 19s. Flour sells well—753 packages Borneo retired; 349 bags good Singapore sold at 15s.; 259 bags Penang sold, fair 14s. 6d.

Sapanwood.—The market continues very dull.

Star Anniseed.—A freshly-imported parcel of China, comprising 101 cases, was taken off at public sale at £5 10s. to £5 12s. 6d. per cwt.

Sticklac.—Siam very scarce and firm; no sales reported.

Soy.—No transactions.

Shells.—The public sales will take place on the 25th inst.; pending these there is nothing doing.

Spices.—Cinnamon: Without change in value; prices very steady, and 138 bales part sold at 2s. 9d. to 3s. for second and first; spurious quality withdrawn. Chips maintain their value for the better descriptions. In sale 288 bags very coarse bark sold at 2d. to 2½d. Cassia: Market firm, with fair trade; 247 packages good Vera retired at 65s. Cloves: Very firm; in sale 34 cases Penang sold—good and fine, 1s. 1¾d. to 1s. 8d.; common, 11½d. to 1s. 0⅝d.; 4 casks Amboyna retired at 6½d. Mace: Sells at about previous value, and fine scarce. Of 15 cases a portion sold at 3s. 4d. for fair; 3s. 2d. mouldy. Nutmegs bring steady prices, and sound fresh nuts are scarce. In sale 85 packages mostly sold at fair prices.

Tapioca.—There are immense supplies on offer of this article, and sales can only be made at low prices. In auction, 4,350 bags offered, and three-fourths sold at 3½d. for a small lot superior; 2½d. to 2¾d. very fine, 1⅝d. to 2d. fair Singapore, and fine white Penang 2¼d.; very good 1½d. to 2d. Pearl is lower, and of 460 bags Singapore offered only 100 bags extra large sold at 18s. 6d. to 19s. Flour dull of 588 bags offered, most sold at 1⅝d. to 2d.

Tin.—The Dutch sale having gone of with high prices, contrary to anticipation, the market here has improved; Straits has realised £129, but is now firm at £128 on the spot and £124 afloat, showing an advance of £4 to £6 upon our last quoted rates. Banca and Billiton rule at £128, also showing an improvement.

Turmeric.—The market is quiet, and Java rules lower.

Vermilion.—There is a small business doing privately in China at 3s. per lb.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.
				Tns.	Tons	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£	Brls.	£	Cwt.	Cwt.	£
Langstone	Colombo	London.	Sept. 26	75	128	...	¼	...	1495	353487	24580	...	175	...	335	...	6660	100	137	2743	...	3241	1230	1827	742	152	180	1323	270	...	25 kgs.	1890 & 424 cs.	41 &£8	6	232
Assyrian	Hong Kong	,,	Oct. 3	3	9	31	30	...	28	241770 &£50	70300	565	...	...	700	500	152820	...	71	180	71	...	...	411	757	1300	399	182	684	393 cwt. 180	4	139 & 450 ct.	44	12	241
Shakspere	Shanghai	,,	,, 4	117	30	104	300	...	318	1173110 &£8485	125150	...	...	...	6157	...	...	...	28	379	1156	...	125	310	985	30	94	...	...	...	40	85 & 1000 ct	41 &£10	15	127 &13cs.
Lunan	Japan	,,	,, 5	...	...	10	¼	830	334	214215	111245 &£400	160	...	...	120	...	110000	...	83	52	...	...	...	611	1238	...	...	...	476	...	...	...	...	...	...
Statesman, str., via Suez C.	Colombo	Livrpool	Sept. 29	2	...	...	...	10	941	2107062	262307	...	...	135	486	...	17190	...	...	...	...	...	...	...	144	...	...	1691	...	...	...	45	1½	49	423
Sarah Nicholson	Shanghai	,,	Oct. 7	232	...	...	...	...	225	6209600	380224	...	...	...	6947	...	2000	...	36	...	...	...	136	...	177	...	...	...	...	...	...	...	378	...	...
Achilles, str., via Suez Canal	Sing.& Penang	,,	,, 8	...	...	...	...	...	204	1679117 &£290	304634	1934	...	...	1139	...	49400	...	...	...	...	...	...	71	...	...	498	...	...	...	...	...	3	50 & 50brls.
Do. do.	Hong Kong	,,	,, 8	...	...	...	...	...	116 &1cs.	3250149 &£1132	714039	...	...	540	3770 &1cs.	...	233144	...	1	...	...	...	...	...	...	...	...	1221 &2cs.	...	...	...	...	...	23	100
Do. do.	Shanghai	,,	,, 8	...	...	...	...	...	1cs.	4566790 &11cs.	66472	...	...	...	7909 &3cs.	...	8000	...	...	...	...	...	...	78	...	...	50	...	...	...	...	...	...	50
Do. do.	Japan	,,	,, 8	...	...	...	...	...	128	562650	88452	...	...	6	7004 &15cs.	35	61660	...	...	...	...	...	...	...	...	...	80	15	...	...	5	...	...	...
Ann Main	Singapore	Glasgow	,, 10	...	...	...	...	...	227	224892	52050	3387	...	...	...	...	125682	...	69	...	...	...	...	...	...	...	398	23	...	£ 100	£20	340	...	...	...
Ususquiza	Manila	,,	,, 15	...	...	...	...	...	...	681250	352526	...	...	260	...	50	35026	...	16	...	...	...	...	...	...	...	...	14	...	...	...	505	...	...	160

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship.	For	Preserved Provisions.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	£	£	£
a Langstone	Colombo	213	294	872	19 & 35gls.	50& 2cs.	92	291	203	181	61	110	21	57 & 10cs.	292
b Assyrian	Hong Kong.	...	85	235 & 190cwt	78	50	115	...	...	...	...	54cs.	75	...	...
c Shakspere	Shanghai	49	...	60	110& 9gls.	314	44	...	...	...	...	37 & 85cs.	...	...	...
d Lunan	Japan	80	...	10 & 1cs.	...	764& 43pkg.	...	...	...	...	20	30	...	...	...
Statesman, str., via Suez Canal	Colombo	510	74	230	106& 5gls.	284	409	29	44	50	105	...	7	226	40
f Sarah Nicholson	Shanghai	...	...	...	...	...	...	...	...	...	...	...	...	...	...
g Achilles, str., via Suez Canal	Singapore & Penang	60	...	107	...	...	236	20 & 4cs.	...	40	16	...	...	1378	...
h Do. do.	Hong Kong.	...	1cs.	28 & 33cs.	...	...	623	...	...	120	...	...	...	1489	...
Do. do.	Shanghai	104	1cs.	27 &2cs.	64gls.	...	...	...	...	1cs.	...	...	...	...	250& 5cs.
Do. do.	Japan	30	...	21	12 & 2gls.	...	...	...	...	...	...	...	...	...	...
Ann Main	Singapore	...	...	...	...	...	...	...	...	...	...	98	...	410	...
Ususquiza	Manila	...	...	...	...	...	86	...	215	...	25	5	...	220	...

Sundries.

a Iron rope, £10; galvanised iron wire, £82; asphalte, 45 tons; marble, 12 cwt.; jute bags, £40; cement, 19 tons; barometer, £10; spectacles, £30; corks, £29; clocks, £11; effects, £17; shot, ½ ton.——*b* iron wire, 48 tons; needles, 40 cwt.; jute sacks, £70; nautical instruments, £8; india-rubber, £22; wooden sheaves, £10; lucifers, 28 cases; corks, £45; grindstones, £9; marble tomb, £10; mineral water, 32 gallons; engine packing, £16; yellow metal and copper, 24 tons; tin plates, 250 boxes.——*c* needles, £260; galvanised iron, 8 tons; vestas, £245; marble, £350; mineral water, 12 baskets; patent crucibles, £31; wrought stone, £12; portable steam engine, £90; refined sugar, 53 cwt.; pig iron, 40 tons; zinc, 4 tons.——*d* fuse, £20; flints, 140 tons; cotton velvets, £160; effects, £26; refined sugar, 54 cwt.——*e* glass beads, £12; cordials, 9 gallons; guano, £3; autographic stones, &c., £10; plants, £10 and 1 case; surgical instruments, £3; electro and plated ware, £52; fruits, 2 cwt.; tobacco and cigars, 1,444 lbs.——*f* cotton velvet, £168; clocks, £150; bone combs, £25; cottons, 2 cases; coals and coke, 213 tons; pig iron, 75 tons.——*g* nautical instruments, £228; needles, £120; amber, 57 cases; cottons, 7 cases.——*h* needles, 5 cases.——*i* effects, £10; tobacco pipes, £20; tobacco and cigars, 11 cases.——*j* roofing felt, £30; galvanised iron, 108 tons; ships' stores, £93.——*k* yellow metal and copper, £440.

Note.—Per Portland, from London to Shanghai, cleared July 23 (addl.).—Flints, 100 tons; lead, 50 tons; woollens, £115. Per Antipodes, from London to Shanghai, cleared Aug. 22 (short shipped).—Cottons, £2,000; pig iron, 20 tons. Per Dartmouth, from London to Shanghai, cleared Sept. 12 (addl.).—Jewellery, £18; hardware, £9; gunpowder, 75 lbs.; cartridges, £36; hats, £39; furniture, £14. Per Seatoller, from London to Shanghai, cleared Sept. 19 (addl.).—Vestas, £100; woollens, £300; plain cottons, 137,750 yards; furniture, £50; hardware, £26; cordage, 32 coils. Per Sir Harry Parkes, from London to Hong Kong, cleared Sept. 24 (addl.).—Zinc, ¼ ton; lead, 3½ tons; hardware, £34; leather, £19; glass, £24; shot, 1 ton; filters, £21; furniture, £70; matting, £40. Per Danube (str.), from London to Singapore, *via* Suez Canal, cleared Sept. 28 (addl.).—Yarn, 12,000 lbs.; woollens, £230; umbrellas, 9 cases; plain cottons, 114,450 yards, and £270. To Hong Kong (addl.).—Printing type, £12; plain cottons, 286,600 yards, and £680; printed cottons, 31,800 yards; twist, 13,460 lbs.; musical box, £23; woollens, £1,000; (short shipped) confectionery, £40; oilman's stores, £90. To Shanghai (addl.).—Yarn, 6,480 lbs.; oilman's stores, £185; apparel, £125; carriage, £40; Earthenware, £17; haberdashery, £150; stationery, £57; hardware, £144; ship's stores, £15; woollens, £240; paints, £200; surgical instruments, £22; drugs, £293; plain cottons, 358,000 yards; plate iron, 3½ tons. Per Elgin (str.), from Liverpool to Shanghai, *via* Suez Canal, cleared Aug. 17 (short shipped).—Pig iron, 40 tons. Per Stavers, from London to Batavia, cleared Aug. 31 (addl.).—Galvanised sheet iron, 17 tons; hardware, £30. Per Diomed (str.), from Liverpool to Singapore, *via* Suez Canal, cleared Sept. 7 (short shipped).—Earthenware, £15. Per Bengal (str.), from Liverpool to Singapore and Penang, *via* Suez Canal, cleared Sept. 13 (addl.).—Machinery, £135; hardware, £80; woollens, £490; plain cottons, 24,000 yards; yarn, 8,000 lbs.; blankets, £104; paper, £25. To Hong Kong (addl.).—Metal buttons, £143. To Shanghai (addl.).—Plain cottons, 57,850 yards; steam fire engine, £820; stationery, £15; plated goods, £40; woollens, 900 lbs., and 1 case; twist, 18,000 lbs.; cotton manufactures, 5 cases. Per Victoria, from Liverpool to Manila, cleared Sept. 15 (addl.).—Printed cottons, 22,844 yards; yarns, 2,000 lbs.; linens, £246; pictures, £174; earthenware and glass, £185; perfumery, £30; plated goods, £30; hosiery, £64; hardware, £193; musical instruments, £12; stationery, £130. Per Una (str.), from Liverpool to Saigon, *via* Suez Canal, cleared Sept. 21 (addl.).—Plain cottons, 97,970 yards; worsteds, £22; printed cottons, 5,148 yards. Per Ruhtinas, from Liverpool to Galle, cleared Sept. 23.—Coal, 928 tons. Per Achilles (str.), from Liverpool to Batavia and Sourabaya, *via* Suez Canal, cleared Oct. 8.—Plain cottons, 239,948 yards; yarn, 6,000 lbs.; printed cottons, 61,561 yards. Per Mercara, from Liverpool to Singapore, cleared Oct. 8.—Coal, 583 tons. Per Imperator Alexander II., from Liverpool to Galle, cleared Oct. 11.—Coal, 1,151 tons.

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Professor of the Chinese Language in King's College London.
No. 1. JULY, 1870.
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AND THE NATURE OF THE MEASURES NECESSARY TO SECURE A PERMANENT PEACE WITH THE CHINESE.
BY
GEORGE THIN, M.D.,
Vice-President of the North China Branch of the Roya Asiatic Society.

WILLIAM BLACKWOOD and SONS, Edinburgh and London.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct. 13	Deerhound	Curling	Canton	Deal
— 11	Willem Kroonprins der Nederlanden	Zetteler	Batavia	Brouwershaven
Sep. 30	Chieftain	Blacklock	Shanghai	Montreal
Oct. —	Taffarette	Rocher	Hong Kong	Gironde
— 14	Niger (str.)	Nisbet	Shangahi, &c., via S.C.	Deal
— 14	Mandarin	Miller	Rangoon	Falmouth
— 14	St. Fillans	—	Bassein, for Liverpool	Queenstown
—	Priam (str.)	Buntling	Shanghai, &c., via S.C.	Falmouth*
— 15	Athena	—	Singapore	Liverpool
— 17	Peter Joynson	Watson	Manila	London
— 17	Asterion	Copland	Maulmain	Do.
— 17	Cymbeline	Defoye	Hiogo, &c.	Do.
— 15	Jacob Rothenburg	Wilde	Manila	Falmouth
— 17	Florence Danvers	Semmers	Akyab	Do.
— 17	Oneida	Magelberg	Rangoon	Do.
— 17	Burmah	Crawford	Do.	Do.
— 18	Ludwig	Hein	Bassein	Do.
—	Queen of the Lakes	—	Rangoon	Queenstown
—	Labrador	Hughes	Akyab	Schelde
— 15	Evangeline	Adam	Singapore	Marseilles
— 19	Agra	Millet	Batavia, for Amstdm	Deal
— 19	Thomas Fletcher	Pendleton	Akyab	Falmouth

* With loss of propeller.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 11	Ann Main	Butcher	Singapore	Clyde
— 14	Indus	Foulard	Galle	Cardiff
— 14	Sparkler	Calder	Singapore	Do.
— 17	Taeping	Gissing	Shanghai	London
— 12	Johanna	Verduin	Sourabaya	Shields
— 18	Grenadier	—	Yokohama	Liverpool
— 16	Imperator Alexndr. II.	—	Galle	Do.
— 16	Nederland & Orange.	—	Java	Do.
— 14	Usus-quiza	Basterrechia	Manila	Glasgow
— 16	Naomi	Malcombe	Singapore	Cardiff
— 15	Tiber	Jelly	Cardiff, &c. do.	Liverpool
— 14	Christianshavn	Djorboe	River Amoor	Cronstadt
— 11	Duque de Palmella (s. Port Corvette)	—	Macao, via Suez Cana	Lisbon
Sep. 12	Adele	Hernault	Japan	Pernambuco
Oct. 19	Minohvaung	Flicke	Shanghai	London
— 15	Breadalbane (str.)	—	Colombo, &c.	Liverpool

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Fire Queen, Benmore. For Tientain and Chefoo: Avona. For Shanghai: Titania, Celestial Queen, Cutty Sark. For Hong Kong: Clymene, Marlborough, Cingala, Cornuvia. For Singapore: Gemini, Sree Singapura, Havelock. For Singapore, Hong Kong, and Yokohama (via Suez Canal): Oberon (str.). For Singapore, Hong Kong, and Shanghai (via Suez Canal): Ada (str.). For Penang: Peri. For Bangkok: Anita. For Batavia and Sourabaya: John Scott. For Colombo: Palmerston, Teviot, Chacma, Boyne, Hesperia. For Colombo, &c.: Granville.

At LIVERPOOL.—For Yokohama and Hiogo: River Avon. For Yokohama: Vale of Doon, Kate Covert. For Hong Kong: Goodell, Ocean. For Manila: Elisa, Gloria, Amigos, Maria. For Singapore: Coldstream, Herald. For Batavia and Sourabaya: Henry Grenfell. For Colombo, &c. (via Suez Canal): Glengyle (str.).

At GLASGOW.—For Batavia and Sourabaya: County of Elgin. For Colombo, &c. (via Suez Canal): Arabia (str.).

SPOKEN.

TRINIDAD (Span. barq.), Manila to Queenstown, Sept. 19, 5 N., 22 W.
HIBERNIA, bound to Batavia, Sept. 11, 24 S., 30 W.
ROSLIN CASTLE, Singapore to London, Aug. 22, 9 miles N. of the North Watcher Island.
CORNELIUS WERNARD EDWARD, Rotterdam to Batavia, Oct. 5.
CORNELIUS, Sourabaya to Amsterdam, Sept. 30, 49 N., 14 W.
AJAX (str.), Liverpool to China, Oct. 3.
ANNA (Bremen brq.), Batavia to Belle Isle, Aug. 27, 7 N., 25 W.
EASTERN CHIEF (brq.), London to Japan, Oct. 5, 48 N., 10 W.
ALVEIRA DE MANILA, Cadiz to Manila, Sept. 3, 8 N., 25 W.
REINE D'ANJOU, Cardiff to Singapore, Aug. 9, 10 N., 26 W.
ALBUERA, London to Shanghai, Sept. 9, 13 N., 26 W.
POLLY LEWIS, Cardiff to Singapore, Sept. 3.

FREIGHTS AND CHARTERS.

Berth freights to the East show no improvement, and although there is more cargo offering, rates continue very low; coal freights may be quoted as under:—

Current rates of freight for vessels on the berth: To Yokohama; 32s. 6d. weight, 45s. meast.; per steamer, via Suez Canal, 120s. weight, 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer, via Suez Canal, 70s. weight, 70s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast.; per steamer, via Suez Canal, 60s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—To Shanghai: £40. To Hong Kong: £34. To Singapore: £26. For Galle: £26. From Newport, Cardiff, or Swansea per ton—For Yokohama: £2. For Shanghai: £2. 2s. 6d. For Hong Kong: £1 13s. 6d. For Singapore: £1 6s. 6d. For Galle: £1 4s. 6d. For Colombo: £1 3s.

CASUALTIES.

A telegram received from Singapore states that the Ercillia (str.), which arrived there Oct. 7, was leaky, having struck in the Red Sea, and would have to discharge.

The Volunteer, which arrived at New York Sept. 29, from Manila, experienced a cyclone, Sept. 11, 18 N., 51 W., and lost a suit of sails.

The Tinnevelly, Bone, which sailed from Shields, Oct. 8, for Galle, put into Portamouth Oct. 16, with bow and topsailyard damaged and sails split, having been in collision with a brig during the night of the 15th off the Wight.

The Asa Eldridge, Baker, which arrived at New York, Oct. 6, from Manila, experienced a heavy typhoon in the China Sea, May 6 and 7, during which she lost jibboom and sails, and received serious damage.

MISCELLANEOUS.

At GIBRALTAR.—Oct. 16, Hipparchus (str.), from China (via Suez Canal).

The Phillis, which arrived at Trieste Oct. 4, from Colombo, has a large portion of her cargo (coffee) damaged.

At MALTA.—Vine (str.), from China, via Suez Canal, and left Oct. 13 for London.

The following steamers have passed through the Suez Canal from Oct. 9.—18, Acantha, from London, for Singapore, China, &c.; Bengal, from Liverpool, for Singapore, China, &c.; Statesman, from Liverpool, for Colombo, &c.; Danube, from London, for Singapore, China, &c.

At Suez.—Oct. 17, Leith (str.), from Hong Kong, for London; previous to Oct. 10, Mindora (str.), Lindsay, for Manila; Oct. 17, Una (str.), from Liverpool, and proceeded for Singapore, Bangkok, &c. At Aden.—Oct. 1, Hercules (str.), Laing, from London, for Galle; Sept. 21, Cella (str.), sailed for Hong Hong; 24, Knighton, Reddell, sailed for Colombo.

A telegram from Galle, received at Hamburg, states that the Georg, Bremen to Shanghai, had been captured and brought to Saigon.

The Committee of Lloyd's will be glad of any information regarding the Cestrian, Pirrie, which is reported to have sailed from Sunderland Jan. 29 last for Singapore.

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NOTICE.

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JOHN PEET.

Batavia, 30th April, 1870.

NOTICE.

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Nagasaki, 11th August, 1870.

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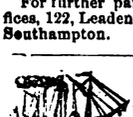

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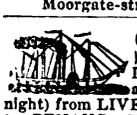

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THE COMMERCIAL ANNUAL AND DIRECTORY FOR 1871.

FOR

CHINA, JAPAN, THE PHILIPPINES, AND THE FAR EAST GENERALLY.

PUBLISHED BY

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2.—COMMERCIAL DOCUMENTS. In addition to the treaties enumerated above, all public documents bearing upon the commerce of the Far East, such as the China and Japan ORDER IN COUNCIL, the Chinese, Japanese, and Siamese CUSTOMS TARIFFS, HARBOUR REGULATIONS for all Ports, Prospectuses of NEW PUBLIC COMPANIES established, and Abstracts of REPORTS of Public Companies and Institutions issued during the past year, Reports of CHAMBERS OF COMMERCE, Tables of Weights, Measures, Interest, Court Fees, Registration Fees, Fares for Steamers, Coaches, Chairs, and other conveyances, Boat and Coolie Hire, Tide Tables, Anglo-Chinese Calendar, &c., &c., and all other documents and information of any value which can be collected, either in the East or in England, up to the latest moment.

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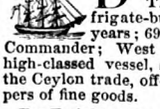

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 374.] LONDON, MONDAY, OCT. 31, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

A telegram from Mr. Wade, dated Peking, Oct. 16, has been received *via* Kiachta, and will be found in another column. Mr. Wade states that the Decree on the Tientsin case had been published, that twenty Chinese were to be executed immediately, and two magistrates exiled. We have also received Grant's weekly telegram from Shanghai, Oct. 11, Tientsin, Oct. 16, which has a different colour. It states that Mr. Wade had been insulted, that foreign Ministers had rejected the Chinese proposals of settlement for the Massacre, and foreigners were undecided as to wintering at Peking and Tientsin.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	—	—	Sept. 6
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking	—	—	Aug. 31
Tien-tsin	—	—	Sept. 2
Chefoo			
New-chwang			
Hankow	—	—	„ 3
Kiu-kiang			
Chin-kiang			
Shanghai	July 22	Sept. 5	„ 8
Ningpo			
Foochow	„ 29	„ 9	„ 9
Formosa			
Amoy	—	—	„ 10
Swatow			
Hong Kong	Aug. 5	„ 12	„ 15
Canton	—	—	„ 12
Macao			
PHILIPPINES— Manila	July 17	Aug. 27	„ 6
COCHIN-CHINA— Saigon	Aug. 5	—	„ 13
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	„ 17
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	Aug. 19	Sept. 21	„ 23
Penang			
CEYLON—Galle	Sept. 9	Oct. 3	Oct. 4
Colombo	„ 2	Sept. 26	„ 3

THE MAILS, &c.

The present mail arrived at Brindisi on the 26th inst., and was despatched *via* the Brenner Pass, Cologne, and Ostend, reaching Dover at 2 P.M. yesterday. The outward mail of the 21st inst. reached Brindisi at 4 A.M. on the 26th, and left for Alexandria two hours later. The next inward mail (French) is due *via* Marseilles on the 7th prox., and will bring dates Yokohama, Sept. 13; Shanghai, Sept. 16; Hong Kong, Sept. 22; Singapore, Oct. 1. Correspondence from Yokohama to the 22nd Sept., *via* San Francisco, will probably be delivered on the 5th proximo.

Telegrams from Shanghai to the 11th Oct., *via* Kiachta, and *via* Galle in advance of the mail leaving Shanghai, Oct. 5, Hong Kong Oct. 11, were received this morning.

The present mail brings cargoes for England, 492 bales and 4 cases silk; for France, 34 bales silk, and 3 bales waste silk.

List of Passengers.

PASSENGERS INWARD.

By this mail to Southampton, per P. and O. steamer *Massilia*, expected to arrive Nov. 5.—From Shanghai: Lieut. Dunlop. From Hong Kong: Dr. and Mrs. Dodds three children, and two servants, Lieut. Osborn, Mr. Nichol, and two second-class passengers. From Galle: Mr. Mannaring, Mr. Moresby, and one second-class passenger.

To Malta.—From Hong Kong: Mr. Musso.

To Suez.—From Singapore: H.H. Rajah Mankoet, two ladies, two Officers, two children, eight servants, and eight followers.

PASSENGERS OUTWARD.

Per steamship *Ada*, from London to China, Oct. 26.—To Singapore: Mr. H. Schmidt. Mr. M. Jorgensen and child, Mr. R. R. Reid, Mr. W. Forrest, Mr. Waldstein. To Hong Kong: Dr. Olliver, Mrs. and Miss Huffam and two children, Mr. S. Tabor, Mr. W. Engholm, Mr J. J. J. Coombes, Mr. Nicholls. To Shanghai: Mr. R. H. Head, Mr. and Mrs. Allen, Mr. Lucius Twigg.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

We have received the following telegraphic news in advance of the mails of 23rd Sept. *via* San Francisco, which will probably be delivered at the end of the week.

The steamer *Great Republic* arrived at San Francisco on the 16th Oct., with eighty-four cabin passengers and 500 Chinese. Amongst the passengers for New York are Francis Oakly, C. Lambert, J. Oleany, T. Thomas, S. L. Phelps, G. W. Hoyt, and nineteen officials of high rank. For Europe—Mrs. J. S. Bourdon and family; S. E. Aiken, and three Japanese officers. She brings on freight for New York, 6,559 packages of tea, 853 of silk, and 152 of merchandise.

The Franco-German war has induced the Japanese Government to issue a neutrality proclamation. The French and German residents of Japan have subscribed liberally to their respective sanitary funds. A collision between Prussian and French sailors had taken place in the port of Yokohama. The European war has stopped business in silk and silkworms. The Government has appointed a party of officers, one a prince of the Imperial house, to visit the seat of war in Europe and report the result of observations. The party has arrived by the *Great Republic*, *en route* to Europe.

A heavy thunderstorm has visited Yedo, and many houses were struck by lightning and set on fire. Rains in the districts north-east of Yedo flooded the country. The crops and many houses were destroyed; many lives were lost.

YOKOHAMA MARKET REPORT.

Shirtings in fair request, with moderate business. Cotton yarn steadily declined; no demand. Fancy goods and woollens, no settlements. Silk: Stock, 2,000 bales. Arrivals of silkworms eggs, 1,135,000 cards. Settlements, 150,000, at $4 to $5 per card; large business. Tea: Prices higher, very firm, arrivals heavy. Stock, 9,000 piculs. Exchange on London, 4s. 5¾d.

(FROM A CORRESPONDENT.)

SEPT. 4, 1870.

The Japanese Government preserve strict neutrality in regard to the war, and send vessels to all the ports to enforce order.

The railway works are progressing, and if the *plant* arrives as was formerly expected the line may be opened in the early part of the year. The telegraph wires are to be erected and laid between this and Rock Island, and so vessels can be telegraphed in half a day before arrival. Steam oil machinery in Yedo working well, to the intense amusement of the natives.

A great work is likely to be undertaken by Government; extension of English jetty 670 feet into the bay, which will admit of vessels up to 3,000 tons lying alongside. The Consular Board has placed some obstacle in the way of Captain Purvis becoming Harbourmaster and carrying out the rules and regulations submitted by him. Mr. Brunton, the engineer, is progressing well with his drainage and road-making.

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The Commercial Company is reported to have advanced $3,000,000 to assist their merchants now holding silk-worm egg cards and silk.

At last the community are likely to do something about the lighting. A committee, Messrs. H. Smith, Benson, and Pitman, has been appointed to inquire into all matters connected with it, and report in a fortnight. Mr. H. J. Hooper with his self-Government scheme will die out.

YOKOHAMA CHAMBER OF COMMERCE.

We have received the half-yearly report of the Yokohama Chamber of Commerce. The following are the statistics of trade for the six months ending 30th June. In 1869 the total value of imports was $5,904,161; in 1870 it rose to $10,931,697—an increase of $5,027,536. This cannot, however, be taken altogether as an improvement in trade, for, when we come to analyse this enormous increase, we find it consists in the import of articles of food, the necessity for which may be a sign of prosperity, but such is not at present apparent in Japan. Proceeding to figures, we find, of the total value of imports for the six months ending 30th June, 1869, the estimated value of trade done by Chinese is $2,500,000, of which amount fully $2,000,000 were for articles of food, and of the trade done by foreigners ... $87,971 was for sugar
677,520 „ rice

A total paid for food of ... $2,765,491, leaving for manufactures $3,138,770;

Whilst the present six months' statistics show:—

Sugar	$1,555,000
Rice	4,872,000
Peas	440,000
Oil	425,000
Salt	256,500
	$7,548,500

leaving $3,383,197; from this deducting $350,000, the value of arms and steamers sold, we find the value of manufactures sold to be $3,033,197, showing an actual decrease of $105,472 in the value of manufactures delivered during the last six months as compared with the corresponding six months in 1869.

At a first glance this may not seem promising, but on a little consideration of the position of things, it shows the elasticity of the trade, that in the face of such an enormous drain on its resources, as indicated by the amount paid for food, the regular and legitimate import trade has suffered to so small an extent.

So far this season all crops have proved fully average ones, and with a good rice crop, about which of course it is too early to form any opinion, it seems natural to suppose that trade would rapidly revive, and we are justified in looking hopefully to the future.

Looking further we find

Whilst the total value of imports for the six months ending 30th June, 1870, is	$10,931,697
The total value of exports for the period is only ...	7,292,313
Showing a balance of trade against Japan of ...	$3,649,384
This has naturally been met by an export of coin and bullion, and we find the export of treasure to have been	$9,308,758
And the import of treasure	4,127,644
An excess in export over import of	$5,181,114
In the above are included	
Import of treasure from Hiogo ...	$1,777,649
Export do. to do. ...	465,250

The Chamber's proceedings during the half year under review have been almost entirely confined to routine business, and there is little of general interest to record. A Special Committee was appointed to consider the form of the Chamber's telegram *via* America, and it has been decided to continue the telegrams throughout the summer months. It is a matter of regret that the Customs regulations, referred to in last report as having received the sanction of the Consuls, have not, so far as the Chamber's information extends, received the sanction of the native authorities; and the state of the Hatobas and the difficulties attending the landing and shipping of goods remain as unsatisfactory as ever. The continued and loud complaints received from home as to the deterioration of Japanese silk induced the Committee to address the Minister of the Interior a special letter on this subject, and the thanks of the Chamber are due to the British Minister for the assistance rendered in this matter. The fact is that, with the exception of some of the produce of the Oshiu districts, Japan silk has year by year deteriorated in quality, and although up to this time the Japanese growers may have been encouraged by the readiness with which they dispose of their produce to foreigners into doubting the truth of the remonstrances already made to them, yet the Chamber thinks that the results predicted by it in its circular published in July, 1868, have been clearly manifested this season.

It is estimated that Japanese growers have, by their carelessness during the present season, sustained a loss of $80 to $100 per picul on hank silks—which upon 10,000 piculs is $800,000 to one million of dollars. It is hopeless, the Chamber believes, for the Japanese with the apparatus now in use among them to produce available fine-sized silks. It is only by the introduction of improved apparatus, such as is used in Europe, and of the European system of "filature," that they will be enabled to reap all the advantages of the excellent nature of their silk. The foulness of Japanese silks is another cause of grave complaint; and the irregular "Reglage" (*i.e.* the movement which guides the crossing of the thread in the reeling) is an evil for which the substitution of machinery for manual labour seems the only likely cure. On the receipt of the Chamber's letter, the Japanese Minister of the Interior issued a notification to the silk-producers, urging them to carry out the Chamber's suggestions; and it is said that this notification has been generally well received, and may lead to improvement.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

Nagasaki, Sept. 1, 1870.

Since my last, dated 15th ult., sent *via* San Francisco, events have been unusually scarce; most likely the all absorbing topic has entirely prevented minor events from being brought to light, as the natives seem to interest themselves in the war between North Germany and France quite as much as Europeans.

On the 17th ult. the gunboat *Wun Yu Maru* changed her flag from English to Japanese. The French corvette *Dupleix* sailed for Yokohama 17th, and H.B.M.'s gunboat *Cockchafer* arrived from Shanghai 19th idem, but did not bring any mail, although at least one, that of June 17, was known to be lying there at the time she left, viz., August 12—in fact, had been lying there at least ten days. The fact of the postmaster at Shanghai neglecting to send our mails by one of H.B.M.'s vessels looks very much like gross neglect of duty, and certainly requires explanation.

No *London and China Express* has been received here since my last, excepting those obtained by applying to the Post-office at Shanghai; those of 9th and 17th June, and 1st, 7th, and 15th July are due here, and persons who have no friends who will undertake to forward them on are likely to wait, as the North German steamer *Tapanguyo* has ceased running. The arrivals from the home side have been as follows: *Unison*, on 21st August, from Sunderland, with coals for Her Majesty's navy; *Oberon*, from Liverpool, 27th idem; and *Chieftain* steamer, from London *via* Yokohama and Hiogo, on 29th idem.

The North German Consul at this port has sent a subscription list to the German residents, asking for contributions towards a patriotic fund, and has obtained over $850, and in addition to this amount, monthly contributions have been promised from the whole of the German residents, twenty-seven in number.

The Namenohira tea houses have been the scene of a battle fought by a lot of two-sworded gentry, belonging to Tosa and Higo, who drew their swords, and used them pretty freely; one account says that one fellow was killed, and all engaged were more or less wounded. It is a great pity the affair did not terminate like that of the Kilkenny cats, all got killed, and not one left to tell the tale.

Messrs. Glover and Co. announced their suspension by circular on 17th August, and a meeting of creditors, under the private arrangement clause, is advertised for the 16th instant at H. B. M. Consulate.

We experienced a shock of earthquake on the 30th ult. at about half-past eight in the evening; it is reported by persons who were sitting still at the time to be a severe one, preceded by a loud rumbling noise. At the time it occurred it was exceedingly close and oppressive.

The foregoing is all the news I am able to collect; so little is there of any description, that our two newspapers have lately been engaged in dragging all our grievances to light; if they only succeed in reforming a quarter of what they have undertaken, they will certainly receive their well-earned thanks from this community.

This letter will be detained in Shanghai some six days previous to the departure of the mail from that port for Europe, but as the steamer *Golden Age* appears to be the only one likely to arrive there in time we consider this our mail day.

CHINA.

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TIENTSIN.

A correspondent from this port, under date Aug. 31, writes:—

The latest rumours which have a probability almost amounting to certainty are:—The Viceroy of the two Kiangs is dead—died suddenly in the night. *Tseng-kwo-Fan is to succeed him.* Some of his troops have already left Tientsin, and it is said that Tseng is to follow them promptly. Li-Hung-Chang is to succeed Tseng-kwo-Fan as Viceroy of Chih-li. This is firmly believed by the people, but no one can give a rational explanation of what appears to be a degradation of Tseng-kwo-Fan.

For some days the city magistrates have been most active in seizing the perpetrators of the tragedy of June 21. There are now proclamations issued, stating that if any one will guarantee their good conduct for the future, as well as certify to such good conduct in the past, in reference to persons now under arrest, they shall be at once liberated." The zeal of the officials has therefore been only of the most mercenary kind. Some of the biggest villains who took part in the massacre are known to be at large. I send you these rumours for what they are worth.

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SHANGHAI.

Dates from this port are to Sept. 8. The French mail, with London dates to July 22, arrived out Sept. 5. The week's news is not important.

The *Courier* says:—It is reported, on respectable authority, that the *Fire Queen* brought from Chinkiang Chinese advices from the North, to influential Chinese here, that Ting, the governor of Kiangsu, and Prince Kung have both been assassinated. No particulars are given; it is only the apparent trustworthiness of the channel through which the news comes that induces us to give the rumour publicity. Besides, there was less anterior probability of the murder of Ma than there is of the event above mentioned. Our last advices show that Ting was engaged with all the energy which characterised him when the Taoutai of Shanghai, in a task which must have roused the deepest fear and fury of the anti-foreign fanatics with whom Tientsin is thronged.—[The telegrams do not confirm this.—Ed. *L. and C. T.*]

IMPERIAL EDICT.

Tseng-kwo-Fan and his colleagues having memorialised the Throne to the effect that the French Minister persists in his demands; and that he has petulantly returned to the capital to negotiate (the matters in dispute).

Rochechouart, with boundless arrogance and assumption, demands the execution of the Fu and the Hsien, a demand *ten thousand times to be rejected.*

We had previously by Edict commanded C'hien-ting-ming* to take Chang-kwang-Tsao† and the rest,‡ and to bring them to Tientsin; we moreover instructed Tseng-kwo-Fan and his colleagues to obtain the depositions of the said Fu and Hsien, and, in accordance therewith, to return answer to the said ambassador (Rochechouart). We expected that with all speed this matter would be settled, (but) Rochechouart, since we have not followed his wishes, has in anger returned to the capital.§

At this crisis ourselves and foreigners are equally desirous of coming to an agreement, (yet you) high officials of the Foreign-office are able of course with unalterable resolution strongly to oppose (all his) evil designs. Tseng-kwo-Fan and his colleagues must continue rigorously to seize, and speedily to punish, all those arrogant, cruel, and riotous men. || Respect this! 15th day of the 7th moon, Tung-chih.

NEW TROUBLES AT CHINKIANG.

We understand that official communications were made to the foreign Consuls residing at Chinkiang, to the effect that the Taoutai at that port had evidence that an attack upon the foreigners there was contemplated, and that the Taoutai had appointed a special officer to arrest and punish the ruffians.

The appearance of things at Chinkiang is threatening, not only from the unrestrained rabble there, but also from the soldiery at Kwa-Shan and other places in the neighbourhood. We learn that the British Consul went yesterday to see the Taoutai on the subject. We further hear that No. 3 Chinese gunboat is blockading Nanking, but perhaps that is done to keep the tens of thousands of literary men now assembled there from joining the rowdies, who seem bent on the expulsion of "foreign devils" generally.

We regret to have to record the death of Mr. Conolly, Secretary to H.B.M.'s Legation at Peking. He had been ailing slightly for a day or two, but on the 27th felt much worse than before, and after finishing some documents said he would go home and return in the afternoon, but in two hours he was dead. The cause of death was typhus fever. Mr. Conolly is spoken of in terms of much respect and regard by all who had the pleasure of knowing him, and his loss will be especially felt by Mr. Wade in the present state of affairs.

We are informed that the fine ship *Northampton*, tea laden for London, was successfully got off the North Bank, where she had grounded near the Beacon while under charge of the pilot, yesterday, at about half-past six P.M. She has since been towed into Wusung by the tug *Fokelin*, where divers will examine her bottom, and surveyors will decide as to whether she ought to proceed to sea or be docked. About 3,000 packages of tea were discharged into lorchas, and these will be at once placed on board again. It is believed that the vessel has sustained no injury whatever.

THE TUNG-CHOW MISSIONARIES.

We are glad to know that the missionaries at Tung-chow, concerning whom so much anxiety has been felt, are all safely away. The two steamers sent for their relief brought away the ladies and children, and the gentlemen of the party, with the exception of two, who remained with the hope of committing the mission property to the care of the authorities. The threat was that they would be held as hostages, and cut to pieces gradually, according as foreign arms succeeded. Not a pleasant "situation" to contemplate!

A correspondent at Ningpo writes:—The Chinese are strengthening the fortifications at Chinhae and on Castle-hill, and are, it is said, going to replace the old used-up guns by new pieces of good artillery. The Taoutai's soldiers, they say, intend to guard the city gates, in place of Colonel Cooke's contingent. The common talk is of the intention to make a short job of the foreigners both in the city and in the settlement. We hear all these items of so interesting a nature to ourselves, and are determined to do our best to thwart their kind intentions, and turn the tables upon our opponents whenever they open the ball.

Capt. Crowell of the *Venus*, reports that on his last voyage to Hong Kong a French steamship of war on coming near the *Venus* suddenly put her helm down and laid herself across the bows of the latter vessel, while her ports were opened, her guns trained, the men at their quarters, and, in short, all was ready for action, Capt. Crowel quietly hoisted the American flag; the Frenchman asked no questions, saw his mistake, and steamed off. An English brig was overhauled in a similar way off Foochow.

We are informed that Mr. N. J. Hannen, barrister-at-law, Shanghia (son of Chief Justice Hannen), is to be appointed Judge of H.B.M. Court at Yokohama, provisionally, for one year.

* The Chief Judge of Chihli.

† The Foo (or Che-Fu) of Tientsin.

‡ The Che-Hsien of Tientsin.

§ The native interpretation of this is, that since the French Minister has returned to the capital displeased, the Che-Fu and the Che-Hsien need not be brought to Tientsin, *i.e.*, they may be set at liberty.

|| The actual perpetrators of the crime.

AMOY.

(FROM OUR OWN CORRESPONDENT.)

I send herewith the minutes of the result of the Gibson Memorial Fund Subscription, which you will be pleased to see will give his mother and sister some £70 sterling a year between them.

Everything is quiet here, but I believe the war junks and the military have received orders to keep themselves up to the highest state of efficiency, but whether this is for offence or defence I am not prepared to state. A volunteer corps is forming here to be ready for emergencies.

A large fleet of North German ships is lying idle in the port owing to the war. The building of the lighthouse at Chapel Island is being pushed on with great vigour.

THE GIBSON MEMORIAL FUND.

The Committee of the above Fund beg to thank the foreign residents in China for the liberal manner in which they have responded to their call, and placed on record their appreciation of the services of the late Mr. Acting Consul Gibson. They have now the pleasure to lay before them the result of the subscription.

Collected in Formosa		$112.02
Do.	Amoy	1,064.50
Do.	Hong Kong	2,710.00
Do.	Canton	165.00
Do.	Shanghai	470.00
Do.	Hankow	419.24
		$4,040.76
Less tombstone		50.00
		$4,890.76

This sum has been remitted home in £1,098 19s. 8d. sterling, for the purpose of being invested in a Government annuity on the joint lives of the late Mr. Acting Consul Gibson's mother and sister, which it is expected will give them an income of about £70 sterling per annum.

The Committee have been desired by Mrs. and Miss Gibson to express their grateful thanks to the subscribers for their kind sympathy.

J. C. Wardlaw
F. Chomley
Geo. Phillips } Committee.
John Cass
Henry Smith

HONG KONG.

Dates are down to Sept. 15, but there is little local news that has not been anticipated by the French mail, given in our issue of the 24th. The outward French mail of Aug. 5 arrived Sept. 12 with telegrams to Aug. 26.

The situation in the North continued to excite much apprehension. The *China Mail* suggests that the Government should, in such an emergency, act independently of the British Minister, and send a corps of observation to the North. The cost of sending two or three companies of the 75th to Chefoo, with ammunition for a possible contingency, would not be grudged by the Colony, even if it had to pay the amount from its own treasury.

Our Hong Kong contemporary says it is painful that a fine British force should be lying inactive in Hong Kong, when its presence in the north might, and probably would, avert impending murder and outrages on women worse than murder, and asks:—Need the red tape of the Foreign-office absolutely bind the hands of our Government under such circumstances? May not the Legislative Council of Hong Kong wisely compensate for the patent defects of a British Foreign-office Minister, and at their own cost take some steps for the preservation of British life and property?

The official proclamation of neutrality was issued in an extraordinary *Gazette* on the 6th, but it was not apprehended that its provisions would require to be enforced in this port. A great portion of the journals is, of course, devoted to the European war, but it was thought that the crushing defeats of the French, already known by telegraph, would lead to an early peace.

The Legislative Council met on the 2nd, and, by adjournment, on the 9th. The chief objects of discussion were new regulations for night passes to Chinese, and the propriety of giving permission to contractors to erect matsheds over their works. In the

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former case some alterations in the regulations were made; in the latter, the existing law was maintained, as it was thought it afforded sufficient private remedy in cases of real danger. The ordinance for the reciprocal surrender, by the Governments of Hong Kong and Macao, of fugitives from justice was read a second time and passed the Attorney General observing that it had been delayed longer than it might have been, had it not been for the report of a Special Commission of the House of Commons, which had imposed some strict rules to be observed. This ordinance will take retrospective effect so as to reach cases of absconding debtors, cutting and wounding, receiving stolen property, &c.

A correspondent, writing from Hankow, says that the streets of Canton were crowded with students who have come from all parts of the province to compete at the approaching triennial examination for the degree of Keu-jen. They had as yet evinced no hostility to foreigners, but all felt that the receipt of unfavourable news from the North would work a sudden change in the fickle tempers of these aspirants to fame, who would no doubt look upon Shameen as an inviting spot whereon to give vent to their boisterous spirits. No attempt had been made here to form a Volunteer corps. It was rumoured among the Chinese that the Tartar General would be summoned to Peking to assist in solving the present difficulty; little is known of his disposition towards foreigners, but he is said to be a man of some weight at the capital.

The foreign school was once more started on the 1st, after lying dormant for some months. Mr. Sampson is the principal.

A correspondent, writing from Macao, says, "We have here a new Procurador, as Mr. Marques Pereira, of Hong Kong celebrity, could not succeed in being reinstated, in spite of addresses, &c., &c., made in his favour by the Hong Kong-Portuguese lads.

To Mr. Joao Rodrigues Gonsalves, the late chief interpreter, the Junta da Justiça denied compensation for losses and damages he had claimed for loss of situation and imprisonment. Really I do not know whether he is innocent or guilty of the charges brought against him by the *Echo do Povo*. If innocent, as Judge Lacerda says, why, then, does he deny him his due? If guilty, why may he be set free? The same may be said of Mr. Marques Pereira.

There is also here a new Superintendent of Emigration, a gentleman newly come from Lisbon, and who, of course, does not understand a word of Chinese or of our jargon de mae-falla. I think the place ought to be filled by a Macaese gentleman who is conversant with the Chinese language.

The kidnappers of the Annamese were all lately tried, and sentenced to several years' imprisonment with hard labour. The prisoners Aleixo Gomes and Jayme dos Santos have had each three years' hard labour; the Chinese crimps nine years each, and so on. If you and the late *Echo do Povo* had not raised your voice against the malpractices that were then so rife at Macao, I do not think punishment would ever have been inflicted upon the kidnappers of the poor Annamites.

Forty thousand dollars out of the proceeds of the gambling licenses (or reserve fund, as it is called in your place) are appropriated to pay for the charter of the transport *Saida*.

JAVA.

—o—

BATAVIA.

The result of the sale of 75,000 piculs of sugar, which took place here on the 30th August, fully proves the usefulness of the extension of the sale of Government produce in Netherlands India. It has been made known that in 1871 600,000 piculs of sugar and 100,000 piculs of coffee will be sold here. At the said sale the sugar was sold in lots of 500 piculs each. The quantity sold consisted of—

5,000	piculs	Cheribon
5,000	,,	Tagal
15,000	,,	Samarang
25,000	,,	Sourabaya
25,000	,,	Passaruan
Total ...	75,000	

Piculs.	No.	Prices.	Mean Price.
14,500 ...	20	at f.13.50 to f.15.30 ...	f.13.96
22,000 ...	19	,, 13.25 ,, 15.15 ...	14.05
14,500 ...	18	,, 13.30 ,, 15.15 ...	14.06
6,500 ...	17	,, 13.30 ,, 14.80 ...	14.20
1,500 ...	16	,, 14.05 ,, 15.15 ...	14.63
2,000 ...	15	,, 13.70 ,, 14.10 ...	13.97
8,500 ...	14	,, 13.55 ,, 14.25 ...	14.12
3,500 ...	13	,, 14.00 ,, 14.30 ...	14.10
2,000 ...	12	,, 14.10 ,, 14.30 ...	14.25
75,000 piculs.		Mean price ...	14.07

Let the result of the last sale held here be compared with that in Holland, and it will be perceived what an infinitely more favourable result for the treasury chest is obtained by a mean price of f.14.07 for No. 14 than can be expected from a sale in Holland.

The British ship *Kate Winifred*, which got on a reef to the east of Batavia, in the neighbourhood of the Tukang Bessi Islands, has been sold at Macassar to a Chinaman for f.10,420. This amount may be called large, as it is very difficult, if not impossible, to save anything from the wreck or cargo of the ship. The cargo consists of fully 19,000 piculs of unclayed sugar, some hundreds of piculs of hemp, and sapanwood. The ship herself is about 900 tons burthen.

SIAM.

—o—

BANGKOK.

Dates are down to Sept. 12, but there is little news of interest. The remains of H. E. the late Minister for Foreign Affairs were removed to the summit of the Mene, in Wat Boop-pha-ram, and the cremation was consummated on the afternoon of the 7th inst. The late movements of the Siamese war steamers, &c., were in consequence of the expected arrival of a white elephant from Ligore, but as it turned out to be only a common animal, the Siamese were somewhat chagrined to find themselves the subject of a hoax, and so gave the brute a very cold reception.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates are down to Sept. 23. On the 12th the P. and O. steamer *Ellora* arrived with the London mail of August 12, and on the 19th the M. I. steamer, with the French mail and London letters to the 19th idem. Telegraphic advices from London extended to Sept. 13.

The fortnight had been devoid of local interest, and there is little to summarise. There had been no meeting of the Legislative Council, but the committee appointed to examine into the working of the various departments of the Civil Service—consisting of the Lieutenant-Governor of Penang, the Colonial Secretary, and Messrs. Reid, Adamson and Brown—had been at work during the fortnight in Singapore, and their report was looked forward to with considerable curiosity.

The French transport *Creuse*, which arrived here on the 18th Sept., with invalids, brought to this port from Saigon twenty-five Germans, the crews of the North German vessels *Georg* and *Turandot*, captured by the gunboat *Segond*. They were handed over to the North German Consul here on arrival, and were provided for at once. The steamer *Great Northern* had arrived from London, *via* the Suez Canal, having on board a portion of the submarine cable to be laid between Hong Kong and Shanghai. The only other arrivals by this route had been the *Delaware* and the *Alonso*.

The last mail brought a copy of a letter addressed by the Secretary of the Straits Settlements Association in London to Lord Kimberley, Secretary of State for the Colonies, on the subject of the new steamer. The Association do not appear to have been well informed in regard to the matter; the letter is dated the 9th August, and refers to the suggestion of his Excellency the Governor for building a steamer out here at a supposed cost of $80,000; it urges the desirability of retaining the *Perko*, and ends by requesting his lordship to "forbid any further expenditure in the direction referred to." The Association were evidently unaware that a steamer was then being built on the Clyde, and nearly finished, for the use of the colony, and this under special instructions from the Colonial-office, which appears to have taken the matter into its own hands. The French mail brought the news of her launch, and it is gratifying to learn that, while of the dimensions wished for by his Excellency (400 tons), her cost is only £8,000, and that she is also likely to prove an economical vessel, her engines being only 100-horse power.

An official report from Banjoewangi states that, on the 5th August the Dutch ship *Pasaruan*, Captain T. W. A. Hollanders, brought in the seamen forming the crews of the French ship *Massaliote*, Captain Martino, and of the Hamburg schooner *Honolulu*, Captain H. Edebrand, both lost in Torres Straits. These shipwrecked people were properly cared for by the captain of the *Pasaruan* during their sixteen days stay on board that ship. After having been provided with everything needful at Banjoewangi, the English crew of the Hamburg ship left with the *Pasaruan* for Sourabaya, while the crew of the French ship was, at the request of the captain, brought over thither by a gunboat.

The roads are just now undergoing very extensive repairs, and, as is usual under the present system of road repair, are not in a very pleasant condition for the owners of carriages and horses.

The revenue officers are just now making some important seizures. Some two days ago about $400 worth of contraband chandoo was seized near Tanjong Pagar, and last night, off Tanjong Rhoo, a fishing boat was seized containing $700 worth, which was being imported into the settlement. Two Chinese who were in the boat were arrested.

Commercial Report.

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[Our commercial advices from several ports have not come to hand by the present mail, and our market reports are consequently less ample than usual.]

IMPORTS.

Shanghai.—The dull tone we reported on the 24th inst. continued, the only improvement being in Grey Shirtings; large sales of 8¼ lb. had been made during the week, and prices had advanced from Tls. 2.1.3 to 2.2.3 to Tls. 2.1.7 to 2.2.7 per piece. 7 lb. had also commanded more attention and slightly improved in value. The market for other Cotton Goods and for Woollens showed but little or no alteration from the condition last reported.

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BATAVIA.—There had been large arrivals of English Grey Shirtings, with sales at low prices. White Shirtings were also in but limited inquiry. In other Cotton Goods and in Woollens scarcely any transactions had been effected, and prices were wholly nominal.

HONG KONG.—The improvement noticed in our commercial report for the French mail was maintained, and had in some instances been strengthened, but the business done had been for the greater part of a speculative character.

EXPORTS.

TEA.

FOOCHOW.—The news from England appeared to have had a depressing effect on buyers, and the business for the week had been chiefly for the Colonies. Congou: Some of the teamen had been pressed for money and had accepted lower prices for cash, but there is only a slight decline to notice in common and the inferior grades. The market was dull, with a downward tendency. The following were the current quotations: Dust and siftings, 6d. to 7¾d. (cost in London); broken leaf to ordinary, 8¼d. to 10½d.; fair to good common, 10¾d. to 1s.; flavoury to good flavoury, 1s. 0¼d. to 1s. 3¾d. Souchong: Few purchases at a decline of fully a tael. Quotations: Common, 11¼d. to 1s. 1¼d. (cost in London); medium, 1s. 1¾d. to 1s. 3¾d. Oolong: The market for America had been opened by the settlement of 4,795 packages at Tls. 30½ to 31, proportion equivalent to about Tls. 25 for good cargo, or 42 cents gold in bond in New York. These prices were about 5 taels over last year's opening rates, taking into account the much greater proportion of common teas and the general inferiority of the crop.

SHANGHAI.—Black: The improved inquiry continued; very common Hohows had been taken at Tls. 14; very common Shongtams to fair Oonfas at Tls. 16½ to 20, while a good many common to fair Oopack kinds had found buyers at Tls. 17 to 20, and in some cases seem to show the best value. Notwithstanding the large settlements the stock was maintained at a high figure, and every steamer brought fresh supplies from the river ports. Settlements, 39,800 chests; reshipments, 5,600 chests; stock, 99,000 chests.

SILK.

SHANGHAI.—The following is from Messrs. Skegg's and Co.'s Circular, dated Sept. 8:—The French Mail steamer left on the 1st inst. without any silk. It is reported that a small purchase of Chooping's chops has been made for America at Tls. 570, equal to 29s. 6d. for the thirds, with Tls. 20 difference for the one's and two's. Kukee Chin Jan has also been bought at Tls. 490, equal to 25s. 6d., while Red Peacocks are held for Tls. 495, equal to 25s. 9d. There appears more disposition on the part of dealers to meet buyers, as some anxiety has been shown to sell market silks at a reduction of Tls. 50 per picul on our last quotations, viz.:—Tls. 450, equal to 23s. 5d., would be readily accepted for ordinary market 4 Tsatlee; a few Hangchow Tsatlees have been taken at Tls. 415 to 425, equal to 21s. 8d. to 22s. 2d., and some common Kahing Taysaams at Tls. 375 to 395, equal 19s. 8d. to 20s. 8d. Mybash reeel (supposed to be Hainan), Tls. 500 to 540, equal to 26s. to 28s., while Pang-E-Tah's best chops are held for Tls. 600 to 620, equal to 31s. 1d. to 32s. 1d. Some few Throwns also go forward, but the price has not transpired. Settlements for the fortnight have been mostly made in joint account, and amount to about 600 bales. We give no quotations, as we do not consider the market fairly opened.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5d.	4s. 5¼d.	4s. 5¼d.
Shanghai ,, ,, ...	5s. 11d.	5s. 11¼d.	6s. 0d.
Canton ,, ,,	4s. 5¼d.	4s. 5¼d.	4s. 5¼d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 4¾d.	4s. 5d.	4s. 5¼d.
Manila ,, ,, ...	4s. 0d.	4s. 0¼d.	4s. 0¼d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	305	228½
,, Hong Kong	25½ to 26 dis.	—
Bar silver	111.5.0	8 prem.
Mexican dollars	74.7.0	¼ prem. (nom.)

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 20 to 21; Old, 28 to 28½ per cent. prem.
Hong Kong Gas Company, 46 dols. per share.
Hong Kong and Whampoa Dock, 12 per cent. discount,
China Traders' Insurance, 1,700 dols. premium.
Hotel shares, 65 per cent. discount.
Hong Kong and Macao Steamboat Company, 29 dols. premium.
Hong Kong Fire Insurance Company, 205 dols. premium.
Union Insurance Company, 1,560 dols. premium, nominal.
China and Japan Marine Insurance Company, Tls. 30 premium.
China Fire Insurance Company, 43 to 44 dols. premium.
Victoria Fire Insurance Company, 19 to 20 dollars premium.
China Sea, Saigon, and Straits Steamship Company, 5 dols. dis.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—Aug. 31, from London, Rollo.

At SHANGHAI.—From London, Sept. 4, Abbotsford (str.), Brockham, Her Majesty (reported by telegram); from Marseilles, Aug. 31, Aden, Glamorganshire, Brookhaven, Her Majesty (reported by telegram.)

At HONG KONG and CANTON.—From Liverpool, Sept. 9, Eldon (str.); from Cardiff, 9, Samuel D. Carleton.

At SINGAPORE.—From Liverpool, Sept. 9, Delaware (str.); 15, Sidlaw; 17, Olonzo; from London, 19, Atma Celler, Elgin, Petchelee; from Cardiff, 9, Solid; 15, Sebastian Bach; 17, Peter Rickmers; from Glasgow, 19, Janet Ferguson; from Amsterdam, 15, Euphrosyne; from New York, 18, Willy Rickmers; Oct. 11, for London, Eldon (str.) (reported by telegram.)

At BATAVIA.—From London, Sept. 1, Vincenza; from Glasgow, 6, County of Forfar; from Sunderland, Sept. 3, Blackwall; 15, Mary Hillegonda; 6, Canclanter; from Amsterdam, Aug. 14, Geziena Maria; 16, A.M.E.; 17, Caristina; 21, Mentor, Insulinde; 21, Aurora, Elizabeth, Dordrecht; 27, Jacob Roggeveen; Sept. 6, Henrietta Maria, Drie Gezusters; 10, Soarabaya Packet; from Bordeaux, 16, Asie Mineure; from Rotterdam, 18, Niewland; 21, Henrietta Adriana; 23, Kortenaer; 27, Alphonse Nelly; Sept. 10, General de Stuers; from Flushing, 4, Burgemeester v. Middew; from Hamburg, 13, Felicie; from Newcastle, 14, Sumatra; from New York, 13, Rocket; from Boston, 12, Rainbow.

DEPARTURES.

From YOKOHAMA.—For New York, Sept., Benefactress; 1, Ariel.

From SHANGHAI.—For London, Veronica, Abbotsford (str.), Eldon (str.) (reported by telegram); Sept. 1, Wild Deer; 3, Huntley Castle.

From FOOCHOW.—For London, Aug. 30, Windhover; Sept. 1, Haddington; 2, Falcon.

From SINGAPORE.—For London, Sept. 13, Coringa.

From BATAVIA.—For Holland, Sept. 1, Honigby; 4, Harwich; 6 Augusta, Nederland and Oranje; 9, Otto; 11, Scotland.

From MANILA.—For New York, Aug. 26, Carobel; for San Francisco, 27, Emerald; for Liverpool, 29, Hylton Castle; for London, Sept 2, Olaquivel; for Liverpool, 5, Maiden Queen.

VESSELS LOADING.

At YOKOHAMA.—For New York, Taitsing, Min, Laguna, Una, Black Prince, Alcoyne.

At SHANGHAI.—For London, Charlgrove, The Cedars; for New York, Charlgrove.

At FOOCHOW.—For London, Maitland, Flying Spur, Carrick Castle, White Adder, Lennox Castle, Caliph, Leander, Lahloo, Kaisow, Guinevere, Shunlee; for New York, Ferdinand.

At AMOY.—Eleanor.

At HONG KONG and CANTON.—For London, Burdwan; for New York, Hudson, Nesuton, Witch of the Tees.

At MANILA.—For London, Olaguivad, The Sir Jamsetjee Family, Invincible; for Liverpool, Hylton Castle, Maiden Queen; for Falmouth, Scawfell; for Cadiz, Salvadora, Aureliana; for New York-W. G. Russell, Naval Brigade.

At SINGAPORE.—For Liverpool, Sydney Eggers; for Marseilles, Isaure; for Bordeaux, Malacca; for New York, Queen of the Seas; for Boston, Annie Waginton, G. H. Peake.

FREIGHTS AND CHARTERS.

At SHANGHAI.—Telegrams of Oct. 11 give the rate of weight at 40s.

At FOOCHOW.—To London, £2 per ton of 50 cubic feet. To New York, £2 10s. per ton of 40 feet.

At HONG KONG and CANTON.—30s. to London and 35s. to New York.

At SINGAPORE.—Rates are quoted by telegram at £2.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Aug. 30	Roslin Castle	Singapore	London
,, 31	Vyf Vrienden	Rotterdam	Samarang
,, —	Imperatrice	London	Hong Kong
,, —	Blackwall	Sunderland	Order
,, —	Lorton	London	Yokohama
,, —	Lauderdale	Shanghai	London
Sept. 1	Elderlis	Fremantle	Singapore
,, —	Clarendon	Hamburg	Hong Kong
,, —	Insulaire	Marseilles	Yokohama
,, —	Larnax	Batavia	London
,, —	Noach II.	Batavia	Rotterdam
,, 2	Schleswig Bride	Singapore	Liverpool
,, 3	Xulla	Singapore	Falmouth
,, —	Contenter	Sunderland	Batavia
,, —	Chrysolite	Singapore	London
,, —	Sir Lancelot	Foochow	London
,, —	Nelly	Cardiff	Hong Kong
,, —	Norman Court	Foochow	London
,, 5	Drie Gezusters	Amsterdam	Batavia
,, —	Henreitte Maria	Amsterdam	Batavia
,, —	Mountain Ash	Manila	New York
,, 6	Ellen Lamb	Sarawak	London
,, —	John Nicholson	Liverpool	Shanghai
,, 7	Marie	Manila	London
,, —	Allegonda Jacoba	Cardiff	Order
,, —	Queen of the Seas	Singapore	New York
,, —	Nagasaki	Simon's Bay	Batavia
,, 9	Luzon	England	Saigon
,, 11	Senator Iken	Cardiff	Hong Kong
,, 12	Her Majesty	London	Shanghai
,, —	Zephyr	Zebu	Boston
,, —	Felicie	Hamburg	Hong Kong
,, —	Surprise	Foochow	Monte Video
,, —	Otto	Batavia	Amsterdam
,, —	James Viniernilea	Cardiff	Hong Kong
,, —	Sumatra	Newcastle	Tagal
,, —	Maryen Hillegonda	Newcastle	Order

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LATEST TELEGRAMS.

CHINA.

(Received via Kiachta, Oct. 31.)

Shanghai, Oct. 11.—Silk: Common and market Silks dearer; No. 3 Tsatlee, 29s. 6d. to 30s.; No. 4 Red Peacock, 26s.; No. 5, 23s. 6d.; export of China from Shanghai since commencement of season, 22,000 bales; stock, 3,500 bales. Tea: Market dull; stock, 60,000 chests; export of Black, from Shanghai: 3,000,000 lbs. in excess of last season; total export of Black from Shanghai, 45,000,000 lbs. Freights: Ship 40s. Shirtings: unaltered; 8¼ lb. Eagle Chop, Tls. 2.26. Exchange on London: Bank bills, six m.s., 5s. 10½d. London telegrams to Sept. 20 received Oct. 10.

Foreign Ministers reject certain proposals made by the Chinese Government for settlement of the Tientsin difficulty. Foreigners at Peking and Tientsin are undecided whether to remain through the winter. Mr. Wade has been insulted.

(Received Oct. 31.)

Foreign-office, Oct. 30.—Telegrams, dated Peking, Oct. 16, have been received from Mr. Wade, *via* Kiachta, stating that the decree on the Tientsin case had been published; that twenty Chinese were to be executed immediately, and two magistrates exiled; that Tientsin was quite safe; that Newchwang, perhaps, was unsafe from famine and brigands; and that he had urged the Chinese Government and also the Admiral to take precautions.

(Reuter's Telegrams, Received via Galle, Oct. 31.)

Hong Kong, Oct. 11.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.80, declining tendency; Water Twist, 16-24, $120, declining. Tea: Quiet: Foochow market active. Exchange on London: Bank bills, six m.s., 4s. 5¼d.

Shanghai, Oct. 5.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 2.25.; 9¾ lbs., Tls. 2.30 to Tls. 2.40. Worsteds: Very depressed. Long Ells: Tls. 4.50 to Tls. 4.70. Exchange on London: Bank bills, six m.s.; 5s. 11¾d. Freights: Tea, 40s.

(Received Oct. 28.)

Bombay, Oct. 27.—Advices from Hong Kong state that a day for the massacre of foreigners at almost every treaty port, Canton included, has been predicted. Great satisfaction was expressed at the promised co-operation of England. The massing of troops continued, and the evidence of the intended resistance to foreigners has been strengthened. The Canton community had called the attention of the Consuls to the insolence displayed by the Chinese, and had declared that they expected protection.

STRAITS SETTLEMENTS.

(Received via Galle, Oct. 31.)

Singapore, Oct. 19.—8¼lbs. Grey Shirtings, $2.67½; 7 lbs., $2.27½; 6 lbs. T-Cloth, $1.60; Mule-twist, 16-24, $87½; 40's, $129. Exchange on London: Bank bills, six m.s., 4s. 5¼d.

COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O. Company's steamer *Ceylon*, from Southampton on the 29th inst., was, in gold, to Alexandria, £77,500; to Calcutta, £30; in silver, to Penang, £1,230; to Singapore, £1,230; to Shanghai, £3,800; to Hong Kong, £4,490; total in gold, £77,530; in silver, £10,750.

SHIPPING.

Arrivals not in the Tables.—Oct. 26, at Spithead, from Rangoon, Johanne; 27, at Falmouth, Bulwark; at Liverpool, from Bassein, Hoghton Tower; at Scilly, from Akyab for Bremen, Leaping Water; at Queenstown, from Maulmain, Alumina; from Rangoon, Onezia; 28, at Deal, from Foochow, &c. (via Suez Canal), Vine (str.); 27, at Falmouth, from Batavia, Lauretta; 29, at Deal, from Ceylon, Glenaroy; 31, at Queenstown, from Rangoon, Arabia.

Departures.—Oct. 27, from London, for Shanghai, Titania; 26, from Cardiff, for Galle, Galathea; 28, from London, for Batavia and Sourabaya, John Scott; for Colombo, Palmerston; for Singapore, Gemini; —, from Rotterdam, for Batavia, Triton; 25, from Shields, for Galle, Jane Avery; 29, from London, for Singapore, Hong Kong, and Yokohama (via Suez Canal), Oberon (str.); 24, from Shields, for Java, Johanna Maria; 28, from Portsmouth, for Shanghai, Taiping; after repairing, 27, from Glasgow, for Batavia and Sourabaya, County of Elgin.

Laid On.—At London, for Hong Kong, Belted Will; for Hong Kong and Amoy, Cissy; at Liverpool, for Bangkok and Rangoon, Vauban; for Penang and Singapore (via Suez Canal), Sharpshooter (str.); for Galle, Sophia.

Spoken.—Caspian, Colombo to London, Sept. 30, 17 N., 27 W.; Petronella, Samarang to Amsterdam, Oct. 16, 38 N., 37 W.; Joseph Haydn, Singapore to London, Sept. 14, 32 S., 20 W.; Palawan, Cardiff to Shanghai, Oct. 3, 11 N., 27 W.; Senior (ship), Cardiff to Hong Kong, Sept. 30, 14 N., 26 W.; Cervantes, Cherbourg to Manila, Oct. 6.

Casualties.—The Prinses Amelie, Driest, from Amsterdam to Yokohama, which put into Simon's Bay July 28, in distress, had repaired all damages, Sept. 19, and would proceed in a few days; part of the cargo was sold, Sept. 9, and a further sale would take place on the 20th. The Glenary, Freebody, from Ceylon to London, arrived in the Downs, Oct. 29, with loss of main and mizen topmasts. The following telegram, dated Etaples, Oct. 27, 1870, has been received by the Salvage Association, concerning the Shakspere, London to Shanghai, wrecked:—"Shakspere, hogged will become total loss. Cargo will be saved if weather is not worse, but damaged. Work organised progressing favourably. No assistance wanted from England for the present." The vessel's back is broken, and she is hogged four feet on starboard side, and the decks have started; all necessary steps will be taken for the protection of the property.

Miscellaneous.—The Lunan, Cargill, which sailed from London Oct. 5, for Hiogo and Nagasaki, put back on the 27th to the Downs. Passed through the Suez Canal between the 19th and 25th instant—Leith (str.), Shanghai to London; Achilles (str.), London to China. 1,375 bags coffee, ex Gelderland, Mulder, from Batavia to Amsterdam which sailed from the Mauritius Sept. 21, have been sold.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Arosenius—On the 4th Sept., at Shanghai, the wife of Mr. G. Arosenius, of a daughter.

Jones—On the 1st Sept., at Shanghai, the wife of Mr. C. Treasure Jones, of a son.

Hill—On the 17th Sept., at Batavia, the wife of Wm. Lorrain Hill, Esq., of a daughter.

Flowers—On the 29th Oct., at 15, Bryanston-street, Portman-square, the wife of Marcus Flowers, Esq., H.B.M.'s Consul, Nagasaki, Japan, of a son.

Robinson—On the 8th Sept., at Hong Kong, the wife of Mr. J. S. Robinson, of a daughter.

DEATHS.

Austin—On the 14th Sept., at Hong Kong, A. P. Austin, Esq. (son of the Hon. J. Gardiner Austin, Colonial Secretary), in the employ of Messrs. Jardine, Matheson, and Co.

Bonne—On the 11th Sept., at the residence of Messrs. Wm. Pustau and Co., Hong Kong, Hermann Bonne, a native of Hamburg, aged 28.

Jones—On the 4th Sept., at Shanghai, Richard de Lacy Treasure, son of C. T. Jones, aged three days.

Paknam—On the 3rd Sept., at his residence in Paknam, Siam, his Excellency the Governor of Paknam.

West—On the 3rd Sept., at the United States Consulate, Bangkok, W. West, pilot, of the United States.

STRAITS SETTLEMENTS ASSOCIATION.

At a meeting of this Society, held on the 28th, the report on the new Government House was considered. The attempt made by Governor Ord to divest himself of the responsibility for the extra amount expended on the building *and charged to other accounts*, was severely condemned; and a resolution was passed to the effect that the Secretary of State be urged to institute a searching inquiry into the matter. Great satisfaction was expressed at the appointment of a committee to inquire into the Civil Establishments of the Colony; and the Association pledged themselves to further efforts to secure the freedom of the Bench from anything like interference from the Executive. The treasurer made a satisfactory statement of the financial affairs of the Association. It was stated that Mr. Jarvie, of Glasgow, had joined the Association.

LITERATURE.

The Tientsin Massacre; its Causes, and how to Secure Permanent Peace. By Dr. Thin, Vice President of the North China Branch of the Asiatic Society.

In this terse and timely little volume Dr. Thin proves beyond doubt that the outrage at Tientsin is only the last and greatest of a series of attacks on foreigners of every nationality, and that the mandarins are directly guilty of encouraging the lower natives to commit such crimes. The measures which the author considers necessary for foreign Powers, and especially for England, to secure permanent peace in China, are briefly and sensibly explained. The mandarin of each district should be made responsible for the safety of all foreigners, and that responsibility must be, not to the Emperor at Peking, but to the nearest foreign consul. The European communities in China should be protected by gunboats, built and equipped in China, manned by Chinamen, and maintained at the expense of the Chinese. These gunboats would be a great gain to the Chinese themselves, if they only put down piracy, which has been done near Hong Kong, and on a small scale, by English gunboats. The saving to native commerce by the suppression of the swarms of pirates that infest the islands on the coast would repay the cost of a fleet of Chinese gunboats ten times over. Besides this, the punishment of the mandarins responsible for the Tientsin Massacre must be insisted on. The demand for this has been too long put off, and too feebly made; and, when at length they are brought to justice, a proclamation setting forth the rank of the culprits, the nature of their crimes, particulars of their sentences, and the reasons why their punishment was not immediately inflicted, should be made public in every large city in the Empire. We cordially commend Dr. Thin's volume to the perusal of all persons having interest or influence with the Government, and the political education of the classes on whose representatives in the Legislature the fate of European trade and civilisation in the Far East is now so completely dependent.

The Phœnix; A Monthly Magazine for China, Japan, and Eastern Asia. No. 3. Office: 3, George-yard, Lombard-street, London.

This is a very interesting number. That the editor, the Rev. James Summers, Professor of Chinese in King's College, is carrying on his work in a thoroughly practical spirit is evident, not only from the general contents of the magazine, but from his own contributions to it. In the present number his "Note on the Manchu Language" is, so far as it goes, thoroughly exhaustive, and equally valuable to the student and the colonist who may contemplate a sojourn in China. "The Pearl-Embroidered Garment," a translation from the Chinese by Mr. Carroll, H.M.'s Vice-Consul at Foochow, is interesting from the light it casts on parts of the domestic economy of the Chinese, at present too little understood. Mr. Hyde Clarke, Foreign Secretary of the Ethnological Society, contributes a capital paper on the Eastern relations of the

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Scythians, and the remainder of the number is made up with interesting articles, of which one of the most noteworthy is a review of General Alexander's *Teaou-shin*, a dramatic adaptation of an old Chinese historical romance, quite a literary curiosity in its way. There is also a very sensible article on the Tientsin Massacre, which advocates the immediate occupation of the Taku forts. The first step should be to withdraw from Peking all diplomatic and consular agents to Tientsin—occupy the Taku forts at the mouth of the Peiho—seize the arsenals at Foochow and elsewhere—make demonstrations before Canton and Nanking, and put an embargo on all rice and salt junks destined for the capital. The *Phœnix* also suggests that the Chinese should be compelled to support a foreign contingent at each port for the protection of Europeans; the pay to come from the Maritime Customs Revenue. This plan would not necessarily lead to war; in fact, it seems the best way to prevent it. We have followed too long the *suaviter in modo* policy with the Chinese Government; the *fortiter in re* is the necessity of the hour, and will be found to be the most humane in the end.

Since the commencement of the war between France and Germany numerous maps have been issued illustrative of the different scenes of operations. Those which were first published comprised the whole of France and Germany, it being at that time a matter of speculation where the actual fighting would commence. Subsequently, and after the disastrous defeat of the French at Sedan, Paris and its immediate environs became the situation upon which interest was directed, and maps of that district, with views of the city itself, have continued to be offered in endless variety. But now that the annexation of Alsace and Lorraine seems to be contemplated as a condition of peace, people have become anxious to know the exact extent and situation of those territories. This requirement has been met by Mr. Wyld, who has issued a map in which are indicated, by different shades of colouring, the various lines of boundary and frontier, thus showing at a single glance what is really required by Germany as a reward for the success of her arms.

RAILWAYS FOR CHINA.

The following, on the eligibility of the country for railways, is from Mr. Williamson's book,* noticed in our last:—

The country is admirably adapted for railways. The greater part is a plain, and when mountains branch inwards, there are generally valleys, often very wide and fertile, through which lines could be carried. The great highways I have just been describing form the best guides, both physically and economically, in reference to the most feasible lines. They form the most direct routes to the great emporiums of trade, with the fewest possible natural obstructions. Their course lies also through the most populous districts; either it was so originally, or they have attracted people by the facility of communication. Lines of railways, therefore, could be laid parallel to them all. But such a network of railways is out of the question at present; I can only venture to suggest two great trunk lines, one running from Peking south to Canton, with a branch to Shanghai; and another running east and west from some harbour on the north bank of the Yang-taze-kiang, available for ships of large tonnage, say somewhere opposite Chinkiang; and from this carried through Kiang-su, western Shantung, Chihli, Shan-si, and on to Shen-si, with a view, ultimately, of being carried through Central Asia to Europe—an undertaking not much more formidable than the great Pacific line in America now completed.

It would be well to begin with the first for many reasons, but more especially because in this case advantage could be taken of the banks of the Grand Canal for a portion of the way, and as this lies almost directly through a country perfectly level, and as the Canal banks are Government property, there would be no bargaining with private individuals, no graveyards to desecrate, and, in short, the least violent change possible. I have no fear of the junk-men, who still remain on the Canal, rising against such an undertaking. Comparatively few now, they would soon find employment in the construction of the works needed for this enterprise, and they are not strangers to the kind of labour which would be required. In reference to them, and the muleteers and carriers of all descriptions, I am confident that the lateral traffic which would immediately spring up in connection with such lines would soon engage all their resources, and create a business which would astonish them. And I base my belief upon personal observation of the spirit of the people, confirmed by what has transpired in reference to steam-vessels. These have been rapidly taken advantage of, not only by the mercantile classes, but even by the literati, who are so difficult to move. Witness the numbers of scholars brought from the south to Tientsin for the examinations in Peking; also the numbers of mandarins who now use the steamers. At the two last great examinations at Peking the literati of Foochow actually chartered a steamer to take them there and back—showing that when their convenience requires it they can pocket their prejudice. Moreover, the fame of steamships has spread all over the country; everybody speaks of their safety and rapidity, so that railways would soon also command their approbation. I see, therefore, no great difficulty in the introduction of railways into China. The grave-yard difficulty has been exaggerated; it is formidable only near large towns, and could easily be avoided; or, where unavoidable, a little extra money or an Imperial tablet would soon allay the clamour. . . . . The apologists of stagnation say that the Chinese are not prepared for such changes, and predict all manner of evil consequences. I have seen as much of the country as any of these alarmists, and maintain that the people are not only prepared for railways, but that they would no more disorganise Chinese society than they did that of England, or France, or Belgium; for it is marvellous how soon men get accustomed to changes which are for their benefit. In the first instance, immense numbers would find employment and good wages on the construction of the works. The traffic would gradually, as the rails were laid down, assimilate itself to the habits of the people; mines and new sources of industry would be brought into operation; the agricultural resources would be greatly developed, and commerce in all its branches would receive a powerful impulse. The increased lateral traffic would absorb the present carrying trade. Railways would bring the whole Empire under the control of the central Government, put an end to rebellions, would place commerce on a secure basis, equalise the administration of justice, modify those famines which so often threaten, and frequently paralyse, large portions of the Empire; moreover, they would provide means for the diffusion of knowledge; they would introduce a new element of life and activity among the people, stir up dormant energies, widen the sphere of observation, develop new views, evolve new wants, create new business, and destroy obstructive prejudices; they would increase the intercourse and harmony between Europeans and Chinese, bringing buyers and sellers face to face; they would place the transit duties, that source of so much mischief, on a satisfactory footing; and, in short, would, in a thousand ways, promote the advancement and happiness of the people.

* Journeys in North China. By Rev. A. Williamson. London: Smith, Elder, and Co.

THE COAL MINES OF CHINA.

The following is from the same book:—"An interdicted coal mine has been found within two miles of the city of Tung-chow-Foo, and close on the sea shore. The existence of the mine—first reported by the natives, and afterwards denied by them—has been set at rest by the discovery of a tablet half buried in the ground where the pit was, forbidding the farther working of the mine. The writer has a copy of the inscription in his possession. It is dated the eleventh year of the Emperor Kia-king, 6th moon, 11th day, which makes it A.D. 1806. It was issued by the Chi-hien mandarin, and declares that, as the pit disturbs the Fung-shui of the villages, burial-grounds, and neighbourhood, it is henceforth closed, &c. Afterwards an application was made to reopen it, but the literati took the matter in hand, and insisted on its continuing shut, and succeeded in their efforts. Seeing that this city is an open treaty port, that it is far removed from the capital, that the pit is in a comparatively quiet place, lying not far from magnetic iron ore, galena, and silver ore, and that it is within thirty-five miles, by sea, of Chefoo, no doubt attempts will be made to work it. Should it prove as productive of coal as is anticipated, it will be a great matter to all natives and foreigners, and a boon to the coasting steamers and the men-of-war which coal at the above port. Iron ore and iron stone of many descriptions have been found in several places far removed from one another, and in such positions as to indicate their wide distribution. Very fine iron ore, viz., the black oxide of iron, has been procured at a hill called Pau-shan, about fifty li south of Tung-chow-Foo. It lies near the surface, and there appears to be plenty of it."

OUR POSITION IN CHINA.

(THE ECONOMIST.)

We are inclined, upon the whole, to believe that the position of British subjects and British interests in China deserves the most serious attention of Her Majesty's Government. It is, no doubt, quite possible to overrate the political importance of an Oriental massacre, which is as often due to fear as to any other cause, the insurgents seeing no alternative between respect and murder. Asiatics in all countries are apt to kill where Europeans would only hoot. It is also quite possible to exaggerate the evidences of official complicity. Asiatic rulers being much more under the influence of opinion than we are apt to suppose. They cannot afford to despise their soldiers, and their soldiers, unless mere mercenaries, share all the prejudices of the classes from which they are drawn. The tortures, too—and more especially the indecent tortures,—which usually accompany massacres in the East disturb the Western imagination, which regards the wilful infliction of pain with a loathing a Chinaman is incompetent even to understand. Nevertheless, in this instance we think the evidence tends to show that the Anglo-Chinese are in the right, and that the European community in China stands in great danger of extirpation. The Chinese think that the French are the soldier people of Europe, they know that French power is broken, and they imagine that the hour is arrived when foreign interference may safely be brought to a close. It is quite impossible that this country should tolerate or even disregard a menace of that kind. Not only would its realisation lead to an immediate and most annoying war, but its existence involves a danger which is too often overlooked. Capitalists do not like to live under personal terror. The existence of an infinitesimal extent of personal danger has for years past arrested the flow of English capital to Ireland, and the development of the trade with the interior of China is completely stopped by the risks which would attend its serious prosecution. It is quite within the range of possibilities that the Chinese might render residence in Shanghai and other ports so insecure, or dangerous, or unpleasant, that the place would cease to attract capital, and a trade of immense value, one which has scarcely begun, but which already amounts to £20,000,000 a year, would be brought to a close. No country so dependent as our own on Asiatic commerce could patiently endure such a loss; and we cannot but think that Government would do well to avoid it by precautions such as they have not yet employed.

THE steamer *Magdala*, from Shanghai to New York, with a cargo of teas, has passed through the Suez Canal.

THE corvette *Juno*, with the detachment of Marines for China and Japan, is now at Plymouth, from whence she will sail in a few days. Full details will appear in our next issue.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & CO., Homœopathic Chemists, London.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the addresses of all persons connected with the Far East and reference can be mad to the same by personal application at the Office or by letter.

Homeward-bound Passengers by the Overland Route will find copies on sale at the Agents in Singapore, Penang, Anjer, Galle, Aden, and Alexandria. Passengers to and from China and Japan by the Pacific Route may procure them at San Francisco and New York. The list of Agents will be found in our advertising columns.

The applications for the "London and China Telegraph" from the Straits China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "London and China Express" in those countries. The Subscription is $10 per annum.

The "London and China Express" is published weekly for despatch *via* Marseilles by the English and French mails, for circulation in China, Japan, Philippines, Cochin China, Siam, Borneo, Java, the Straits Settlements, and Ceylon. Annual Subscription, including postage, payable in advance, $15.

JAMES WEST, PUBLISHER,
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LONDON: MONDAY, OCT. 31, 1870.

OPINIONS ON THE POSITION IN CHINA.

The numerous articles and letters that have appeared in the London press on this subject during the last few days are a gratifying fact, not only because they prove the greatly extended interest now felt in the affairs of China, but because, for the most part, they are written in a liberal and earnest spirit. Of course, in such a mass of correspondence it would be idle to expect to find no exceptions to the general tone of the Press; but such productions usually condemn themselves by their own sophistry, and require no serious argument to refute them. As notable specimens of this kind of writing we need do no more than refer our readers to the letters of "F." to *The Times* and "Mencius" to the *Pall Mall Gazette*. The former is merely a farrago of exploded diatribes against missionary enterprise, and the latter is a vulgar and lengthy piece of special pleading, apparently designed to prove, first, that Englishwomen who speak French and enter religious societies forfeit all claim to the protection of their mother country, under circumstances of peculiar self-denial and devotion; and secondly, that British subjects in China have no claim to the protection of the Government, and would not be worth the cost of it if they had, seeing that their existence in China is of no use to anybody but themselves, and only to themselves on account of the vast fortunes they amass. "Mencius" wilfully ignores the fact that the English merchant in the Far East is not only the medium through which the wages paid in Lancashire and Yorkshire for the cottons and woollens they export are brought to the fire-side of the British workman, but also that the table of the same artisan (like the table of "Mencius" himself) is supplied with cheap luxuries otherwise unattainable, through the industry and enterprise of his *bête noire*—the sordid merchant. Happily the "Mencius" variety of political economist is nearly as extinct as anti-missionary reasoners of the "F." school. Our readers have only to glance at them to see to what miserable shifts the partisans of the Government are driven in the attempt to extenuate the delays of the Foreign Office.

JAPAN.

The proclamation of neutrality by the Japanese Government, reported in another column, is a gratifying fact in a double sense. It not only shows the keen observation with which they watch and emulate the proceedings of the Western Powers, but, by the steps taken, in despatching ships of war for the purpose of enforcing the proclamation on either of the belligerents who might be inclined to disregard it, it displays a firmness and resolution which must command the respect of both countries. As a first fruit of this wise precaution we may now, no doubt, regard the absence of news of any engagement following the ill-advised challenge between a French and German ship of war stationed in Japan, which was reported a few weeks ago.

We believe that the powers entrusted to Mr. Lay have been cancelled, and that the Oriental Bank Corporation now solely represent the Japanese Government. A notice will shortly be issued in reference to the £1,000,000 loan lately negotiated by Mr. Lay.

THE OPENING UP OF CHINA.

Mr. Williamson's book contains abundant evidence of the vast internal mineral and other resources of China which lie undeveloped, owing to the blindness of the ruling classes, who believe in the powers of Fung-shui and such like trash, unworthy of people with any pretensions to education. That this state of things will ultimately fall before men of rising genius there can be no doubt; but how much longer are we to be scraping at the outer crust only of China, and submit to be cooped up at Treaty Ports with expensive Consulates? Why should our merchants, and men of science, and our missionaries be prohibited from pushing their way to any part of China which is promising? All that is necessary is that they should work their own way on their own responsibility. Last year, when the negotiations were in full play for the revision of the Treaty, we advocated that we should insist on the opening up of all China. This is what we still advocate as the safest and easiest means to reach a satisfactory state of relations with China, instead of the present restricted intercourse which brings its wars round almost every decade. Mr. Williamson has gone through the length and breadth of the land, where no foreigner was ever before seen, and what does he tell us? Why, that the masses of the people are friendly, and that the hatred and opposition proceed entirely from the governing classes—high and low grades—who perceive that the contact of the foreigner is opening the eyes of the people and inducing a resistance to their wretched grinding and squeezing. It is this, and nothing but this, that keeps us back from extending our commerce all over the Empire. These ten journeys of Mr. Williamson, most of them of great extent, have done more to enlighten us on the real character of the people and its condition than all the expensive expeditions undertaken by our Government. They prove that Englishmen can go into the interior on their own responsibility with safety, were it not for obstruction by the officials. Our Government objects to merchants exploring the interior for emporiums of trade, as they consider that they must be avenged in case of injury; but this nursing is not required. Our merchants are ready to go on their own responsibility, and take all risks. Let this be done, and we opine that Fung-shui and all such superstition will speedily vanish. Mines will be worked, canals, rivers, and roads repaired, railways and inland steamers introduced, in ten years the Central Government would have such a hold on the provinces that rebellion would be impossible, bribery and corruption, which now undermine every department, would vanish, and China and its Government be once more a happy country. In another column we print an extract from Mr. Williamson's book on the eligibility of the country for railways. Is there no well-wisher of the Chinese at Peking who can rouse the men in authority to their true interests? Instead of the millions spent on arsenals to resist the foreigner, which have no bearing on the well-being of the people, how much better would these millions have been invested in railways developing the mining districts and general resources of the country!

UNANIMITY AMONG THE FOREIGN RESIDENTS AT SHANGHAI.

According to latest accounts from Shanghai the attitude of the foreign residents continued to be satisfactory. The unanimous feeling of sympathy for their French *confreres*, expressed by every member of that cosmopolitan community after the Tientsin Massacre, has not been disturbed by any word or deed committed by subjects of the belligerent Powers. When the news arrived in China of the war between France and Germany fears were entertained that the representatives of these nations would at once assume a hostile attitude towards each other, and thereby weaken the efforts to obtain reparation from the Chinese Government. We are glad to find that this bond of union has not been broken, and trust that, whatever betide, it will remain firm to the end. Perhaps no one has done more service in cementing the friendly intercourse of the foreign residents at Shanghai under the calamitous circumstances than Sir Edmund Hornby, H.B.M.'s Chief Judge for China and Japan. On his leaving China for Europe, by way of America, he was presented with a flattering testimonial, to which he made an appropriate reply. In it occurs the following passage:—"The painful and astounding intelli-
"gence we have just received of political disturbance in
"Europe will, I am sure, make no difference in the friendli-

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"ness of your relations with each other. Though you may "be the subjects of rival and hostile Governments, your mu- "tual relations are of a far more intimate and holy charac- "ter. You are members of one family, residing in a strange "land, exposed to common dangers, and having common inte- "rests; whether your rulers see fit to differ or agree, that can- "not and ought not to affect you. War is a curse; but let it "not, I beseech you, interrupt feelings that spring from mu- "tual respect, kindly intercourse, and private social rela- "tions." These noble sentiments of the learned Judge had great weight with the community, and were quoted by Count MEJAN, the French Consul-General at Shanghai, at the official dinner given on the 15th August, when he declared that the sentiments of himself and his fellow-countrymen were in accordance with those views. From this we may safely conclude that the French residents will be restrained by authority from disturbing the friendly relations that subsist. But will the German residents be restrained from making demonstrations on receipt of the great victories of their arms in France? We fear not. Hence there is the possibility of some collision between residents of the belligerent nationalities. On this point the Consul for the North German Confederation has not ventured upon any public expression of opinion; neither have the German residents recorded publicly their pacific sentiments. Some action of this kind would be reassuring to all who have the interests of Shanghai at heart. And should it be, when this terrible war is at an end, that the foreign community continue in friendly intercourse with each other, it will expunge from the record of Shanghai the vile aspersions which have been cast on its society.

GAMBLING AT THE STRAITS SETTLEMENTS.

MANY people in England are looking anxiously to learn what the Governor of Singapore will have to say on the subject of gambling. It would seem that from time to time this vice breaks out in the East, and has to be repressed by vigorous measures. We gather from the latest newspapers that such an outbreak now threatens, and that the subject has been again brought prominently before the notice of the public in Singapore. It appears to us desirable to remind our readers how gambling is regarded in England. Many of our countrymen, when they leave home, seem to forget the opinions entertained—the sentimental opinions it may be—of the nation they have left. Let us remind such persons of what they may have forgotten. England hates gambling with all her heart. She will not tolerate it wherever she can put an end to it. People may think her hypocritical or pharisaical, or no better than her neighbours, but on certain subjects she has made up her mind, and cannot be changed. Gambling is one of these subjects. We have put down gambling-houses here; we apprehend race gamblers; we have protested against the vice until we have created a public opinion in Europe on our side, and the "hells" have had to disappear even from Continental States. Now, while England has put down "hells" in Europe, it would be a great mistake to imagine that she is going to tolerate them in British colonies. We are not unmindful of the difference in circumstances here and in the East. There are certain vices which we in this country can readily understand break out with renewed virulence in hot countries. Such vices it may be impossible to suppress, and we may therefore be under the necessity of regulating them. But gambling is not one of these. Let our colonial readers distinctly understand this fact, that, if the question were ever put to the English nation or to Parliament—Are you prepared to tolerate the existence of gambling in Singapore or elsewhere? there would be but one answer—Gambling *must* be put an end to. Our contemporary the *Straits Times* says:—"We are by "no means advocates of harsh measures; we would much "rather see the vice farmed out. Either legalise it or "suppress it." We say distinctly, suppress it. Our readers may rely upon this, that English public opinion will be against any attempt whatever to legalise the traffic. The argument which was so foolishly used in the case of the gambling farms at Hong Kong, that a considerable revenue was derived from the legalisation of the vice, will not avail for a moment in this country—will rather tell against than for the cause for which it is used. VESPASIAN said *non olet* of a tax derived from an equally obnoxious source, but in the nostrils of the British public such a tax does smell.

We may now deal with a more technical matter. In the columns of the contemporary already alluded to it is stated that the law is at present incompetent to deal with the subject. The writer admits that former magistrates have contrived to work the law, but he suggests that this has been done by construing it "very liberally"—that is, in plain English, by exceeding it, or adding to its provisions. We have taken some pains to look into the subject, and have fortified ourselves by opinions in which we can place confidence, and we can assure our contemporary that he is in the wrong. We believe the law as it at present exists is now, as it has been found to be in times past, amply sufficient to meet the evil. What is wanted is not better law, but better administration of it. The common law of England, and the laws of all civilised countries, now set their faces against gambling on the ground of public policy. Any statute which is passed in England on the subject is not in substitution for, but in confirmation of, the common law. And the same principle applies to the laws at the Straits or at any other of our colonies. Gambling is of itself against public policy, and any particular statute which is passed must always be read by this light. In other words, it must be construed so as to give jurisdiction. Our contemporary, however, seems to think that the Act in force applies only to "regular gambling-houses." Probably his conclusions are derived from reading the 56th section of the local Police Act. We readily admit that if this were the only section which bore on the subject there would be much to be said for our contemporary's rendering of the law. But another Act puts the whole question on a much broader basis. The Act No. LXVIII. of 1860 in section 15 gives the widest possible meaning to the words "common gaming-houses." It meets the difficulty in the boldest possible way. When evidence has been given against his house either that cards, dice, gaming-table, or cloth, board, or other instrument of gambling has been found in it, this stringent law throws the burden of proof upon the householder that his house is not a gaming-house. In other words, it gives the widest possible meaning to the word gaming-house. If such a law is not strong enough to put down gaming-houses it is difficult to see how it could be strengthened. Any house in which gambling has been carried on is a gaming-house under this Act until the owner can prove the contrary. Put into plain English, this means, of course, that if evidence can be brought to show that gambling has gone on in a house the law will throw every obstacle in the way of the person who wishes to prove that his house is not commonly so used. We have no wish, however, to go further into the technicalities of the question. Our object is to remind Englishmen abroad how strong is the feeling in England against this vice, and to warn them that their safest course—the only course which England will approve—is to root the evil out entirely.

WE have received a copy of the "Reprint of Letters on the Tientsin Massacre" from the *North China Daily News*, just issued in pamphlet form from the *North China Herald* office, Shanghai. We have already noticed these letters as they appeared, and therefore it only remains for us now to acknowledge the good service rendered by the editors of our China contemporary in reproducing them in their present compact form. Connected, as they are, by a few brief sentences of explanation, and supplemented by translations of the despatches and proclamations issued by the Chinese authorities since the massacre, they form a complete text-book for the course of action imposed upon our Government by that outrage.

NOTWITHSTANDING the critical state of all the ports in China, reported by each telegram, and the urgent request on the part of the English community at Shanghai for troops from India, we regret to say that none have been sent forward either from England or India. The troops from Madras are simply the ordinary reliefs for the Hong Kong garrison.

THE PRESS AND CORRESPONDENTS ON THE TIENTSIN MASSACRE.

The Times of the 25th says the last news is not of a character to remove anxiety. A private telegram, indeed, announced that punishment had in some degree been inflicted; and it is surprising that, in a matter which may issue in such important consequences, the Government should be outstripped in information by private firms—the present being not the first time in which official intelligence has been thus

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behindhand. It is satisfactory to hear that any measure of vengeance for the recent Massacre has been inflicted. But there is reason to fear the example thus made will have fallen short of the just demands of the French Minister. Count de Rochechouart had demanded, above all, the execution of the three mandarins who, as magistrates in the city of Tientsin, were fully believed to have been directly concerned in the outrage. One must have escaped punishment altogether, and, from the other two having been simply transported, it would seem but too probable that the European authorities will deem that due satisfaction has not been afforded. Any number of miserable Chinese can always be produced for execution, and if the great men escape with a punishment which might secretly be rendered nominal, very little can have been done towards stigmatising the recent crime in the eyes of the natives.

These apprehensions are confirmed by the telegram announcing that a Chinese army has been sent to Tientsin, and the Taku Forts have been armed and provisioned. It is difficult to understand why the Chinese should be thus preparing for active military operations, unless they were still conscious of the dissatisfaction of foreign Powers, and expected to provoke an attack. We learn, at the same time, that another chapel has been burnt down, and, though its restoration is promised, the incident would seem to show that the spirit of fanaticism is still abroad in the Empire. The assassination at Nanking of the Viceroy Ma, a known protector of the foreigners, is another most ominous symptom. Amid this uncertainty the mail brings the translation of a memorandum relative to the massacre by Tseng-kwo-Fan, who is Viceroy of the province in which the outrage was committed, and who is said to be the most powerful mandarin in China. It must be admitted that, as a literary production, this memorandum is unexceptionable, and might with advantage be imitated nearer home.

If we could consider it apart from the occasion on which it was written, we might regard it with unqualified satisfaction. Tseng-kwo-Fan acknowledges that it is the aim of the Catholic religion to teach men to be virtuous; he recounts that the Emperor Kang-hi long ago gave permission to establish it in his dominions; and he condescends to compare the Hospitals of the Sisters of Mercy to the Chinese Foundling Hospitals. "Charity and Mercy," he says, "are the desire of the Sisters; if, therefore, they are accused of abominable deeds, foreigners will be justly prompted to resentment and wrath." Tseng-kwo-Fan's conclusion is that the Emperor should promulgate an Edict in all the provinces of the Empire, "openly declaring that the misdeeds laid to the charge of the missionaries are nothing but calumnies, so that the wrong done to foreigners by these slanders may be expiated."

We do not underrate the importance of having such sentiments officially placed on record by a powerful mandarin. But the very excellence of such statements furnishes the greatest condemnation of their author. Why has Tseng-kwo-Fan waited until after the Tientsin Massacre to disperse these slanders and to invoke the authority of the Emperor Kang-hi in support of the Catholic religion? Had the Emperor some time ago published such an edict as he is now invited to issue, the popular fury would, in all probability, have been restrained. However unexceptionable in itself, this memorandum is in the highest degree unsatisfactory, considered as an inquiry into the Tientsin Massacre. That atrocity was crying for vengeance at the time this cool memorandum was written and published. The very first duty of the Viceroy was to discover the guilty persons and to punish them. But this duty is entirely put aside, and the massacre is referred to in the mildest possible terms. It is a "sad occurrence," a "disturbance," a "great disaster," but nowhere is it styled a heinous crime. This is a mode of dealing with the occasion which it is impossible to endure. It is exactly in accordance with the usual craft of the Chinese. The Viceroy can afford to be polite in official documents so long as he can unofficially wink at the murder of foreigners by Chinese bravoes. The one thing upon which we must insist is the condign punishment of the authorities who were responsible for the recent massacre. If this has not yet been granted, no further time should be lost in enforcing it.

"M. N.," writing to *The Times*, says there can be little doubt that the two mandarins who are said to have been transported were the prefect and district magistrate of Tientsin, whose duty it was to have prevented the organised rising of the 21st of June. The official status of these mandarins is comparatively low, the higher of the two ranking only with a vice-consul or interpreter in the British Consular Service; but there was another mandarin, whose guilt was more flagrant still than theirs, and who is said to have actually led the rioters that sacked the French Consulate and murdered its inmates. This was Chen-kwo-Jui, one of Tseng-kwo-Fan's military subordinates, who distinguished himself against the Nienfei in 1868, and holds the rank of General in the Chinese army. He is, therefore, a man of note, and his decapitation on the scene of his crime would have a deterrent effect of the most salutary kind, but while the lesser criminals are punished—however inadequately—the greater one escapes for the present scot free. Count Rochechouart's demand for the execution of this man has, it seems, been flatly refused by the Governor-General of the Province of Chili, the highest local authority to whom it could be referred. It only remains, therefore, for the representatives of France and England to appeal from Tseng-kwo-Fan to the Imperial Government, and if, as is most likely, this appeal be made in vain, it then becomes our duty to coerce that Government into a compliance with the demands of justice. This might be done by re-occupying the Taku Forts for a period, say, of five years, and by obliging the city of Tientsin to pay the expenses of the occupation. We might, further, insist on placing our Legations in telegraphic communication with Taku, and I would suggest that Russia, also, should demand the right of extending her telegraph from Kiachta to Peking.

Presuming that Chen-kwo-Jui's guilt is clearly proved, and that the Imperial Government refuse to execute him, and publish by a proclamation at Tientsin, and by an edict in the *Peking Gazette*, the particulars of his crime and punishment, it should then be told that the Forts will be occupied for some fixed period, as I have above stated, and held at the expense of the city which has disgraced itself by the massacre of unoffending women, and it should also be told that if any armed opposition be offered to our troops the grain fleet which proceeds to Tientsin every year with the tribute rice will be arrested, or that possession will be taken of the Shanghai arsenal or of the foreign-built Chinese fleet. Knowing our power to execute these threats, the Government would not dare to oppose the re-occupation of the Taku Forts, and their retention by an Anglo-French force would tend greatly to restore commercial confidence at Tientsin, the largest market in China for our cotton goods, and would also aid, possibly, in bringing about a peaceful solution of the Audience Question—a question that may soon be raised, and on the right decision of which will chiefly depend the future security of our relations with the Manchu Tartar Dynasty.

"Tientsin" writes to *The Times* concerning the passage in Tseng-kwo-Fan's Memorandum in which he alleges that Wong San made a confession that kidnapping was practised by Chinese Christians. "Tientsin" explains that Wong San was door-porter to the Tien-cha-Tang, or cathedral. After the massacre he was imprisoned in one of the Yamens of the city, and there underwent the most horrible tortures; his hands and feet were in a frightful state, and but little life was apparently left in him when he was released on the demand of the Consul. Whatever this man stated under torture he has contradicted on his release. Tseng-kwo-Fan does not state that his confession was made under torture; he leaves it to be imagined that the statements were made under simple examination, so that they are unreliable being contradictory.

"Mencius" writes to the *Pall Mall Gazette* that, whatever doubt may prevail on this subject among miscellaneous observers, there is one class, at least, who entertain none whatever—the English traders with China and residents there. According to them, full revenge for the past, full security for the future—these are to be exacted vigorously without the tedious preliminary process of waiting to know what measures the Chinese have taken, or what they have to say in defence of them. The opportunity must be taken at once, not only to punish the offenders against France, but to place English trade and concern in China on a satisfactory and permanent footing—for the sixth or seventh time in our recollection. "And everybody knows, and no one exactly likes to say," continues this writer, "that, whatever the result a Chinese war might have, it would most assuredly, in its first stages, fill the pockets and exalt the position of all the members of our colony there who have wit enough to turn a good occasion to a good account." In the Tientsin Massacre three of the slain were Russians—engaged in their lawful business, and under Russian, not French, protection. They were killed by mistake. One unfortunate lady was, by birth, British; but in everything but birth she was French. Under these circumstances, Russia, we are told, instituted her inquiries into the case. She was satisfied that the slaughter of her subjects by the mob was unintentional. No injury, no insult, were intended to Russia. And it was not the business of Russia to avenge insults intended for another Power, because by accident, however sinister, they happened to involve innocent subjects of her own. Russia is therefore reported to have resolved on taking no action in the matter as regards the alleged individual injury to herself. What she may do in combination with others is another matter. And "Mencius" thinks that few reasonable men will imagine, if the facts be thus, that Russia is disgraced by her moderation. The apparent Russian grievance in the matter is far greater than ours. Her subjects were slain in the streets, in no connection with the obnoxious French, and under the protection of their Sovereign. Our poor fellow-subject had practically renounced her British connection and protection, wore French religious garments, was joined to a French religious society, and was murdered, so to speak, as a Frenchwoman. But while no one taunts Russia for being thus quiescent, a portion of our opposition press, reinforced by a strong Anglo-Chinese contingent, is profuse in its vituperation of the British Government for not having treated this miserable but obvious accident at once as a cause of hostilities, to be averted by no apology or satisfaction, but to be carried on to the point at least when every Anglo-Chinese shall himself admit that he is in complete security, and enjoying the full fruits of his commercial enterprise.

Of course this means that we are to conquer China for the benefit of the Anglo-Chinese, and would be so understood. But, omitting altogether the view which the Chinese themselves would take of the matter, let us consider for a moment—what "Hong Kong," wisely for his purpose, omits—the curious complication in which these proceedings would involve us with other European Powers. As has been often pointed out, no State has any commercial connection with China, except Great Britain, and, to a very minor extent, America. But France, which has no such interest in China at all, is just as much a treaty Power as they are; and Russia and North Germany have taken good care to place themselves in China on the "most favoured nation" footing. We cannot obtain from China a single advantage which we must not share with all these. We cannot take a single step against China, unless on a purely English occasion, without consultation or co-operation with them. "The aid and countenance of America, North Germany, and Russia should be obtained, as it easily can," says "Hong Kong," with much simplicity, in a letter to *The Times*. I think it very probable that it might; but on one condition: that we—the parties really concerned—should do all the paying and most of the fighting, and that all the other Powers should obtain an exactly equal share in the results with ourselves. That King William or Czar Nicholas would take any other view of the subject than this I am far too little sanguine to believe. They would use the Chinese treaty railways and treaty telegraphs just as we should use them, and their representatives would vex the Chinese with demands arising out of the construction and maintenance of these railways just as we should vex them. They would each hold one key of the customs treasury by way

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of fraternal co-operation with ourselves. It would become with them, not a matter of interest as we Britishers are said to measure national interest, namely, by money, but a matter of national pride, that not one advantage should be obtained in which they did not share—not one negotiation or public examination entered into in which they should not participate.

In order to complete a scheme which implies in truth the absolute subjugation of China, it would be far better that this subjugation should be announced at once, and China and its Emperor placed under a joint European and American protectorate; and then, what next? But, however sweeping may be the views entertained by writers such as "Hong Kong," there are enthusiasts of the Anglo-Chinese persuasion whose zeal is of a still more burning order. No Englishman's property has been injured. Not a hair of an Englishman's head has been touched. But because we are afraid that outrages against Englishmen's persons and property may be perpetrated—and no one can deny that the apprehension is a real one in the case of a nation subject to such ungovernable and anomalous impulses as the Chinese, therefore, "One about to return to China" writes to *The Times*, pleading for war at once: war without special purpose, without conditions, without limits. This writer, at least, suggests only one; war until the Anglo-Chinese—he distinctly announces that they alone are competent judges in the matter—say they have had enough. War with China, which simply means massacre; the slaughter, by all the latest European methods of extermination, of myriads of wretches who have no means of resistance except what despair may at last lend them—war with its regular Chinese accompaniments: cities of ancient wealth barbarously destroyed, helpless families of women and children piled as corpses within their own doors, sacrificed either to the fire of their enemy or the dark passions, half-murderous and half-suicidal, which arise in the minds of the miserable defenders. We have satisfied to our own full satisfaction our national prudery in these matters by condemning the recklessness of the French, from Emperor to journalist, in making light of the horrors which war was to bring on their enemies the Germans. What European warfare has ever surpassed the horrors which we have unwillingly perpetrated on these savage but defenceless enemies; and which our Anglo-Chinese advisers invite us to renew—not for national glory, not for freedom, not for independence, but in order that capitalists who have chosen to buy land and establish houses of business in China may be secured—which, after all, they never can be—to their own hearts' content against a possible violation of treaty. "Mencius" concludes by expressing his anxiety not to be misunderstood. He says:—"Our foreign export trade is most essential to our greatness; almost necessary to our existence. Those who engage in it, though in pursuit of their own advantage only, are benefactors of their country in an indirect but most important sense; and defended in case of need they must be. But if we owe them much, the creditor side of the account is rather an alarming one also. The privileges which they aim at obtaining in some foreign countries, the maintenance by the public of the rights which they claim in others, involve us in very heavy responsibilities indeed. Their pressure on Government after Government in the affairs of China has lost us—with justice—that favourable judgment of the leaders of the civilised world which our conduct in the matter of the slave trade and other questions of great general interest has tended to secure us.

"F.," writing to *The Times*, says that the massacre was perpetrated with such brutality that the provocation which led to it is apt to be forgotten or passed over too lightly, yet such was its nature that no people could be expected to tolerate it. It would be very satisfactory if a proper investigation were made into the proceedings of the missionaries in China, which might lead to the correction of abuses by which our friendly relations with the Chinese have before now been endangered; for it would be too much to expect the missionaries themselves to remedy these abuses. They never see such things in the same light as other people; to them temporal interests are as nothing in comparison to what they choose to consider eternal ones. Why take for granted that the Chinese alone are to blame? If people set up their religion above the laws of the land, why should they not suffer for it in China as they have often done in Europe? According to the treaty, I believe that proselytising missionaries are allowed by the Chinese Government, but if this is opposed to the feelings of the people, and only extorted through fear, how can it be enforced, and why should we insist on it? We would not do so in the case of any European Government; then why in China?

The *Standard* says:—The preparations which are being made by the British Government continue to be of the most languid and perfunctory character. A battalion of marines has been ordered for service in China, and a telegram published on Saturday announced that the departure of troops from Madras is being hastened. We presume that not more than a single battalion of marines can be spared just now from England. Yet we may remember that it was only last year that the Ministry took credit to themselves for having reduced four thousand marines. Now, when we want them, we are obliged to go without, to the imminent risk of British interests, and to the detriment of commerce, perhaps ten times greater, stated in money, than the total of what we saved last year in this transaction. The French Ambassador, M. Rochechouart, if the reports are true, is acting somewhat foolishly by holding aloof from the representatives of other nations—this appearance of discord among the Europeans having led the Chinese Government to propose to the Prussian Minister an alliance against France. These overtures have, of course, been declined by the representative of Prussia. It is most unfortunate indeed that just at this crisis, when it is necessary for the Europeans to act unanimously against the Chinese, there should be war in Europe between France and Prussia.

The *Pall Mall Gazette* says it is doubtful whether British statesmen quite understand the importance to this country of three barbarous or semi-barbarous countries in the extreme East, and it is quite certain that the English public does not understand it at all. From India, China, and Japan we import nothing that we eat or drink except a luxury, tea, and a grain which is something more or less than a luxury, rice; yet the stoppage of our mercantile connection with these countries would inevitably carry with it the starvation of large numbers of the English labouring classes. Russia, Germany, France, and the United States, the countries which send us our food, do not take nearly enough of our goods to close the account. How, then, do we pay for the remainder? Unquestionably we pay for it by the profits of our sales made chiefly in the open markets of the Far East. If the Indian and the Chinese markets were shut against us, our workmen would have to starve or to pinch as infallibly as if some convulsion of nature suddenly cut us off from the vast corn-lands of the Mississippi valley or of Southern Russia. A vast deal more is at stake than the interests of a comparatively small number of merchants bent on making a fortune rapidly. Are we or are we not in danger of being pushed from the Chinese market by a population so enormous that if they pleased they could, so to speak, squeeze us out of their country by putting their shoulders together? The Oriental passion of exclusiveness is apparently becoming ungovernable in China at the present moment; and yet, serious to us as is the question how best it can be controlled, we are all but without the means of resolving it. We are probably but imperfectly informed as to the conditions of our Government in India; yet our knowledge of India is omniscience as compared with our knowledge of China. It would almost appear as if Chinese affairs had been deliberately so dealt with by the British Government as to prevent any stock of official knowledge of the Chinese from forming itself; and nobody who is capable of measuring the depths of our ignorance of Japan, and who remembers what the history of that remarkable country has been would be surprised to find that the Japanese market, now yearly increasing in importance, has been finally closed against us at any moment by a people which is possibly only learning the arts of the foreigner to turn them against himself. Amidst such general ignorance, the dependence of our population for the means of procuring work, and food through work, on countries which, if not barbarous, have a civilisation naturally leading to extreme exclusiveness, is one of the greatest of the perils obscuring the future of England. Nobody who the least appreciates it will fail to wish that our markets were nearer home and less likely to be taken away by causes of which we have little knowledge and over which we have little control. It is much to be wished that Mr. Lowe could be induced to review the opinions or the prejudices which have led him to offer resistance to the negotiation of farther Commercial Treaties. He has used no argument worth attention on the subject except in contending that such treaties have the effect of reviving Protectionist errors. As a matter of fact, this may be true; for there are people who cannot distinguish between the old class of Commercial Treaties, which created a sort of little loop in the circle of Protection, and the treaties which have been entered into since we adopted Free Trade. When once Customs Duties came to be imposed exclusively for fiscal purposes, Commercial Treaties necessarily changed their nature. A treaty of this kind is now nothing more than the purchase of a new market by the abandonment of all or part of a fund which would otherwise have come into the Exchequer. This fund, if it got there, might possibly create a surplus; and what Mr. Lowe really means is that he likes to dispose of his own surpluses in his own way. This year he so disposed of one as to bring about a doubtful diminution in the price of sugar to the extent of about a farthing a pound. Mr. Lowe is entitled to contend that this economy benefited the working class more than the opening of a new market for the produce of its labour; but he is not entitled to assert that the possibility of buying such a market with his surpluses is a mere Protectionist delusion.

The *Daily Telegraph* says China is again a source of trouble, and the old familiar uncertainty still seems to attend all our information about its politics. As a matter of fact, the Chinese Government has not yet fully complied with the demand for justice made by the French representatives. It has banished two mandarins implicated in the massacre of the Sisters of Mercy at Tientsin, and it seems to have executed a round dozen of obscure wretches who were possibly innocent, at least of the particular crime. At the same time it would be unfair to charge the central Government with intentional neglect of an urgent duty in the case, since the very eminence of the criminals might render the action of the Peking officials more difficult to arrange. The means of enforcing such action may, for aught we know, be contemplated by the military movements now announced. Such would also seem to be the impression of our own authorities, for we have sent a battalion of Marines to China, and a body of troops has been despatched thither with pressing haste from Madras. For the present, therefore, it is difficult to say with any assurance whether we should be concerned or relieved by the presence of the young Emperor's "braves" at the Taku forts and the city, or whether the European Powers are likely to become involved in the quarrel of Count Rochechouart. The signs of popular sympathy with the murderers which are to be gathered from the latest China newspapers are the reverse of reassuring. The Viceroy of Nanking, Ma, has been stabbed by an assassin—notoriously for his equitable conduct towards Europeans. Moreover, when the Chefoo of Tientsin executed two kidnappers of children, and pointedly connected their crime with the Convent of St. Vincent de Paul, the people sent him a "ten-thousand-names umbrella," and, in addition to this signal token of approval, a tablet in blue and gold, bearing the inscription, "Countless families have produced a Buddha." After the horrid butchery at Tientsin there were published over the Empire roughly-drawn and highly-daubed fans, representing with coarse fidelity the cruel tragedy of the 21st of June. In the grotesque perspective and quaint figure-drawing made familiar to us by the willow pattern plate, the artist had depicted the Catholic church sending out flames from every window, the boats on the river crowded with armed people, and the victims succumbing to knife and matchlock, three of them in the foreground writhing in caricatured agonies. The "Governor," moreover, was portrayed sitting in his chair of state, and blandly surveying the atroci-

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ties. These fans appeared everywhere—in the *yamum*, the tea-shop, the theatre, the comprador's office; and another was being issued by advertisement, which gave the sufferings of the martyred nuns with all that frankness of ghastly and indelicate detail of death and torture in which Chinese artists appear to revel. It is, no doubt, an ugly fact that these "fans of instruction" sell so well; and the circumstance bears an uncomfortable affinity to the "chupatties" which flew over India in the days immediately preceding the Mutiny. At the same time, it can be no new thing to hear that the mandarins dislike and dread the presence of Western settlements, and that the people are easily alarmed about the integrity of their religion, and the spiritual safety of their offspring. On the opposite side we have to set the notorious fact that European ideas are penetrating China with European goods, and the outbreak of bigotry is a tribute to the reality of that progress. What we have now to do is to secure the safety of our settlements, and to apply a close but friendly pressure to the Central Government. The arrival of our troops, even if they proceed no further than a treaty port, will help to check any wavering in the resolutions of the authorities at Peking, and the force will be available for more rigorous measures should events unfortunately call for decisive action.

BOARD OF TRADE RETURNS.

The Board of Trade returns for the month and nine months ended the 30th September are of a satisfactory character, and indicate less depression in business. The total declared value of exports for the month of the present year was £17,090,823, against £16,365,725 in the month of 1869, and £17,027,240 in 1868, which is an increase compared with the former period of £725,098, and with the latter of £63,583. For the nine months of the present year the total was £148,634,191, in 1869 it was £142,707,536, and in 1868 £133,804,263, showing an increase over 1869 of £5,926,655, and of £14,829,928 over 1868. The imports are given only for the month and eight months ending August 31st, and are as follows:—For the month of the present year the total was £21,033,059; in 1866, £20,559,578; and in 1868, £20,285,457. For the eight months the totals were—£160,466,361, £148,583,064, and £152,637,733 respectively. The imports and exports of bullion and specie for the nine months of the several years were in 1870:—Imports, £22,075,461, and exports, £12,576,872; in 1869, imports, £16,146,896, and exports, £13,078,459; and in 1868, imports, £20,524,195, and exports, £14,928,319, showing an excess of imports in the respective periods of £9,498,589, £3,068,437, and £5,595,876.

The following is an extract from these Returns of those figures which relate to our Export trade with China and other countries in the Far East:—

COTTON YARN.

To		For the Month ended 30th Sept. 1868.	1869.	1870.
China and Hong Kong	lbs.	466,000	112	1,842,200
Japan	,,	527,550	174,764	1,392,110
Straits Settlements	,,	102,950	76,700	156,600
Ceylon	,,	44,100	51,820	54,760
		For the Nine Months ended 30th Sept.		
China and Hong Kong	lbs.	4,854,981	2,827,072	8,578,109
Japan	,,	2,601,020	3,596,136	7,591,300
Straits Settlements	,,	1,187,950	740,445	1,944,790
Ceylon	,,	861,710	280,424	197,662

COTTON MANUFACTURES

To		For the Month ended 30th Sept. 1868.	1869.	1870.
China and Hong Kong	yds.	37,727,187	11,456,740	32,768,746
Japan	,,	1,591,100	1,022,605	3,686,804
Philippine Islands	,,	5,631,369	4,015,400	3,023,800
Java	,,	1,844,505	—	3,205,400
Straits Settlements	,,	2,565,618	2,455,823	9,648,997
Ceylon	,,	2,369,389	2,400,602	2,760,380
		For the Nine Months ended 30th Sept.		
China and Hong Kong	yds.	240,722,039	213,472,414	258,279,246
Japan	,,	16,420,123	12,706,762	21,877,508
Philippine Islands	,,	28,508,519	22,192,839	22,907,710
Java	,,	20,660,933	13,081,970	24,009,654
Straits Settlements	,,	43,584,833	45,282,818	74,399,668
Ceylon	,,	19,775,780	17,194,407	21,465,820

WORSTED STUFFS.

To		For the Month ended 30th Sept. 1868.	1869.	1870.
China and Hong Kong	yds.	1,482,653	1,605,933	1,483,506
Japan	,,	169,850	345,071	117,976
		For the Nine Months ended 30th Sept.		
China and Hong Kong	yds.	15,710,673	16,668,249	13,744,755
Japan	,,	2,589,115	2,873,419	1,347,674

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1868.	1869.	1870.
For the month	yds.	96,325	77,272	148,246
For the nine months	,,	1,518,219	1,675,615	1,650,120

LEAD TO CHINA AND HONG KONG.

		1868.	1869.	1870.
For the month	tons	1,028	1,337	423
For the nine months	,,	7,843	10,234	10,572

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and eight months ended 31st August, 1870, compared with the corresponding periods of the two preceding years, is returned as follows:—

To	For the Month ended 31st Aug. 1868.	1869.	1870.
China (exclusive of H. Kong)	£424,459	£445,235	£358,837
Hong Kong	151,792	110,190	455,677
Japan	91,076	89,112	109,836
Straits Settlements	130,832	128,193	215,920
Ceylon	70,651	60,467	87,191
Philippine Islands	120,164	75,574	52,193
Java	120,844	72,641	91,056
Siam	154	5,353	—
	For the Eight Months ended 31st August.		
	1868.	1869.	1870.
China (exclusive of H. Kong)	£3,998,381	£4,593,285	£4,048,749
Hong Kong	1,526,066	1,847,222	2,094,628
Japan	678,848	962,841	1,004,811
Straits Settlements	1,043,888	1,112,108	1,596,430
Ceylon	542,126	482,101	569,447
Philippine Islands	638,032	511,794	504,947
Java	531,749	370,065	585,660
Siam	422	20,202	150

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From Singapore to London, per Joseph Hadyn, entered Oct. 22.—192 cases 48 baskets shells, 305 bags tapioca, 1933 bags pearl sago, 238 boxes gum copal, 1835 bags pepper, 1119 buffalo 840 cow hides, 917 bales gambier, 334 cases gum damar, 78 packages india-rubber, 3051 bundles rattans, 519 ps. buffalo hides, 118 boxes pearl tapioca, 149 bags sago flour, 44 bags coffee, 10 cases dragon's-blood, 116 baskets gutta-percha, 404 boxes cutch, 2602 bundles canes, 2832 buffalo horns—Order.

From Shanghai, Hong Kong, Singapore, and Penang (via Suez Canal) to London, per Hipparchus (str.), entered Oct. 24.—From Shanghai: 64 bags shells—Ehlers and Sergel; 91 bales silk, 709 chests 2306 half-chests 587 boxes 2587 packages tea, 4 bales hemp, 1 case 174 baskets shells, 4 packages merchandise, 49 bags mineral ore, 10 boxes ginger—Order. From Hong Kong: 1 package merchandise—J. Whitenorn; 80 cases treasure, Hong Kong L. B. Company; 11 packages sundries—J. Deverill; 7 packages tea—J. Morrison and Co.; 900 boxes tea, 4 boxes China ink, 10 cases cassia, 54 packages sundries—Order. From Singapore: 16 cases specimens natural history—J. Moss; 2 cases sundries—G. W. Wheatley and Co.; 1 package—Woodhead and Co.; 3 packages merchandise—C. Oppenheimer; 127 baskets gutta-percha, 100 bags nutmegs, 252 half-chests tea, 392 bales gambier, 12 cases 233 bundles canes, 7065 bundles rattans, 6 cases tortoiseshell, 18 cases gum benjamin, 14 bales hemp, 4612 pieces horns—Order. From Penang: 3852 bags pepper, 50 cases nutmegs, 9 cases mace, 72 baskets gutta-percha, 1392 slabs tin—Order. Remainder of cargo for Liverpool.

From Shanghai to London, per Serica, entered Oct. 24.—720 chests tea (in transit)—F. Huth and Co.; 330 chests tea—Forbes, Forbes, and Co.; 331 chests tea—Brown, Shipley, and Co.; 2372 half-chests tea (in transit), 5848 chests 1476 half-chests 2 packages tea, 11 bales waste silk, 292 cases gall-nuts—Order.

From Penang to London, per Medusa, entered Oct. 24.—2321 slabs tin, 1433 baskets sugar, 187 bales hides, 10,807 bags pepper, 2245 buffalo horns, 1161 buffalo hides, 615 baskets gutta-percha, 63 baskets india-rubber, 42 cases nutmegs, 33 bags pepper dust, 1925 bags sugar, 39 puncheons 13 hogsheads rum, 24 cases mace, 9 cases fish maws, 150 cases gum benjamin, 1190 bundles rattans, 185 bags tapioca, 12 cases essential oil—Order; 2 bags pepper, 1 case sundries—W. S. C. Paddy.

From Singapore (via London and Suez Canal) to Liverpool, per Nestor (str.), entered Oct. 20.—2885 bags sago flour, 1523 bales gambier—Order; remainder of cargo landed at London.

From Singapore (via Liverpool) to Glasgow, per Estrelle de Chile, entered Oct. 24.—10 bags tapioca, 10 bags pearl sago—Martin, Turner, and Co.; 100 bags pearl sago—H. F. Stevenson; 3040 bags sago flour, 1370 bags gambier, 150 bags tapioca, 609 bags black pepper, 626 bags pearl sago, 5 bags tapioca flour, 30 bags white pepper—Order; sundry packages—addressed remainder of cargo landed at Liverpool.

From Hong Kong, Canton, and Macao to London, per Belted Will, entered Oct. 25.—From Hong Kong:—170 boxes tea—J. Vincent; 3 packages merchandise—Hall and Holtz; 4 packages merchandise, 9 cases padoga—Order. From Canton: 11 cases sundries—F. Morris; 1 case—J. G. Grace; 97 cases sundries, 500 cases ginger, 605 packages canes, 185 bales cocoons, 819 bales waste silk, 9 cases 550 boxes preserves, 35,252 boxes 3010 packages tea—Order. From Macao: 5 boxes preserves, 6 boxes sundries, 12 boxes tea—Captain; 1350 boxes 2727 packages tea, 50 packages merchandise—Order.

From Shanghai, Hong Kong, Singapore, and Penang (via Suez Canal) to London, per Priam (str.), entered Oct. 25.—From Shanghai: 6 cases merchandise—T. Carlisle, Sons, and Co.; 4 boxes tea—C. Mathaic; 384 chests 190 boxes tea (in transit), 2696 chests 1167 half-chests 14 boxes 1854 packages tea, 130 bales silk, 28 packages sundries—Order. From Hong Kong: 1 package cheroots—H. Taylor and Sons; merchandise: 8 packages—J. J. Ragnet; 2 packages—E. Shelley; 20 packages—J. Meyer; 4 packages—Burnham and Co.; 2 casks rum—Brenner and Laycock; 5 cases preserves—E. Eccius and Co.; 18 cases opium, 200 boxes camphor—D. Sassoon, Sons, and Co.; 3 cases merchandise, 10 bundles rattans (in transit), 10,312 boxes tea, 74 packages merchandise, 49 cases gamboge, 20 packages sundries, 30 cases ginger, 5 casks soy, 6 cases preserves, 35 cases rhubarb, 70 cases essential oil, 10 bales waste silk, 54 bales raw silk, 1 box musk, 5 cases silk, 200 boxes camphor—Order. From Singapore: 21 boxes tea—Burgess, Shaddick, and Co.; 67 chests tea, 448 slabs tin, 1 package merchandise, 38 boxes 29 cases mother-o'-pearl shells, 333 bags coffee, 243 bags tapioca, 8 cases tortoise-shells, 11 cases gum benjamin, 108 boxes 2 casks nutmegs, 19 baskets 205 cases india-rubber, 1783 baskets 46 boxes gutta-percha, 6 cases opium, 49 boxes camphor, 2250 pcs. buffalo horns, 1480 bags pepper, 9 cases patchouli oil, 2 cases gamboge, 105 bags sago, 2295 bales gambier, 563 cases 40 baskets shells, 81 cases gum damar, 2196 pcs. hides, 385 bags nutmegs.—Order; 8 cases orchids—C. H. Harrison; 1 case orchids—J. Moreton; 2 cases plants—Adamson, Gilfillan, and Co.; 5 cases plants—D. Hooker; 36 baskets gutta-percha—A. Pfuffer. From Penang: 16 cases nutmegs, 4 bales putch leaf, 5 cases fish maws, 2309 bags pepper, 764 slabs tin, 225 bags tapioca flour—Order.

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NEW YORK MARKET REPORT.

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TEA.

The following is from Messrs. Beebe's Circular:—Since the date of our last, transactions in tea have been very moderate, and at prices showing some decline in values of Greens and Japans. Included in the business reported are sales of 5,700 half-chests Green, 5,500 half-chests Japan, 1,000 half chests Oolong, and 450 half-chests Souchong. Of the Greens 800 half-chests are new crop goods (one of the chops of fine Teenki, less the Hysons), now on the way from San Francisco. The price paid has not transpired, but it is understood that the fine lines realised about last seasons opening rates. The Japans include 1,350 half-chests New Crop, and for these 68c. to 75c. are now fair quotations for medium to good medium. The market closes generally inactive, with values somewhat unsettled for most descriptions. We repeat previous quotations, with the remark, however, that the figures are largely nominal.

The following are the current quotations:—Greens (Moyune, Twanki and Fychow): Gunpowder, common to good, 55c. to 95c.; fine to finest, 70c. to 115c.; Imperial, common to good, 48c. to 90c.; fine to finest, 55c. to 100c.; Young Hyson, common to good, 40c. to 80c.; fine to finest, 43c. to 105c.; Hyson, common to good, 47c. to 75c.; fine to finest, 52c. to 85c.; Hyson Skin, 35c. to 45c.; Foochow Oolongs, common and good, 48c. to 54c.; superior and fine, 56c. to 65c.; finest, 70c. to 90c.; Amoy Oolongs, common and good, 47c. to 54c.; superior and fine, 55c. to 63c.; finest, 65c. to 70c.; Souchong and Congou, common and good, 40c. to 50c.; superior and fine, 54c. to 63c.; finest, 65c. to 85c.; Japans, common, 55c. to 58c.; medium, 60c. to 62c.; fine and finest, 68c. to 75c.; choice, 80c. to 85c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to Oct. 5, 1870, were as follows:—Greens, 19,086,204 lbs.; Japans, 9,707,319 lbs.; Souchongs, 2,746,894 lbs.; Oolongs, 8,511,462 lbs.; other sorts, 154,464 lbs.; total, 40,206,343 lbs. The stock on Jan. 1 was 9,866,167 lbs.; which, added to the above total, gives a result of 50,072,510 lbs. Subtracting from this total the exports from Jan. 1 to Oct. 5, 4,979,756 lbs., and the withdrawals for home consumption during that period, 29,818,136 lbs., there remains a total of 15,274,618 lbs., representing the stock on the last-named date. The receipts from Sept. 20 to Oct. 5 amounted to 836,448 lbs.; the withdrawals for home consumption to 1,549,658 lbs.; and the exports to 387,650 lbs.

Coffee.—The current quotations for East India kinds are, Java Government bags, 20½c. to 23c.; Java mats, 20½c. to 23c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. The market generally has been dull, and Brazil especially has shown great inactivity, the principal movement having been in East India descriptions. Java has attracted considerable attention, the result of the late operations being to take the whole stock from first hands, and concentrate it in the hands of a few houses who are holding for higher prices. There has been a pretty active jobbing inquiry, and some 5,000 mats have been resold at 20½c. to 21½c., besides 800 bags Government bought on private terms. We quote pale 20½c., medium 21c. to 22c., and brown and fancy 22½c. to 23c. gold, though the jobbers have been selling at even higher rates than these. Messrs. C. Risley and Co., in their circular, give the figures of the consumption of Java in the United States as follows:—In 1869 the consumption was 65,000 piculs, and ending Oct. 1, 1870 (nine months), there have been 101,000 piculs consumed, leaving an available supply of 37,500 piculs, or 75,000 mats. These figures would seem to warrant the expectation of higher values, especially as the parcels expected soon come to the present holders of the stock. There are other considerable shipments on the way, but these are not expected for some time to come. Of Ceylon we note sales at auction of 114 bags at 16⅜c. to 18⅜c. cash, and privately of 341 bags at the current quotations, and 1,000 bags on private terms. There has been no business in Singapore or Manila. The stock of Manila on the 1st Oct. was estimated at 400 bags, against 4,564 bags on Oct. 1, 1869; of Java (Government), at 670 bags, against 873 bags; of Java mats, 31,760, against 88,391 bags; of Ceylon, 9,426 bags, against 8,927 bags; of Singapore, *nil*, against *nil*.

Camphor.—China is quoted 19c. gold (in bond).

Cordage.—The manufacturers of cordage have reduced the price of Manila half a cent. per pound. We annex quotations for the various descriptions, for which there is a fair demand. Manila cordage, 20½c.; Manila cordage, 6 thread and 9 thread, 4½in. and 5-16 in. diam., 21½c.; Manila cordage, 12 thread, 4⅜ in. diam., 21c.; Manila hay rope, 21c.; Manila cordage, bolt rope yarns, 22½c.; 6 thread and 9 thread, 23½c.; Tarred Manila, 20c.; fine tarred Manila lath yarn, 21½c.

Essential Oils.—Aniseed is quoted $2 to 2.10; Cassia, $1.20 to 1.25 gold (in bond).

Fire Crackers.—The stock is reduced to about 8,000 boxes, and the market is firm at $3.90 to $4, the latter price being generally demanded. 1,000 boxes extra No. 1 have been sold at $3.75.

Gunny Cloth.—Continues in limited demand, and though prices are without quotable change, the tendency is rather in buyers favour. We quote native, nominally, 29c., Borneo, 30c.

Gambier.—The current quotation is 3½c. gold (duty paid).

Hemp.—The Asa Eldridge arrived shortly after the date of our last report with 3,826 bales Manila, of which 1,500 had been sold floating at 13c. gold; subsequently the sale was reported of 2,000 bales, ex Great Admiral, at 13c. gold, 60 days' sight. By this last transaction the stock is reduced to 5,730 bales, which are all held by one firm at 14c. gold; this has suspended business for the present, there being no disposition to purchase above 13½c. gold. The stock of Manila on the 1st October was estimated at 7,730 bales, against 10,178 bales at the corresponding date of 1869, and 10,436 bales in 1868.

Indigo.—Manila continues in steady demand, and we note sales of 73 cases at $1.10 to 1.30 currency.

Preserved Ginger.—China is quoted $10.50 currency (duty paid).

Rhubarb.—The quotation for China is $1.50 to 2 currency (duty paid).

Rice.—The new crop of Carolina has been brought forward, and in i the bulk of the business has been done. Rangoon has been somewha less active in consequence, and prices have declined; the sales amoun to 2,200 bags at $6.87½ to 7.12½ currency (duty paid), and 1,420 bags at $3.35 to 3.37½ gold, in bond.

Sugar.—The market presents a very quiet appearance, but owing to small supplies there is little anxiety to make sales, and former rates are maintained. The transactions have included 20,950 bags Manila, ex Olivia Davis, at 8⅜c.; 26,665 bags superior Manila, ex Annie Richmond, at 9½c.; and 1,860 baskets Java at 10½c.

Spices.—There is a good jobbing demand, and the market generally is steady and firm. Sales have been made, in lots, of 200 cases Nutmegs at $1 to 1.02½; 15 to 20 do. Mace, $1.30; 500 to 600 bales and cases Cassia, 48 to 50 c.; 200 to 300 bales Cloves, 25½c.; and Pepper, 26c. to 26½c., all gold. In addition 300 piculs Cassia, in cases and mats, sold, to arrive, at a private price; we also notice 400 bales Batavia Cassia, balance ex Cyclone, in Boston, for New York account, on private terms, and 100 cases do., ex Professor, also there, at 46½c., and 15 do. Mace, per same, $1.25, both gold.

Tin.—The advices of the favourable result of the Dutch Trading Company's sale on the 7th Oct. had but little improving effect upon the market; the only sales reported are 300 slabs Straits at 33¼c., and 50 slabs Banca at 36¾c. gold.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Oct. 17	Orient	Hallenbeck	Rangoon	Bremerhaven
— 18	Batavia	Zwanenberg	Batavia	Brouwershaven
— 20	Queen of Devon	Goswell	Ceylon	Deal
— 17	Taliula	Gilchrist	Rangoon	Greenock
— 21	Diadem	Crowell	Do.	Plymouth
— 21	Lady Macdonald	Kennedy	Akyab	Do.
— 19	Cath. Maria	Nolet	Batavia	Zierikzee
— 16	Delia	Aresti	Manila	Cadiz
— 21	Joseph Haydn	Haupt	Singapore	London
— 21	British India	—	Bassein	Liverpool
— 22	Serica	Sproale	Shanghai	Deal
— 22	Frederick	Armstrong	Akyab	Falmouth
— 22	G. R Mosle	Kuck	Maulmain	Do.
— 22	Gutenberg	—	Batavia	Liverpool
— 20	Maria	Biesthorst	Do.	Brouwershaven
—	Marian Moore	Dickson	Ceylon	Portland
— 23	Hipparchus (str.)	Markwell	Shang., &c., via Canal	London
— 23	Medusa	Flindell	Penang	Do.
— 23	Alice Ritson	Matches	Ceylon	Deal
— 22	Telanak	Lusink	Java, for Amsterdam	Dungeness
— 22	Dunedin	McMillan	Rangoon, for Liverpl.	Falmouth
— 22	F. C. Clarke	Stanton	Akyab	Do.
— 21	Wilhelmina	Willenbrink	Batavia	Brouwershaven
— 25	Belted Will	Locke	Hong Kong, &c	London
— 25	Priam (str.)	Buttin	Shanghai, &c., via S.C	Do.
— 25	Forward Ho!	Hossach	Do.	Do.
— 24	Lady Douglas	—	Rangoon	Liverpool
— 25	Manila II.	Behrens	Akyab	London
— 25	River Indus	Shearer	Colombo	Do.
— 25	Benzoekie	—	Java, for Rotterdam	Off Dungeness
— 25	Maasnymph	Vogelzang	Batavia for Middelbg.	Do.
— 24	Maria L. Antoinette	Muysson	Do.	Brouwershaven
— 21	Olano	Larrinaga	Manila	Lantander
— 27	Bulwark	—	Rangoon	Falmouth

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 20	Ben More	Proud	Yokohama	London
— 20	Sree Singapura	Mackenzie	Swansea & Singapore	Do.
— 21	C. B. Haws	—	Galle	Shields
—	Vier Gebroders	Vander Zee	Celebes	Amsterdam
— 24	Havelock	Maddon	Singapore	London
— 24	Mogul	Dickie	Cardiff & Hong Kong	Do.
— 20	Eddystone	Wood	Galle	Shields
— 25	Onward	Anton	Cardiff and Shanghai	London
— 25	Webfoot	Sturrock	Cardiff & Hong Kong	Do.
— 22	Ormoy	Leguguer	Yokohama	Cardiff
— 18	Spirit of the Age	Johnson	River Amoor	Cronstadt
— 26	Ada (str.)	Tatchell	Singap., Hong Kong, & Shanghai v. Cani	London
— 26	Sapphire	Selders	Cardiff & Hong Kong	Do.
— 14	Cicero	Alexander	Hong Kong	Penarth Dock
— 14	Euterpe	Leach	Manila	Do.
— 26	Kate Covert	—	Yokohama	Liverpool

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At London.—For Yokohama: Fire Queen, Ilione, Serica. For Tientsin and Chefoo: Avona. For Shanghai: Titania, Celestial Queen, Cutty Sark, Forward Ho. For Hong Kong: Clymene, Marlborough, Cingala, Cornovia, Wm. Ritson. For Singapore: Gemini, Cymbeline. For Singapore, Hong Kong, and Yokohama (via Suez Canal): Oberon (str.). For Penang: Peri. For Bangkok: Anita, Gleam. For Batavia and Sourabaya: John Scott, Prince Llewelyn. For Colombo: Palmerston, Teviot, Boyne, Hesperia. For Colombo, &c.: Granville.

At Liverpool.—For Yokohama and Hiogo: River Avon. For Yokohama: Vale of Doon. For Hong Kong: Goodall. For Manila: Elisa, Gloria, Amigos, Maria. For Singapore: Prince Arthur, Alexandra, Coldstream, Herald. For Penang, Singapore, Hong Kong and Shanghai (via Suez Canal): Nestor (str.). For Batavia and Sourabaya: Henry Grenfell. For Colombo, &c. (via Suez Canal): Glengyle (str.).

At Glasgow.—For Singapore: Kinfauns Castle. For Batavia and Sourabaya: County of Elgin. For Colombo, &c. (via Suez Canal): Arabia (str.).

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SPOKEN.

Eliza and Sarah, England to Batavia, 57 days out, 34 S., 18 W.
Agincourt (brq.), Shields to Singapore, July 26, 1 N., 21 W.
Twee Cornelissen, Rotterdam to Singapore, Oct. 4.
Amoy, Colombo to New York, Aug. 28, 27 S., 45 E.
Elizabeth Knowles (brq.), Colombo to London, Oct. 17, 48 N., 10 W.
Hans (Dut. brq.), Padang to New York, Aug. 21, 31 S., 40 E.
Laurette, Batavia to London, Sept. 11, 22 S., 1 E.
Glenaray, Colombo to London, Oct. 15, off the Island of Flores, with loss of main and mizen topmasts, and short of provisions.
Carmarthenshire, London to Shanghai, Sept. 7, 9 S., 27 W.
Columbus, Shanghai to London, Sept. 19, 20 S., 59 E.
Weymouth, Shanghai to London, Sept. 17, 21 S., 69 E.
J. L. S. F. (brq.), Manila to London, Aug. 11, 5 S., 106 E.
Majestic (Amer. ship), Boston to Hong Kong, Aug. 11, 5 S., 106 E.
Hopewell (brq.), Hong Kong to London, Sept. 2, 30 S., 33 E.
Amelia, Rotterdam to Batavia, Sept. 10, 27 S., 27 W.
Bestevaer, Antwerp to Batavia, Sept. 6, 27 S., 30 W.
Mindoro, Liverpool to Galle, Sept. 12, 1 N., 24 W.
Rosalie (brq.), Manila to London, Sept. 13, 16 S., 7 W.
John Nielson (?), Liverpool to Shanghai, 24 S., 24 W.

FREIGHTS AND CHARTERS.

We have no change to note in freights to the East.

Current rates of freight for vessels on the berth: To Yokohama 32s. 6d. weight, 45s. meast.; per steamer, via Suez Canal, 120s. weight, 110s. meast. To Shanghai: 40s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. weight, 80s. meast. To Hong Kong: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 80s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meast. To Singapore: 30s. weight, 25s. to 30s. meast.; per steamer, via Suez Canal, 70s. weight, 70s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast.; per steamer, via Suez Canal, 60s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—To Shanghai: £40. To Hong Kong: £34. To Singapore: £26. For Galle: £26. From Newport, Cardiff, or Swansea per ton—For Yokohama: £2. For Shanghai: £2. 2s. 6d. For Hong Kong: £1 13s. 6d. For Singapore: £1 6s. 6d. For Galle: £1 4s. 6d. For Colombo: £1 3s.

CASUALTIES.

The Indus (Fr. brq.), which sailed from Cardiff Oct. 14, for Galle, came into collision in Penarth roads with an Austrian brig, losing spars, rail, bulwarks, &c., and receiving other damage, which will necessitate her being docked to repair.

The Unrivalled (ship), of Liverpool (Off. No. 29,138), Crowley, from Singapore to London, with a general cargo, was abandoned Sept. 9, lat. 36 S., lon. 21 E., with eight feet water in her hold; crew taken off and landed at St. Helena by the Flying Venus (ship), of Liverpool.

The Jacob Rothenburg, Wild, from Manila, which arrived at Falmouth Oct. 15, encountered rough weather July 22, 31 S., 32 E.; had longboat smashed, winch broken, and lost bulwark planking.

The Grenadier, which sailed from Liverpool Oct. 15, for Yokohama, put back to the former port Oct. 21, with loss of sails.

The Vier Gebroeders, van der Zee, from Amsterdam to Celebes, which put into Dartmouth Oct. 21, has lost sails and sprung bowsprit.

The Glaslyn, Milner, Clyde to Batavia, put into Table Bay, Sept. 18, to repair steering apparatus.

Intelligence to hand from Holyhead states that the Jesus (brq.), of Bilbao, from Manila to Liverpool, with sugar, is a total wreck at Crymmpas Beach; eight hands saved; master and seven hands drowned.

The Apollonia, de Boer, from Amsterdam to Singapore, which put into Table Bay Sept. 9, was seriously strained, and had been condemned and sold.

Advices from Port Elisabeth, dated Sept. 16, state that a final sale of damaged produce, landed from the Estafette, from Tjilatjap to Amsterdam, which put into Algoa Bay July 18, had taken place, realising £677.

Advices from Mauritius, dated Sept. 23, state that the Herald of the Morning, Penang to London, called at the Bell Buoy, Sept. 9, to repair her rudder head, which was badly sprung; she sailed again on the 20th.

The Humboldt arrived at Boston, from Penang, with mainmasthead and maintopsail yard sprung, &c., having experienced a gale, July 25.

The Taeping, Gissing, which sailed from London, Oct. 17, for Shanghai, is in St. Helen's Roads, reported making water in scupper.

The Breadalbane (str.), Inglis, from Liverpool to Colombo, &c. (via Suez Canal), has put into Falmouth with wheel house smashed and bilge pumps stove.

The Shakespere, of Annan, Dalgleish, which sailed from London Oct. 4, for Shanghai, was stranded during the night of the 24th at Touquet, near Etaples; crew saved; she is much damaged, full of water, and is a total loss.

MISCELLANEOUS.

The Imperator Alexander II., which sailed from Liverpool, Oct. 16, for Galle, put back, 21, to the former place.

At Malta.—Oct. 10, Statesman (str.), Williamson, from Liverpool, and left for Colombo (via Suez Canal).

At Port Said.—Oct. 23, Achilles (str.), from Liverpool, for Singapore, China, &c.

At St. Helena.—Sept. 13, Bedfordshire, Langsford, from Sarawak, and sailed, 15, for London; 14, Utrecht (str.), Overlack, from Batavia, and left, 16, for Schiedam; 16, Scheveningen, Annokke, from Java, and sailed, 13, for Schiedam; 19, Moses Williamson, Lake, from Singapore, and sailed, 25, for Marseilles; 21, Balmacarra, Jary, from Manila, and sailed for London; Kobe, Prius, from Sourabaya, and sailed for Amsterdam; 23, Octavia, Bristow, from Penang, and sailed for London; 24, Harkaway, Cottier, from Colombo, and sailed, 25, for London; 28, M. A. Evans, Davies, from Penang, for New York; Eleanor Wood, Graves, from Zebu, for Liverpool.

At Aden.—Oct. 5, Hercules (str.), Laing, sailed for Galle.

Off Aden.—Sept. 30, Lord of the Isles (str.), Robinson, for China, Singapore, &c.; Oct. 23, Statesman (str.), from Liverpool, for Colombo, &c.

At Mauritius.—Aug. 29, Buston Vale, Sauvage, from Singapore, Robert Passenger, Knarston, from Singapore; Sept. 21, Hindostan, Hugon, from Penang; Wynaud, Jones, from Colombo; Aug. 26, Wm. Mitchell, Groundwater, sailed for Galle; 29, Argonaut, Baker, sailed for Batavia; Sept. 10, Alice Davies, Craig, sailed for Galle; Mary Falconer, Carlisle, sailed for Galle; 17, Amour, Ertaud, sailed for Singapore.

The Belted Will, Captain Locke, has again made a fine passage from Canton in ninety-nine days, at present the best of the season. She left Macao on the 16th of July, passed Anjer on the 12th Aug. rounded the Cape of Good Hope on the 9th Sept., and crossed the Equator on the 28th Sept. Down the China Sea light southerly winds were experienced; off the Cape of Good Hope westerly gales for several days, and on entering the Channel, which was quite clear of ships, strong south-west and westerly gales.

THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Marine Risks are accepted by the above Society on goods by first class vessels from the United Kingdom to India, China, Japan, Melbourne, and Sydney, at the current rates of premium.

Claims for losses and averages are payable in London, or at the Port of destination, as may be desired.

OFFICES:—
Nos. 9 AND 11, KING'S ARMS YARD, MOORGATE STREET, E.C.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

ART,

PICTORIAL AND INDUSTRIAL.

No. 4, for October (now ready), contains the following Illustrations:—

1. A PORTRAIT. By Vandyck.
2. THE ANNUNCIATION. Fac-simile of an early Italian Print.
3. INTERIOR OF THE PICTURE GALLERY AT STRAWBERRY HILL.
4. ORIGINAL DESIGNS FOR POTTERY. By H. Fitzcook.
5. THE TEMPLE OF MARS ULTOR, at Rome.
6. STUDY OF A FOREGROUND, from Nature.

With contributions on Art subjects by J. FORBES ROBERTSON, CHARLES BURTON, HYDE CLARKE, HENRY BLACKBURN, J. CORDY JEAFFRESON, G. W. YAPP, J. PIGGOT, E. OLLIER, G. W. REID, G. WHARTON SIMPSON, E. WALFORD, &c.

"Each number contains six capital photographic reproductions of good works, many of which would be cheap at the price of the whole number."—*Photographic News.*

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

CANTON INSURANCE OFFICE.

GENERAL AGENTS IN CHINA.
Messrs. Jardine, Matheson, and Co.

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Messrs. Matheson and Co.	...	London.
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Messrs. Arbuthnot and Co.	...	Madras.
Messrs. B. A. Barretto and Co.	...	Manila.
Messrs. Daniell King and Co.	...	Sydney.
Messrs. Jas. Henty and Co.	...	Melbourne.
J. F. Crockett, Esq.	...	Singapore.

Insurances are effected by this office on goods from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.

All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

MATHESON and Co., Agents in London.
No. 3, Lombard-street.

TRITON INSURANCE COMPANY

GENERAL AGENTS IN CALCUTTA.
Messrs. Jardine, Skinner, and Co.

BRANCH AGENTS.

Messrs. Matheson and Co.	...	London.
Messrs. Jardine, Matheson, and Co.	...	China.
Messrs. Remington and Co.	...	Bombay.
Messrs. Binny and Co.	...	Madras.
Messrs. Guthrie and Co.	...	Singapore.
Messrs. Armitage Brothers	...	Colombo.
Messrs. Todd, Findlay, and Co.	...	Rangoon.

Insurances are effected by this Company on good from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.

All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

MATHESON and Co., Agents in London.
No. 3, Lombard-street.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipauni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

T. W. JACKSON,
COMMISSION AGENT,
SAN FRANCISCO.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figure
OXFORD STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad Street Birmingham.

Established 1807.

NOTICE.

WE have OPENED a BRANCH of our FIRM at SOURABAYA, under the management of Mr. EDWIN IN'TVELD, to whom we have granted our Power of Attorney.

HUNTER, HOUGHTON, and Co.

Batavia, 15th June, 1870.

NOTICE.

THE undersigned, the Sole Surviving Partner of the firm of HUNTER, HOUGHTON, and Co., of Batavia (now in liquidation), has ESTABLISHED, under the firm of J. PEET and Co., and has admitted Mr. H. S. HEWLETT a PARTNER.

JOHN PEET.

Batavia, 30th April, 1870.

NOTICE.

I HAVE this day ESTABLISHED myself here as MERCHANT and COMMISSION AGENT. HENRY GRIBBLE.

Nagasaki, 11th August, 1870.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS residing abroad would find this a most desirable home. References can be given for England, India, China, and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

A LADY, well acquainted with the CHINESE LANGUAGE, is desirous of obtaining PUPILS.

Apply, by letter, to M. S., care of Mr. F. Gildee, stationer, 155, Clarendon-road, Notting-hill.

LIEBIG COMPANY'S EXTRACT OF MEAT.

FOUR GOLD MEDALS.

CAUTION.

Require Baron Liebig's signature on every Jar and Tin.

5 lbs. Tins supplied in enormous quantities to both French and German troops in the field, and this size specially recommended to Relief Committees.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

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SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS, and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Marseille
GIBRALTAR	Every Saturday, at 2 P.M.	—
MALTA	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
DEN	,, ,,	,, ,,
BOMBAY	,, ,,	,, ,,
GALLE, MADRAS, CALCUTTA, PENANG, SINGAPORE, CHINA, JAPAN	Saturday, Oct. 1, 2 P.M. And every alternate Saturday thereafter.	Sunday, Oct. 9, 7 A.M. And every alternate Sunday thereafter.
AUSTRALIA, NW. ZEALAND	Saturday, Oct. 1, 2 P.M. And every fourth Saturday thereafter.	Sunday, Oct. 9, 7 A.M. And every fourth Sunday thereafter.

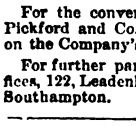
And all ports touched at by the British India Steam Navigation Company's steamers.

REDUCED RATES OF FREIGHT.

	To India.	To China, Japan, or Australia.
Parcels—		
1 to 12 in., or 2 to 24 lbs.	4s. to 9s. 6d.	4s. 6d. to 15s.
1 to 3 ft., or 24 to 72 lbs.	12s. 6d. to 20s.	20s. to 35s.

For the convenience of Country Shippers, Messrs Pickford and Co.'s Agents receive Goods and Parcels on the Company's account.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place Southampton.



OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

October 30, Nov. 27, Dec. 25 } For { Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

1st and 15th of every month for Alexandria.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW ZEALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at Honolulu, for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 45 ,, ,,
Australia ..... in 48 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

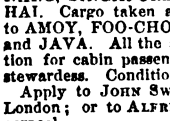
For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.



STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Hong Kong	Cornuvia ...	A in A1	SWID	With des.
Shanghai ...	Forward Ho	A1 17 yr.	SWID	With des.
Yokohama ..	Serica.....	*A1 13yr.	SWID	With des.
Tientsin and Chefoo ...	Avona.....	A in A1	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

To sail 5th Nov.

FOR HONG KONG, the well-known clipper ship CLYMENE, A1 13 years, 746 tons register, THOMAS MORGAN, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Celestial Queen.....	A1 13 yr.	E.I.D.	With des.
Yokohama (Kanagawa)	Eliza Shaw..	A1 17 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Date.
From LIVERPOOL.				
Yokohama and Hiogo.	River Avon	AA1	Prnce's	With des.
Batavia and Sourabaya	Cornelia.....	+ 3-3rds LII.	Prnce's	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

CHINA AND JAPAN.

THE following high-classed Clipper SHIPS will be despatched as under from the East India Docks:—

Port.	Ship.	Class.	Tons.	Last Shipping Day.
H.K.&Amoy	Clasy	A1 10 yr.	649	With des
Shanghai ...	Weymouth ..	A1 12 yr.	829	With des.
Yokohama (Kanagawa)	John R. Worcester	A1 12 yr.	844	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal. To sail on the 18th Nov.

FOR SINGAPORE, HONG KONG, and SHANGHAI, the splendid full-powered screw steamer LEITH, AA1, 957 tons register; 200-horse power, nominal; J. BARNETSON, Commander; will load in the East India Docks.

For Freight or Passage apply to DONALD R. MACGREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet *ship*.

FOR HONG KONG, the well-known clipper BELTED WILL, A1 14 years, 812 tons register; A. LOCKE, Commander; East India Docks. This ship has just made the passage from Canton in ninety-eight days, being the shortest this season.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

DIRECT FOR SHANGHAI (last shipping day Nov. 5), the magnificent new Clyde built clipper CUTTY SARK, A1 16 years (owned by Messrs. John Willis and Son), 921 tons register; C. MOODIE, Commander; East India Docks. Outwprd passage, 104 days from Gravesend to Shanghai; homeward passage, 108 days from Shanghai to Gravesend.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London E.C.

A regular trader. Will meet with the usual quick despatch.

DIRECT for COLOMBO and TRINCOMALEE, the favourite frigate-built ship, GRANVILLE, A1 15 years; 696 tons register; G. GALLICHAN, Commander; West India Docks. This magnificent high-classed vessel, so well and favourably known in the Ceylon trade, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate, street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Oct. 31, 1870.

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FRENCH MAIL EDITION

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 375.] LONDON, MONDAY, NOV. 7, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

By a telegram received this morning from Shanghai, October 19, *via* Kiachta, we learn that Mr. Wm. Hargraves, whose stoppage and bankruptcy, coupled with the abstraction of goods, we alluded to as most discreditable, has been sentenced by the Court at Shanghai to twelve months' imprisonment. This, at least, will serve as a warning.

Latest Advices.

Ports.		Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
Japan —	Yokohama	—	—	Sept. 23*
	Yedo			
	Osaka and Hiogo	—	—	„ 18*
	Hakodadi			
	Nagasaki	—	—	„ 14*
China —	Peking	—	—	„ 10
	Tien-tsin			
	Chefoo	—	—	„ 12
	New-chwang			
	Hankow	—	—	„ 11
	Kiu-kiang			
	Chin-kiang			
	Shanghai	July 29	Sept. 11	„ 15
	Ningpo			
	Foochow	„ 29	„ 9	„ 17
	Formosa			
	Amoy			
	Swatow			
	Hong Kong	Aug. 12	„ 19	„ 24
	Canton	—	—	
	Macao			
Philippines—	Manilla			
Cochin-China—	Saigon	—	—	„ 28
Siam —	Bangkok	„ 12	„ 15	„ 19
Borneo—	Labuan			
	Sarawak			
Java —	Batavia	—	—	„ 25
	Samarang			
	Sourabaya			
Malacca Straits—	Singapore	Aug. 26	Sept. 26	Oct. 1
	Penang			
Ceylon—	Galle	—	—	„ 11
	Colombo	—	—	„ 9

* By Pacific mail, *via* San Francisco.

THE MAILS, &c.

The above mail (French) was delivered this morning, its due date. The next inward mail (P. and O.) is due *via* Brindisi on the 14th inst., and will bring dates Yokohama, Sept. 20; Shanghai, Sept. 23; Hong Kong, Sept. 29; Singapore, Oct. 7. Correspondence from Yokohama to Sept. 23, *via* San Francisco, was delivered this day.

Telegrams from Shanghai to the 19th Oct., *via* Kiachta, and *via* Galle in advance of the mail leaving Shanghai Oct. 12, Hong Kong Oct. 18, were received this morning, and will be found in another column.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries steamer *Hooghly*.—From Yokohama: Messrs. Rocher, Rabin, Sales. From Shanghai: M. de la Jaille From Hong Kong: Messrs. Gonsales, Dunn. From Saigon: M. Marchand From Batavia: Messrs. Stringnaerts, Higginson, Cablyn. From Singapore: M. Garnier de Abrin.

PASSENGERS OUTWARD.

Per P. and O steamer *Ceylon*, from Southampton, Oct. 29.—To Shanghai: Mr. Barnes. To Singapore: Mrs. Bing, Mr. J. C. F. George, Mr. H. Smith, Mr. and Mrs W. Boyd, Mr. A. Nelson. To Batavia: Mr. Boreel, Mr. A. W. Fonningen, and one second-class passenger. To Ceylon: Mr. and Mrs. W. S Bennett. Mr. F. Vane and one second-class passenger.

Per P. and O steamer from Suez, Nov. 13.—To Hong Kong: Miss Pitt, Mr. and Mrs. H. Bell, Mr. O. C. Behn. To Singapore: Mr. and Mrs. Engel and two second-class passengers.

Per P and O. steamer *Bangalore*, from Southampton, Nov. 12.—To Hong Kong: Mr. and Mrs. H. J. Robertson. To Singapore: H.E. Vice-Admiral Uhlenbeck, Mrs. and Miss Uhlenbeck, Mr. Guyot, Mr. Greenshields, Mr. A M. Aitken. To Batavia: Mr. Buyn. To Ceylon: Mr. Hudson, Mr. and Mrs. J. C. Simpson, Miss Hart, Mr. and Mrs. W. D. Wright, Mr. J. Whyte, Rev. A. P. Lovekin, Mr. A. E. Carey.

Per P and O. steamer from Suez, Nov. 27.—To Hong Kong: Mr. J. L. Brown.

Per P. and O. steamer *Poonah*, from Southampton, Nov. 26.—To Hong Kong: Mrs. Pedder. To Singapore: Mr. L. J. Fraser. To Ceylon: Mr. and Mrs. E. Chinery, Mr. James Weir.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

(FROM A CORRESPONDENT, VIA SAN FRANCISCO.)

SEPT. 23.

Trade continues very bad, owing to the European war. Mr. Gower leaves with his gold-mining machinery for the Island of Sado, in the *Yangtsze*, to-day. The same vessel also takes a small iron steamer, which is to be erected there, and run between Nee-e-gata and Sado. The seasons are good, and all the crops promise well.

Some Japanese officers are leaving by this mail to travel for five years at the expense of the Government, in which there have been several changes. The two departments, Finance and Interior, which were generally under one set of officers, have been separated, to the mortification of the officers, who will probably resign rather than endure the restriction to finance only. The railway works are proceeding slowly. The lighting of the Settlement is engaging attention, and a subscription paper is to be handed round; the proposal made by the committee to charge two cents per foot per mensem frontage for the works having been declined, though it seemed a fair price. The war authorities have changed their mind concerning the Naval College.

NAGASAKI.

(FROM OUR CORRESPONDENT.)

(VIA SAN FRANCISCO.)

SEPTEMBER 16, 1870.

Continuing my letters, the last of which was dated 1st Sept., since when the *London and China Express* (French editions) of 10th June and 8th July have been received by the *Waverley* steamer from Yokohama, which arrived here on the 5th instant. During the interval the following vessels have arrived from London:—*Waverley* (str.), on the 5th, *via* Yokohama and Hiogo, and the British barque *Zohrab*, on the 14th instant direct—the latter after a long passage—169 days.

I am happy to be able to announce that the Nagasaki postal difficulty has been overcome by a proposal made by the Postmaster-General of Hong Kong, and agreed to by this community. The United States postal authorities are willing to allow the British closed mails to be carried between Shanghai and Nagasaki by their mail steamers at the rate of 12 Mexican cents per oz. for letters, and 20 Mexican cents per lb. for newspapers and samples, and the British postal authorities to reimburse the outlay intend charging an additional 4 cents per ½ oz. for letters, and 2 cents for each newspaper or 2 oz. printed books, samples, &c. The local rate Hong Kong to Nagasaki to be unchanged. This arrangement is similar to that proposed by me in my letter dated 15th July, the only difference being the place where the additional amount should be collected. By the above arrangement we have escaped a difficulty which threatened to become very serious, and although we were quite willing to get our letters in Shanghai and pay the local postage we could not, as no one had authority to break the seal of the boxes.

The movements of vessels of war during the same time have been the North German corvette *Hertha*, which sailed from Yokohama on the 2nd instant. H. B. M. S. *Salamis*, arrived from Chefoo 6th inst. Russian corvettes *Haydamack* and *Alma*

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arrived here 3rd and 13th instant, the former from Hakodadi and the latter from Valparaiso, &c. The Russian corvette *Vsadnick*, having on board Commodore Pilken, sailed for Shanghai on the 6th instant, and the following vessels of war remained in our harbour:—British: *Ocean*, *Salamis* and *Cockchafer*. Russian: *Haydamack*, *Almaz*.

Death has been busy in our little community; the first, Alexander Webster Henderson, on Sunday, 4th instant, from disease of the heart, aged twenty-seven years: and the other is Eugene Pignatel your agent at this port, aged fifty-three years.

I hear that the North German patriotic fund subscription list has been increased to about $1,800 by twenty-four individuals, the actual number at this port at the time the subscription was raised. In my last I stated twenty seven persons, but of this number I find three are of other nationalities.

A reply to the memorial sent on the 25th March last through H.B.M. Consul to H.B.M. Minister on the subject of tea duties has been given to the memoralists, and bears all the Japanese characteristics. The documents in reply consist of a letter from the Japanese authorities at Yedo to Sir Harry Parkes; one from him to H.B.M. Consul at this port and another from H B.M. Consul at this place to the memorialists, and the substance of these is that the Japanese decline to increase the duty on *Bancha*, and give three reasons for coming to this conclusion. First, that it is unfair to tax all teas alike. Second, that they fear the revenue would suffer if any such measure is adopted. Third, that they think if *Bancha* is made to pay the high rate of duty it would become unsaleable, and thus the peasantry would suffer, and be deprived of a source of profit. All the memorialists have gained by the trouble they have taken in the matter is to obtain from the Japanese authorities a promise that in future "they will use more care in inspecting teas," and H.B.M. Consul in his letter asks the British firms to give him information if any infringement of the above promise is discovered by them. The memorialists may be certain that the new order of things will be strictly carried out when they ship teas, but a vast amount of uncertainty exists as to whether the *Celestials* will be included in this new regulation.

The guardhouses at the entrances to the native town have been used (as it was anticipated they would be) for purposes which show that they are intended for more than our protection, and on this becoming known it caused some of the Consular body to bring the matter to the notice of the Governor, who promised to give orders that all Japanese, when accompanying foreigners, shall be allowed to pass the guardhouses without being questioned as to the object of their visit to the settlement on the foreigner saying that they are with him. This has been notified by circular from H.B.M. Consul to the British residents.

I hear from native sources that the Prince of Chikusen has been confined to his own dwelling-house, and is now guarded by Government troops, pending the inquiry into the counterfeit kinsats and nebus question. This Prince, who is said to be as poor as possible, has always been unfriendly to foreigners, and it is in his country where any quantity of these spurious coins and notes have been manufactured; so that if he has to pay dearly for his subjects' delinquencies he will not get any sympathy from Europeans. His agency at Nagasaki has also been closed.

COMMERCIAL.

Tea: A considerable quantity has been shipped to Kobe, both by the natives and foreigners, where prices are dangerously high. It is supposed that the Kobe people do not understand the value of the leaf usually brought to this market, or they would never pay the absurd prices they are now doing. Experienced persons who for years past have shipped this description to the United States and England, I hear, are unanimous in their opinion that the operators are not likely to repeat the same next year. But little is doing for shipment to England or America.

Exchange on London is quoted 4s. 4½d. for six months' sight 1st class credits; a few small drafts are offering by the officers of the men-of-war, who, no doubt, would be willing to give a better rate.

Some large parcels of tobacco have been settled at $7 per picul in the rough state.

Exchange in bous: These have advanced to 404, in consequence of certain Europeans being engaged in what the Stock Exchange call "Bull transactions," and in these the native money-changers (ever ready to squeeze) render them great assistance in carrying out their views. The annoyance and loss caused by such a fluctuating currency as the Japanese greatly interferes with the transactions of the *bona fide* traders, who keenly feel the successive delays in issuing the new coinage.

Freights to London are nominal, as there is no vessel loading. The North German barque *Alida* has completed her loading, but is detained, owing to the war between France and North Germany; but I cannot find out whether she intends lying here until the war terminates.

CHINA.

PEKING.

A letter from this place says:—The war party at this place, confident in the ultimate success of Prussia, and of the consequent weakness of France, believe that the latter country will not be able to exact an adequate reparation for the Tientsin insult. Troops were being concentrated in the province of Chihli by Tseng and Po Wang. The Seventh Prince and Po Wang hate the Roman Catholics, and have already sent six reports to the Emperor on the subject of the Tientsin outrage. The Empress mother, Empress Dowager, and Sixth brother of Prince Kung are anxious to maintain peace; but one of Prince Kung's brothers is very hostile to foreigners. A storm is evidently brewing, and the apparent weakness of the foreign ministers will make it all the more terrible when it does come. The Sisters are quietly sending away the children and patients under their care, and intend to repair to Fuhkien. Prince Kung is opposed to their leaving.

CHEFOO.

The missionaries have arrived safely from Tung-Chow, and the presence of the ladies of the party have enlivened the community at this port. A cricket match is to be played, at which their presence, with the band of the *Barossa*, is expected to add to the enjoyment of the occasion. There is a rumour that all the foreigners are to be assassinated on the 15th or 18th of this present Chinese moon, and a very uneasy state of feeling obtains among the converts. In connection with this it is reported that 300 Chinese, believed to be soldiers in disguise, have arrived in this port.

NEWCHWANG.

Business at this port continues very dull, and there is little prospect of immediate improvement.

There are five German ships in our river war-bound. One of them, the *Oberon*, had obtained a little cargo for Hong Kong, but the China merchant who was loading the vessel has paid $1,000 to the captain, for which sum the merchant is released from his obligation to fulfil the contract, and the *Oberon* discharged what cargo it had received. It is very probable that these fine vessels will have to remain in port all the winter.

An English vessel, the *Algernon*, got sadly damaged some weeks ago in entering this river. A survey was held, and she was condemned and sold at auction for some Tls. 1,500.

The residents at this port are beginning to look forward with somewhat uncomfortable feelings to the approaching winter. It is generally felt that the Governments should provide them with naval or military protection during the winter. The English residents addressed to Mr. Acting Consul King a letter on the subject.

SHANGHAI.

The dates are down to the 15th Sept. The London mail (P. and O.) of 29th July arrived out on the 11th, with telegrams to Aug. 21, but *via* Kiachta they extend to the 23rd. The following summary is from the *North China Herald*:—

The British Foreign-office has at length received news of the massacre at Tientsin, both from its ambassador at St. Petersburg and from the Governor of Hong Kong—but not from Mr. Wade! Mr. Otway added that he was informed 600 troops had been despatched to Tientsin, to land if required; this must be a mistake, either of Mr. Otway's, or in the report. General Whitfield, we all know, held troops in readiness to send if he were required; but of course Mr. Wade sent no such requisition, and the praise which is bestowed on him by anticipation for his energy may haply turn to stronger blame.

Mr. Davenport, who has been lately Acting Interpreter at Hankow, has taken up the post of H.M.'s Vice-Consul at Shanghai.

We mentioned last week that a meeting had been summoned to consider the propriety of erecting works for the defence of the settlement. This has been postponed—for the reason, we believe, that the Council found there were more points requiring consideration than they first supposed; and that matters would not be ready to bring before the community on the 13th in the shape and completeness which they desire. Most people think that it would have been better to hold the meeting notwithstanding. It is likely some rather wild schemes might be mooted, but they would be corrected in course of discussion, and sanction might at least have been obtained to one measure—the erection of barriers, on which all are agreed, even when differing in estimate of their value. They would be invaluable obstacles to a mob in case of riot. However, we hope the Council will soon conclude their preparations, and that the necessary measures will be decided on.

A lamentable accident occurred in connection with the volunteers on Friday last. A rifle, accidentally discharged by a member of a party who were practising at the Butts, killed two Chinese children who were standing by, waiting to pick up the empty cartridges. The ball passed through both their heads, killing them almost instantaneously. The other children who were by stood thunderstruck for the moment, but only for a moment, before they rushed off to carry the sad news to the villagers. It is needless to dwell on the scene that ensued when the parents of the children came up. We all know that, whatever defects there may be in the Chinese character, want of affection for their children is not one. They have, too, feelings beyond those of simple affection; the son is looked to as a prospective support in old age, and as the descendant whose duty it is to perform the ancestral rites which are the cream and essence of Chinese religious belief. Unhappily, only one phase of the loss can in this instance be made good. A subscription list has been opened, and a liberal sum will no doubt be raised to compensate, so far as money can compensate, the terrible loss. An inquest was held in the afternoon at the Hongkew police station. Some difficulty was

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found in convincing the Chehsien that one ball could have killed the two children, but he was at length persuaded; and, after the inquiry was ended, Mr. Medhurst conveyed to the Chinese present the sincere regret which the Volunteers felt at the distressing accident.

Another occurrence, on the night of the same day, caused some excitement in the settlement. A deaf and dumb Chinese, who is well known to the police, rushed into the French Police Station about midnight, and gave them to understand that a foreigner had been murdered in the neighbourhood of the city wall. A sergeant and four men at once started for the spot, but could find no trace of the occurrence; nor did a more complete investigation on the following day lead to a better result. The villagers say they heard of some party, among whom they believe were some rowdy foreigners, trying to break into a rice-shop, but they had heard of no affray nor murder. It may chance that one of these was killed, but the police cannot learn that any foreigner is missing. The police were fired at by the guard at the city gate while making their first search.

The Chinese had an amusing rumour—that the Mongolian bannermen, in the height of their patriotism, were determined to march across the Continent to aid Prussia in her struggle with France. It was suggested to one native who mentioned it that not a man of the crowd would reach even the confines of Russia.

A meeting of gentlemen desirous of instituting a course of popular lectures, to be delivered during the approaching winter, was held in the Asiatic Society's Rooms on Saturday. No definite scheme was put forward, but Dr. Macgowan suggested in the course of conversation that the meeting should demit to the Asiatic Society the duty of getting up the proposed course. Some conversation ensued as to how far the constitution of the Society permitted it to be identified with such a movement, and Mr. Kingsmill read an extract from one of the Society's rules, which showed that it was intended to foster any such work. A committee was eventually appointed to arrange preliminaries, and submit results to a meeting of the Asiatic Society.

The Shanghai Autumn Races were to take place on the 2nd, 3rd, and 4th November. There were to be six races on each day—all for ponies; and on each day a steeple chase. Rumours of a rising have been renewed in connection with them—the idea being, we presume, that advantage may be taken of the usual absence of a large number of foreigners during the race week, on excursion inland; but no weight is attached to the report, which is of the very vaguest.

There are a number of men-of-war in the harbour at present, and there has been a great deal of saluting. The French corvette *Venus* and the Russian corvette *Veadnich* arrived on Friday, and both exchanged salutes with the United States ship *Benicia*, and Her Majesty's ship *Zebra*. Salutes were fired on Sunday from the *Veadnich* and the *Benicia*, in honour of the Emperor Alexander's birthday. The *Venus* left again for a cruise. The United States ship *Colorado* arrived from Hong Kong.

A Ningpo correspondent writes:—A sort of clan fight occurred here a few days ago, between some Fohkien and Hankow men. No one, however, was killed, and only two men badly hurt, though the row occasioned some excitement. I do not think there is any serious foundation for the rumours that have been renewed lately of a probable attack on foreigners; for I think the people here are well disposed, and that the officials do not wish to make trouble. The rumour probably arose from the hurried journey by the Taoutai to Hangchow, which you lately reported, and from the fact of his having ordered some troops to be in readiness for movement, before he left. There are Chinese rumours abroad, that the authorities have received instructions from Tsan-kwo-Fan to get up a rising against, and expel, foreigners, and that the Taoutai at once sent to Hangchow for instructions. Putting two and two together, this may perhaps connect with the Taoutai's visit. And the Futai's sensible proclamation may perhaps be his answer to the temptation. However, all is quiet again, and will remain so, unless disturbing influence is brought to bear. The Chi-fu has followed up the Futai's proclamation with a longer one to the same effect. It may be worth while to say that the report which has been mentioned of the fortifications of Chinhai being repaired is untrue; they are untouched. Probably the fact that some workmen are employed in repairing the temple has given rise to the tale.

Tseng-kwo-Fan's appointment as Viceroy of Nanking is recorded in the *Peking Gazette;* Li-hung-Chang succeeds him as Viceroy of Chih li, and the latter's brother, Li-han-Chang, is confirmed in the Viceroyalty of the two Hu provinces. It remains to be seen what this move may imply.

There has been some excitement at Chinkiang during the past week. The Taoutai gave notice to the Foreign Consuls, on the 5th instant, that he had received information of an intended riot, in which case he feared the soldiers could not be restrained. But he had appointed an officer, with special power, to search out and arrest any instigators of disturbance. No trouble has occurred since, so it may be hoped the Taoutai's fear will not be realised. He is reported to have been terribly alarmed after the death of Ma, and to have changed his guard and his sleeping room. It is also said that placards, calling for an extermination of foreigners on the 28th of the Chinese moon (24th instant), were posted at Kiukiang on the 7th instant, but were promptly taken down by the authorities.

FOOCHOW.

A correspondent in Foochow writes, under date of the 19th Sept., that reports have become current of an intention on the part of the mandarins to exterminate the missionaries. but although many sinister rumours were going about up to the date of the *Yesso's* departure, nothing had occurred to indicate the advent of the troubles foreboded. It appears that the mandarins have commenced a subterranean ditch or mine, and that they are preparing rockets and other ammunition with, as they say, the object of defending the city in case of attack; but it is suspected that these preparations may have another object. Should the aspect of affairs become more serious, some of the Catholic missionaries have determined to seek refuge in Hong Kong.

HONG KONG.

Dates are down to Sept. 24. The P. and O. mail of Aug. 12 arrived out on Sept. 19 with telegrams to 4th.

The reign of terror inaugurated at Tientsin appears to be extending to the southern provinces. Intelligence reaches us that an *emeute* has broken out at Fatshan, on the Pearl River, about twelve miles above Canton, the scene of the famous incident in the China career of Admiral Keppel. It appears that the native Christians at Hong Kong and Canton have lately built a chapel at Fatshan, at a cost of £500, which sum they raised entirely by subscriptions among themselves, and without any pecuniary assistance from foreigners, missionary or otherwise. On the completion of the edifice it was determined to have an opening ceremony on a grand scale, and several Protestant missionaries and native converts were invited to attend. The Rev. Dr. Legge, the head of the mission, declined to be present, wisely considering it undesirable, in the existing state of native feeling, to take any action that might lead to excitement. Only one foreigner was present, the Rev. J. Chalmers, of the London mission, who preached the dedication sermon. The ceremony passed off without interruption, notwithstanding the apprehensions that had been expressed, and Mr. Chalmers left Fatshan at the close of his sermon, refusing to remain for some festivities appointed to take place in the evening. To his early return to Canton he probably owes his life. At about six P.M. the mob, which had often expressed its intention of destroying the building when finished, collected about the doors, and openly declared that improprieties were being committed within the chapel. The native assistant denied the charges, and endeavoured to cool the growing excitement; with the usual result, however, for in an hour the building had been burst into, sacked, and burned. The converts made good their escape, and no loss of life occurred, though several bad wounds were received. The property was entirely Chinese, and no foreigner was injured, so that it is a matter in which the Consuls will have difficulty in taking action. Two constables who were fetched from the Yamun refused to interfere, and the Fire Brigade, which turned out in force, confined their exertions to preserving the neighbouring houses, allowing the chapel to burn as it might. Fatshan is noted for its opposition to the encroachments of missionaries, and the representative of the Wesleyan Mission at that place has for some time past resided but little there. The effects of this outrage on the Canton people have not yet shown themselves in an obnoxious form; perhaps the almost certain impunity of the Fatshan savages will fire the mine in Canton. It is said that Mr. Robertson faithfully takes up the cue given by the great Negation at Peking, and blame is freely given to foreigners for trying to excite the passions of the good Chinese.

In connection with the present unsettled state of affairs in China we may mention a report which comes to us from good authority, indirectly in fact, from the authorities of a garrison town, who are in a position to be among the first to hear of such a matter if it really has an existence. The report is that the Viceroy of the Kwang Tung Province has issued orders to the commander of the fleet stationed in the south of China to prepare for war. This may be preparatory to acting on the defensive against French invasion, or on the aggressive as regards foreigners generally, and this outrage at Fatshan may be the first symptom of a general outbreak throughout the whole south of China against the Christian religion and the detested foreigner.

We observe that the *China Directory*, which was published last year by Messrs. Morris, will be issued from the office of the *China Mail* in the last week in December. It is advertised to contain complete information concerning all changes in the various firms, offices, companies, and professions throughout China, Japan, and the Philippines. The price is two dollars.

The following account of the average amount of Bank-notes in circulation in Hong Kong, during the month ending Aug. 31st, is published in the *Gazette*:—

Oriental Bank Corporation	$546,103
Chartd. Mer. Bank of India, London, and China	668,334
Chartered Bank of India, Australia, and China...	320,450
Hong Kong and Shanghai Banking Corporation	1,182,865
Total	$2,717,842

The steamship *Douglas*, which has been under repairs for some time at Whampoa, arrived here *via* Macao. This favourite steamer has undergone a complete overhauling, and is now in first-class order. Her speed is reported to exceed that which she displayed when new; her time from Whampoa to Macao was river steamer

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time, and from Macao to here inside three hours; she has resumed her old place on the Coast line.

The action for libel instituted by the Hon. C. C. Smith, Registrar-General, against Mr. Smith, the publisher of the *Daily Press*, resulted in a judgment being given for the plaintiff, with $250 damages and costs, including the costs of attorney. The libel complained of consisted of leading articles referring to the alleged interference of the Registrar's office with judicial proceedings in the case of some Chinese who had been fined for erecting mat huts; but the fine is considered not only as excessive, but arbitrary and opposed to the evidence of the articles themselves, which contain no more than a little homely sarcasm, which we regret to see thrown away on the authorities. Mr. Justice Ball's judgment may be regarded as one which no English jury would endorse.

COCHIN CHINA.

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SAIGON.

Dates extend to the 28th Sept. The official *Courrier de Saigon* contains the Governor's proclamation of the decree of the Senate of the 21st May, establishing the constitution of the Empire in French Cochin China. Government notifications also appear to the effect that the punishment of persons detected in circulating false news will be strictly enforced, and that in order to encourage the cultivation of pepper, all land devoted to that purpose will be exempted from land-tax for four years. The Inspectorship of Cai-lay is transferred to Cay-be, which will also include Phung-phu and Phung-hod, transferred from the district of Caulo which is abolished.

The non-official *Courrier* reports the weather favourable, and the crops promising.

The second list of the subscriptions for the wounded, and for the families of those killed in battle, amounts to f.22,942. Among the subscribers are many Annamese.

The *Courrier* complains that the news of the war in Europe has not been received by the Germans in the same spirit as by the French. Immediately on learning that war was declared the Governor of Saigon issued an order permitting German residents in the colony to remain, although he had the right to expel them in a few hours. The Prussian Consul at Singapore acted so far differently that, apprehending that the *Creusa* transport might leave the port for France, with her cargo of invalids, he wrote to the British Governor, requesting him not to permit more than three days' coal to be supplied to her. The British Governor having rejected this application, the Prussian Consul repeated it, with a protest against the Governor's decision.

SIAM.

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BANGKOK.

Dates are down to the 22nd Sept. The weather and rice prospects were good. The rains had been constant and unobjectionably abundant in Bangkok for the purposes of successful paddy cultivation. There has been no lack of rainfall in other vicinities as well as Bangkok. Advices from Wat Bote, a great rice-growing district in one of the Eastern provinces, show that the people of that locality complain of too much rain; that the rice plants do not grow up fast enough for the increase of water. A few months since complaints from that quarter were that the paddy crop would be meagre, because there was not rain enough. On the whole, we may conclude that their complaints were mere feints. Paddy was selling in that district for 24 ticals per coyan of 2,500 k'anans. All along the line of travel from Bangkok to Wat Bote the rice fields are in the most promising condition, and the yield will, without doubt, be abundant. Advices from Krung Kao (old capital) show that the growing paddy promises a flattering yield. The yield from this vicinity is what is termed the Namuang grain.

The European war had excited the deepest interest among natives as well as foreigners, but the papers are devoid of news of general interest. The friends of the Rev. Stephen Mattoon, formerly so deservedly popular in Siam, will be gratified to learn that on his return to his native land he has been appointed President of the Biddle College, North Carolina, and has received from his alma mater the honorary degree of Doctor of Divinity.

BORNEO.

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SARAWAK.

Dates are down to Sept. 20. The London mail of August 5 arrived on Sept. 6.

We are glad to welcome the *Sarawak Gazette*, which bids fair to be most useful. We quote from it that the disturbances in the Rejang district are at an end, and that peace has been restored among the Katibas and Batang Lupar tribes. The inland trade, which is of considerable importance, has been resumed; and Malays are now venturing again into the district in search of the valuable articles it produces. This happy result has not been reached without much labour.

H H. gunboat *Heartsease* arrived here from Simanggang on Tuesday, Aug. 30, with H. H. the Rajah and the Ranee on board. The Rajah and Ranee were at Banting on the 29th ult., and were most warmly received by the Dyaks. These Balow Dyaks, once famous as pirates and head-hunters, have now for several years been the staunch friends and allies of the present Rajah.

The Rajah has appointed Mr. George H. Bacchus (late of the 7th Dragoon Guards) Assistant Resident of Sibu, vice Mr. R. A. W. Macpherson, who retires from the service.

A large and influential company have applied to the Government for a tract of 2,000 or 3,000 acres of alluvial land near Si Tapok hill, on the bank of the river, for the cultivation of sugarcane. The soil there is admirably adapted for it, and already a Chinese company have from fifty to sixty acres of fine cane there, chiefly Mauritius, obtained from Province Wellesley. As the company intend using steam machinery with all the latest improvements, including even steam ploughs, it is hoped the undertaking will be a great success.

The pepper plantations at Tanah Puteh, Quop, and Matang, are now in full bearing, and the vines look healthy. The indigo grown by the Chinese at Si Tapok, from seed given by Mr. Martin, is equal to any in the East.

The General Council will be held this year at Sarawak at about the end of September or the beginning of October. All the native chiefs will sit with the European residents from the principal outstations as members of this Council.

Good broad roads are being made through the native suburbs of Sarawak, by the Malays at their own wish. Mr. J. A. St. John is superintending their construction, and the Government have provided materials for some of the bridges over the different creeks which intersect the kampongs.

Early in the month prizes were awarded to the Dyak tribes of Simpoke and Quop, for growing the best crops of hill paddy, from seed ordered by the Government (through the kind aid of Mr. Martin) from Java. Mr. Martin, Miss Coutts' agent here, promised a prize of fifty dollars to the tribe who should produce the best crop, and a second of twenty-five dollars for the next best. The Simpoke Dyaks got eighty-fold and the Quop people about sixty. Several other tribes competed; but, owing to the very wet season last year they were unable to burn off the jungle which had been felled, but had to clear the ground by manual labour; consequently the yield was small.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates are down to the 1st October. The London mail of 26th August arrived on the 26th September.

The Legislative Council met on the 27th September, when H. E. the Governor stated that a steamer has been purchased in England for about £8,000, and will shortly be sent out to Singapore, when it is his intention to dispose of the *Peiho* and *Rainbow*. Mr W. R. Smith gave notice of motion that a covering vote of $7,415.51 be included in the next estimates to cover the balance of cost of Government House. A return of the expenditure incurred for the reception of his Royal Highness the Duke of Edinburgh on the occasion of his visit to the Settlements in December, 1869, was laid on the table, but the amount did not transpire.

Commercial Report.

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IMPORTS.

YOKOHAMA*.—Transactions had been unimportant throughout the interval. A few small sales had been made in Grey Shirtings at a decline of about 10 cents for 7 lbs. goods, and prices for all other counts were lower. Cotton Yarn was without inquiry, and prices were weaker. The following were the ruling quotations:—G. E. Grey Shirtings, 7 lbs., $2.45 to 2.50 per piece; do., 8¼ to 8½ lbs., $2.90 to 2.95; do. 9 to 9¾ lbs., $3.40 to 3.45; G. E. White Shirtings, 56 to 60 reed, $3.05 to 3.10; do., 64 to 72 reed, $3.20 to 3.30; T-Cloths, 6 to 7 lbs., $1.95 to 2.30; Cotton Yarn, No. 16 to 24, $44 to 44.50; do., 28 to 32, $45 to 46; do., 38 to 42, $47.50 to 48; Camlets, S and BBB, $13.50 to 14.50; do., SS, $12 to 13; do., SSS, $9 to 10; Lead, $5.75 to 6.25 per picul; Iron, Nail Rod, $2.60 to 3.40 per picul; do., Bars, $2.60 to 3.25 per picul.

HIOGO AND OSAKA*.—Advices had been received of the European war; the effect of these had been to check the improvement which was reported in our last advices by this route; and prices for most articles, both Cotton and Woollens, had assumed a downward tendency. Grey Shirtings: Owing to the moderate supply, prices had been fairly maintained, and at closing there was still some inquiry at but a slight decline. Cotton Yarn: A good business in Nos. 28 to 32 and 38 to 42 had been done, at gradually declining rates. Nos. 16 to 24 neglected. Turkey Red: Owing to large arrivals, prices had fallen, and there was less demand. Black Velvets were saleable at about former rates. Camlets remained without change. Black Lustres continued fairly saleable. Mouselines de Laine had been sold in some quantity, and prices were fully maintained. Cloth was neglected. Blankets had been in somewhat less demand. Lead was in rather better request, and prices were firmer. Quotations (in dollars at 104 rios per $100):—Cotton Yarn: No. 16 to 24, $134.61 per bale; 28 to 32, $147.11 to 148.08; 38 to 42, $153.84. G.E. Grey Shirtings, 7 lbs., 38½ yards 39 in., per piece, $2.53; 8¼ to 8½ lbs., $3.06. 9 lbs., 44 in., $3.24; G.E. White Shirtings,

* Via San Francisco.

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56 to 60 reed, 40 yards 36 in., $2.64; 64 to 72, $2.88 to 3.12; T-Cloth-, 6 to 7 lbs., $2.16; Handkerchiefs, Assorted, per dozen, $0.58 to 0.72; Brocades and Spots, White, per piece, $2.64; ditto, Dyed, $2.88 to $3.36; Chintz, Assorted, 24 yds. 30 in., $2.40 to 2.88; Turkey Red, $2.64 to 3.12; Turkey Red Cambrics, 3 lbs., $2.76; Velvets, Black, $8.17 to 8.29; Victoria Lawns, $0.96 to 1.03; Taffachelass, Double Warp, 12 yards 43 in., $2.64 to 2.76; ditto, Single, $2.22 to 2.52; Camlets, SS, Scarlet, per piece, $14.00; ditto, Black, $11.54 to 11.65; ditto, Assorted, $11.54 to 13.46; Lastings, Black, 30 yards, 31 inch, $10.58 to 12.50; Cloth, Black, 56 in., $1.08 to 1.44; ditto, Union, $0.72 to 0.96; Long Ells, Assorted, 12 lbs., $5.77; Blankets, per lb., $0.35 to 0.38; Iron, Bars, per picul, $2.16; Nail Rod, $2.76; Hoop, $2.64 to 2.88; Lead, $6 36; Tin Plate, $6.25.

SHANGHAI.—Cotton Piece Goods: Very little worthy of special notice had transpired during the week. The demand for common 7 and 8¼ lbs. Grey Shirtings had been steady, but although stocks were low, and the dealers experienced great difficulty in finding the goods, prices remained almost unaltered. Sales of Common chop for early arrival reported at Tls. 2.19 to 2.20 per piece. Common 6 lbs. and 7 lbs. T-Cloths had also been in steady request, and considerable parcels had changed hands at about former quotations; the prices for Mexican 7 lbs. and for 8 lbs. Cloths were purely nominal. English and Dutch Drills had been sold to a moderate extent at a slight decline. Holders of American makes, however, were asking higher values, and thereby checking business in them. Jeans: Both importers and speculators had been forcing off this fabric at a concession to buyers. In Fancy Cottons the business had been very trifling. Woollens: Barter transactions in Long Ells had taken place, and these, with the resales of same, constituted nearly the whole trade in Woollens. We do not give quotations, as, while these barter settlements were being held, it was almost impossible to determine their true market value. Camlets, Lastings, and Figured Orleans were not lower, but there was very little inquiry for them, or in fact for any description of Woollen manufactures. Metals.—Iron: Only a very trifling business had been transacted during the week. Settlements, 4,400 bundles Nail Rods at Tls. 1.87 for fair to good assortments, and Tls. 2.10 per picul for small sizes. Quotations, with the exception of small sizes, which had declined 5 cands. per picul, were unchanged. Lead quiet. Coal: Arrivals very limited, and tendency to firmness in price. Quotations (duty paid):—G.E. Grey Shirtings, 7 lbs., Tls. 1.7.2 to 1.7.5 per piece; 8¼ to 8½ lbs., Tls. 2.1.9 to 2.2.5; 9 lbs., Tls. 2.2.5 to 2.3.0; G.E. White Shirtings, Tls. 1.6.0 to 2.2.5; American Drills, Tls. 3.3.0 to 3.4.0; Jeans, Tls. 2.5.0 to 2.5.5; English Drills, Tls. 2.9.0 to 3.0.0; Jeans, 8 lbs., Tls. 2.0.0 to 2.1.5; Dutch Drills, 30 inch. 40 yards, Tls. 2.7.0 to 2.8.0; Jeans, 30 inch 30 yards, Tls. 2.1.5 to 2.2.0; T-Cloths: 6 lbs., ordinary, Tls. 1.1.5 to 1.2.0; 7 lbs., Tls. 1.3.0 to 1.4.0; 6 lbs. Mex., Tls. 1.3.5 to 1.4.0; 7 lbs. Mex., Tls. 1.4.5 to 1.6.0; 8 to 8¼ lbs., Tls. 1.7.5 to 1.9.0; XX, Tls. 2.2.5 to 2.3.0.

FOOCHOW.—Sales were reported of 40 pieces Assorted Long Ells at $7.70, and 1,500 pigs Lead at $7.

HONG KONG.—The import market had ruled quiet during the week for every description of goods, as inquiry had been light and business considerably interfered with by heavy rains that had fallen. Transactions in Cotton Yarns had been confined to one or two small sales of No. 16 to 24, made at former prices. The market was still bare of 8.4 lb. Grey Shirtings, and former rates were still obtainable for this weight. In T-Cloths common 6 lbs. and best chops of 7 lb. goods were in fair demand, and prices were firmly maintained. American Drills had been neglected; English had been moderately placed at low rates. In Woollens, Scarlet Long Ells were firmer, sales having been made at $7 20 to 7.25 per piece; no improvement was noticeable in other Woollen Goods. Lead and Tin had been dealt in to a small extent at maintained rates.

SINGAPORE.—The latest market quotations were as follows:—40s Mule Twist, $135; 8¼ lbs. Shirtings, $2.75 to 2.77½; 7 lbs. do., $2.30 to 2.35; 5 lbs. T-Cloths, $1.45 to 1.50; 6 lbs. do., $1.70 to 1.75; 7 lbs. do., $2.

EXPORTS.

TEA.

YOKOHAMA*.—A fair demand had existed throughout the interval at prices which showed no perceptible change at the close. The market had been rather better supplied with Teas of good quality, and purchases had been confined mostly to these sorts. Settlements for the month had amounted to about 9,000 piculs. The Ariel and Benefactress had sailed for New York, on the 1st and 9th Sept. respectively, carrying 1,249,583 lbs. Quotations: Common and Good Common, Nominal, per picul; Medium, $35 to 38; Good Medium, $39 to 41; Fine, $42 to 45; Finest, $46 to 48; Choice, $50 to 55.

HIOGO AND OSAKA.*—The market for the month had been quiet. The Fine to Finest grades were scarce, and commanded full prices, whilst the commoner descriptions were plentiful, and could be purchased at lower rates. Settlements were returned at 2,400 piculs. Shipments to Yokohama on native account, 1,000 piculs. The Chinese had imported about 1,500 piculs of Nagasaki leaf, a portion of which had been purchased by the Government Trading Company. Arrivals, 5,400 piculs; stocks, 5,000 piculs. The current quotations were—Common, none; good common, Rs. 25 to 28 per picul; medium, Rs. 29 to 35; good medium, Rs. 36 to 43; fine, Rs. 44 to 48; finest and choice, Rs. 49 to 55.

SHANGHAI.—Black: A fair business had been transacted during the week. Quotations remained unchanged; but arrivals had been large, and, with an advancing exchange, and the possibility of higher freights, easier prices were expected. On the other hand, natives were speaking most confidently of an early stoppage of supplies. Should such an event happen, and considering the stock as compared with the same date last year, a firm market might be the result. Green: Finest chops continued in demand at extreme prices. Other kinds were not much enquired for, but showed no change in value. The current quotations were:—Oonam, Oonfa, &c., Tls. 15 to 20; Hohow and Ningchow, Tls. 14 to 19½; Oopacks, &c., Tls. 17½ to 21; Fychow, Moyune and Teenkai, Tls. 40 to 46; Pingsuey (chops), Tls. 31½; do. (boxes), Tls. 37 to 42½; Shanghai packed (fine lines), Tls. 45

FOOCHOW.—Messrs. Westall, Galton and Co. report as follows:—A considerable business has taken place in Congous during the week, buying being more general. The demand has run principally on strong Teas for price, such as Saryunes and Yung Hows, at from Tls. 12½ to 14 short. Buying for Australia has been going on to some extent, principally in the flavoury kinds of second crop Teas, at very full prices. Souchongs have been in more request, at rather lower rates. The firmness of the Teamen has prevented further purchases of Oolong, which will be in abundant supply this season. Some fine to finest Pekoes have been bought at the reduction quoted last week. Scented Teas have been shown more freely, and the demand noticed last week, caused by a slight concession of the natives, is checked for the moment. Settlements for the week comprise: Congou, 21,720 chests; Souchong, 2,460 chests; Oolong, 170 half-chests; Pekoe, 470 chests; Scented Teas, 3,460 boxes. Arrivals during the week consist of: Congou, 17,090 chests; Souchong, 1,190 chests; Oolong, 6,220 half-chests; Scented Teas, 7,000 boxes. Quotations are:—Congou: Finest, none; Good Medium to Fine, none; Flavoury to Medium, 16 to 22½; Ordinary to Common, 13 to 15½; Dust and Broken Leaf, 8 to 12. Souchong: Finest, none; Medium, 23 to 26; Common to Fair, 17 to 22. Oolong: Quotations entirely nominal. Pekoe: Fine to Finest, 37 to 63. Scented Teas: Fine, none; Fair to medium, 19½ to 23. The Export to Great Britain and the Cape of Good Hope is 21,523,253 lbs.; against to same date last year, 30,962,665 lbs. To the Colonies, 5,354,989 lbs., against 8,591,811 lbs. To United States, 1,459,035 lbs., against 363,168 lbs.

CANTON.—There had been rather more business transacted in Scented Teas during the interval since last mail, at prices showing little or no change from those then ruling. The willingness of holders to accept former offers had occasioned the settlements effected, rather than any increased demand on the part of buyers.

SILK.

YOKOHAMA.*—In consequence of the unsettled state of affairs in Europe all operations in Silk had been checked, and no business of any importance had taken place. Stocks were accumulating, and were at the close estimated at a little over 2,000 bales. Prices were lower, but quotations must be considered as nominal. In Silkworm Eggs settlements to date were estimated at 150,000 cards at prices ranging from $3 to 4 for Medium Annuals, and $4 to 5 for best.

HIOGO AND OSAKA.*—The outbreak of hostilities in Europe had put a complete stop to operations. Dealers reported that prices in the interior were still very high, and seeing the uncertainty as to how the foreign demand was likely to rule, were bringing no silk forward, nor did they show much inclination to accept lower prices and resume business. Settlements for the month were *nil*, and there was no unsold stock at this port. For the above reasons no quotations can be given. Silkworms' Eggs: Settlements by foreigners were of too trivial an amount to note. Shipments on native account still continued to Yokohama. Best Annual Green varieties were held for Rios 2.25 to 3.00 per card. Bivoltines, of which the greater part of the cards here consisted, were to be had at Rios 0.40 to 0.60 per card for Green descriptions and Rios 0.10 to 0.15 per card for White.

SHANGHAI.—During the few days previous to the departure of the present mail there had been more willingness on the part of sellers to allow further concession in prices for their silks, and this had caused buyers to enter the market; especially as they had been able to get their parcels on joint account with the natives, besides obtaining a decline of about 3s. to 3s. 6d. per lb. on their settlements. About 500 bales were reported settled upon this basis, and transactions were still being entered into. The arrivals from the interior had again been very limited, and the unsold stock was still estimated at 5,000 to 6,000 bales. The export to date was estimated at about 2,000 bales over last year's to same time.

CANTON.—The market was very quiet, and prices continued nominally without alteration.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd.
Shanghai Dock Company ...	500 ...	500 ..	100 ...	6 p.c
Shanghai Gas Company ...	100 ...	100 ..	115pm....	12p.c
Shanghai S.N. Company ...	100 ...	100 ...	95 ...	12p.c
S. Tug and Lighter Company ...	850 ...	850 ...	300 ...	None
French Gas Company	50 ...	50 ...	50 ...	None
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$415 ...	12p.c
North China Insurance Co. ...	Tls.1,000	Tls.200	,..Tls.600 ...	6p.c
North China Steamer Company	500 ...	500 ...	200 ...	20p.c
Union S.N. Company	100 ...	100 ...	70 ...	12p.c
Yangtzee Ins. Association ...	500 ...	500 ...	635 ...	15p.c
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,650 ...	—
China Traders Co. (Limited) ...	5,000 ...	1,000 ..	2,600 ...	400p.sh

* Via San Francisco.

* *Via* San Francisco.

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LIST OF SILK SHIPPERS FROM SHANGHAI.

(North China Herald.)

From 1st June to 10th Sept., 1870.

	Bales.		Bales.
Adamson, Bell, and Co. ...	683	Meynard and Co.	40
Balfour, F. H.	398	Milsom and Tod	885
Barnet and Co.	592	Nachtrieb, A., and Co. ...	507
Birley, Worthington, & Co.	288	Petrococchino and Co. ...	165
Birt and Co.	44	Pila and Co.	124
Bland, J.	150	Pustau, W., and Co. ...	10
Borntraeger and Co. ...	393	Reid and Co.	85
Bourjau, Hubener, and Co.	158	Reiss and Co.	88
Bovet, Brothers and Co. ...	220	Russell and Co.	1,068
Bower, Hanbury and Co....	1,070	Remé, Wm., and Co. ...	674
Brand, Monro, and Co. ...	1,607	Sassoon, D., Sons, and Co.	119
Chapman, King, and Co. ...	70	Scheibler, Matthaei, and Co.	424
Cumine and Co.	10	Seare, Essex, and Co. ...	377
Dent and Co.	125	Shaw Brothers and Co. ...	472
Dickinson and Co. ...	5	Siemssen and Co.	623
Fogg and Co.	46	Skeggs and Co.	1,578
Gamwell, F. R.	379	Smith, Archer, and Co. ...	85
Gibb, Livingston, and Co...	267	Textor and Co.	764
Gilman and Co.	1,186	Thorne Brothers and Co. ...	188
Glover, Dow, and Co. ...	226	Trautmann and Co. ..	10
Heard, Augustine, and Co.	302	Turner and Co.	107
Helbling and Co.	44	Westall, Brand, and Co. ...	107
Hogg Brothers	360	Sundries	1,625
Jardine, Matheson, and Co.	644		
Jarvie, John, and Co. ...	386	Total bales... ...	19,776

TEA CARGOES EXPECTED.

Date. 1870.	Ship.	From	Cargo. lbs.
July 1 ...	Ethiopian	Shanghai ...	1,060,858
„ 4 ...	J. R. Worcester ...	„ ...	1,102,691
„ 5 ...	Lauderdale ...	„ ...	840,748
„ 5 ...	Weymouth ...	„ ...	1,035,875
„ 7 ...	Whinfell ...	„ ...	952,923
„ 8 ...	Argonaut ..	„ ...	1,451,995
„ 13 ...	Eliza Shaw ...	„ ...	960,559
„ 18 ...	Duke of Abercorn	„ ...	1,535,379
„ 23 ...	Columbus ...	„ ...	1,025,903
„ 23 ...	Doune Castle ...	„ ...	988,676
Aug. 1 ...	Undine	„ ...	903,412
„ 2 ...	Thyatira	„ ...	1,326,833
„ 10 ...	Zephyrus	„ ..	874,877
„ 10 ...	Leith (s.) (via S. C.)	„ ...	444,170
„ 15 ...	Golden Spur ...	„ ...	907,458
„ 20 ...	Geraint	„ ...	1,293,556
„ 31 ...	Wild Deer	„ ...	1,259,896
„ 31 ...	Northampton ...	„ ...	1,614,507
Sept. 2 ...	Huntly Castle ...	„ ...	860,851
July 23 ...	Ambassador ...	Foochow ...	892,229
„ 27 ...	Thermopylæ ...	„ ...	1,406,425
Aug. 1 ...	Sir Lancelot ...	„ ...	1,260,561
„ 2 ...	Norman Court ...	„ ...	1,066,422
„ 3 ...	Eme	„ ...	1,002,648
„ 17 ...	Wylo	„ ...	1,182,251
„ 27 ...	Everest	„ ...	715,033
„ 27 ...	Chinaman	„ ...	934,192
„ 29 ...	Windhover ...	„ ...	1,064,645
„ 31 ...	Haddington ...	„ ...	1,352,208
Sept. 2 ...	Falcon	„ ...	1,050,142
„ 4 ...	Shun Lee	„ ...	851,806
	Total	...	33,269,229

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5½d.	4s. 6½d.	4s. 6¼d.
Shanghai „ „ ...	5s. 11¼d.	6s. 0d.	6s. 0¼d.
Canton „ „ }	4s. 5⅝d.	4s. 5⅝d.	4s. 5⅝d.
Hong Kong „ „ }			
Macao „ „ }			
Singapore „ „ ...	4s. 5½d.	4s. 5½d.	4s. 6d.
Manila „ „ ...	4s. 0d.	4s. 0½d.	4s. 0½d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	305 (nom.)	229½ to 230
„ Hong Kong	25 to 25⅛ dis.	—
Bar silver	111 5 0	8 prem.
Mexican dollars	75.2.0	½ prem. (nom.)

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 21; Old, 28 per cent. prem.
Hong Kong Gas Company, 47 dols. per share.
Hong Kong and Whampoa Dock, 13 per cent. discount,
China Traders' Insurance, 1,800 dols. premium.
Hotel shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 30 dols. premium.
Hong Kong Fire Insurance Company, 205 dols. premium.
Union Insurance Company, 1,700 dols premium, nominal.
China and Japan Marine Insurance Company, Tls. 30 premium.
China Fire Insurance Company. 45 to 50 dols. premium.
Victoria Fire Insurance Company, 20 dollars premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales & Cases
From June 1 to Aug 31, 1870	10826	38545906	15631194	...	4073899	58264825	12926
Corresponding period last season.....	...	39207698	26025789	932920	5832350	72088757	12641

Shipments Since :

Aug. 27	per Everest	From Foochow	...	715,033*
— 27	... Chinaman	... Do.	...	934,192*
— 30	... Windhover	... Do.	...	1,064,645*
— 31	... Northampton	... Shanghai	...	1,614,507*
— 31	... Wild Deer	... Do.	...	1,282,429*
Sept. 1	... Haddington	... Foochow	...	1,352,208
— 2	... Huntley Castle	... Shanghai	...	860,850
— 2	... Falcon	... Foochow	...	1,050,142
— 5	... Shun-Lee	... Amoy & Foochow	...	851,307
— 15	... Travancore (ml. str.)	... Shanghai, &c.	...	—

* Included in above total.

TO THE CONTINENT.

		Bales.
From June 1 to Aug. 31, 1870	62655	8131
Corresponding period last season.....	42720	4716

Shipments Since :

Sept. 15	per Travancore (ml. str.)	From Shanghai, &c. ...	— 34

TO UNITED STATES.

		Pcls.
From June 1 to Aug. 31, 1870	8757997	719
Corresponding period last season.....	1947092	267

Shipments Since :

Aug. 22	per Mikado	From Shanghai ...	841,499*
Sept. 1	... Ariel	... Yokohama ...	785,259
— 7	... Hudson	... Canton ...	32,100
— —	... Mindet	... Amoy ...	466,866

* Included in above total.

TO AUSTRALIA.

From June 1 to Aug. 31, 1870	5,768,463 lbs.
Corresponding period last year	8,566,853

Shipments Since :

Sept. 1	per Rachel	From Foochow ...	551,900
— 3	... Onward	... Hong Kong ...	55,907

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844.....	51,022,600	...*
„ 1845 to 1846.....	57,334,200	18,604
„ 1850 to 1851.....	63,972,000	22,143
„ 1853 to 1854.....	77,327,800	61,280
„ 1855 to 1856.....	92,240,200	50,481
„ 1857 to 1858.....	76,990,255	68,315
„ 1858 to 1859.....	65,789,792	83,134
„ 1859 to 1860.....	85,560,452	64,169
„ 1860 to 1861.....	90,066,160	76,644
„ 1861 to 1862.....	109,854,040	78,199
„ 1862 to 1863.....	121,273,580	72,887
„ 1863 to 1864.....	117,463,586	46,603
„ 1864 to 1865.....	121,236,870	32,313
„ 1865 to 1866.....	118,333,042	62,890
„ 1866 to 1867.....	118,423,290	50,052
„ 1867 to 1868.....	116,890,430	57,449
„ 1868 to 1869.....	142,789,804	70,917
„ 1869 to 1870.....	139,740,193	63,807

* Including the Continent.

Shipping Intelligence.

ARRIVALS.

At Foochow.—None.

At Shanghai.—From London, Delaware, Alonzo (str.), (reported by telegram).

At Hong Kong and Canton.—From London, Sept. 18, L'Imperatrice, John Lidgett; Oct. 18, Erl King (str.) (reported by telegram); from Cardiff, 16, Kingfisher; from London, Corea (reported by telegram).

At Singapore.—From Cardiff, Sept. 25, Pie IX.; from Boston, Sept. 25, U.S. Str. Palos; from London, Oct. 23, Lord of the Isles (str.), Diomed (str.) (reported by telegram.)

At Hiogo and Osaka.—From Sunderland, Aug. 18, Thomas Wood[1]

At Yokohama.—From London, Sept. 4, Vigil; from New York, 6, Horatio.

DEPARTURES.

From Shanghai.—For London, Sept. 8, Northampton; 14, City of Hankow; Clara (reported by telegram); for New York, 9, Riga (str.)

From Foochow.—For London, Sept. 9, Maitland.

From Hong and Canton.—None.

From Singapore.—For Liverpool, Sept. 28.

At Bangkok.—For Lisbon, Sept. 17, Concalve.

From Hiogo and Osaka.—For Falmouth, Aug. 22, Blue Jacket; for New York, Sept. 6, Grace Peile.

From Yokohama.—For London, Sept. 9, Free; for New York, Benefactress.

NOTICES TO MARINERS.

INDIAN OCEAN.—EASTERN ARCHIPELAGO.

The following information has been received from Her Majesty's Consul at Batavia, 1870:—

Batavia Roads.—The following changes have been made in the buoyage of this roadstead:—The beacon with ball lately standing on the northern Struisvogel rock has been removed, and a white beacon buoy moored in its place. The convex buoy of the Neerstuk has been replaced by two white buoys moored on the north-west and south-east points of the reef. A second black buoy has been placed on the south-

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east point of the Neptunus reef. The buoys placed near the above dangers are fixed in such a manner that a vessel passing outside them may steer with safety either north or south, east or west, along the reefs off which they are moored.

SOUTH-EAST COAST OF BORNEO.—The commanding officer of the Dutch steamship *Coehoorn* reports that during her passage along the south-east coast of Borneo the vessel struck on a sandbank hitherto unknown. There is twelve feet water on the bank, and the position given is lat. 3 deg. 57 min. 30 sec. S., and long. 115 deg. 25 min. E. The commander of the steamship *Betsy* reports having struck on a reef with fifteen feet of water, near the southern entrance of Pulo Laut strait.

RED SEA.—PERIM ISLAND LIGHT.

The following copy of a telegram from the Bombay Government has been received, and is published for the information of mariners. "A new light at Perim about to be set up. During change the stationary (fixed) light from the Aden light ship will be substituted and placed on the flag staff at Perim about 150 yards due East of the old light. This temporary light will be erected on or about 26th Oct., and be visible from a distance of ten miles. A smaller light will be substituted on the Aden light ship to replace that sent to Perim."

JAVA SEA.—LIGHT ON PULO LEPAR.

The Government of Java has given notice that about the beginning of October, 1870, a newly established white light of the sixth order would be exhibited from Tanjang Laboc, the eastern point of Pulo Lepar, Macclesfield Channel. The light, which is visible from seaward in every direction, is exhibited from an elevation of 39 feet above the level of high water, and should be seen in clear weather from a distance of eight miles. The above light will, in conjunction with that exhibited from Jelaka Island, facilitate the navigation of Macclesfield Channel by night. This notice affects the following Admiralty charts:—Gaspar Straits, No. 2,137; Eastern Archipelago, western portion, No. 941*a*; and Gaspar and Banca Straits, No. 2,149.

CHINA—EAST COAST.—NEW LIGHTS AND ALTERATION IN LIGHTS.

The Marine Commissioners-office at Shanghai has given notice that lighthouses are in the course of erection for the exhibition of the following lights on the East coast of China:—Lamock, white, Jan., 1872; Chapel, white, Jan., 1871; Chikseu, red, June, 1872; Turnabout, white, Jan., 1872; White Dogs, white, Jan., 1872; North Saddle, white, Sept., 1871; Sha-wei-shan, white, Jan., 1871; Shantung, white, Jan., 1872; Woosung, red, March, 1872; Square Island, white, March, 1872; Tiger Island, red, March, 1872; Newchwang light-vessel, white, April, 1871. Also the following alterations will be made in existing lights:—Tung-sha, at the entrance of the Yank-tze-Kiang, will, in December, 1870, be changed from a red revolving light to a white revolving light, of fourth order, dioptric. Lang-shan, Yang-tze-Kiang, a fixed white light, of sixth order, thirty-five feet above the sea, and visible six miles, will be plased in position in January, 1871. Little Kintoan, at entrance of Yang-tze-Kiang, will be discontinued on same date as the exhibition of Woosung light, viz., March, 1872.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Nov. 2, at Scilly, from Akyab, George Avery; 3, at London, from Manila, Rosalie. 4, at Queenstown, from Akyab, Garibaldi; 6, at Plymouth, from Colombo, &c. (*via* Suez Canal), for Dundee, Evora (str.)

DEPARTURES.—From Rotterdam, for Batavia, Triton; Nov. 2, from Liverpool, for Batavia, Henry Grenfell; Oct. 24, from Denia, for Cadiz and Manila, Candida. Nov. 3, from Liverpool, for Manila, Eliza; for Galle, after repairing, Imperator Alexander II.; 4, for Yokohama, Vale of Doon; ——, from Amsterdam, for Batavia, Ymuiden; Anna Digna; 8, from Cardiff, for Galle, Brierly Hill; 5, from Liverpool, for Hong Kong, Goodell; for Galle, Sophia.

LAID ON.—At London, for Batavia and Sourabaya, Art Union, Orient; for Colombo and Galle, River Indus. At Glasgow, for Hong Kong, Ardentinny; for Colombo, &c., Estrella de Chile. At Liverpool, for Batavia and Sourabaya, Cornelia.

SPOKEN.—Magallanes, Cadiz to Manila, Sept. 18, 24 S., 29. W.; Loudoun Castle, London to Shanghai, Sept. 17, on the line, 20 W.; H. B.E.N. (?) (Norwegian brq.), Frederikstadt to China, 58 N. 8 W.; John Worcester (American brq.), for Hong Kong, Sept. 5, off Pulo Sapato; Speedwell (brq.), for Hong Kong, Sept. 9, 20 N. 114 E.

MISCELLANEOUS.—The Marlborough, Larkins, which cleared from London, Oct. 31, for Hong Kong, whilst proceeding down the river, Nov. 3, was towed ashore, during a fog, near Blackwall. She was got off, and sailed Nov. 5, from the Downs for her destination. The Admiralty have invited tenders, for the conveyance from London or Liverpool to Colombo per steamer via Suez Canal, of 168 rank and file, and officers.

LATEST TELEGRAMS.

CHINA.

(REUTER'S TELEGRAMS, RECEIVED VIA GALLE, OCT. 31.)

HONG KONG, OCT. 11.—Grey Shirtings, 6¼ catties, 8¼ lbs., $2.80; Water Twist, 16-24, $120. Tea: Active; total export (China and Japan) 72,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 5¼d.

SHANGHAI, OCT. 5.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 2.25. Cotton, Shanghai, Tls. 16. Tea: Active, but unchanged. Silk: Moderate demand, but firmer, No. 3 Tsatlees, Tls. 580; settlements since departure of last mail, 900 bales. Export to date (China and Japan) from commencement of season, 26,000 bales. Exchange on London: Bank bills, six m.s., 5s. 10¾d. Freights: Tea, 35*s*.

(REUTER'S TELEGRAM, RECEIVED NOV. 4.)

BOMBAY, Nov. 3.—Advices from China state that matters continue unsatisfactory at Tientsin. It is reported that Mr. Wade has applied for men and guns to patrol the settlement, but the news is not authenticated.

(REUTER'S TELEGRAMS, RECEIVED VIA GALLE, NOV. 7.)

HONG KONG, OCT. 18.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.80, fair demand; Water Twist, 16 24, $120, quiet, prices drooping. Tea: Business limited; Foochow market less active, but steady. Exchange on London: Bank bills, six m.s., 4s. 4⅞d.

SHANGHAI, OCT. 12.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 2.25, fair demand. Exchange on London: Bank bills, six m.s., 5s. 10d. Freights: Tea, 35s. Hankow Tea Market steady, but not active.

(RECEIVED BY GRANT'S LINE, VIA KIACHTA, NOV. 7.)

SHANGHAI, OCT. 19.—Silk: Very firm; higher prices asked; No. 4 Red Peacock, 26s. to 26s. 6d.; export of China from Shanghai since commencement of season, 23,000 bales; stock, 4,000 bales. Tea: Market active, at one tael advance; settlements large; stock small; total export of Black from Shanghai, 46,500,000 lbs. Shirtings: Moderate demand; 8¼ lb. Eagle Chop, Tls. 2.26. Exchange on London: Bank bills, six m.s., 5s. 10¼d. London telegrams to Sept. 27 received Oct. 15.

Four gunboats of ten guns launched at Shanghai; Chinese importing large quantities of powder, arms, and cannon. William Hargreave sentenced to one year's imprisonment.

JAPAN.

(REUTER'S TELEGRAM, RECEIVED NOV. 7.)

BOMBAY, Nov. 5.—Advices from Yokohama announce the arrival of Mr. W. S. Seward, from America, on a visit to Japan.

JAVA.

(RECEIVED VIA GALLE, NOV. 1.)

BATAVIA, OCT. 13.—The Government sold 39.000 piculs Padang coffee (prices cannot be deciphered); Sugar, f.14¾; Rice, first quality, f.145 to f.150; Arrack, f.65; 6,000 piculs Billiton Tin at 74⅛ (!) Cotton Manufactures, very dull. Freights to Holland, f.65 to f.70. Exchange on Holland 100 to 102½. Arrivals: Baron van Pallandt van Rosendaal, Huydecoper, Isaac da Costa, Mr. Jacob van Lennep, Louise, Mina, Ridderkerk, Vrachtzoeker, Willem Poolman. Departures: Anna and Sophia, Arie and Betsy, Christina, Constance, Ferdinand and Louis, Insulinde, Mary Goddard, Nestor, Nieuwe Waterweg, Vyf Vrienden, Flevo.

STRAITS SETTLEMENTS.

(RECEIVED VIA GALLE, NOV. 7.)

SINGAPORE, OCT. 25.—8½lbs. Grey Shirtings, $2.65; 6 lbs. T-Cloths, $1.57½; Mule-twist, 16-24, $87½; 40's, $1.27½; Exchange on London Bank bills, six m.s., 4s. 5d.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BELL—On the 25th Aug., at Shanghai, the wife of F. H. Bell, Esq., of a daughter.
CRAWFORD—On the 21st Sept., at No. 19, Hollywood-road, Hong Kong, Mrs. D. R. Crawford, of a son.
FLOWERS—On the 29th Oct., at 15, Bryanston-street, Portman-square, the wife of Marcus Flowers, Esq., H.B.M.'s Consul, Nagasaki, Japan, of a son.
HARPER—On the 31st Aug., at Messrs. Gibb, Livingston, and Co.'s Wharf, Shanghai, the wife of Capt. Wm. Harper, of a daughter.
HOGG—On the 17th Sept., at Hong Kong, Mrs. A. G. Hogg, of a daughter.
JOHNSTON—On the 7th Aug., at Shanghai, China, the wife of A. J. Johnston, Esq., Secretary Municipal Council, Shanghai, of a son.
LAURIE—On the 3rd Sept., at Belmont, Hong Kong, the wife of Peter G. Laurie, Esq., of a son.
RODYK—On the 25th Sept., at Malacca, the wife of Mr. Wm. A. Rodyk, of a daughter.
RUMBOLD—On the 22nd Oct., at the British Embassy, St. Petersburg, Mrs. Horace Rumbold of a son.
SHAW—On the 21st Sept. at Golden Grove, Province Wellesley, Penang, the wife of Frank Shaw, Esq., of a daughter.
WOODCOCK—On the 31st Oct., at Gidlow, Wigan, the wife of Edward Holme Woodcock, Esq., of a daughter.

MARRIAGES.

BENBOW—HUMPHREYS.—On the 1st Nov., at the parish church, Clapham, by the Rev. David Harding, M.A., Alfred Parrey, fourth son of the late James Benbow, Esq., of Bankside, Southwark, to Rosetta, only daughter of the late George Humphreys, Esq., of Clapham-rise. No cards.
BRUNKER—THOMAS.—On the 10th Aug., at Fyzabad, Oudh, by the Rev. E. J. Hubbard, Howard Molyneux E. Brunker, 26th Cameronians, eldest son of the late Major-General J. R. Brunker, to Annie, fourth daughter of R. M. Thomas, Esq., Calcutta.
COLCHESTER—ALLEN.—On the 26th Oct., at St. George's Church, Hanover-square, Valentine Desborough Colchester, son of William Colchester, Esq., of Grundisburgh Hall, Suffolk, to Charlotte, widow of the late Henry A. Allen, M.D., of Springfield, Singapore, and second son of Samuel Boucher Allen, LL.D., F.R.S.A.
MOUMEE—TAPP.—On the 22nd Aug., at the English Church, Tientsin, by the Rev. William N. Hall, and afterwards at the British Consulate, John Moules, of Tientsin, to Erena Elizabeth Tapp, late of Penang.

DEATHS.

BAUMGARTEN—On the 21st Sept., at Penang, C. G. Baumgarten, Esq.
BROOKS—On the 12th Aug., at Bangkok, James Brooks, of Plymouth, aged about 40.
BURR—On the 4th Aug., at Newchwang, suddenly, Helena Annie, infant daughter of Thomas Francis and Jane Pearn Burr, aged nine months.
FREEMAN—On the 31st Oct., at Bath, after a short illness, Albert D. Freeman, of Shanghai, and Boston, Mass., U.S. America, in his 38th year.
HENDERSON—On the 14th Sept., at Nagasaki, A. W. Henderson, Esq., aged 27.
KRESSER—On the 18th Sept., at Hong Kong, Anne Caroline Fitremann, the wife of V. Kresser, Esq.
LIDDLE—On the 30th Oct., at Francis-terrace, Victoria-park, Captain Ralph R. Liddle, R.N.R., late of ship *John Temperley*, in his 52nd year. Friends will please accept this intimation.
MAY—On the 18th Oct., at No. 1, Upper Belsize-terrace, Hampstead, aged 74, Ann, widow of J. W. May, Esq., Consul General for the Netherlands, and daughter of the late Nicholas Gilbee, Esq., of Denton Court, near Gravesend, Kent.
MELBOURN—On the 30th Oct., at Dunkerque, George Melbourn, late of Batavia, aged 39.
OSBORNE—On the 4th Oct., on board the *Hipparchus*, in the Suez Canal, on his way home, James Osborne, Esq., of London and Shanghai, aged 48.
PIGNATEL—On the 14th Sept., at Nagasaki, Eugene Pignatel, aged 53.
RODYK—On the — Sept., at Malacca, Catherine, the beloved wife of Wm. Rodyk, Esq., Registrar Supreme Court, aged 46.
RUST—On the 21st Oct., at Great Dunmow, Essex, Thomas Rust, Esq., barrister-at-law, late of Ceylon, M.L.C., in his 53rd year.
WILKIN—On the 21st Oct., at London Colney, Philip Nathaniel Wilkin, youngest son of C. J. Wilkin, Esq., of Sayer Marney, Essex, aged 28.

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KIUKIANG AND ITS VICINITY.

(COMMUNICATED.)

I am sure your readers must have perused your Correspondent's letters upon the above subject with very great pleasure. As an old resident of the port, and as the first foreigner who ascended to the summit of the "Lu Shan" mountains *alone*, I need not inform you that I watched the account of his ramble amongst these celebrated hills with more than ordinary interest. I soon got upon his track, and, inasmuch as he was only enabled to obtain a very limited view of the grandeur of the scenes around and above him, I venture to offer you a short report of my ascent to the highest and most southernmost peak of the range, viz., the "Han Yang Fung."

Soon after my arrival at Kiukiang I contracted what was not inaptly termed the "Mountain Fever;" almost everyone who visits the port is struck with the majesty of these mountains. Standing upon the enormous plain immediately at the rear of Kiukiang, and rising, as it appears, almost perpendicularly, no sooner do the difficulties of such a feat present themselves than, in nine cases out of ten, the desire to make the ascent terminates in a pic-nic to the "Loong Tahu" and an expedition to the "Cock's-head Rock," the point I apprehend your correspondent describes. Not so, however, with myself. I soon sought to ally myself with other mounting spirits, but the one or two thorough paced climbers, considering mine as merely an outburst of the usual zeal, were indisposed to admit me into their confidences. Determined, however, to overcome their prejudice, accompanied by one friend only, I started on Monday, October 11, 1864.

An ascent of the Lu Shan mountains must not be thought of as a matter of an afternoon's walk; chairs, coolies, provisions for three days, and blankets, and, if the traveller intends making any observations, an aneroid, barometer and compass must be provided, also a few thousand copper cash, a dollar and, say, four quarter-dollars. Fully equipped with all the necessaries for the above named period we left Kiukiang at 6.30 A.M. on the 10th, taking the route via the "Loong Tahu" or Dragon's Pool,—where, as your correspondent states, the residents in Kiukiang had erected a bungalow, and where pic-nic parties were held throughout the summer—and arrived at the joss-house (temple) of Se Lum-Chee at 10.30 A.M. Here we found, much to our annoyance, that, in consequence of the absence of sleeping accommodation in the mountains, it would be necessary to remain until next day; otherwise we should be benighted, and most probably lose our way, if not our lives. This break in our journey, however, was not thrown away, for the scenery in the immediate neighbourhood is of itself well worth a visit. There is also quite close to the temple a large seven-storied Pagoda in a tolerable state of preservation. One of the numerous mountain torrents here finds a bed, supplying very excellent water to the neighbouring village and temple. We were immediately at the foot of the range, and in view of almost the whole of the gorge up which we had to wend our way, and which was crowned by a pagoda similar to the one we were standing by. The hills were covered with several very beautiful kinds of azalias, all in full bloom, and amid these surroundings we spent a most enjoyable day. Having completed our arrangements for the morrow, which included, besides the safe custody of our belongings during our absence, the engagement of a trusty guide—one of the wood-cutters who daily ascend the mountains for the purpose of procuring fuel—we turned in at an early hour upon some clean straw on the floor of the joss-house, and sought refreshment in sleep, to enable us the better to stand the fatigue in store for us. Half-past four on the morning of the 11th found us astir, and, after a good substantial but plain breakfast, we started off, preceded by our guide, at 5.30 A.M. The native women, nearly all of whom were up and about, having already despatched husbands and sons upon the day's work of wood-cutting, were much astonished on learning from our guide the object of our visit into those parts; and, as the Chinese are unable to comprehend any act which is undertaken without some immediate view to profit, the minds of the villagers were sorely puzzled, and, from the remarks made as we passed along, they were evidently of opinion that we were bound in search of some of the precious metals which are—perhaps not altogether erroneously—believed to be hidden in these mountains.

At an altitude of 2,000 feet stands the pagoda called Teen Che Fung, over against the village of Teen Che Sze. The gorge, here rising almost perpendicularly, is composed of a series of rocks, which wind round and round, and form a kind of natural staircase. The ascent is very fatiguing to those unaccustomed to this style of progression. We arrived at the top of this splendid pass at 8.30 A.M. (time three hours), having passed through a village called Sa Yin Shu, where there is a very substantial stone bridge, and a gateway—doubtless a memorial—some distance up the mountain, by name Chuck Yen Sze. At this place, after a short rest, I left my companion, and at 8.45 A.M. proceeded for the summit, taking the guide and one coolie, the latter carrying a bottle of champagne—my only refreshment until rejoining my companion. Soon I took a south-westerly direction, and descending some 500 feet into the valley which divides the two ranges, I came upon a small hamlet (with ruins of a temple) called the Quong Loong Sze. Two priests were here, and proved exceedingly civil and agreeable. From them I learnt the name of the principal peak, and obtained valuable information as to the route. A further ascent of some distance, along a path strewn with chips of wood, brought me to a small place called Woo She Chow, where seven or eight men were busily engaged making charcoal. This was the last inhabited place I met with, there being no tenements at a higher elevation. Soon after leaving this place, and bearing slightly to the left, all trace of the pathway was lost, and the remainder of the ascent was through grass, brushwood, and watercourses, the former often rising to over six feet high, the latter generally dry, or with only a small quantity of water trickling down them. The summer, which had been exceptionally hot, had been succeeded by a dry autumn, but the channels were sufficiently deep to show that in the rainy season the torrents must roll down these mountains with terrific force and volume. As may be imagined, this portion of the journey was most difficult, and many a time I was on the point of giving up, as the obstacles in front appeared more formidable than any which I had yet encountered; but, notwithstanding the fatigue which I now began to feel, I pressed forward animated with the desire of achieving the object of my ambition. At noon I found myself on the summit of what there could be no doubt was the highest peak in the range, and which the guide assured me was no other than the celebrated Han Yung Fung.

The weather was most favourable for my visit, and nothing intervened between where I stood and the blue vault overhead. From this standpoint a most extensive and charming view was obtained, embracing the Woo Low Fung, or five old peaks—the most venerated cluster in this range—the Se Lum Che Pagoda, the city of Nang Kong Foo and pagoda, and a large extent of the Poyang Lake. Time occupied in ascent, 6½ hours.

After a rest of twenty minutes and a draught of champagne, specially retained for the summit, I commenced to descend—having first placed my card, with a few particulars of my visit, in the empty bottle, and covered the same over with stones, thus forming a sort of cairn—reaching my companion at the gateway before mentioned at 3.30 P.M. We then continued the descent to Se Lum Che, which place we reached at 5.25 P.M., having been absent twelve hours all but five minutes, and I walking, with occasional rests, the whole of the time. A good dinner, over which I recounted to my friend the success I had achieved and the incidents I had met with, closed in the evening of this eventful day, and after a good night's rest we started for Kiukiang at 6.30 A.M. on the 12th, calling at the Loong Tahu to enjoy a bath in the Dragon's Pool, and reaching our homes at 1.35 P.M.

We saw no game or wild animals on this trip, but the hamlets are many of them walled round, and the inhabitants say that such a precaution is necessary to keep out the wild boar; tigers and panthers must also be hidden in the jungle, as I have seen the skins of these animals exhibited about Kiukiang with every sign of having been newly slain. Snakes are numerous. I have made many excursions of a similar nature to this, both in the North and South of China, and I can bear testimony to the civility and kindness of the country people. Curiosity they always exhibit, and their slight-of-hand is sometimes anything but pleasant; but hatred or ill-will I have seldom seen. The height of the Lu Shan Mountains, computed by barometrical readings, was 5,500 feet; the time occupied in ascent and descent five minutes under twelve hours. My zeal for mountaineering was thus vindicated, and, as a reward for my perseverance, I was thenceforth particularised as Vice-President of the Kiukiang Alpine Club.

J. L. W.

THE PRESS AND CORRESPONDENTS ON THE TIENTSIN MASSACRE.

The *Globe* says:—In Mr. Hammond's letter no sort of mention is made of the ports of Tientsin and Newchwang, where most undoubtedly the most imminent peril exists, both on account of the hostile agencies there at work and also because from the middle of this month until the middle of March the foreign residents are kept prisoners by the ice, which as effectually prevents any aid coming to their support as it renders their escape impossible. On the other hand, at Shanghai, beyond a few vague rumours, nothing has occurred to show that there is any danger imminent; and a strong guarantee of security exists in the presence of a large volunteer force and of a no inconsiderable fleet of men-of-war and merchant ships, which crowd the harbour at all seasons of the year. The telegram from Mr. Wade which we published on Monday stated that Newchwang was "unsafe." What possible protection, we would ask, can the battalion of marines which "are about to be sent to China," or the detachment of infantry which, in case of emergency, the Admiral has orders to land at Shanghai, afford to the British residents at that ice-bound port during the approaching winter? If the Government wishes to maintain peace in China, the surest way is promptly to show to the Chinese that we have both the power and the will to protect our fellow-subjects from outrage and wrong. To leave British subjects in places which are "unsafe," without sufficient protection, is to invite attack and precipitate a war.

The *Post* says:—Previously to the receipt of the latest news we had been led to suppose that matters were being satisfactorily arranged in China. We had telegrams from Mr. Wade breathing peace; we had accounts of investigations by high mandarins, and we had assurances that justice was to be meted out in the shape of death and banishment to those most prominently compromised in the Tientsin massacre. Our Government appears to have taken a rather easygoing view of the question. There were apparent evidences of a want of energetic action and good faith on the part of the Chinese Government. A manifestation of physical force, whether that force were to be applied or not, was desirable. The French were not in a position to compel reparation. But the cause was not that of France only. All foreigners were threatened. Our Government has hesitated to adopt adequate measures of precaution. The consequences may be most serious to ourselves. Indeed, as it is, it is doubtful if the winter will pass over without some of the foreign settlements in China being attacked. Everything tends to show that an extensive organisation adverse to all "foreign devils" exists in China, and that it has been deliberately set in motion.

Mr. Magniac, M.P., writes to *The Times*:—The China question is of such exceeding interest that I do not hesitate to request the publication of the accompanying letter from the Foreign-office, which explains itself. I need not take up your space with the preceding correspondence, but, with reference to statements which have appeared, I may perhaps be permitted to say that the body of merchants hav strictly confined their recommendations to the adoption of such measures as would, in their judgment, prevent any momentary outbreak of the populace, unchecked at the outset, from spreading into a general attack upon foreigners. Our anxious desire has been to avert the recurrence of a China War, from which none of our countrymen would suffer more seriously than ourselves, and none, I may assert with confidence, would on grounds of humanity deplore more sincerely.

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"FOREIGN-OFFICE, Oct. 29.

"Sir,—I have laid before Earl Granville your letter of the 27th inst., inquiring whether there is any truth in the report contained in a telegram said to have been received from Bombay that troops were about to be sent to China from Madras, and I am directed to say that neither the India-office nor the Foreign-office has any knowledge of such a movement. The report may, indeed, have originated in a native regiment being about to be sent to Hong Kong, in the ordinary course of service, to relieve the native regiment which has been there for the last two years.

"There can be no doubt that Sir Henry Kellett will take all such measures as may be found necessary and practicable for the protection of British subjects in China, if any special measures are required for the purpose. There is nothing later from Mr. Wade than his telegram of September 26, which has been published, or from the Admiral than a despatch to the Admiralty of the 22nd of August; but he appeared satisfied with the precautionary measures he had taken for the protection of the ports, at each of which a vessel of war is stationed.

"A battalion of Marines will be shortly sent to China to be at the disposal of the Admiral, and if he and Mr. Wade should be of opinion that British interests at Shanghai are in danger they are instructed to draw from Hong Kong or Japan a detachment of infantry, which, in case of emergency, might be landed for the purposes of protection, and which could remain on shore until the danger was past.—I am, Sir, your most obedient, humble servant, "E. HAMMOND.

"Charles Magniac, Esq., M.P."

THE TRIESTE ROUTE.

We have been favoured with a letter from a correspondent travelling by this route. Our present correspondent writes from Trieste, to which place he had travelled from London without experiencing any difficulty, except the delay of few hours between Brussels and Mayence, which was caused by extra trains containing horses and munitions of war. There is reason to believe that the train by which our correspondent travelled is often many hours late, and sometimes a whole day behind time, so that travellers should, for the present at least, make their arrangements so as to admit of some detention on that part of the journey. From Mayence to Vienna, and again from Vienna to Trieste, the express trains keep good time. To do the journey comfortably, travellers should start on Monday morning, and stop at Brussels on Monday night, and next morning book for Mayence, where they will be due about nine P.M. It is on this part of the journey only that delays are to be expected, and the effect of them may be obviated if they spend the night of Tuesday at Mayence, and, starting the next day at one P.M. (which gives plenty of time), book through to Vienna, where they will arrive at ten on Thursday morning. They can then spend the day at Vienna, sleep there on Thursday night, and at seven A.M. on Friday take the train which is due at Trieste at 9.30 P.M. the same day. They have thus the whole of Saturday to secure their berths, &c., as the steamer sails at midnight on Saturday. By travelling continuously the time might be considerably shortened, but persons who do not like more than twelve or fifteen hours of railway travelling at a stretch, and are anxious to provide against disappointment, should take the trains indicated above. Travellers should provide themselves with refreshments for the railway journey between Brussels and Vienna, as the trains stay so short a time at the stations, especially when behind time, that it is impossible to obtain satisfactory refreshment at them. Between Vienna and Trieste no such precaution is necessary, as plenty of time is allowed for breakfast, luncheon, and dinner at the buffets.

THE EXHIBITION OF 1871.

The war now raging on the Continent will doubtless deprive the Exhibition of 1871 of many specimens of French and German industry, which under other circumstances would have found a place within its walls. An opportunity is, consequently, presented to our friends in the Far East of securing a much larger extent of space for the display of their contributions than would have fallen to their share had there been no interference with the progress of Continental manufacture. With reference to the last Exhibition, great complaints were made that the productions of the Far East were either pushed into some obscure corner or refused for want of space. This is not likely to be the case next year; and we may, therefore, hope that that vast quarter of the globe may be represented with the prominence which is due to the value and extent of its productions.

The Juno, corvette, 6 guns, 1,462 tons, 400-horse power, Captain J. K. E. Baird commander, has sailed with the detachment of Marines which is ordered for service on the China station. Several additional appointments of officers have been made and, we subjoin the complete list:—Colonel Fleetwood Richards, commanding; Capt. E. B. Snow, Brevet-major C. W. Burton, Capt. A. H. H. Walsh, Capt. P. R. Holmes, Lieut. St. A. St. John, Lieut. G. A. Heseltine, Lieut. C. S. F. Fagan, Lieut. J. H. Sandwith, Lieut. B. St. L. Denny, Lieut. S. Polkinghorne, Lieut. A. C. Smyth, Lieut. H. O. P. Wright. The staff consists of Capt. J. D. Broughton, Paymaster; Second Capt. A. Hill, Adjutant; Lieut. E. O. B. Gray, Quartermaster; Surgeon John Caldwell, Assistant-surgeon W. H. Putsey.

THE CHARGE OF LIBEL AGAINST THE "INSURANCE TIMES."—At the Central Criminal Court, before the Recorder of London, Mr. Cornelius Walford, barrister, and editor of the *Insurance Times*, surrendered on his bail to an indictment charging him with publishing a false and defamatory libel against Arthur Bower Forwood and James Russell Ross, underwriters at Lloyd's, in reference to alleged marine insurance frauds, and also with publishing the satire, knowing it to be false. The defendant pleaded guilty to the first count, but not guilty to the second. Mr. Metcalfe, on behalf of the defendant, admitted that the article which contained the libel had been published without due consideration, and stated that the defendant was now convinced that he had made an error in allowing the article to appear. Mr. Serjeant Parry, who appeared for the prosecution, said that the prosecutors had learned that the defendant had been a considerable sufferer by the proceedings which had been taken, and under these circumstances the prosecution would be satisfied if the defendant entered into recognisances to come up for judgment when called upon. The Recorder observed that the libel was of such a character that there was no other course left open for the prosecutors than to take proceedings. The defendant, however, had now done all that a gentleman could do, by apologising for his error, and he would therefore consent to the defendant entering into his own recognisances. This course was then adopted.

THE ALBERT LIFE ASSURANCE COMPANY.—The affairs of the Albert Life Assurance Company were before the Chief Clerk to Vice-Chancellor Bacon on the 29th ult, when the solicitor for the official liquidator stated that the order of Lord Justice James for meetings of the directors, shareholders, and policy-holders of the various companies to be held in London for the purpose of enabling them to express their views as to the reconstruction, and also to state their approval or disapproval of the scheme, had not yet been carried out, because it seemed that there was an inability on the part of the official liquidators to devise any satisfactory basis upon which the meetings should be held and proceed. They intend to apply next term for instructions. Another application was made yesterday to Lord Justice James for directions with reference to the meeting which had been ordered by his Lordship. His Lordship said it was no part of his view that a meeting of the shareholders should be held before a meeting of the creditors. The meeting of creditors should include all persons claiming to be creditors in respect of policies or otherwise of the respective companies. Notice of the meeting should be given not only by letter, but also by advertisement, to those who had made claims. As to the creditors in India, &c., the substance of the proposed arrangements should be telegraphed to them, and advertised there, and the time for the meeting should be fixed in a reasonable manner, so as to admit of the communication of their opinions.

Social Life of the Chinese; a Daguerreotype of Daily Life in China. By the Rev. Justus Doolittle; edited and revised by the Rev. Paxton Hood. London: Sampson Low and Marston.—We have received a copy of the above work, which we heartily commend to the perusal of our readers. Those unacquainted with the peculiar manners and customs of the Celestial Empire will obtain in its pages an instructive record of the character and habits of all classes, while those even whose knowledge of China is the result of residence in the country and of consequent personal experience will derive great amusement from the manner in which the ludicrous aspect of many social observances is presented. The text is supplemented almost on every page by woodcuts, which, while they embellish the work, serve in addition to render the details of Chinese life and character clear to the eye in their every detail. The general "get up" of the book is extremely good; indeed marvellously so when the low price—8s. 6d.—at which it is published is taken into consideration.

THE RAILWAY PLANT FOR JAPAN.—We recently noticed that tonnage had been engaged by Mr. Lay's orders for the rails and other appliances for the proposed railways in Japan. We now subjoin a list of the quantities by each vessel:—Grenadier, 200 tons, sailed; Kate Covert, 850 tons, sailed (50 tons construction); Vale of Doon, 800 tons, sailed; River Avon, 250 tons, loading; Fire Queen, 900 tons, nearly complete; Iloine, 800 tons, loading; Serica, 150 tons, loading; John R. Worcester, 250 tons, engaged. The Benvenue, Iloine, Vale of Doon, and River Avon also take a quantity of material, including telegraph poles, &c. The Burmah takes from Glasgow the necessary sleepers.

IN the current number of *Fraser's Magazine* there is an article entitled "The Present Condition of China," written by a resident, which is a most interesting article, evidently based on a wide experience. It begins with a very startling statement—that in the course of the last twenty years the vast population of China "has been reduced nearly one-half." There must surely be some exaggeration here. The writer attempts to show that the original cause of almost all rebellions in China is simply want of food.

A WORK in two volumes is announced for publication by Mr. John Murray, under the following title:—*A Voyage Round the World*, touching at Australia, Java, Siam, Canton, &c.; by the Marquis de Beauvoir; translated from the French under the superintendence of the Author.

Commander A. C. May, late of Her Majesty's gunboat Opossum, on the China Station, who was promoted a short time since to his present rank while in command of that vessel, has arrived in England. Lieut. Martin J. Dunlop, who until lately commanded the Dove, is expected home.

We are glad to be able to inform our readers that although Vice-Admiral Sir Henry Kellett is in a very delicate state of health, he writes in good spirits, and there is reason to believe he will not have to resign his command.

THE Rev. A. E. Moule, of Ningpo, is the author of a work which will be issued in a few days, entitled *Chapters on China and the Chinese.* A notice will appear in our next issue.

The *Ellenborough*, from Hong Kong with troops, now over five months out, is not yet reported.

REINFORCEMENTS FOR CEYLON.—Tenders have been invited for the conveyance of about 175 rank and file and officers for Colombo.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & CO., Homœopathic Chemists, London.

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Foreign Intelligence.

NORTH GERMAN CONFEDERATION.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Nov. 1.

From the very commencement of the war, and after every action that has taken place, French prisoners were sent to Prussia for confinement in the fortresses at the greatest distance from their native country, and when these became overcrowded the strong places in the centre of the kingdom—Spandau, Magdeburg, Custrin, Minden, and Koneigstein—were made use of for the same purpose. But after the capitulation of Sedan, when accommodation had to be made for Marshal MacMahon's whole army, Prussia proposed to transfer a part of the burthen of looking after the safety of the prisoners to the other States of the North German Confederation, a proposal that of course met with no opposition, but, on the contrary, was received in the most patriotic spirit. It was therefore arranged that the prisoners of war should be partitioned between the different States in proportion to the number of their population at the last census, and thus about 1,500 were to fall to the share of Hamburg; but in consideration of the sacrifices made already by the inhabitants of this city—the large amount of aid afforded for the wounded, the vast sums voluntarily subscribed for the relief of the widows and orphans of the men killed in battle, the large share of the national war loan taken by Hamburg capitalists, and various other acts of an eminently patriotic and benevolent character—this city was spared as long as possible from the expense and inconvenience of having to take care of prisoners. Besides, there was the difficulty of finding a suitable place of safety to confine them in, as Hamburg is no longer a fortress, but an open town, and the common prison is not larger than is required for the safe keeping of civil prisoners convicted of crimes and misdemeanours, as in all other large and populous cities.

But when, after the capitulation of Strasburg, accommodation had to be provided for 20,000 more French prisoners, Hamburg felt she could no longer in justice and fairness take the benefit of the delicacy observed towards her by the other Sovereign States of the Confederation, and with her usual patriotic spirit volunteered to take charge of her share—an offer that was joyfully accepted by the King of Prussia, who sent a special telegram to the Senate to thank them. "Where there's a will there's a way," and it was soon decided to fit up a floating prison. Arrangements were therefore made with the Hamburg-American Steam Company to charter from them one of their large Transatlantic steamers, that in happier times ran between this city and New York, but are now thrown out of employment, and remain safely in port for fear of capture. The *Teutonia* was selected for this service, and being built of iron, with ample space for the accommodation of seven or eight hundred emigrants in the steerage and a hundred and fifty cabin passengers, she was admirably adapted for this novel duty, the only alteration found necessary being a temporary wooden hut built up on the deck as a guard-room, and this was soon accomplished. She now lies at moorings in midstream in the Elbe, with about seven hundred French prisoners on board. Being a shareholder in the company, I had no difficulty in going on board to inspect the arrangements. The prisoners, with many of whom I conversed, belong to every arm of the service, and among them were about fifty Zouaves and nearly as many Turcos. They were captured at various places—Weissenberg, Sedan, Toul, and Strasburg. They make no complaint of their accommodation or food, but consider themselves to have been betrayed and sold by their generals, or they would never have found themselves in their present plight. Many of them are decorated with medals for their campaigns in Mexico, Italy, and China, as well as for the Crimean war. They all believe they have been deceived and are grossly ignorant of the events that led to the war, and all that has happened since they became prisoners. I found their ideas of geography wonderfully confused, though most of them have served in some foreign war and ought to know better; thus till they crossed the Rhine they firmly believed that Berlin was situated on the banks of that river. Those on board the *Teutonia* are divided into three companies, only one of which is allowed to be on deck at the same time, and that only from sunrise to sunset. The guard consists of sixty men under a captain, furnised by one of the battalions of Landwehr in garrison here, one-third of the number being on duty as sentinels in different parts of the ship for two hours at a stretch, like the sentries on shore. The guard is relieved every day, and before the fresh detachment embarks they draw up on the quay and load their needle-guns with ball-cartridges. The prisoners are well fed, and as their stomachs are not accustomed to the black bread of the country, made of rye, and which is the common food of the German soldiers and the lower classes generally in this country, dysentry broke out, and since then they receive rations of white bread, made of wheat flour, which appears to agree with them better, for when I went on board there were only four patients in the hospital bays. At first the officers, who are accommodated in the cabins, were allowed to come on shore on certain days on parole, and they were frequently seen walking about in the streets; but as this permission was abused in some of the fortresses, strict orders have now been issued to deny all French officers and non-commissioned officers this privilege any longer; in consequence of which they complain loudly of *ennui*, and as we now get but few French newspapers here, and they are of course profoundly ignorant of the German language, they have nothing to read or amuse themselves with.

I have taken the trouble to make up from the official accounts the number of French prisoners now in Germany, and as it may interest many of you readers I subjoin it, as follows:—August 4, Weissenburg, 800; 6, Woerth, 4,000; 7, Saarbruck (Spicheren), 2,000; 9, Lutzeelstein and Lichtenberg, 800; 15, before Metz, 4,000; 16, Marsla-Tour, 2,000; 30, before Metz, 20,000; Sept. 1, before Sedan, 28,000; 2, at Sedan 4,000 officers, 83,000 rank and file, and 14,000 wounded; 23, Toul, 2,350; 25, Versailles, 300; 27, Strasburg, 20,000; 30, before Paris, 300; Oct. 10, Artenay, 2,000; 16, Suissons, 4,733; 17, Montdidier, 182; 18, Chateaudun, 2,000; 21, sortie from Paris, 100; 24, Schlettstadt, 2,400; 25, on the Aignon, 195; and now Metz, 173,000; making together a grand total of 371,860. We know further that in many of the minor engagements and sorties (particulars not given in the official telegrams) many prisoners were made; so that at the present moment there must be nearly 400,000 French prisoners in Germany. And Paris! what about the garrison there?

You will have informed your readers from other sources of negotiations that have been in progress for a truce of arms to allow the general elections for a national constituent Assembly taking place in France; but should they lead to any practical result, the question arises whether it would reflect the general feelings of the nation. Say that the above 400,000 fighting men represent a population of two million souls; Alsace and Lorraine, claimed by Germany, and certain to be excluded from voting, two millions more; other provinces of France from the Rhine to Orleans and Beaugency, now in the occupation of the German invaders, say only six millions, making at least ten millions, or nearly a third—at all events more than a fourth—of the whole population. Now let us suppose that the Republicans should have rather more than half of the remainder, and the Imperialists rather less, the Republicans would of course carry the day; but the above exclusions, or even only the 400,000 prisoners, if permitted to vote, might do so in favour of a restoration of the Emperor, or at least the Prince Imperial as Napoleon IV., and thus give a very different result to what is generally expected.

The *Hamburg Correspondent* contains the following under the head of Local Intelligence:—"Herr G. T. Siemssen, of this city and China, has paid over to the central office of the Associated Committees for the relief of the wounded Germans the sum of 10,125 mks. beo., as the proceeds of a remittance received from Herr Ferdinand Nissen and Herr Th. Wagner, at Shanghai, as the heads of the branch Association formed there for the support and relief of wounded German soldiers, on account of the sums subscribed for that purpose by the German residents at Shanghai, Ningpo, and Hankow. It must surely be considered as one of the most joyful appearances of the present war, already so rich in sublime episodes, that the Germans abroad give such tangible proofs of their devotion and sympathy with the national cause, and therefore this very handsome donation from compatriots living in a far-distant country is deserving of the warmest gratitude on the part of the Fatherland."

COMMERCIAL.

There is more doing in the Tea Market, and prices are well supported; among the sales by private contract were 900 chests Common Congou, 396 do. Moning Congou, 509 do. Kaisow Congou, 66 packages Younghaysan, 320/4 and 230/8 chests Souchong. A fair demand for Rice prevails, and full values are easily obtained; it appears that the reduction of the duty in the Zollverein has increased the consumption, as large quantities go daily to the interior. A cargo of 7,000 bags of Arracan, per Florence Danvers, has just been sold to a miller here. Cassia Lignea in very active demand, and higher prices paid. Pepper is also dearer, and large transactions are reported. Nothing to say about Spelter, except that prices are nominally the same, but lower offers would probably not be refused. The Money Market is easy, and the rate of discount unaltered.

SHIPPING.

ARRIVALS.—Florence Danvers, from Akyab; Johann Cesar, from Apia (Navigators' Islands).

LOADING.—For Shanghai, Jurgen, August; for Singapore, John Fought; for Hong Kong, Jupiter.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Nov. 2.

The rumours of a Ministerial crisis become more and more definite. There is now no question that four Ministers will resign — viz., Mr. Lilaar, Mr. van Mulken, Mr. Roest van Limburg, and Mr. de Waal. Why Mr. Lilaar yields needs no explanation; his Ministerial career was a *fiasco*, and literally he has done nothing which tends to justify his appointment; he has not taken a single measure to improve our penal code, notwithstanding we still live under that which was decreed by Napoleon I. As regards Mr. van Mulken, the Minister of War, it seems that he fears for the sharp debate which, without doubt, will take place upon our means of defence, which, according to a great many letters published in our papers, are not in an efficient state, and it is even asserted that, notwithstanding many millions were expended, the condition of our army, fortresses, and water works are in anything but a good condition. That Mr. Roest wishes to transfer his portfolio to Mr. Gericke creates no surprise at all. Of more interest is it to hear that Mr. de Waal intends to resign. The *Vaderland*, which has a good deal of respect for this gentleman, assures us that the bad health of this minister compels him to ask the King to release him from his duties; but I am of opinion that he also is afraid to face Parliament. In a former letter I had occasion to state that the mysterious Royal decree, published by the official *Java Courant*, by which the agrarian law was set in operation, was applauded by our Conservatives. Of course this meant that the Liberal party was disappointed, and more than that, there is a general conviction that Mr. de Waal has played with the Liberals as a cat with mice. Perhaps never has any law caused so much trouble as the Agrarian Bill. After a party struggle of weeks and months, the Bill at last was approved of. The satisfaction was general, because everyone trusted the Liberal principles of Mr. de Waal. But when the Royal decree became known the disappointment was enormous, because the whole law is annulled by it, and under its stipulations it becomes quite impossible to cultivate the waste grounds of Java. It will be most difficult to obtain the necessary labour, and besides Mr. de Waal decreed so many conditions and restrictions that capitalists will decline to invest their money in these undertakings. I need not add that Mr. de Waal has thrown overboard his reputation of being a Liberal Minister, and notwithstanding that the India Budget was carried by an exceptionally large majority, his ordinary Budget would without the least doubt be outvoted had he had the *hardiesse* to wait for a vote of

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want of confidence. I say the *hardiesse*, and indeed this is the true word. The Royal decree, of which I spoke, created astonishment, but the last Java papers, received *via* Brindisi, were received with indignation, caused by the decrees of the Governor-General containing the reform of the Preanger system. In some circles Mr. Mirandolle is named as the successor of Mr. de Waal; the question, however, is—if he will incline to work with this Cabinet of half measures.

Telegraphic news, received here privately from Batavia, states that one of the most important commercial houses has stopped payment. When we review the very high reputation of the Dutch branch established here we may well fear for more failures in Java. The state of our trade is satisfactory; one shipowner and shipbroker stopped payment, but this is of small importance, the failure being expected. At the Bourse matters are very dull, and the greatest inactivity prevails. A good business, however, has been done in the dividends of the Trading Company, which now stand at f.83. Home funds remain unaltered. Notwithstanding that a general dulness prevails, it is curious to see how very little the prices of the several foreign bonds are affected by the war. The state of the Bank is very healthy, which proves much either for the sagacity of the directors or the soundness of our trade.

The election in Alkmaar has concluded with the return of Mr. van Foreest by a small majority—about 200 votes. It is, however, asserted that the Burgomaster of that place played a very strange part in this election, and some papers say that it would not be gentlemanlike of Mr. van Foreest to accept the seat. Mr. J. Baron Taets van Amerougen will resign his seat in the First Chamber.

A good deal of noise has been made because a French man-of-war has towed a German vessel, the *Elise*, of course as a prize, into the harbour of Flushing, whilst our Government did not take measures to compel that vessel to quit the neutral harbour within twenty-four hours after her arrival. The *Elise*, however, when entering the harbour, came in contact with another vessel, and was so much damaged that she is not seaworthy.

Yesterday evening H.M.S. *Argus* left Flushing, bound for Java. The question now is, if she will reach her destination without further misfortunes. H.M.S. *de Doumel*, which returned some days ago from a trip in the North Sea, is said to be unseaworthy. I think it is high time to inspect the seaworthiness of our naval officers; it is not to be credited that these costly vessels should be built in such a manner that they should not be able to cross the ocean.

According to a Royal decree, the second lieutenants of the East India army, who are in Holland, are to join the Infantry Corps, to receive further instruction. The recruiting office in Harderwyk, where soldiers for the East India army are enrolled, will be reorganised. Colonel Seelig will be pensioned.

PRODUCE MARKETS.

The last Trading Company's coffee auction met with a full attendance of buyers, and the competition manifested at the same caused the whole to be disposed of at an advance, which has continued since to be fully maintained, and the market looks very healthy. Sugar continues to exhibit a firm appearance, which likewise is the case with most other leading articles of produce, in which, however, there has been, upon the whole, but little stirring since my last report.

COFFEE.—A healthy tone continued to prevail in the market since the public sale, the result of which I reported in my last, but the business done from first hands privately has been confined to a very few unimportant lots. Holders generally keep back. Stock of the Trading Company, 261,000 bales; private stock, 43,000 bales.

TEA—in consequence of the favourable result of the last auction, has somewhat advanced, and 85c. to 88c. is paid for Congou. Stocks: 6,800 chests China, and 8,400 chests Java.

SUGAR continues firm, but the inquiry has been checked by the high demands of importers. Sales have, consequently, only been to a limited extent. Java of the new crop has sold afloat in the proportion of f.¼ to f.⅜ above September value, and buyers can be found for shipments near at hand at f.1 above September.

JAVA TOBACCO.—The public sales of 6,486 b. Java, of sundry marks, to be held here to-morrow, have been increased by 1,017 bales, mark J C and H V R; and next Friday 2,108 bales Java will be put up for sale by public auction at Amsterdam, whilst offers at secret tender are invited there on the 5th inst. for 2,148 bales Java.

BANCA TIN.— Rather more inquiry has been manifested for this article, which resulted in some transactions at f.73½, f.73¼, and f.73, since when f.73¼ is again demanded. Contracts have been closed for delivery, ex the next spring sale, at f.72, which price has subsequently been raised to f.73. Total stock, 175,285 slabs; stock of Billiton, 6,300 slabs.

SPICES.—Although prices are firmly maintained in the proportion of the quotations established at the late Trading Company's public sale, no transactions of note have taken place since the same. Sales are reported of 30 lots Nutmegs, No. 1, at 126c. Stock on warrants in the Trading Company's stores:—Nutmegs, 3,628 casks; Mace, 343 casks; Cloves, 2,960 casks; Cinnamon, 33 packages.

RICE.—The demand remains on the whole inactive, and prices are barely supported.

RATTANS.—Little doing; 150 piculs, ex Dageraad, changed hands on secret terms.

COCOA-NUT OIL is quiet; prices are nominally maintained.

HIDES.—The following parcels have changed hands since my last report, viz.: 275 Cow (Sourabaya), ex Glenduror; 200 Padang Cow, ex Walcheren; 100 Samarang do., ex Vooruit; 313 Cheribon Buffalo, ex Lichstraal; 297 do., ex Jacoba Helena. At Amsterdam sales have been closed by private contract of 2,045 Samarang Ox, which belong to the parcels lately offered there for sale by secret tender, and which were not taken.

JAVA INDIGO.—About 70 chests changed hands on slightly reduced terms. Some further supply of this article came to hand here per Maria Louise Antoinette, which will soon be placed on the market.

PRESERVED GINGER.—330 chests China, ex Esmeralda, from Canton, were put up for auction, 270 chests of which passed the hammer at 70c. to 72c., and 60 chests were bought in.

COTTON.—A dull tone has prevailed in the middle, but has been followed up towards the close of the week by renewed firmness, and prices have again hardened.

ARRACK.—225 casks Sourabaya, ex Equator, 50 ditto ex Glenduror, 50 ditto ex Weljekset, and 50 casks Batavia, ex Glenduror, changed hands on secret terms.

SHIPPING.

ARRIVALS.—Oct. 26, at Brouwershaven, from Batavia, Bezoekie, from Rangoon, Elisabeth; from Akyab, Jane; 28, from Batavia, Utrecht, Fop Smit; 29, from Akyab, Thos. Fletcher; 30, from Rangoon; Queen of the Lake; 29, at Texel, from Samarang, Petronella; 26, at Flushing, from Batavia, Maasnymph.

DEPARTURES.—Nov. 1, from Flushing, for Batavia, H.M.'s steamer Argus; 2, from Texel, for Batavia, Ymuiden, Anna Digna, Java Packet; for Sourabaya, Bellatrix; for Macassar, Batavia.

PASSENGERS INWARD.—From Java, per Utrecht: Mr. Pereleer and family, Mr. Malherbe and family, Mr. Gerdessen, Mr. Gleichman, Mr. Maasland and family, Mr. Brandes, Mr. Everhard and family, Mr. Hartog Benschop and family, Mr. Freiburg and family, Mr. Koning, Mr. Coblyn, Mr. van der Meulen and family, Mr. Meyer, Mrs. Elenbaas, Mrs. van der Wielen and family, Miss de Ruyter, Miss Jans, Miss Hittingsen, Mr. Mooyen. Per Maria Lousia Antoinette: Mr. Victor Gravenhorst and family, Miss Anna Cording. Per Petronella: Mr. W. H. Banzert and family.

PASSENGERS OUTWARD.—For Java, per Anna Digna: Messrs. Rikkers and family, Van den Berg and family, Bendien and de Jonker, besides 100 soldiers. Per Ymuiden: Messrs. J. van der Linden and family, J. H. C. Dupré and family, S. J. Enthoven, Mrs T. C. Claus and family, Miss J. H. Lefebre and C. G. Moelart, Mr. A. van Meurs and family. Per Java Packet: Messrs. van der Meer, Muller, Engel and family, Gerritsen and family, Carsinget and family, van Amstel, Miss van der Meer, Teunissen, Hoon and Vriens. Per Batavia, for Macassar: Messrs. J. F. Niks and family, G. L. Bink and family, J. H. Meeuwen and family.

UNITED STATES.

The Franco-Prussian War promises to affect a newly-inaugurated branch of American industry in a manner scarcely foreseen. The silk trade of Southern France has, in consequence of recent events, been almost suspended, and the latest advices from Japan inform us that orders of silkworm eggs and silk for the European market have entirely stopped. The attention of European factors has thus been drawn to the experiment commenced a year or two since in California. From time to time occasional paragraphs in our Californian contemporaries inform us of the prosperity of the silk-growing colony planted on the western slopes of the Sierras, but the attention of the general public has not been so fully attracted as the subject demands. If the attempt to supersede China and Japan as the great staple-producing marts be successful, it is difficult to foresee the vast extent of the trade in silk which would owe its inception to American enterprise.

MISSIONARIES IN CHINA.

The following is an extract from a letter written by the Rev. Griffith John, of Hankow, on Missionaries in China:—

"It is reported that when Sir Rutherford Alcock left Peking Prince Kung expressed a wish that 'he would carry with him to England the opium and the missionaries.' The story is, I have no doubt, quite true. Knowing that the missionary question does not weigh a feather with the British Government, that the sentiments of the English Minister are most unfriendly to the missionary enterprise, and that the English treaty is in reality simply a bread-and-butter treaty, it was quite natural for the Prince to speak of the missionaries in the way he did. It is not at all probable that he will express himself in exactly the same terms to the French minister on his departure from the capital. It would, doubtless, have been gratifying to Prince Kung to see all the missionaries taking their leave of China along with Sir Rutherford Alcock, but it would have pleased his Highness still more to see Her Majesty's Minister carrying with him the Legations from Peking and the merchants from the ports. But what would have been the use of suggesting such a thing to the guardian of our 'material interests' in this great country? Let no one imagine that the Chinese authorities look upon the Protestant missionaries as compared with other foreigners in the same light in which they look upon opium as compared with other merchandise."

GIBSON MEMORIAL FUND.

In our last issue we gave a statement of the subscription in China to this fund. We now append a statement of its disposal by the committee. We learn that the investment in Consols, £1,117 Three per Cent., has been converted into an annuity of £65 9s. 6d. on the lives of Mrs. Rachel Gibson and Miss Margaret Gibson, and on the longer life of the two:—

Total amount remitted				£1,098	19 8
Of this there was advanced to Mrs. Gibson in January, 1870, in anticipation, at the request of the committee				50	0 0
Leaving				£1,048	19 8
Received in drafts on the Union Bank of London, falling due March 24, 1871.					
Deduct discount on bills and bill stamps				18	14 4
Proceeds of remittances due Oct. 7, 1870				£1,035	5 4
Oct. 7. Purchased £1,117 Three per Cent. Consols, at 92½	£1,033	4	7		
Brokerage paid...	1	7	11		
	£1,034	12	6		
Balance remitted Mrs. Gibson in P.O. order	12	10		£1,035	5 4

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, NOV. 7, 1870.

OUR POSITION IN CHINA.—REST AND BE THANKFUL.

THE Foreign-office has at length been induced to speak out in reference to its China policy, and complete disappointment for all who had hoped that it was at length beginning to understand its duty in connection with this subject is the result. Mr. HAMMOND'S reply to inquiries instituted by Mr. CHARLES MAGNIAC (which will be found in another column) fully bears out the convictions which we have expressed from the first, that there was no foundation for the recent rumour that troops were being despatched from India. Neither is there anything in Mr. HAMMOND'S letter to encourage the idea that the naval and military commanders in China have yet been authorised to depart in any way from the instructions imposed on them after the affair of Yangchow. It is true that private telegrams have been received at Liverpool to the effect that a large screw steamer had been chartered at Bombay to convey troops from that port to China; but, Mr. HAMMOND'S letter, if it shows anything, seems to show that no weight can be attached to this information. Meanwhile every fresh telegram brings new evidence of the energy with which the Chinese Government are pushing forward their preparations for war. We learn to-day that they continue to import large quantities of ammunition, arms, and cannon; and they have already launched four gunboats, mounting ten guns each, at Shanghai. It is clear that the Ministry has either not been so well-informed on these matters as private individuals, or that it has culpably kept the country in the dark concerning the dangers which they are suffering—we might almost say encouraging—the Chinese to accumulate round our countrymen. And yet this last manifesto of the Foreign-office reveals no more than the fact that nothing whatever has been done, and the Government still clings so obstinately to the delusions concerning China, which it cherished before we heard of the affair at Tientsin, that it treats the lives and property of our countrymen as not worthy of even a promise of better protection. To such a pass has the inactivity of the Government reduced our status in the Far East. Our trade with China may slip from our grasp, all hopes of improving our position in the country are melting away; but our Government will not see any danger or lift a finger to save the interests at stake.

OUR CHINA POLICY IN 1847 AND 1870.

THE following extract from a despatch from Lord PALMERSTON to Sir JOHN DAVIS in 1847 presents a striking contrast to the letter from the Foreign-office to Mr. MAGNIAC, which appears in another column:—

"With reference to the measures which the British residents at Canton are taking for their defence against attacks by the Chinese mob, I have to state to you that I do not think it advisable to discourage the British residents from forming themselves into an armed association for their common and mutual defence against such attacks. On the contrary, it seems to me that such a measure is wise and expedient. I consider that Mr. Consul MACGREGOR proceeds on an entirely erroneous principle, in thinking that organisation for defence is dangerous by tending to irritate the mob. The foreigners should of course abstain from any act of aggression or provocation towards the Chinese, but they are much more likely to be attacked if they are unable to defend themselves than if they are prepared to resist aggression."

REVISION OF THE JAVA TARIFF.

ON the 3rd of July, 1865, the existing Java tariff was instituted in Holland. The last article enacts that it shall only remain in force till the 1st of January, 1872, and a revisal must thus be prepared during the present session of the Dutch Parliament. This stipulation about a revision had no other significance than to indicate that the tariff was a first and an important step towards a liberal system, and that, at its expiration, the differential duties would be further decreased, in order—as was stated by the Dutch Minister of the Colonial Department in his minute of reply to the section report upon the East India Budget—to equalise the interests of all nations which take part in the Java trade. Such a liberal policy, the Minister indicated, will contribute to the prosperity and tranquillity of Java, and will tend to strengthen the Dutch authority. Mr. DE WAAL seems by this to be guided by the best principles, and the question only remains whether he will apply them. During recent discussions in the Dutch Parliament much doubt has been expressed respecting the policy of this Minister, and one of the leading members of the Liberal party, Mr. MIRANDOLLE, termed him a man of half-measures, hesitating, and undetermined—one who preached Liberal principles, but did not apply them. It will, however, be very difficult for any Minister to check a liberal revisal of the said tariff, because public opinion in Holland is decidedly in favour of it. Of course there is a small party of Protectionists in Holland, as elsewhere, who maintain that foreign trade with Java must be checked by differential customs duties, which system, they argue, has encouraged Dutch industry. It is, however, a favourable sign that these assertions do not find favour in the eyes of the parties chiefly concerned, the Dutch public, and that both the Hague Union, for promoting trade and industry, and the principal manufacturers of Twenthe (the Dutch Manchester) are in opposition to a policy of protection. They are unquestionably in the right; experience has shown that a liberal policy in trade alone promotes the general welfare. By the law of the 3rd July, 1865, the protection of the import of Dutch articles in Java was decreased from 12½ to 10 per cent., but, nevertheless, there has been a continuous increase of export from Holland. For instance, official returns show that the export of one of the principal articles—cotton goods of Dutch manufacture—advanced from 8,877,758 guilders in 1865 (differential duty 12½ per cent.) to 13,910,893 guilders in 1869 (differential duty 10 per cent.). Another fact may be cited. In 1865 the duties on the export from Holland to Java of books, wax-candles, and millinery goods were abolished. In that year the export of books, with certificate of Dutch origin, was 59,383 florins, while for the present year the value has been 90,290 florins. A corresponding increase is observable in candles, the comparative figures being 9,730 florins and 49,638 florins, while the exports of millinery goods have advanced in value from 26,750 florins to 71,608 florins. These figures are more eloquent than any arguments. If a further reduction of the differential import duties be advisable, still more desirable is it that they should be abolished gradually on the export of articles from Java. By the law of 1865 the export duties are maintained on indigo, coffee, sugar, and tin. Trade in Java, however, cannot flourish until such time as the island is made an open market for the whole world and equal rights are granted to all nations. The time has happily gone by when the idea prevailed Holland could be the only market for Java produce.

THE PACIFIC MAIL COMPANY'S CHINA SERVICE.

THE Pacific Mail Steam Company of New York has now engaged in its China Service, actively and in reserve, ten paddle-wheel steamers, comprising an aggregate capacity of more than 31,000 tons. The larger portion of this tonnage is employed in the Trans-Pacific Service, making one round voyage a month between San Francisco and Hong Kong, calling each way at Yokohama. The other portion is employed in making three round voyages a month through the inland sea of Japan, between Yokohama and Shanghai, calling each way at Hiogo and Nagasaki. Under contract with the United States' Government for the conveyance of the Mails, the Trans-Pacific Service was begun on the 1st of January, 1867, since when thirty-seven round voyages, comprising 480,000 miles' steaming, have been made on that route. The Inland Sea Service was begun on July 28, 1867, since when seventy-two round voyages, comprising 173,000

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miles' steaming, have been made on that route. The Company has thus made a total of 109 round voyages and 653,000 miles' steaming in less than three years, and the result has been so satisfactory that, in view of the increasing traffic on both lines, it is already in contemplation to make the Trans-Pacific Service bi-monthly instead of monthly. We are much more disposed to congratulate the Pacific Mail Company on the success they have so well deserved than to cavil at the monopoly of the Pacific by a purely American service. The possession of San Francisco, which the discovery of the gold-fields developed as it did our own Melbourne, at once placed the Americans in the best position to carry out this line; and we believe that, keen as are our ship-owners in competing for the trade of the world, any attempt to interfere with the Pacific Mail Company on this line would be unprofitable and hazardous. There is nothing to wound our national pride in this concession. The English flag enjoys the virtual monopoly of the vast Atlantic trade, and we can afford to America the supremacy on the Pacific the more readily because we learn that the rumoured intention of the Pacific Company to run steamers *via* the Suez Canal and the Red Sea is entirely unfounded.

To enable this Company to enter with fair prospects of success on the more frequent service proposed on the Pacific, they have applied to the United States Government for a *pro rata* increase of subsidy—*i.e.*, $500,000—making a total of $1,000,000 per annum for the bi-monthly service. In anticipation of this concession the Company is now engaged in preparing drawings and models of iron screw steamers of 5,000 tons each, with a speed of about twelve or thirteen knots loaded. These steamers it is intended to run alternately with the large paddle-wheel steamers — the screws to carry cargo and Chinese passengers mainly, thus giving more room for cargo with cabin passengers in the paddle-boats. Such a line, it is believed, would be fully commensurate with the requirements of cargo and passengers for years to come, and with the object of thoroughly building up and fostering such a line, the Company intends to restrict itself to the limits of its present routes, and not to enter upon routes already sufficiently developed by other companies, unless compelled to do so in self-defence. The principal object which the United States Government had in view in establishing the China Mail Service was avowedly commercial development; and the postal service, though essential as a means of promoting commercial intercourse, was regarded as incidental and of secondary importance. In 1865, when the law was passed authorising the present service, the commerce between California and Asia, then limited to exchanges with the British colony of Hong Kong, was nearly stationary or declining; America had scarcely any trade with Japan or Northern China, and her general Asiatic trade was languishing and passing into other hands. This condition of affairs continued until 1867 and 1868, when new facilities for regular and rapid transportation of goods, movement of passengers, and interchange of correspondence, began to produce the results contemplated by Congress in the establishment of this line of steamships. American trade with Asia began to increase largely; a valuable traffic sprang up between California and Japan, and an important trade with Shanghai and ports of Northern China. At the same time, and particularly since the Pacific Railroad has been completed, a considerable and increasing passenger business, previously enjoyed by the competing lines of British and French steamships, *via* Suez, has been diverted to the American route, which will be largely increased by the establishment of a bi-monthly steamship service from San Francisco.

The following returns, from official sources, show the growth of the trade with Japan and China since this service was established:—

Comparative Trade between San Francisco and Japan and China.

Value of	1866.	1869.
Merchandise exports ...	$1,625,465	$1,861,222
Treasure	6,527,287	8,954,796
Total Exports ...	$8,152,752	$10,816,018
Imports	$2,332,347	$3,998,026
Total trade ...	$10,485,099	$14,814,044
Flour, exported, barrels ...	109,329	164,488
Tea, imported, pounds ...	2,336,049	3,535,272
Duties	$1,738,151	$2,044,929

Comparative Trade between the whole United States and Japan and China.

	Fiscal years ending June 30th, 1866.	1869.
Domestic exports	$9,104,639	$13,094,898
Foreign re-exports ...	1,577,957	3,236,895
Total exports ...	$10,682,596	$16,331,793
Imports	$11,948,047	$16,454,438
Entire trade ...	$22,630,643	$32,786,231

The mails transported between San Francisco and ports of Japan and China have also rapidly increased in extent and importance, as shown by the statements of the amounts of postage collected thereon. The United States postage amounted in 1867 to $3 556.45, in 1868 to $9,990 87, in 1869 to $15,327.26; and the returns so far received for 1870 show a proportionate increase. This does not include the correspondence conveyed by these steamers from Hong Kong to America, the entire postages on which accrue to the Colonial Government of Hong Kong, in accordance with the provisions of the postal convention of that Colony.

The results already gained by the China Mail service have been secured without the aid of the Pacific Railroad, which will hereafter lend a powerful influence in developing and extending American commerce in the direction of Asia, while it will itself derive a large part of its usefulness and profit from the same source. There is no doubt that the increasing trade now justifies the doubling the service on the Japan and China line; and, as the Pacific Mail Company have always performed their contracts to the entire satisfaction of the Government of the United States, and as Great Britain will largely participate in the facilities of more frequent communication now proposed, we hope that the additional subsidy will speedily be granted by Congress, and we cordially wish the Company every success in their new and spirited enterprise.

By the arrival of the last mail, due on the 31st ult., we are enabled to congratulate the Post-office on having made the Brindisi route an established fact; but we regret that our congratulations on the delivery of the letters and papers by the same line must be for the present deferred. Although the mails reached London at six o'clock on Sunday evening, and therefore in good time for delivery by the first post on Monday morning, only a small portion of the correspondence found its way to its destination by that time, and newspapers and packets continued to come in by driblets during the day, so that the bulk of them was not delivered before five in the afternoon. This shows a great want of organisation at the Post-office, but no doubt some part of the delay was attributable to the loss of time involved in calculating the extra postage which the authorities thought proper to charge. Both letters and papers were stamped "insufficient," and an extra penny was demanded for the latter and threepence extra for the former. This is not strictly fair, because both letters and papers were correctly prepaid for the Marseilles route as usual, and we think that the Post-office, with its enormous revenues, might have afforded to swallow the very small cost of sending *via* Brindisi on this occasion, seeing that no notice had been given of the alteration or its consequences. While on this subject we cannot but observe that the present exorbitant rates of postage between England and the Far East must soon engage public attention. One shilling and sevenpence for a letter to or from China is simply intolerable.

STRAITS SETTLEMENTS ASSOCIATION.

At the meeting of this Society, held on the 28th ult., and referred to in our last issue, the following resolutions were passed:—

1. That having considered the report of a committee appointed by the Legislative Council of the Straits Settlements to inquire into the expenditure upon Government House, the Association find the same to be fully confirmatory of the views expressed by them to the Secretary of State as to the extravagance of the outlay. That the question at issue is not whether the building now erected be or be not worth the money spent in construction, but whether an edifice of such pretentious vescription be not out of all proportion to the requirements of the serdice and the revenue of the colony, and calculated to entail upon future Governors an outlay which is conducive neither to dignity nor utility, and which has been hitherto unknown in the Settlement.

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2. That it distinctly appears by the report of the committee that a sum of $4,511 constituting a portion of the outlay on Government House was nevertheless entered to another account, that this proceeding is strongly condemned by the committee, and this unfortunate disclosure (confirmatory as it is, of reports before widely credited) having given rise to a scandal in the colony, derogatory to the character of the Government, it is the opinion of this Association that special inquiry is called for, and that the Secretary of State be respectfully but urgently requested to institute a searching inquiry into the matter.

3. That it is with the greatest satisfaction that the Association learn that the Secretary of State has ordered an inquiry to be instituted into the civil establishments of the Straits Settlements, but the Association deem it highly important that this inquiry be extended to the expenditure of the colony, under a close and detailed examination of the accounts of the several departments.

4. That in view of the continued dissatisfaction existing in the Straits Settlements with the position of the Judges of the Supreme Court, and after call made on this body by the Singapore Association, on the question of judicial independence, the Association pledge themselves to further efforts, in order to effect the restoration of the Judges to the position held before the transfer.

Monetary and Commercial.

The tenders for £400,000 in bills on India were received at the Bank of England, when the amounts allotted were—to Calcutta, £295,782; to Bombay, £100,000; and to Madras, £4,217. The minimum price was fixed, as before, at 1s. 10d. on all the Presidencies, and tenders on Calcutta and Madras at 1s. 10⅛d. will receive about 35 per cent., and on Bombay at that rate at about 39 per cent. above in full. These results show a slight increase in the demand for means of remittance to the East.

The mail and passenger service to Australia and New Zealand, via San Francisco, which was commenced in May last under a temporary postal contract with the Colonial Governments, having proved successful, will, we are informed by the English agents Messrs. H. Starr and Co., be continued under a permanent arrangement, and a superior class of boats, it is said, will replace those now plying between the coasts of California and Australia The departures are monthly, either way, and the route includes the Great Trans-Continental Railway across the American continent.

The directors of the Singapore Gas Company have issued their report for the half-year ending 30th June. The profits for the half-year are £1,564, and the directors recommend a dividend at the rate of 7½ per cent. per annum on the preference capital, and 7 per cent. per annum on the amounts paid-up on the original capital. At a meeting held on the 25th the chairman, Mr. Stephenson, said that the financial position of the company had been improved. The cost of plant was £65 less than in the corresponding half of last year. The profit and loss account was better by £400 than in the corresponding half of last year. The general charges and return passages of their *employes* were heavy this half-year; and Mr. Wells, their engineer and manager, had recommended the establishment of a reserve fund to equalise the charges under that head. Their manager had recently sailed for Singapore, and they had no doubt on his arrival that he would continue to carry on their affairs in the same efficient way as he had hitherto done. The death of Mr. B. J. Clarke had caused a vacancy in the direction, but they did not think it desirable to fill up the vacancy until the next general meeting. Mr. B. Cooke seconded the motion for the adoption of the report, which, after a short discussion, was carried; the dividend at the rate of 7½ per cent. per annum, less Income-tax, on the preference capital, and at the rate of 7 per cent. per annum on the ordinary capital, free of Income-tax, was declared for the half-year ending the 30th of June last, payable on the 30th of November. The proceedings concluded with thanks to Mr. Wells, the manager, to the local committee in Singapore, and to the chairman and directors.

On the 1st November a call of £1 fell due on the China Submarine Telegraph shares, making £6 paid.

The four new steamers which are under construction by Messrs. Caird and Co., of Greenock, for the P. and O. Company, will all be completed next year, and will probably be launched as follows:—The *Khedive*, 3,390 tons, 600-h.p., in January; the *Mirzapore*, 3,390 tons, 600-h.p., in March; the *Peking*, 3,000 tons, 600-h.p., in September; and the *Agra*, 3,000 tons, 600-h.p., in November. The *Ripon* and the *Syria*, which have been for so long a time in the Company's service, have been taken by Messrs. Caird and Co. in part payment for the new steamers. Messrs. Denny and Brother, Dumbarton, are building the *Indus*, 2,850 tons, 450-h.p., which will probably be ready next March.

Telegrams from Shanghai announce the suspension of Messrs. Glover, Dow and Co., Shanghai. It is presumed this is caused by the failure of Glover and Co., Japan. There are rumours of the stoppage of another firm in the China trade, with a home branch, but no names mentioned.

We understand that the Insurance Offices for which Messrs. Glover and Co. acted in Japan have agreed to the transfer of their interests to Mr. Henry Gribble, whose circular appears in another column. The agency for Lloyd's has not yet been decided.

The partnership of Mr. Kinnear, in the firm of Kinnear, Hawes, and Hertz, tea brokers, has ceased, and the business will now be conducted under the firm of Hawes and Hertz.

The bar silver from the West India steamer and other sources has been disposed of for the Continent at 60⅝d.; Mexican dollars have realised 58⅛d. per oz., in both cases showing a slight advance.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	8 to 9
25	Bank of Egypt	All	39 to 41
20	Chartered Bank Ind., Aust., and China	All	14½ to 14⅝
25	Chartered Merc. of India and China ...	All	24½ to 25½
20	City Bank	10	10⅛ to 11⅛
100	Colonial Bank	25	45 to 47
500fr.	Comptoir D'Escompte of Paris ...	All	No quotation.
£28½	Hong Kong and Shanghai Bank ...	All	35½ to 37½
28½	Do. Do. new	16½	4½ to 4⅝ pm.
100	Imperial Bank	20	17½ to 18½
50	London and County	20	49 to 50
50	London Joint Stock	15	33 to 34
100	London and Westminster	20	63 to 64
25	Oriental Bank Corporation	All	40 to 41 xd.
50	Union of London	15	38 to 32
	Telegraph Companies.		
10	Anglo-Mediterranean	All	13⅝ to 13⅞
10	British Indian Submarine	All	7⅜ to 7⅝
10	British Indian Extension	All	6 to 6¼
10	British Australian...	5	3⅝ to 3¼ dis.
10	China Submarine	5	4⅛ to 4¼ dis.
10	Falmouth, Malta, and Gibraltar ...	All	10⅝ to 10⅝
10	Great Northern	All	11¼ to 11⅜
10	Do. China and Japan Extension	All	3 to 2½ dis
25	Indo-European	All	12 to 14
10	Mediterranean Extension	All	4¼ to 4⅝
12	Telegraph Construction Company ..	All	28 to 28½
50	Indiarubr., Gutta Percha, & Tel. Works Co.	45	38 to 39
	Miscellaneous.		
20	British India Tea Company	All	2½ to 3⅛
—	Ceylon Deb., 6 per cent., May & Nov. 1878	100	107 to 109
—	Do. Do. 1872... ...	100	103 to 105
—	Do. Do. 1882-3 ...	100	111 to 113
20	Ceylon Company	10	4 to 3 dis.
20	Do. A shares	5	3 to 2 dis.
50	Colonial Company	20	3 to 2 dis.
10	Credit Foncier of England	All	2½ to 2⅝
10	General Credit and Discount Company	7½	⅜ to ⅝ dis.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	1⅜ to 1½ dis.
—	Japan Loan, 9 per cent.		98 to 99
20	London and Prov. Marine Insurance Co.	2	par to ¼ pm.
25	National Discount Company	5	11 to 11⅛
25	Ocean Marine Insurance Company ...	5	13⅜ to 14½ pm.
500fr.	Messageries Nationale of France ...	All	No quotation.
50	P. and O. Steam Company	All	49 to 50
50	Do. Do. 1867	10	2 to 1 dis.
100	Royal Mail Steam Company	60	52 to 54
20	Thames and Mersey Marine Insur Co.	2	3⅛ to 3⅝ pm.
20	Universal Marine Insurance Company	5	4½ to 5 pm.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From Foochow and Amoy (via Suez Canal) to London, per Vine (str.), entered Oct. 29.—From Foochow: tea—1 package—J. Smith 9 boxes—Fearon and Co.; 1167 chests 2523 half-chests 2530 boxes 6025 packages tea, 3 packages merchandise—Order; 7 packages merchandise—Moffat and Heath. From Amoy: 1 package merchandise—H. S. King and Co.; 5 packages merchandise, 858 boxes tea, 2 box indigo—Order.

From Hong Kong to London, per Hopewell, entered Nov. 2.—800 packages merchandise—Drake, Kleinwort, and Co.; 170 packages merchandise—J. Meyer; 300 packages merchandise—A. Tesdorff and Co.; 2 packages merchandise—Fearon and Co.; 5 packages merchandise—V. C. Young; 3 packages merchandise—C. H. Storey; 1 case ginger—J. Moore; 2 cases ginger—W. Mathieson; 1 case ginger—W. Beattie—1 roll matting—C. H. Storey; 28 casks wine—H. Heald and Co.; 43 packages merchandise, 100 cases cassia lignea, 5666 cases camphor, 5 cases preserves, 81 cases essential oil, 1402 cases cassia, 20 cases vermilion, 500 bags turmeric, 200 hogsheads soy, 7 cases cassia buds, 164 bags China root, 50 cases aniseed, 102 cases wine, 70 bales waste silk—Order.

From Manila to London, per Rosalie, entered Nov. 3.—1779 pigs copper, 4103 bags sugar, 800 bales hemp—Baring Brothers and Co.; 7931 bags sugar, 1260 bales hemp—Drake, Kleinwort and Co.; 541 bags coffee—The Borneo Company; 2000 sacks 84 bags 1 barrel coffee, 21 cases cigars, 207 cases elimi, 2 cases mother-o'-pearl shells, 20 tons sapanwood, 4 bales fishmaws, 3122 bags sugar—Order.

From Singapore (via Liverpool), to Glasgow, per Kinfauns Castle, entered Oct. 24.—2 cases effects—Hector M'Call; 842 bags sago flour, 150 bags gambier, 96 baskets gutta-percha, 100 bags sago—W. Johnston and Co.; 199 bags sago—H. F. Stevenson; 100 bags black pepper, 231 bags sago flour, 239 bales 200 bags gambier, 50 bags tapioca, 100 cases 232 bags pearl sago—Order; remainder of cargo landed at Liverpool.

From Shanghai to London, per Forward Ho, entered Oct. 25.—tea 429 packages—Forbes, Forbes and Co.; 769 packages—Kenneth, Dowie and Co.; 243 packages—L. A. and Amer, Co.; 220 packages—Beadel, Wheeler and Co.; 597 packages—Brown, Shipley and Co.; 300 packages—

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Dent, Palmer and Co.; 6 packages tea, 7 packages merchandise—Browne, Van Santen and Co.; 18,786 packages, 759 chests tea, 270 cases gall nuts, 26 packages merchandise, 8 bales waste silk, 1 box ginger—Order; 9 packages tea, 6 cases ginger—Captain.

From BATAVIA to LIVERPOOL, per Gutenberg, entered Oct. 25.—The cargo to remain on board for exportation.

ARTICLES OF IMPORT.

—o—

TEA.

The very moderate arrivals of the last fortnight have caused a general improvement in prices and a competition resulting in profits to the importer of from 3d. to 6d. per lb. on Congous from Shanghai, but not so good on Foochow imports. The Teas per Belted Will, from Canton, have also done very well.

Messrs. Arthur Capel and Co.'s Circular says:—We have still to report a very firm market, with a fair amount of business doing. Very full prices have been paid for the further arrivals of new Kaisow kinds of Congou, whilst on the other hand Monings and Wopaks have not been quite so eagerly taken, the supplies having been rather in excess of the wants of the trade for the moment. A large business has been done in new Scented Teas, nearly the whole cargoes of the Belted Will and Prism having found buyers, but at some concession in prices. In old Teas there has only been a moderate business, but some good medium black-leaf kinds of old import have realised very full prices. Red-leaf Congous, siftings, and broken-leaf kinds only sell in small quantities, at about previous prices. Fair to good common remain steady at 11½d. to 1s. per lb. Fair to good Kaisows of old season have been fully supported. For those to hand, per Vine (str.), very full prices have been paid for all fair to good and fine kinds. Pak Lims have recovered 1d. per lb. from the recent fall, the demand having improved. Black-leaf kinds: low qualities remain without improvement either in demand or price. Fair to good common show no alteration at 1s. to 1s. 1d. per lb. Fair to good, of old import, have been sold from 1s. 3d. to 1s. 6½d. per lb. In new prices have ruled a shade easier for good to fine kinds, finest from their scarcity realising full prices. Amoy kinds: fair quality has been sold from 10½d. to 11d. per lb.; good from 1s. 1d. to 1s. 2d. per lb.—the latter in boxes. The Oolongs, per Vine, have found ready buyers at extreme rates, say from 1s. 8d. to 2s. 7d. for good to finest kinds. Fine Souchongs are wanted, but there have not been many on offer. Flowery Pekoes show no alteration in price. Scented Teas: Canton Capers have sold readily, but prices for good kinds must be quoted fully 1d. per lb. lower. Foochow kinds have sold at former prices. Canton Orange Pekoes have sold at a further reduction of ½d. to 1d. per lb. Foochow kinds have also sold at a slight decline. In Uncoloured Japans there has been nothing of interest to report. Green Teas: Some further supplies have come to hand. Pingsuey kinds have sold at about previous prices, but Moyune kinds rather lower. In Canton kinds there is no change to notice. Public sales of China Tea, on the 1st inst., comprised 13,444 packages, of which 9,075 packages were sold without reserve. The stock in the United Kingdom on the 31st ultimo was estimated at 72,300,000 lbs., against 72,280,000 lbs. last year, and the quantity afloat at 32,208,020 lbs., against 52,207,480 lbs.

Messrs. Shepard, Harrison, and Rehden's Circular reports that a steady business has been transacted the past fortnight; prices have been well supported, arrivals again being on the most moderate scale for the time of year, and importers have been firm holders. The shipping trade to the Continent continues suspended; to Canada a few orders have come forward for Greens of finest quality, which rule high. The deliveries stand as follows:—

	1870.	1869.
Home consumption for London from 1st Jan. to 31st Oct.	68,265,000	64,656,000
Export do. do.	24,000,000	29,600,000
Sent coastwise do.	35,100,000	28,730,500
Total,	127,365,000	122,986,500

Merrs. Hawes and Hertz's Circular states that several parcels o Flowery Pekoe, ex s.s. Vine, of very superior quality, have been taken up at 4s. 2d. per lb. New season's Souchongs are still scarce. Oolongs are in limited supply, and those arrived ex s.s. Vine have found ready buyers at extreme prices, ranging from 2s. to 2s. 6d. per lb.

Messrs. Lloyd and Cheshire report:—Low Siftings have been sold publicly at 4¼d. to 4½d., and Common Congou at 11⅜d. to 1s. In Amoy kinds we have no change to notice. Medium Kaisows of old import continue very scarce. New Kaisows of inferior quality sell at about former rates, and medium, up to 1s. 8d., are in moderate request. We hear of no sales of fine. Souchong: Transactions in this class have been on a very moderate scale, and quotations remain unchanged. Black Leaf: Low Common has sold at 11½d., and Common at 1s. 0½d. to 1s. 1d. A good demand continues for the lower grades of New Monings at 1s. 8d. to 1s. 9d., and the better kinds have also been taken up to 2s. 1d.; fine move off slowly at full prices. New Makes have sold readily at 1s. to 1s. 0½d. in half-chests, and 1s. 1½d. to 1s. 5d. in boxes.

SILK.

The market is slightly improved in tone since the public sales of last month, and a fair amount of business is doing at steady rates for Chinas, manufacturers still continuing to show a marked preference for that Silk. In Japans there has also been business doing, the trade at last beginning to realise the fact that present rates for this Silk are comparatively low and tempting; for good parcels an advance of 1s. has been established. Canton Silk is attracting much attention at the new range of prices for Tsatlee reel, say 16s. 6d. to 17s. 6d. for common to good ordinary quality, and some large transactions have taken place at these rates, which are certainly in favour of buyers; fine Silk continues extremely scarce, and is saleable at full prices. The stock of Canton Silk is extremely large, but the present rates will, no doubt, stimulate consumption. In Bengals there is some little business, but limited to those classes which are just now wanted, say good medium and coarse native kinds. Deliveries of Silk continue on a good scale, considering the condition of the chief continental markets.

CHINA SILK PIECE GOODS.—The quantities in the public sales of 2nd inst. were very small; good White Pongee Handkerchiefs, which were scarce and wanted, sold well, but for other kinds there was no demand; prices paid were 23s. to 26s. for good to best plain white, 11 to 12 oz., 7 to 8 yards 27 to 28 inches; and 25s. to 30s. for good to best figured White; 450 pieces in all sold. Crimson and Magenta Handkerchiefs were all withdrawn for want of bidding. Of Shantung Pongees 750 pieces were offered, quality fair but dressed, measurement 20 yards 18½ inches, weight 29½ oz.; they realised 12s. 10d. to 14s. 8d. per piece.

LONDON QUOTATIONS, Nov. 4.

CHINA.	
Tsatlee, No. 1	31s. 0d. to 37s. 6d.
,, ,, 2	30s. 0d. to 33s. 6d.
,, ,, 3	27s. 6d. to 29s. 6d.
Red Peacock	25s. 6d. to 26s. 0d.
Yuenfaa, Nos. 1, 2, and 3	21s. 6d. to 26s. 0d.
Tayaaam Keying, Nos. 1, 2, and 3	18s. 0d. to 20s. 6d.
Long Reel	18s. 0d. to 21s. 0d.
Canton	14s. 0d. to 21s. 0d.
Chinese Thrown	None.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	23s. 6d. to 30s. 0d.
Idah, No. 2	26s. 0d. to 27s. 0d.
Sodai, No. 2	25s. 0d. to 27s. 0d.
Oshiu, Nos. 2 and 3	25s. 0d. to 29s. 0d.
Koshiu, No. 2	24s. 0d. to 26s. 0d.
Elchizen	22s. 6d. to 25s. 0d.
Mashta	22s. 0d to 24s. 0d.
Hatchoji	None.

COFFEE.

Notwithstanding that a continuous and heavy supply of Plantation Ceylon has been placed upon the market there has been an active competition for all parcels offered and an advance of 1s. to 2s., which was established during the few days subsequent to our last report, has since been firmly maintained; the current rates rule as follow: Triage, 45s. to 52s.; small grey, 50s. 6d.; colowry, 53s. to 59s.; low middling to middling grey and dull, 57s. 6d. to 60s.; bold ditto, 62s. to 68s.; middling colowry, 60s. 6d. to 65s. 6d.; good to fine middling, 66s. 6d. to 73s. 6d.; good bold, 74s. to 77s.; peaberry, 71s. to 71s. 6d. Native Ceylon has been actively inquired for and rates show an advance of 1s. to 2s. the same as for Plantation; at the close a considerable quantity is held for higher terms than are now ruling; the closing prices may be given as follows:—Small, 42s. 6d. to 43s.; fine bold, 54s to 54s. 6d.; fine bold pale, 55s. to 57s. 6d.; peaberry, 53s. 6d. to 54s. 6d.; good to fine ordinary, 51s. to 52s. Of other East India kinds no sales are reported.

The export deliveries show some improvement compared to last week, and are 600 tons above last year's, but as the landings are rather in excess of the deliveries and 1,400 tons larger than in 1869, the surplus in the stock now amounts to 2,300 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 81,917 cwt., against 110,095 cwt. at the corresponding date of 1869; Native, 4,569 cwt., against 32,028 cwt. The quantity afloat for the Continent is 2,402 cwt. Plantation, against 4,275 cwt., and 3,136 cwt. Native, against 6,554 cwt. The quantity of Coffee landed in the forty-three weeks ended Oct. 29, 1870, was, of Ceylon, 35,030 tons, against 35,812 tons during the corresponding period of 1869; of all descriptions, 61,533 tons, against 63,811 tons. The quantity entered for home consumption was, of Ceylon, 8,697 tons, against 9,198 tons; of all descriptions, 15,735 tons, against 16,062 tons. The quantity exported was, of Ceylon, 25,041 tons, against 23,148 tons; of all descriptions, 40,984 tons, against 40,315 tons. The stock on Oct. 29 was, of Ceylon, 15,156 tons, against 14,461 tons; of all descriptions, 29,033 tons, against 26,754 tons.

SUGAR.

The week which followed our last report was marked by a gradually increasing demand for Manila, and prices steadily advanced until quotations ruled 1s. per cwt. higher, both for clayed and unclayed, than those current on the 24th ult. The advanced rates have since been firmly maintained, but as holders require a further rise, the business has been checked, although a good disposition to purchase is still manifested. In other kinds of East India a moderately extensive business has been done at prices which show an advance of 6d. per cwt. on those ruling for last mail. The business done has comprised the following transactions:—Manila: At auction 3,166 bags clayed were sold at 22s. 6d. to 23s., washed at 21s. 6d. to 21s. 9d.; subsequently an offer of 4,734 bags common clayed (duty 4s.) was bought in at 22s. 6d. to 23s., washed at 22s., but since the sale the whole has been sold at 22s. 3d. to 22s. 6d.; by private sale on the 22nd ult. 4,000 bags brown Manila sold at 21s. 6d.; on the 24th there was a further sale of 4,000 bags similar quality at 22s. 6d.; subsequently about 22,000 bags clayed have been sold at 22d. 6d. to 24s. 3d., and 100 tons Ilo Ilo at 20s. 6d. Penang: Last week at public sale offers were made of 2,760 bags in small lots, of which about 1,100 sold—middling to fine brown (duties 4s. and 4s. 9d.) at 24s. to 27s. 6d., yellow (duty 4s. 9d.) at 28s. to 29s., grainy at 35s.; 239 baskets low brown (duty 4s.) being bought in at 17s. to 20s. The only offer this week, 1,067 baskets low to common date sort (duty 4s.), was bought in at 16s. 6d. to 17s. 6d. There has been no private business. Java: 212 bags grainy yellow (duty 5s. 3d.) offered in public sale were sold at 31s. to 31s. 6d.

The total deliveries are slightly larger than in the previous week, and 1,200 tons in excess of last year's, the landings include 1,740 tons Manila and are but slightly less than in 1869, and the stock is brought down to 88,073 tons, being only 350 tons more than last year. Stock, Oct. 22, 90,942 tons against 89,244 tons, Oct; 29, 88,073 tons, against 87,724 tons. The quantity of Sugar landed in the forty-three weeks ended Oct. 29, 1870, was, of Penang, 2,747 tons, against 3,483 tons in the corresponding period of 1869; of Manila, Java, and China, 17,056 tons, against 30,956 tons; the quantity entered for home consumption was, of Penang, 1,867 tons, against 2,344 tons; of

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Manila, Java, and China, 21,963 tons, against 16,563 tons. The quantity exported was, of Penang, 99 tons, against 191 tons; of Manila, Java, and China, 2,882 tons, against 1,074 tons. The stock on Oct. 29 was, of Penang, 3,111 tons, against 1,277 tons; of Manila Java, and China, 28,001 tons, against 41,583 tons.

CUTCH.—The market is steady, with more business doing. Small lots of fine have been sold at 20s. to 20s. 6d., and 1,200 boxes good, Elephant mark, at 20s. per cwt. At auction 70 boxes from Penang sold at 19s. to 19s. 3d.; 1,000 boxes good Pegue were bought in at 20s. per cwt.

COCOA-NUT OIL.—Subsequent to our last report there was a further decrease of activity, and prices had a downward tendency, but the market is now steadier. At auction, of 278 casks Ceylon offered, only a few lots sold at 37s. 6d. for good in pipes; 48 casks Karical realised 32s. 9d. to 38s.; 300 casks Cochin were partly sold at 42s. to 43s. 6d. per cwt. Stock, 7,618 tons, against 5,747 tons. Afloat, about 551 tons Cochin and Ceylon, against 1,856 tons Cochin and Ceylon same time last year.

COIR GOODS.—Yarn is in steady demand at firm rates: 245 tons 307 bales Ceylon and Cochin in auction partly sold at £17 10s. to £50 5s. for low to fine; a little coarse red Coconada at £11 15s. per ton; several parcels Rope and Fibre were withdrawn. Aloe Fibre: 344 bales Manila offered were all sold at some decline, commencing at £13 15s., and closing at £15 15s.; chiefly at £14 15s. to £15 5s. per ton.

CAMPHOR.—Has been in rather better inquiry, but, nevertheless, sales have been of only a retail character. With heavy arrivals both from China and Japan, the bulk of which have been sold afloat at prices far above the present nominal value, and with only a restricted demand from the Continent, the future position of the article is very uncertain. Present prices are exceedingly low, and should be attractive of speculation, but, with a continuance of heavy shipments, it is doubtful whether the required speculation will set in. The unsettled state of China has, as yet, had no beneficial effect on the article. At auction of 90 cases China offered only 40 cases sold at 75s. for middling quality, with allowance of 2 lbs. per case in lieu of reweights. The Cymbeline has arrived from Japan with about 2,200 tubs, as also the Hopewell, from China, with 5,666 cases. Stock 4,496, against 4,480 last year.

DRAGON'S-BLOOD.—One case good reed has been placed at £13; a sale of 30 cases is advertised. Block is without improvement. 27 cases sold as under: good at £7; fair at £6; and common dull drossy mixed at £4 10s. per cwt.

ESSENTIAL OILS.—Anniseed: The speculation noted in our last continued with unabated activity until sales were effected at 9s. 5d. to 9s. 6d. per lb.; market then became exceedingly quiet, and at the auctions last week, when 10 cases were offered, there was no demand, and 9s. only being bid, the parcel was retired. Citronelle without change; about 120 cases good average quality have been quitted by auction at 2d. to 2½d. per oz. Fishers held for higher prices. Lemon Grass most dull of sale; of 92 cases Cochin, 40 sold at 2¾d. to 3d. per oz., and 3 cases Fishers at 3d. per oz. Nutmeg: Following our last, 6 cases fair to fine white of good strength sold with spirit at 8d. to 8½d. per oz., but at a recent sale when 3 cases were offered, 7½d. was not attainable.

GAMBIER.—There is a moderate demand at previous rates. At auction 1,037 bales fair block partly sold at 16s.; 129 baskets cubes sold at 18s. 9d.; 565 bales 1,390 bags ditto taken in, pressed 18s., free 19s. 6d. Privately for arrival 125 tons block at 15s. 10½d. per cwt., ex ship, and 150 tons for Liverpool at 16s., with all faults, have been sold.

GALLS continue steady, but not much business has been transacted middling crinkly is quoted at 42s. 6d, and a sale is reported at 43s. Smooth, which used to be in most favour are now comparatively neglected—last price paid 41s. 9d. 502 cases arrived per Serica and Forward Ho.

GUMS.—Benjamin: 2nds Sumatra sells at fully former value; 168 cases in auction half sold, fair and good white, £9 5s. to £9 12s. 6d.; middling and fair, £8 5s. to £8 12s. 6d.; mixed brownish and false packed, £6 15s. to £7 10s.; thirds very dull; fourths, 30s. inferior. Siam lower and dull; of 53 cases only a few sold at £18 to £18 7s. 6d. for hard clean tear in block, and £8 to £8 2s. 6d. for thirds. Manila Copal: Quiet; 244 cases at sale only a few placed at 30s. 6d. to 43s. 6d. for common to good clean hard, and 21s. 6d. to 38s. inferior to good soft. Damar: Steady; 172 cases Singapore and 34 cases Batavia retired. Gamboge: Firm, but arrivals; 2 cases sold at auction at £12 5s. to £12 7s. 6d. per cwt. for pipe, partly run, rather mixed fair to good.

GUTTA PERCHA.—The extreme dullness continues. The arrivals during last month were heavy; and stock is now increased to 471 tons against 146 tons last year. There are still afloat to this port 185 tons. A small lot submitted to auction was withdrawn in the total absence of biddings.

HEMP.—The market for Manila has been quiet throughout the fortnight; the private business has been confined to the sale of about 750 bales at £50 to £55 for common to good fair roping. At auction 1,160 bales were offered and chiefly bought in—common, £50; barely fair, £53; good fair, £55; only 250 bales being sold—common brown, £48 15s.; superior, £56 5s.; sea-damaged, first-class, £47 5s. to £52 5s.

ISINGLASS.—High rates are maintained, and fine selected qualities command extreme prices. Auctions have embraced 29 cases Penang and Manila, the whole of which found buyers at 4s. 3d. for fine clean bright pipe, 3s. 5d. to 3s. 6d. fair, and 1s. 9d. good cake.

INDIA-RUBBER.—There is again less doing, but owners are firm 12 baskets Singapore at auction retired; of 54 baskets Assam offered half sold at 7d. for common earthy, sticky and foul.

HIDES.—At the last sales there was a fair demand for East India Hides, and the bulk of those offered were cleared. Prices were irregular, but most of the fair and good descriptions sold at ¼d. to ½d., and in some cases ⅜d. per lb. higher. Middling and inferior sorts do not on the whole show much change, though occasionally ¼d. per lb. higher. 18,832 Dry Singapore, Penang, &c., Ox and Cow Hides offered, 13,756 sold—best light, 9½d.; seconds, 8d. to 8¾d.; best heavy, 8½d.; seconds, 6d. to 7½d.; extra heavy, 7d. to 8d.; thirds, 5d. to 6¼d.; small, 7¼d. to 9d.; fourths, 3½d. to 5¼d. per lb. 7,848 Singapore and Penang Buffalo Hides offered, 2,533 sold—best heavy, 4¼d. to 5¼d.; light, 6d.; seconds 4d. to 4¼d. per lb. 430 Manila Buffalo Hides offered, none sold. 456 Siam Buffalo Hides offered, none sold.

JAPAN WAX.—There has been no business; an offer of 100 boxes at public sale was bought in at 74s. per cwt.

MUSK.—Maintains its value and has been in scanty supply; 15 caddies realised 29s. to 30s. per oz. for fair slightly heavy fleshy pods; pickings 19s., and good shaped second pile, many false packed, 15s. to 16s. Cabardine; 8 caddies very wet, unsightly and badly trimmed pods retired at 16s. Last price paid for fine dry, of good shape and flavour, 15s. 6d. per oz. Grain sells readily at 48s. to 52s. 6d. per oz., as in quality, and fine would command 54s. to 55s.

PEPPER.—Black: Less activity has prevailed, but holders remain firm, and for Singapore, which is scarce, rather higher prices have been paid. On the spot about 3,500 bags have been sold—Penang 5¼d., and Singapore 5⅜d. to 5¼d.; for arrival about 4,500 bags Penang, distant 4¼d. to 4 15-16d., near at hand 5d. to 5 1-16d., and Singapore at 5 1-16d. to 5 7-16d per lb. White is a shade dearer, about 700 bags Singapore selling at 6¼d. to 6⅜d. per lb.

PLUMBAGO.—The better qualities are rather more saleable, but no general improvement in the market can be quoted. Large quantities continue to be brought to auction, but small lots are only placed—lump, fine bright, 20s. 6d.; good bright, 16s. to 18s.; middling, 11s. to 12s.; dust, 8s. 6d. to 9s. 6d.; low, 4s. 6d. to 5s. per cwt.; chips, good bright, 13s.

PRESERVES.—An offer of 50 barrels China Ginger found buyers at 6¼d.

RHUBARB.—The recent advance in China kinds has been completely lost; at the last auctions 128 cases were offered, which were quitted with difficulty. Good sightly well-trimmed root, bold, sound, and of generally even pinky fracture, realised 2s. 11d. to 3s. 2d.; small but good and fine coat 2s. 3d., very fair 1s 6d. to 1s. 8d., fair 1s 4d. to 1s. 5d., ordinary 1s., very ordinary perished 5½d., and low wormy 3d.; 1 case superior dust realised 1s. 1d. per lb. A few cases of fine extra bold root realised 5s 3d. to 6s. 7d. per lb., and 2 cases (Russian trimmed) 6s. 9d. to 10s. 3d. per lb. It is almost impossible to sell the lower kinds of root, the stock of this class being so very heavy, and with a revival of continental trade, root now worth 1s. 8d. to 3s. per lb. should, in the ordinary course of events, rise in value.

RICE.—The market for all descriptions has maintained the dull tone noticed a fortnight since and but a small business has been transacted at easier rates. The inquiry for floating cargoes has become much less active, and in these but little business has been done. In auction 6,162 bags damaged Rangoon, per Magnolia, sold, first-class, 8s 3d. to 8s. 9d.; second class, 8s. to 8s. 4½d.; third class, 6s. 9d. to 7s. 9d.; fourth class, 6s. to 6s. 6d.; repacked, 7s. 9d.; low, 5s. 6d. to 5s. 9d.; also 4,088 bags good middling white Bengal at 10s. 6d. to 10s. 9d., and 1,675 bags damaged and repacked Rangoon, from Cape, at 7s. 6d. to 8s. 3d. The private sales consist of 1,000 bags Dacca at 9s. 3d., 4,000 bags good Rangoon at 9s. 1½d.; for arrival 250 tons Ballam at 8s. 9d., 50 tons low ditto at 8s., and 100 tons Soolie Bengal at 8s. 10½d., all quay terms. The following floating cargoes have been sold, the Queen of the Lakes 1,530 tons Rangoon at 9s. 1¼d., the Lady Macdonald 800 tons Necransie at 9s. 4¼d., both for the Continent, and the Alumina 850 tons Moulmein at 9s. 4¼d. ex ship for London.

SPICES.—Cinnamon: Only a limited inquiry has been experienced and 51 bales offered by auction were bought in, second sort at 2s. 11d., ordinary coarse at 6d. to 10d. per lb. Chips are steady; 148 bags good and fine sold at 4½d. to 6⅝d. per lb. Mace is 1d. dearer; 13 cases 35 boxes Penang sold, ordinary dark and small to good fair red rather palish 2s. 10d. to 3s. 7d. per lb. Nutmegs are firm; 52 packages Penang sold, small limed, 132 to 113 to the lb., 1s. 9d. to 1s. 10d.; 106 to 104, 2s. to 2s. 1d.; 96, 2s. 1d.; 82, 2s. 6d. to 2s. 7d.; 75, 2s. 10d.; and 71, 2s. 11d.; 21 cases Java partly sold, 98 to the lb., 2s.; defective, 7d per lb. Cloves: Penang are again dearer, 12 cases selling at 1s. 2d. to 1s. 3½d. for middling to fine; Zanzibar have sold in favour of the buyer, but are now held for higher rates. 600 bags being disposed of, fair, 2¼d.; a few lots, 3d. per lb. Cassia Lignea: 93 boxes were bought in at 105s. to 108s. per cwt.

SAGO.—Business to arrive, and market steady at present low rates. Auctions have embraced 4,559 bags and boxes, about half sold at 17s. 6d. to 18s. for the boxes good quality, and 16s. to 17s. bags middling to good. Flour: 1,242 bags sold at aution at 15s. to 15s. 6d. for good Borneo, and market firm.

STICKLAC.—Siam continues very scarce, and no private sales are reported, the market is firm on reports of shipment of a parcel to Calcutta from here; 255 cases sold at auction at 52s. 6d. to 54s. 6d. for good, and 59s. very fine.

SOY.—The market is very dull; of 53 casks China at auction 2 casks sold at 2s. 2d.

SHELLS.—The periodical auctions were held on the 25th ult. Mother-o'-Pearl: Of 24 cases Manila offered, 5 cases were sold at £9; 2 cases Macassar realised £12 10s. Tortoise: A good supply offered went off slowly at previous rates; 8 cases (1,830 lb.) Manila were partly sold at 12s. to 16s.; 1 box Penang sold at 11s., and 1 box Singapore hoof at 34s. Green Snails: 200 baskets 72 cases and 11,000 loose Penang and Singapore partly sold at 4d. to 4¾d.; small, 2d. to 3d.; broken, 1½d. to 1⅞d. each. Other Shells: 42 cases Japan Ear, 7 barrels Rice, 12,000 Conch withdrawn; 4 cases Bull mouth sold at 1½d., and 5 baskets Crocus at 1¾d. each.

TIN.—Prices have given way, the demand being quiet; the current quotation for Straits is £127, showing a decline of 20s. per ton, while Banca and Billiton rule at £126, being £2 lower.

TAPIOCA.—The market is steady; the public sales have embraced large quantites, viz., 2,470 bags Singapore, of which rather more than

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half sold at 1¼d. to 1⅝d. per lb. for fair, and 2⅜d. to 3d. fine well made, and about 800 bags Pearl half sold, bullets at 18s. 9d. to 19s.; good and fine small 18s. to 18s. 6d., medium 17s. 6d. to 18s., large 17s. 6d. to 18s. 142 bags Flour sold at 1⅜d. to 2d.

TURMERIC.—Without change.

VERMILION.—There is only moderate demand for this article, consequently the market is rather quiet; a few cases China have been sold privately at 3s., being the previous value.

ARTICLES OF EXPORT.

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MANCHESTER GOODS.

Business in this Market since we last reported has been limited by an advance in prices, which have ruled with considerable steadiness; only occasionally a slight concession has been made to secure renewed contracts for forward delivery. At the close the Market is steady, with a limited business both in Yarns and Goods. The increased activity in Cotton serves for the moment. not only to check any downward tendency, but rather to give more firmness to quotations. Yarns: Spinners very firm in their demands for an advance, amounting generally to ½d. to ¼d. per lb., which prevents business. Water Twist quiet, in respect to China qualities. Cloth: Producers have advanced their pretensions for most descriptions, but have met with much difficulty in establishing any higher rates than were previously current. India Shirtings are quoted fully 1½d. per piece higher. China descriptions are also dearer, but political uncertainties and anticipated disturbances have caused buyers to persist in their recent policy of quietness. For T-Cloths for China few inquiries are made.

The quotations for China qualities rule as follow:—8¼ lbs. Eagle Chop Grey Shirtings, 11s.; other chops, 9s. 4½d. to 10s. 3d.; 7 lbs., 7s. 10½d. to 8s. 4½d.; T-Cloths, 6 lbs., 5s. 9d. to 7s. 3d.; 7lbs., 6s. 9d. to 8s.; 8¼ lbs., 8s. 9d. to 9s.; Water Twist, 16-24, 1s. to 1s.; 28-32, 1s. 0½d. to 1s. 2d.; Mule Twist, 40, 1s. 0½d. to 1s. 2d.

METALS.

IRON.—Welsh: Rails, £6 5s. to £6 10s.; Bars, £6 10s. Staffordshire Best: Bars, £7 15s. to £8 5s.; Nail Rods, £7 12s. 6d. to £8; Hoops, £8 15s. to £9; Sheets, £9 15s. to £10; Scotch, Pig No. 1. £2 11s. 6d. to £2 14s.; Swedes, Bars, Hammered, £9 10s. to £10 10s.; Swedes Steel in kegs, ½ and ⅝ in., £14 15s. to £15 5s.

YELLOW METAL.—Sheets, 4 by 4 ft., 6½d.; Sheathing and Rods, 6½d. to 7d. per lb.

TIN.—English Refined, £132. Tin Plates: Charcoal I C, per box 27s. to 30s.; Coke, 22s. to 25s.

LEAD.—Pig, L.B., £18 2s. 6d.; W.B., £20; do., other brands, £18 to £18 2s. 6d; Spanish, soft, ex ship, £17 10s.; Sheet, £19 5s. to £20. Shot, kegs, extra, £21; White, do., £27; Red, do., £19 15s. to £20 10s.

SPELTER.—Silesian, £17 10s.; English, smelted from ores, £17 10s.

EXPORT OF WOOLLEN GOODS.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London and Liverpool:—

		Pieces Long Ells.	Pieces Camlets.	Pieces Spanish Stripes, Broad Cloth, &c.	Pieces Stuffs.	Pieces Inferior Woollns.
Shipped to this date during the present year	To Hong Kong	17,040	6,036	6,562	53,405	36,147
	,, Shanghai	108,200	54,000	48,636	255,903	27,696
	,, Japan	200	1,400	16,907	48,595	9,361
Total...		125,440	61,436	72,105	357,903	73,204
Shipped to same date last year	To Hong Kong	23,120	15,740	12,641	30,840	50,435
	,, Shanghai	137,500	50,600	58,515	288,323	54 040
	,, Japan	2,000	7,140	14,748	77,526	93,263
Total...		162,620	73,480	85,904	396,689	197,738
Total shipped during the year 1869	To Hong Kong	25,120	18,570	13,803	35,920	54 836
	,, Shanghai	159.000	60,050	70,253	355,193	56.180
	,, Japan	2,000	7,240	15,823	82,556	96,206
Total...		186,120	85,860	99 879	473,669	207,222
Do do. 1868	To Hong Kong	21.460	7,190	15,989	46,000	18,581
	,, Shangt ai	125 080	64.710	51,510	304 520	33,560
	,, Japan	—	8,290	3,055	73,460	33,906
Total...		146,540	80.190	70,554	423,980	86.047
Had arrived out when the last accounts left of this year's shipments...		80,180	37,236	38,605	187,570	35,673

QUOTATIONS.

	s.	d.		
HH Long Ells	28	6	per piece	Scarlet
HH Spa: Stripes	2	8½	,, yard	,,
HH SS Camlets	57	0	,, piece	,,
HH Lastings (6 reed)	51	6	,, ,,	Gentian
LL ,, (5 reed)	46	6	,, ,,	,,
HH Crape Lastings	40	0	,, ,,	,,
LL Do. do.	36	6	,, ,,	,,
HH China Figures	19	0	,, ,,	Scarlet
LL Do. do.	16	9	,, ,,	,,
HH Crape Lustres	18	0	,, ,,	Black
China Blankets	1	8	,, lb.	Scarlet

The above prices (except for Blankets) include tilleting and packing, and are subject to a discount of 1½ per cent. for cash.)

NEW YORK MARKET REPORT.

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TEA.

There has been a fairly active demand for Greens, Japans, and Oolongs, and prices for the last named description exhibit a slight advance. For other kinds the enquiry is limited to the actual requirements of the Trade and rates show a downward tendency.

The following are the current quotations:—Hyson, common to fair, 55c. to 66c.; superior to fine, 70c. to 85c.; extra fine to finest, 95c. to $1.25. Young Hyson, Canton made, nominal; common to fair, 45c. to 60c.; superior to fine, 65c. to $1; extra fine to finest, $1.15 to 1.40. Gunpowder and Imperial, Canton made, nominal; common to fair, 70c. to 85c.; superior to fine, 95c. to $1.10; extra fine to finest, $1.25 to 1.60. Hyson Skin and Twankay, Canton made, nominal; common to fair, 48c. to 55c.; superior to fine, 58c. to 63c.; extra fine to finest, 65c. to 70c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to Oct. 5, 1870, were as follows:—Greens, 19,086,204 lbs.; Japans, 9,707,319 lbs.; Souchongs, 2,746,894 lbs.; Oolongs, 8,511,462 lbs.; other sorts, 154,464 lbs.; total, 40,206,343 lbs. The stock on Jan. 1 was 9,866,167 lbs.; which, added to the above total, gives a result of 50,072,510 lbs. Subtracting from this total the exports from Jan. 1 to Oct. 5, 4,979,756 lbs., and the withdrawals for home consumption during that period, 29,818,136 lbs., there remains a total of 15,274,618 lbs., representing the stock on the last-named date. The receipts from Sept. 20 to Oct. 5 amounted to 836,448 lbs.; the withdrawals for home consumption to 1,549,658 lbs.; and the exports to 387,650 lbs.

SILK.

The following is from Messrs. O'Donoghue and Howell's Circular:—We have to report a brisk market in silk during the past month. Previously, the uncertainty as to what course trade would take, together with the scarcity of such classes of silk as our manufacturers require, tended to prevent purchases to any great extent; but the continued steadiness of the London market has imparted more confidence to buyers, and late arrivals of re-reeled Chinas—to which classes transactions have chiefly been limited—have been eagerly taken. Usual Reel Tsatlee and Taysaam are in large stock and almost neglected, the manufacturers, desiring to take advantage of the briskness in trade, generally prefer supplying themselves with the re-reeled classes, which, on account of the more rapid winding, enables them to execute orders with greater despatch than by the use of the ordinary reel. Re-reeled Tsatlee and Haineen, as noted above, have sold freely and are still in great demand. Re-reeled Cantons, extra fine, continue slow of sale; for the inferior grades the demand has been quite active. Japans are still neglected.

The following are the ruling quotations (currency):—Tsatlee, No. 3, $9.7-8; Nos. 4 and 5, $8.7-8 to 9.1-8. Taysaam, No. 1, $8.25; No. 2, $7.50 to 8; Nos. 4 and 5, $6.75 to 7; Canton, re-reeled, good, $7 to to 7.25; fair, $6.5-8 to 6.75; medium, $6.3-8 to 6.50. Tsatlee, re-reeled, good, $10; fair to medium, $9.50 to 9.5-8. Haineen, best, $10.; fair, $9.25 to 9.50; common, $8.25 to 8.50. Canton, re-reeled, extra fine, $8.25. Japans: Maibash and Koshio, nominal; no demand. Sodai, good fair to medium, $9.25 to nominal.

Imports for the past month, 596 packages, value $355,266; corresponding month last year, 409 packages, value, $243,453. Total imports since Jan. 1 to Sept. 30, 3,581 packages, value, $1,824,111; corresponding period last year, 4,372 packages, value, $2,152,420.

COFFEE.—The current quotations for East India kinds are, Java Government bags, 20½c. to 23c.; Java mats, 20½c. to 23c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. showing no change from those of our last report. The market for all kinds is very quiet and their are no transactions to report. The stock of Manila on the 1st Oct. was estimated at 400 bags, against 4.564 bags on Oct. 1, 1869; of Java (Government), at 670 bags, against 873 bags; of Java mats, 31,760, against 88,391 bags; of Ceylon, 9,426 bags, against 8,927 bags; of Singapore, *nil*, against *nil*.

CAMPHOR.—China is quoted 19c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2 to 2.10; Cassia, $1.20 to 1.25 gold (in bond).

GUNNY CLOTH.—There is no demand and prices are nominal.

GAMBIER.—The current quotation is 3¾c. gold (duty paid).

HEMP.—There has been no addition to the stock which, as we last reported, is all held by one firm who have reduced their quotations to 13½c. to 13¾c. gold; the sale has been effected of 1,900 bales, half the cargo per Aza Eldridge; the terms were not made public. The stock of Manila on the 1st October was estimated at 7,730 bales, against 10.178 bales at the corresponding date of 1869, and 10,436 bales in 1868.

INDIGO.—The market for Manila continues steady, and sales have been effected of about 30 cases at $1.10 to 1.30 currency.

PRESERVED GINGER.—China is quoted $10.50 currency (duty paid).

RHUBARB.—The quotation for China is $1.50 to 2 currency (duty paid).

RICE.—Increased supplies of the new crop Carolina have caused the attention of buyers to be directed chiefly thereto, and the demand has fallen off for other kinds. Rangoon has sustained a further slight decline, sales being made of 900 bags (duty paid), at $6.75 to 7 currency, and 530 bags in bond at $3.30 down to 3.25 gold.

SPICES.—The market for invoices remains quiet, and we have only to notice the sale of 1,000 piculs Singapore Pepper, to arrive, on private terms. There continues a fair trade demand, and prices of most descriptions are steady. Cassia is very firm. Sales have been made, in lots, of Nutmegs, at 95c. to 102½c.; Mace, $1.30; Cassia, 48c. to 49c.; Cloves, 25½c.; Pepper, 26c.; do., in bond, 11c.

SUGAR.—The market continues quiet, and there have been no transactions in East India.

TIN.—There is an entire absence of inquiry for foreign; the nominal quotations are—Straits, 33c.; Banca, 36½c. to 36½c. gold.

SHIPPING.

ARRIVALS.—Oct. 11, at San Francisco, from Yokohama, Floris; 15, at Boston, from Singapore, Edinburgh Castle; 18, at San Francisco, from Yokohama, Mary Ann; 18, at New York, from Shanghai, Benefactor; 20, at Boston, from Manila, Mutlah.

DEPARTURES.—Oct. 20, from San Francisco, for Singapore, Ganges.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Beer in Bulk.	Beer in Glass	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	£	£.	£.	£	Brls.	£	Cwt.	Cwt.
Taeping	Shanghai	London.	Oct. 17	100	...	½	100	...	...	361	4987775 &£600	307648	172	...	20	10742	...	...	...	18	44	...	94	20	274	243	994	2cks	75	...	40 347	...	124	60	...
Benmore	Yokohama	,,	,, 20	152	23	...	58	...	49	1310	639360 &£890	113180	352	...	35	2750	...	269800	5	33	227	553	...	...	194 &14cs.	701	114	61 & 60bs	110	127	cwt. 120	...	64 & 200 cs.	136 &£48	...
Havelock	Singapore	,,	,, 24	41	...	20	...	113	...	433 &17cs.	425220	23400	...	...	...	...	...	36500	...	26	1630	...	...	...	40	237	450	208	34	...	...	100	125 & 32 cs.	195 &£6	£24
Grenadier	Yokohama	Livrpool	,, 14	...	3	...	...	...	8	797	1367655	144648	...	...	...	1175	...	347900	...	...	47	...	...	5	...	440	...	...	...	...	...	...	130	267	...
Breadalbane, str., via Suez C.	Colombo	,,	,, 15	15	...	...	...	...	16	354	1232147 &£15	211829	...	...	80	920	158	28100	...	167	34	...	...	...	24	53	...	...	1391	...	16	...	5	...	...
County of Elgin	Batavia	Glasgow	,, 26	...	...	£2667	...	...	...	30	866739 &£1402	1241970	...	...	880	...	263	3235	...	51	...	...	...	...	...	...	...	...	...	...	312	...	1056	...	...
Ada, str., via Suez Canal	Singapore	London.	,, 26	...	...	...	...	¼	1cs.	52 &1cs.	463446 &£250	94656	...	...	...	2400 &10cs.	...	20000	15	...	...	...	...	...	...	53	...	160	...	...	...	...	20	...	11
Do. do.	Hong Kong	,,	,, 26	113	...	...	...	...	28	259	777680	101550	96	...	...	3830	...	87000	...	...	34	...	...	...	155	393	...	150	171	...	220 cwt.	...	10	4 &£160	...
Do. do.	Shanghai	,,	,, 26	...	...	¼	...	...	...	185	1743935	40000	205	...	...	4205	390	14030	...	...	42	...	...	30	228	239	...	...	211	...	...	...	...	...	2 &£10

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
a Taeping	Shanghai	106& 16pkg.	40	...	30	...	43& 2cs.	589	28	...	...	117	...	...	...	...	...
b Benmore	Yokohama	193& 25pkg.	113	40	40 & 15 cwt.	...	841& 26cs.	60	50	220	25	40	55& 12cs.	...	770	1400	80
c Havelock	Singapore	324	37	...	12cs.	...	...	...	3cs.	65	80	...	5 & 42cs.	1310 &3cs.	546	...	...
d Grenadier	Yokohama	...	...	...	...	...	...	...	...	...	...	...	...	...	...	178	...
Breadalbane, str., via Suez Canal	Colombo	9	75	...	611	124& 63gls.	208	374	20	...	...	50	3	...	...	...	...
County of Elgin	Batavia	...	...	...	12	...	...	165	...	...	...	...	...	...	...	...	...
g Ada, str., via Suez Canal	Singapore	...	7	150	185	...	256& 1cs.	9	1cs.	...	13	6cs.	1cs.	...	200	...	55
h Do. do.	Hong Kong	52 & 50cs.	11	261	60	35	724& 20cs.	37	18	110	70	...	70 & 44cs.	...	524	6	130
Do. do.	Shanghai	8cs.	...	309	127	...	110	50	75	...	70	50	...	60	...	273	...

SUNDRIES.

a Mineral water, 75 gallons; malt, £180; galvanised sheet iron, 3 tons; effects, £37; cordials, 89 gallons; refined sugar, 25 cwt.; carriages, £161; india-rubber, £105; grindstones, £10; perambulator, £10; steam flour-mill, £425; mathematical instruments, £48. —*b* cordials 21 gallons; pictures, 8 cases; refined sugar, 10 cwt.; mineral water, 50 gallons and 3 baskets; matches, £55; effects, £115; parts of 2 mortar mills, £351; cement, £14; engines, £500; galvanised wire rope £39; gunpowder, 915 lbs.; fruits, 42 cwt —*c* refined sugar, 20 cwt.; brass wire, 11 tons; lucifers, £600 and 82 cases; bricks, £140; zinc 9 tons; tar and pitch, 100 barrels; gunpowder, 6,000 lbs. —*d* liqueurs, 2 cases; corks, £2; bricks, £5; iron rails, 206½ tons; beef and pork, 13¾ cwt.—*e* jewellery, £45; india-rubber manufactures, £70; galvanised iron manufactures, £872; slate, 28 tons; cement, 17 tons; zinc, ¼ ton —*f* effects, £5.—*g* silver plate, 12 ozs.; needles, 8 cases; effects, £20; glass beads, 10 cases. —*h* effects £185; silver plate, 87 ozs.; cochineal, 1,006 lbs.; caoutchouc manufactures, 38 lbs.; fruits, 2 cwt —*i* effects, £196; parts of steam engine, £70; parts of sharping and planing machine, £350; corks, 2 cases; cordials, 24 gallons; refined sugar, 1 cwt.; electro and plated ware, £40; fruits, 2 cwt.

NOTE.—Per Coldinghame, from London to Shanghai, cleared April 30 (addl.) —Worsteds, £1,520; plain cottons, 42,800 yards. Per Carmarthenshire, from London to Shanghai, cleared July 28 (addl.).—Plain cottons, 116,487 yards. Per Loudoun Castle, from London to Shanghai, cleared Aug 13 (addl.).—Printed cottons, 30,000 yards. Per Seatoller, from London to Shanghai, cleared Sept. 19 (addl.).—Linens, £296. Per Sir Harry Parkes from London to Hong Kong, cleared Sept. 24 (short shipped).—Twist, 10,000 lbs.; rugs, £35; yellow metal, 7 tons; pistols, £75. Per Danube (str.), from London to Shanghai, *via* Suez Canal, cleared Sept. 28 (addl.).—Marble, £300; granite, £120; stoves, £18. Per Assyrian, from London to Hong Kong, cleared Oct. 3 (addl.).—Asphalte, 8 tons. Per Shakspere (wrecked), from London to Shanghai, cleared Oct. 4 (addl.).—Haberdashery, £101; plain cottons, 219,600 yards; coloured cottons, 95,000 yards; soda-water, £60; candles, 100 cwt.; woollens, £2,562; hardware, £25. Per Sarah Nicholson, from Liverpool to Shanghai, cleared Oct. 7 (addl.).—Plain cottons, 1,357,500 yards. Per Achilles (str.), from Liverpool to Singapore and Penang, *via* Suez Canal, cleared Oct. 8 (addl.).—Plain cottons, 293,200 yards; yarn, 29,400 lbs.; printed cottons, 13,200 yards; hardware, £207; worsteds, £320; earthenware and glass, £53; apparel £50; saddlery, £90; stuffed birds, £10; red wine, 18 gallons; linens, £385; machinery, £20; grindstone, £5; hoop iron, 1 ton. To Hong Kong (addl.).—Billiard table, £25; hardware, £39; stationery, £55; apparel, £260; varnish, £6; hams, 3 cwt.; smallwares, £560. To Shanghai (addl.).—Plain cottons, 86,400 yards; hats, £25; apparel, £57; hardware, £114; umbrellas, £60; haberdashery, £220; oil cloth, £72, coloured cottons, 12,000 yards; woollens, £330. To Japan (addl.).—Thread, 15,136 lbs.; plain cottons, 39,600 yards; lamps, £24; engravings, £21; glass, &c., £51. Per Ann Main, from Glasgow to Singapore, cleared Oct 10 (addl.).—Thread, 2,000 lbs. Per Ususquiza, from Glasgow to Manila, cleared Oct. 15 (addl.).—Thread, 18,885 lbs.; chemicals, £62; confectionery, £60; mixed fabrics, £2,309; linens, £130. Per Dartmouth, from London to Shanghai, cleared Sept. 12 (addl.).—Plain cottons, 17,200 yards. Per Bengal (str.), from Liverpool to Hong Kong, *via* Suez Canal, cleared Sept. 13 (addl.).—Coloured cottons, 35,440 yards. Per Statesman (str.), from Liverpool to Colombo, *via* Suez Canal, cleared Sept 29 (addl.).—Plain cottons, 38,600 yards; coloured cottons, 48,200 yards; yarn, 17,500 lbs.; oilman's stores, £96; hardware, £40; stationery, £74; cheese 3 cwt.; clocks, £21; perfumery, £13; toys, £33; glass, £28. Per Sarah Nicholson, from Liverpool to Shanghai, cleared Oct. 7 (addl.).—Coloured cottons, 13,200 yards.

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Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Oct. 26	Johanne	Lauer	Rangoon	Spithead
— 27	Bulwark	Kelly	Do.	Falmouth
— 27	Hoghton Tower	—	Bassein	Liverpool
— 27	Leaping Water	McNielly	Akyab, for Bremen	Scilly
—	Alumina	Bruce	Maulmain	Queenstown
—	Onezia	Spur	Rangoon	Do.
— 28	Vine (str.)	Main	Foochow, &c., via Cnl.	Deal
— 27	Lauretta	M'Laren	Batavia	Falmouth
— 29	Glenaroy	Freebody	Ceylon	Deal
— 30	Laura and Gertrude	Poppebauer	Akyab, for Bremen	Falmouth
— 31	Eugenio	—	Manila	Liverpool
— 31	Azalia(?) (Amer.ship	—	Rangoon	Roche's Point
—	Arabia	—	Do.	Queenstown
Sept. 3	Dauphin	Blanchet	Colombo	Valparaiso
Oct. 28	Utrecht	Overbaek	Batavia	Brouwershaven
— 28	Fop Smit	Metz	Do.	Do.
Nov. 1	Hopewell	Parsons	Hong Kong	Deal
Oct. 26	Bolivar (str.)	Baker	Galle	Marseilles
— 1	Trinidad	Larrinaga	Manila	Queenstown
Nov. 1	Philips von Marnix	Moller	Batavia, for Rotrdm.	Off Dungeness
— 2	Pontiac	Skinling	Akyab	Falmouth

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 27	Titania	Dowdy	Shanghai	London
— 26	Galathea	Elerson	Galle	Cardiff
— 28	John Scott	Kennedy	Batavia & Sourabaya	London
— 28	Palmerston	Seagrove	Colombo	Do.
— 28	Gemini	Pallot	Singapore	Do.
—	Triton	Vostrum	Batavia	Rotterdam
— 25	Jane Avery	Murray	Galle	Shields
— 29	Oberon (str.)	Burgoyne	Sing., H.K.,&c.—S.C	London
— 24	Johanna Maria	v. Aalborg	Java	Shields
— 28	Taeping	Gissing	Shanghai	Portsmouth*
— 31	County of Elgin	M'Kenzie	Batavia & Sourabaya	Glasgow
— 31	Zenobia	Hutchins	Galle and Bombay	London
— 31	Marlborough	Larkins	Hong Kong	Do.
— 26	Iris	Johnson	River Amoor	Cronstadt
Nov. 1	John Banyan	—	Galle	Liverpool
Oct. 29	Duleep Singh	Jennings	Do.	Cardiff
— 29	Stonehouse	Bly	Do.	Do.
— 30	Krimpen aan de Lek	Kish	Singapore	Do.
— 19	Glimt	Lorange	Hong Kong	Bergen
— 27	Ingertha	Bjorstadt	River Amoor	Cronstadt
Nov. 1	Ocean	—	Hong Kong	Liverpool
—	Suzanne	—	Java	Rotterdam
— 1	Johanne	Ferdinn	Sourabaya	Falmouth
— 1	Vier Gebroeders	Van der Zee	Celebes	Dartmouth*
— 1	Pluto (str.)	Thatcher	Singapore	Swansea

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Fire Queen, Ilione, Serica. For Tientsin and Chefoo: Avona. For Shanghai: Celestial Queen, Cutty Sark, Forward Ho. For Hong Kong: Clymene, Cingals, Cornuvia, Hopewell, Wm. Ritson, Belted Will. For Hong Kong and Amoy: Cissy. For Singapore: Cymbeline, Grand Duchess. For Singapore and Yokohama (via Suez Canal): Parana (str.). For Penang: Peri. For Bangkok: Anita, Gleam. For Batavia and Sourabaya: Prince Llewelyn. For Colombo: Teviot, Boyne, Hesperia. For Colombo, &c.: Granville. For Colombo, &c. (via Suez Canal): Galata (str.).

At LIVERPOOL.—For Yokohama and Hiogo: River Avon. For Yokohama: Vale of Doon. For Manila: Gloria, Amigos, Maria. For Singapore: Prince Arthur, Alexandra. For Penang, Singapore, Hong Kong and Shanghai (via Suez Canal): Sharpshooter, Nestor (str.). For Bangkok and Rangoon: Vauban. For Galle: Sophia.

At GLASGOW.—For Singapore: Kinfauns Castle. For Colombo, &c. (via Suez Canal): Arabia (str.).

SPOKEN.

JOHN HARLEY (brq.), Manila to London, Sept. 8, 35 S., 19 W.

G. F. VONWERK (Germ. brq.), Hamburg to Sarawak, Aug. 5, 32 S., 23 E.
EDINBURGH (str.), London to Penang, Sept. 6, 12 N., 26 W.
HUGH BOURNE (Brit.), Shields to Galle, Sept. 9, 14 N., 26 W.
ROOKWOOD, London to Japan, Aug. 22, 40 S., 110 E.
WALMER CASTLE, Cardiff to Galle, Sept. 29, 8 N., 21 W.
EDINBURGH CASTLE, Liverpool to Padang, Sept. 13, 4 S., lon. 28.
DAMIO (ship), Macao to London, Sept. 10, off Cape Good Hope.
LOCHLEVEN CASTLE, Glasgow to Singapore, Sept. 25, 7 N., 23 W.
HEDWIG, London to Batavia, Sept. 25, 7 N., 23 W.
OTTER, London to Singapore, Sept. 13, on the line, 15 W.
CASPIAN, Colombo to London, Sept. 30, 17 N., 27 W.
PETRONELLA, Samarang to Amsterdam, Oct. 16, 38 N., 37 W.
JOSEPH HAYDN, Singapore to London, Sept. 14, 32 S., 20 W.
PALAWAN, Cardiff to Shanghai, Oct. 3, 11 N., 27 W.
SENIOR (ship), Cardiff to Hong Kong, Sept. 30, 14 N., 26 W.
CERVANTES, Cherbourg to Manila, Oct. 6.

FREIGHTS AND CHARTERS.

We are unable to report any improvement in the freight market, quotations being rather lower; berth freights still continue very dull; in coal from the Northern outports there is but little doing; the demand for tonnage to Hong Kong, which was last month rather brisk, has entirely ceased.

Current rates of freight for vessels on the berth: To Tientsin and Chefoo; 50s. weight or meast. To Yokohama: 40s. weight, 35s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 35s. weight or meast.; per steamer, via Suez Canal, 70s. meast. To Hong Kong: 30s weight, 27s. 6d. meast.; per steamer, via Suez Canal, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast.; per steamer, via Suez Canal, 70s. meast. To Ceylon: 20s. weight, 17s. 6d.; per steamer, via Suez Canal, 60s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—To Yokohama: £42. To Singapore: £26. For Galle: £26. From Newport, Cardiff, or Swansea per ton—For Yokohama: £2. For Hong Kong: £1 16s. For Java: 17s. 6d. For Singapore: £1 5s. For Galle: £1 3s. 6d. For Colombo: £1 3s.

CASUALTIES.

The Prinses Amelie, Driest, from Amsterdam to Yokohama, which put into Simon's Bay July 28, in distress, had repaired all damages, Sept. 19, and would proceed in a few days; part of the cargo was sold, Sept. 9, and a further sale would take place on the 20th.

The Glenaroy, Freebody, from Ceylon to London, arrived in the Downs, Oct. 29, with loss of main and mizen topmasts.

The following telegram, dated Etaples, Oct. 27, 1870, has been received by the Salvage Association, concerning the Shakspere, London to Shanghai, wrecked:—"Shakspere, hogged, will become total loss. Cargo will be saved if weather is not worse, but damaged. Work organised progressing favourably. No assistance wanted from England for the present." The vessel's back is broken, and she is hogged four feet on starboard side, and the decks have been burst up by the sea; all necessary steps will be taken for the protection of the property. The cargo, as it is saved, is being sent to Boulogne, and arrangements will be made for its shipment to London. There are no hopes of saving the ship.

The Imperator Alexander II., Dahlberg, bound to Galle, which put back to Liverpool Oct. 21, had lost sails.

MISCELLANEOUS.

The Shepherd, which sailed from Shields Oct. 8, for Galle, put back 29 to the South Foreland.

At GIBRALTAR.—Oct. 25, Magdala (str.), Davidson, from Shanghai (via Suez Canal).

The Lunan, Cargill, which sailed from London Oct. 5, for Hiogo and Nagasaki, put back on the 27th to the Downs.

At MALTA.—Oct. 29, Leith (str.), from China, Singapore, &c. (via Suez Canal), for London.

Passed through the Suez Canal between the 19th and 25th instant—Achilles (str.), London to China.

1,375 bags coffee, ex Gelderland, Mulder, from Batavia to Amsterdam, which sailed from the Mauritius Sept. 21, have been sold.

Outfits for China.

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*** FULL PARTICULARS AND PRICED LISTS ON APPLICATION.

THE CHINA DIRECTORY FOR 1871.

THE CHINA DIRECTORY for 1871 will, as usual, be issued from the office of the *China Mail* in the last week of December. It will contain the fullest and most correct information concerning all changes in the various Firms, Offices, Companies, and Professions throughout China, Japan, and the Philippines; a Calendar for the year 1871; Postal Notices, and all the other matter common to a publication of this kind. Accuracy and completeness will be the main objects aimed at; and to enable the publishers to attain these, it is requested that all to whom printed forms are sent will return them corrected as speedily as possible.

A limited number of Advertisements will be received, and early application is requested.

The DIRECTORY will be published at $2 per copy.

All communications relating to the CHINA DIRECTORY should be addressed to Mr. GEO. MURRAY BAIN, *China Mail* Office, Hong Kong.

LONDON AGENTS.

F. Algar, 8, Clement's-lane, E.C.; and *London and China Telegraph*, 2, Cowper's-court, Cornhill, E.C.

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CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES —Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

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JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

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JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

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OPINIONS OF THE PRESS.

THE STANDARD.

Art Pictorial and Industrial has reached its fourth number, which is a decided improvement upon its predecessors. The "Portrait by Vandyck" is a marvellous facsimile of the original painting, and the interior of the Picture Gallery at Strawberry-Hill is, apparently, a most delicate and successful photograph. We say apparently, for the illustrations in this very handsomely got-up "monthly" are not photographs as they appear, but engravings. They possess all the clearness and delicacy of photographs, with the permanency of engravings. This desideratum, which has been so long desired and so frequently attempted, is the result of a new invention. It is called Heliotypy, and the process, which is at once simple and scientific, is fully explained in the present number. The literary portion of the work is worthy of the illustration, and the new magazine is at once most valuable to art students and art lovers, and an ornament to a drawing-room table.

SOUTH LONDON PRESS, Oct. 22.

Had Walter Savage Landor lived to see this publication, as well as another which may fairly be credited with having suggested the title of this, it may be doubted whether he would have said of himself—

"'Nature' I loved, and next to 'Nature' ART."

The chances are that he, as a scholar and man of taste, would have ranked *Art* first. It is a marvellous production. The number before us contains half-a-dozen superb illustrations, executed in a new process, by which photography is applied to book-work, and any one of these is worth the price of the entire number. The process by which these results is attained is called Heliotypy, and we have among the abundant letter-press given a most valuable paper by Mr. G. Wharton Simpson, the editor of the *Photographic News*, on this new development of photography.

THE EXAMINER.

In every way a creditable production. The letter-press, on toned paper, is an excellent specimen of typography, and is written with the taste and judgment suitable for such a periodical, while the illustrations are marked by a more than usual degree of refinement and delicacy. . . . The reader will find plenty worth notice in both text and illustrations.

THE ILLUSTRATED LONDON NEWS, Oct. 8.

The new illustrated monthly magazine, entitled *Art*, has attained its fourth number, and promises well. The articles of which it is composed are of varied interest and by competent writers. The subjects treated generally relate to fine art proper, and in a less degree to "applied art" or art manufactures. A novel feature is the employment of Heliotypy for producing illustrations. By this process, which has been brought to perfection by Mr. Ernest Edwards, the product of the camera is rendered available for ordinary printing as rapidly as from a metal plate or stone. The advantages thus afforded for supplying swiftly, and therefore cheaply, facsimile reprodnctions of works of art are too obvious to require comment. A lucid account of the process is furnished by Mr. Wharton Simpson, one of our best authorities on photographic manipulation. The present number also contains well informed "Art-Notes," and "Gossip" on current events at home and abroad.

NOTES AND QUERIES, Aug. 27.

All who see in art one of the great agents for the moral improvement of the people, must welcome every endeavour to spread abroad such a knowledge of it as is furnished by this periodical, which is distinguished by various new and attractive features. . . . . Evidence of the variety and interest of the present illustrations will be best afforded by an enumeration of them. . . . . If this catalogue is not sufficient to tempt art lovers to look at the journal, and judge its merits for themselves, no recommendation of ours, however emphatically we may express ourselves, could have that effect.

PUBLIC OPINION, Sept. 3.

The idea of the projectors of this really beautiful publication is to form a valuable guide and text-book for the supporters of Popular Art in England. . . . . In the dozen exquisite illustrations which appear in the numbers for July and August, it will be seen how thoroughly the Editor has carried out his promise to present to the reader the finest subjects within his reach. We wish *Art* every success, which it could not fail to secure if merit alone commanded it.

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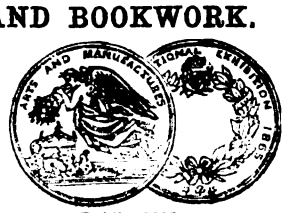

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THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

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For further particulars apply to

J. M. LLOYD, Secretary.

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STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
From LONDON.				
Hong Kong .	Cornuvia ...	*A in A1	SWID	With des.
Shanghai ...	Forward Ho	A1 17 yr.	SWID	With des.
Yokohama	Serica.....	*A1 13yr.	SWID	With des.
Tientsin and Chefoo ...	Avona.....	A in A1	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Celest Queen	A1 13 yr.	E.I.D.	With des.
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	To follow.
Hong Kong	Hopewell	A1 13 yr.	W.I.D.	With des.
Yokohama (Kanagawa)	Eliza Shaw..	A1 17 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Date.
From LIVERPOOL.				
Yokohama and Hiogo.	River Avon	AA1	Prnce's	With des.
Batavia and Sourabaya	Cornelia.....	+ 3-3rds LII.	Prnce's	With des.
From LONDON.				
Do.	Orient	+ 3-3rds LII.	London	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

CHINA AND JAPAN.

THE following high-classed Clipper SHIPS will be despatched as under from the East India Docks:—

Port.	Ship.	Class.	Tons.	Last Shipping Day.
H.K. & Amoy	Cissy	A1 10 yr.	649	With des
Shanghai .	Weymouth..	A1 12 yr.	829	With des
Yokohama (Kanagawa)	John R. Worcester	A1 12 yr	844	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E C.

Steam via the Suez Canal. To sail on the 18th Nov.

FOR SINGAPORE, HONG KONG, and SHANGHAI, the splendid full-powered screw steamer LEITH, AA1, 957 tons register; 200-horse power, nominal; J. BARNETSON, Commander; will load in the East India Docks.

For Freight or Passage apply to DONALD R MACGREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

DIRECT for SHANGHAI, with quick despatch, the fine river-built, clipper ship LAUDERDALE, A1 15 years (owned by Messrs John Willis and Son), 851 tons register; J. J SMITH, Commander; East India Docks. Has good accommodation for passengers.

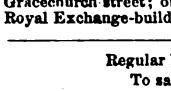
For Freight or Passage apply to J D. WILLIS and Co, 115, Leadenhall-street, London, E.C.

Steam via the Suez Canal.
To Sail on the 25th November.

FOR SINGAPORE, HONG KONG, and YOKOHAMA (calling at PENANG, if sufficient inducement offers), the splendid full-powered screw steamer PARANA, 1,027 tons register, 180-horse power nominal, owned by Messrs. Malcolmson Brothers, of Waterford; DAVID WILKINSON, Commander; Victoria Docks. Has elegant accommodation for Passengers, including cabin fittings, bedding, and linen.

For Freight or Passage, apply to A. G. ROBINSON, Esq., 20, Mark-lane; to SMITH, SUNDIUS and Co., 17, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

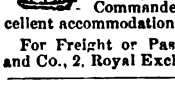
Regular line of packet ship.
To sail November 25.



FOR HONG KONG, the well-known clipper BELTED WILL, A1 14 years, 812 tons register; A. LOCKE, Commander; East India Docks. This ship has just made the passage from Canton in ninety-eight days, being the shortest this season.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship.



FOR HONG KONG, the splendid clipper ship AMBASSADOR, A1 16 years, 692 tons register, P. DUGGAN, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

NOTICE.

MR. GEO. DENT WITHDRAWS from our Firm at Foochow, and Mr. JOHN ODELL is authorised to sign our Firm at that port from this date. BULL, PURDON, and Co.

China, Aug. 20, 1870.

THE undersigned begs leave to inform the public that he has returned to China for the purpose of conducting his business at this place at the store lately occupied by Messrs. Thos. Hunt and Co., Peddar's Wharf, under the firm of H JURGENS and Co. H. JURGENS.

Hong Kong, 1st Sept., 1870.

MY BUSINESS will in future be carried on under the style of LANGDON DAVIES and Co. C. LANGDON DAVIES.

Hong Kong, Sept. 1, 1870.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London—Monday, Nov. 7, 1870.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 376.] LONDON, MONDAY, NOV. 14, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	Aug. 5	Sept. 22	Sept. 23*
Yedo			
Osaka and Hiogo	July 29	„ 17	„ 17*
Hakodadi			
Nagasaki	—	—	„ 14*
CHINA — Peking			
Tien-tsin	—	—	„ 17
Chefoo			
New-chwang			
Hankow	July 29	„ 17	„ 17
Kiu-kiang			„ 19
Chin-kiang			
Shanghai	Aug. 5	„ 17	„ 22
Ningpo			
Foochow	„ 5	„ 16	„ 23
Formosa			
Amoy			
Swatow			
Hong Kong	„ 12	„ 19	„ 29
Canton	—	—	„ 26
Macao	—	—	„ 27
PHILIPPINES— Manila	—	—	Mail missed.
COCHIN-CHINA— Saigon			
SIAM — Bangkok	—	—	Sept. 30
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	„ 28
Samarang	—	—	„ 25
Sourabaya	—	—	„ 22
MALACCA STRAITS— Singapore	Sept. 2	Oct. 2	Oct. 7
Penang	„ 2	„ 7	„ 9
CEYLON—Galle	—	—	„ 18
Colombo	Sept. 23	Oct. 17	„ 17

* By Pacific mail, *via* San Francisco.

THE MAILS, &c.

The above mail was delivered *via* Brindisi this morning, its due date. The next inward mail (French) is due on the 21st inst., and will bring dates Yokohama, Oct. 2; Shanghai, Oct. 5; Hong Kong, Oct. 11; Singapore, Oct. 19.

Telegrams *via* Galle in advance of the mail leaving Shanghai Oct. 19, Hong Kong, Oct. 25, were received on the 10th inst.; by Grant's Line, *via* Kiachta, there are no later telegrams than those to the 19th Oct., reported in our last issue.

List of Passengers.

PASSENGERS INWARD.

Per Pacific mail steamer *Great Republic*, arrived at San Francisco Oct. 16.—From Yokohama and Hong Kong.—For San Francisco: Messrs. C. P. Welsh, U.S.N., Geo. F. Waters, Mrs. M. D. Partridge and daughter, Mr. J. S. Tobias, Mrs. L. Davis, Messrs. L. E. Ross, J. F. Schwartz, R. Miller, A. D. Segelke, Mrs. M. Billings, Messrs. E. M. Billing, G. Ganzert, M. Hoeflich, Mrs. G. F. Verbeck and three children, Messrs. Walter, A. Stock, wife, and two children, Aibt Landon, five Japanese officials of high rank, Messrs. C. F. Norris, R. Mead, C. Aberlenke, E. Mergell, Hans Alden, T. Rohan, A. Resrere, H. Glackmyer, Chas. Magee, S. Taylor, C. Hopkins, J. Henley, Thos. Whitney, W. Birch, J. Brown, W. Stanley, W. N. Peacock, C. Preston, R. Robertson, H. Burnett, F. J. Graves, and 500 Chinese in steerage. For New York: Messrs. Francis Oakey, C. Lambert, J. O. Leary, T. Thomas, S. L. Phelps, G. W. Hoyt, nineteen Japanese officials of high rank, Messrs. R. Ross, J. B. Marshal, E. W. Thomas, D. E. Marshal. For Europe: Mrs. J. S. Burdon and three children, Mr. T. Niken, three Japanese officers.

To Southampton, per P. and O. steamer *Poonah*, expected to arrive Nov. 18.—From Yokohama: Mr. Pilligrin. From Shanghai: Mrs. Cowie, Mr. Hodd, Mr. Eastman, Mr. Howlett, Mr. Brand. From Hong Kong: Mr. H. Wade, Mr. Raymond, Mr. Pearcy, Mr. Deacon Mrs. Hilland, two children and servant. From Singapore: Captain and Mrs. Paré and two children. From Galle: Dr. and Mrs. Gray, Captain Clarke, Mrs. Fergusson, Mrs. Leechman, two children and servant, and seven second-class passengers.

To Suez —From Shanghai: Mr. Ponamery. From Singapore: Mr. Nottlethon.

To Aden.—From Penang: Sheik Mahomed Benjamin and servant.

PASSENGERS OUTWARD.

Per P. and O. steamer *Bangalore*, from Southampton, Nov. 12.—To Yokohama: Mr. and Mrs. Sluys. To Shanghai: Mr. Simon. To Hong Kong: Mr. and Mrs. H. J. Robertson. To Singapore: H.E. Vice-Admiral Uhlenbeck, Mrs. and Miss Uhlenbeck, Mr. Guyot, Mr. Greenshields, Mr. A. M. Aitken. To Batavia: Mr. Buyn. To Ceylon: Mr. Hudson, Mr. and Mrs. J. C. Simpson, Miss Hart, Mr. and Mrs. W. D. Wright, Mr. J. Whyte, Rev. A. P. Lovekin, Mr. A. E. Carey.

Per P. and O. steamer from Suez, Nov. 27.—To Hong Kong: Mr. J. L. Brown, Dr. Dods. To Batavia: Mr. Maarschalk. To Ceylon: Colonel Byrde.

Per P. and O. steamer *Poonah*, from Southampton, Nov. 26.—To Hong Kong: Mrs. Pedder. To Singapore: Mr. L. J. Fraser. To Ceylon: Mr. and Mrs. E. Chinery, Mr. James Weir, Mr. and Mrs. Woods.

Per steamer *Nestor* (Holt's Line) sailed from Liverpool, Nov. 9.—To Penang: Mr and Mrs. Oldham. To Singapore: Mr. and Mrs. Jackson, three children, and one servant, Mr. H. Hewitson, Mr. G. Hartig, Mr. A. Aitken, Mr. Glass, Mr. and Mrs. F. Sluiter and two children. To Hong Kong: Mr. F. B. Aubert, Mr. J. S. E. Simmonds, Rev. T. Talbot, Mr. C. A. Lord, Dr. M. Dickson, Miss Milleard, Mrs. Dreschen, Mrs. Smallbridge.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates received by the Pacific mail are to Sept. 23. The P. and O. mail of July 29 arrived Sept. 14, and the French mail of Aug. 5 arrived on 22nd Sept.

We learn from the *Japan Mail* that the Japanese Government intend sending an officer to Hong Kong to inspect the gaol. There can be no doubt that the Japanese Commissioners will be much struck by the European system, which is so admirably carried out in Hong Kong. It remains to be seen whether the Japanese will think themselves justified in adopting a similar mode in their own prisons.

From Nee-e-gata we hear that the rice crop of the province of Echigo promises extremely well this year, and that great hopes are formed of the benefit likely to accrue therefrom, both to the foreign and native interests of that port. The prosperity of Nee-e-gata must depend on its rice trade; and the plains of Echigo, of which it forms the outlet, are the richest and most extensive rice lands in Japan.

Seven persons have lately been executed at Nee e gata for making false kinsatz. We can understand from this example why the Yedo Government hesitate to adopt the recommendation to mercy presented by the consular corps in favour of a Chinese and two Japanese in the recent forgery case at Yokohama.

We have already drawn attention to the Japanese proclamation of neutrality. The full text of the proclamation is now to hand. It consists of thirteen clauses, and is very clearly worded. It commences by ordering "all Japanese subjects, in consequence of the neutral attitude of Japan, to abstain from discussing the question on which side the right or wrong lies, not only in written documents, but in conversation." The strictest rules are laid down to give impartial supplies to the vessels belonging to either of the contending parties, and to prevent their engaging in or near the Japanese harbours; and Japanese subjects are prohibited from embarking goods on board any vessel engaged in hostilities. In order to enforce the observance of the regulations relating to foreigners, Japanese men-of-war are stationed at the following ports—two at Yokohama, three at Hiogo, three at Nagasaki, one at Hakodadi, and two at Shinagawa.

It is stated that the P. and O. steamer *Delhi* will take direct for Europe, through the Suez Canal, the first of the season's export of silkworm cards.

HIOGO AND OSAKA TRADE RETURNS.

The statistics of trade for the six months ending the 30th June, compiled by the Hiogo and Osaka Chamber of Commerce, present so remarkable an increase, both in exports and imports, when compared with the returns of the corresponding period last year, that we cannot but regard them as highly encouraging, notwithstanding the unquestionable fact that

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exceptional circumstances have exercised a very material influence on the development of the trade in both branches. For the half-year just closed the total value of imports, exclusive of treasure, was Mexican $4,803,534, against a total of $2,032,395 for the first half of last year—an increase of $2,771,139, or considerably more than double. The returns of the exports during the same periods, however, reveal a still greater proportionate increase. Leaving treasure out of the question, we find a total value of $2,149,711 for the first six months of 1870, against $551,820 for the first half of last year, or an increase very nearly fourfold. Among exports—which as they are least likely to fluctuate with exceptional circumstances, we will deal with first—the chief articles which show an increase are: silk, $681,295; tea, $274,802; camphor, $46,042; and copper, $278,270. The *Hiogo News* justly observes that, if the deficient harvest of last year has forced the natives to hurry forward their produce in order to exchange it for rice and peas, the near approach of famine may eventually prove to have been a blessing in disguise, by stimulating the production of articles which will always find a market, and generally show a handsome return to the producer. We have no doubt that our contemporary's views on this subject will be shared by all who are interested in the development of the ports which he represents. There can be no doubt that the enormous increase of the imports was due to the deficient crops; but the fact that the exports could be quadrupled in a single year of exceptional industry, while the imports were only required to be doubled in a year of exceptional scarcity, is testimony so conclusive as to the resources and prospects of Hiogo and Osaka that no comment could add to its force. From the returns before us it is evident that sustained industry, at the present rate of supply, will make the exports pay for the imports in years of average harvest. And, with an inexhaustible fund of exports, the demand for which is increasing beyond calculation, what more encouraging prospect can be shown by any community than is revealed here?

CHINA.

—o—

PEKING AND TIENTSIN.

The following is a literal translation of the memorial addressed by the various representatives of Foreign Governments in Peking to Prince Kung, after the perpetration of the massacre at Tientsin. It would be impossible to give any adequate idea of the vague, weak, and purposeless style of this document if it were abridged. It bears strong internal evidence of having been largely seasoned with euphuistic phraseology by the same authority who has so often tried to "make things pleasant" to the Home Government by telegraph.

Peking, June 24, 1870.

Monseigneur,—It is with the deepest grief and indignation that the undersigned representatives of foreign Governments accredited to China have learned the news of the atrocious crime which has been committed at Tientsin, at one of the very gates of the capital of the empire. The Consul of France, the missionaries, and the Sisters of Charity, as well as the French subjects residing at Tientsin, have been massacred, and their establishments burned. And according to the information, somewhat indefinite, it is true, which has reached Peking, it is to be feared that the fanatical populace may have gone to other excesses against the foreign residents of Tientsin.

The undersigned do not doubt that the Government of the Emperor, in its high wisdom, shares the general indignation felt at the atrocities committed, and is conscious of the grave responsibility which rests upon it, as well as of its duty to take the indispensable steps to prevent a repetition of acts which could not fail to seriously compromise the position of the Imperial Government with the whole world.

The events at Tientsin prove that foreigners are not sufficiently protected by the local authorities in China. It is therefore the interest of the Imperial Government itself to demonstrate, by unmistakable acts, its firm determination to assure, through the whole extent of chinese territory, the safety of the residents who are confided to its loyalty. If such a catastrophe can occur eighty miles from the capital of the Empire the undersigned cannot refrain from apprehending that, unless the guilty are promptly punished, new crimes will be perpetrated at places more distant from the capital, where the action of the central authority is still less efficacious. It is therefore indispensable that the world, in learning the news of this crime, should be informed at the same time that justice has been done, and that it may be reassured as to the lot of its citizens confided to the protection of China.

REHFUES, Ministre Plenipotentiare de Prusse.
F. F. LOW, Ministre P. des Etats Unis.
KINT DE ROODENBECK, Ministre P. de Belgique.
ADOLPO PATXOT, Ministre P. d'Espagne.
COMTE DE ROCHECHOUART, Chargé d'Affaires de France.
BUTZOW, Chargé d'Affaires de Russie.
T. F. WADE, Chargé d'Affaires de la Grande Bretagne.

A correspondent of the *Shanghai Courier*, writing from Tientsin on the 17th September, gives another version of the Imperial edict issued on the 11th August. He says:—"The two magistrates, *i.e.*, the ex-Fu and the ex-Hsien, have been arrested, and are to be sent to Peking to-morrow, along with such other of the murderers as have been arrested during the month. This has come through foreign official channels, and is confirmed by the natives to-day. One of the rioters has committed suicide in prison. It is rumoured that some strong representations of Mr. Wade had the effect of rousing the Chinese Government to this unexpected state of activity. A rumour equally probable is that the Mahommedan rebellion is gaining strength and exciting fears for the safety of the existing Government. Ting, it is said, continues his arrests, and is very wroth at the supineness of the local officials. Many of them he has sent to scour the country in all directions for several hundred li, and in the meantime retains their wives and children in the yamen until their return."

I am without special news from Peking, but I hear it reported that the Tsung-li-yamen professes its willingness to give up the Fu and Hsien if Rochechouart will promise that nothing and no one else will be demanded of them. Mr. Low, it is reported, has told the Tung-chow missionaries that, since they have left their station, they had better all go home. If this is true it is full time that Mr. Low went home too; for, so far as can be seen or heard, a more useless man as minister could hardly be. Send us Ross Browne back to Peking again.

SHANGHAI.

The dates by this mail are to the 22nd Sept. The French mail of Aug. 5 arrived out on the 17th with telegrams to 17th Aug. Via Kiachta telegrams extended to Sept. 1.

The following summary is from the *North China Herald* of Sept. 22:—

There has been no local news of interest; everything is perfectly quiet in Shanghai. Any number of rumours gain currency among the people in regard to the course of affairs, but they are more or less vague, and not worth repeating.

A general parade of the S. V. C. is to be held to-morrow, and seamen and marines from the U.S. *Benicia* are to join in the display. It is hoped that the commanders of the English, French, and Russian men-of-war in harbour will also land some men on the occasion.

A correspondent writes:—"The literary examinations at Hangchow closed on the 16th of the present Chinese month, and the 10,000 candidates are now rapidly dispersing in peace. During the confinement in the hall of examination six of the scholars died. It is said their bodies were thrust out through a hole in the wall, and left to be cared for by friends, if there were any present. While the examination was in progress, the city was thronged with visitors, scholars, and soldiers. In several street chapels there was daily preaching by native ministers or foreign missionaries. The audiences were good, and invariably behaved with decorum. In the midst of so many unpleasant rumours and events, it is pleasant to see that, at one point of foreign residence, the critical moment, when so large a body of the turbulent anti-foreign element was collected, has passed without any disturbance. The walls around the Tartar portion of the city, which were destroyed by the Taipings, are being rebuilt; and it is said the city is again to be garrisoned."

We regret to have to record another attack on missionaries, though this time, fortunately, no life has been lost. A Chinese mob pulled down a Catholic Church at Wooching, on the Poyang Lake, on the 10th inst., and fears are entertained that they may extend their violence to Kiukiang and other mission establishments in the neighbourhood. The rioters were perfectly organised, as they were at Tientsin; for when they were on the point of setting fire to the adjacent buildings they were ordered to refrain, and obeyed. The houses of some converts were pulled down, and themselves maltreated. The Taoutai was appealed to, but uselessly. The case may be suggestive to those who ridicule "warnings," for it may be remembered that threatening placards were posted at Kiukiang on the 7th instant; and, a commencement having been made in the neighbourhood, the priests much fear that this threat also may be realised.

We have no very definite news from Tientsin, though reports have been rather thick. The Chinese believe, amongst other things, that the demand for Chên-kwo-Jui's head has been foregone, but that the French Chargé d'Affairs has demanded a sum of Tls. 2,000,000 compensation, about which there is likely to be difficulty. The French say, on the other hand, that this sum has been offered by Prince Kung. We think it will be a pity if the belief first expressed by the Chinese, that money would enter largely into the question, be confirmed; as large monetary exactions do not tend to raise the foreign character in the eyes of the Chinese. The case is too serious for money consideration other than the making good of losses. Punishment was what was needed, and punishment so marked as to be a guarantee for the future; and this is the main object that should be kept in view.

Be this as it may, we are reliably informed that the question of peace is by no means decided; that Prince Kung is inclined to accede to the French demands, and is anxious to maintain peace at all hazards, that the two Empresses support him, and are strongly opposed to any further trouble; but that Prince Kung's brother, the seventh prince, known as the Chi Ye, is bent on war, and is confident of being able to repel any attempts that the French may make. As this last personage holds a post equivalent to commander-in-chief of the whole Chinese army, and is very intimate with Chen-kwo-Jui, he may have very important influence on the course of affairs with foreigners, and the settlement of the pending negotiations. Chen-kwo-Jui has just been distributing pen, ink, and paper to the 20,000 students locked up in the Examination Hall at Peking at last dates, thus bidding for popularity amongst the literati. The murder of Ma-Hsin is

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talked of among the Chinese at Peking as being the result of his pro-foreign proclamations. We very much regret to hear that the Chinese mission to Paris is so far arranged that its members are preparing to start. We look upon any transfer of the negotiation from Tientsin to Europe as a fatal error; and trust that European Powers will refuse to recognise any such proposal. The greatest hope of peace is that Prince Kung will abandon his vacillating policy and make a firm stand; and if he can so far abandon Chinese finesse as to insist on carrying out at once his own views he has the power to put an end to the matter by accepting the French demands or a compromise.

The *Courier* reports that 15,000 Koreans have made their way from their own country into Russian territory. The Russian Government have fed as many as possible of the people, who have thus been thrown on their hospitality; but the Korean Government are greatly enraged at the emigration, and have, through the medium of some Chinese officials, demanded of the Russians that the refugees should be returned. The Russians, on the other hand, being very willing to retain the Koreans, have made a counter claim on the Korean Government for reimbursement of the cost of the food, &c., supplied to the poor people, and as this will probably be assessed at such a sum as will be beyond the power of the Korean Government conveniently to meet, the probability is that Russia has gained an accession of 15,000 good settlers to the maritime region of Eastern Siberia, which is at the same time a gain to civilisation.

The sale by auction of the fine steamer *Tapangnyo*, advertised for the 20th, did not take place, there not being an attendance of such bidders as to make a sale probable. The auction was therefore adjourned *sine die*.

The new flag-staff at the British Consulate, consisting of an iron base with wooden prolongation, was inaugurated in the presence of a company of the officers and men of H. M. S. *Zebra* and others; so that the British flag after a lengthened period of invisibility again waves over the picturesque Consulate Compound.

HONG KONG.

The advices from this port extend to the 29th Sept.; the outward mail, with dates from London to the 12th August, arrived out on the 19th Sept.

THE TYPHOON.

The *China Mail* gives a full account of the late Typhoon. The barometer became unsteady on Saturday (September 22nd), and the clouds were portentiously low and threatening. Notwithstanding these appearances, and consequent prophecies, several of the colonial yachts went out on their usual Sunday cruise. It was not until six o'clock that the wind assumed a forcible aspect; and even then the decline shown by the barometer was so gradual that it was believed by many that it was a false alarm after all. On Sunday morning the glass gradually fell; the wind (very light) holding steadily at W.N.W.; during the day the barometer fell nearly four-tenths, the weather being pleasant though the sky was overcast, the thermometer ranging from 82 deg. to 86 deg. About six P.M. it commenced to rain, and the wind gradually rose, veering from W.N.W. to N.W. During the night the glass fell gradually but surely, and about three A.M. on Monday it blew heavily in gusts, with much rain; the glass marking 29.40. At about seven A.M. the barometer was steady at 29.20, and even rose a little, but soon fell again, and the squalls increased in weight and strength. At ten A.M. the glass at Messrs. Falconer's, which is considered the standard in the colony, stood at 29.23, being 12-100s lower than during the height of the typhoon of '67. The sea rose rapidly, and the wind veered to N.E., from which quarter it blew steadily and heavily for some hours. The Praya wall gave way in several places, and the wharf on the Praya belonging to Wohang went by the board. The vessels in the harbour commenced dragging, and the Annamite steamer *Dong Wue*, the *Delaware* (just arrived from Singapore) and the *Yesso* were in dangerous proximity to each other for some time. At eleven the glass was still falling and stood (the standard) at 29.14, the wind increasing and drawing slightly to the eastward. As this was the lowest point ever marked by this glass before, in Hong Kong, matters assumed a serious aspect, business was generally suspended, and residents generally shut their houses and prepared for a typhoon. The sea broke heavily over the Praya, flooding the Chinese houses at the westward and covering with spray the European buildings on the Praya Central. As the tide ebbed the reflux meeting the wind got up a short but heavy sea. The *Dong Wue* dragged foul of the *Delaware*, jamming her smoke stack under the latter's bows and carrying it away; her bulwarks were badly stove and the two vessels remained in contact for some time; the precise amount of damage we have not as yet been able to ascertain. At about 1.45 the gale was at its height, the standard marking 29.10, and the other barometers 28.90; the wind blew fearfully, and the sea made a clean breach over the Praya from east to west. Messrs. Hook and Son's cargo-boats, which had been anchored off Pedder's Wharf, were in great jeopardy, and after losing their masts two of them were driven ashore, and landed on the wharf opposite Messrs. Russell and Co.'s. Many Chinese boats shared the same fate, and the Praya along its entire length was strewed with fragments of wreck and general *debris*. The barque *Jane* drifted down on to the *Sin Nansing*, but the latter having steam up easily eluded her, and took up a position on the other side of t harbour.

We regret to learn that the yacht *Fairy* was lost near Lowkewan, and a French sailor drowned, a French gentleman who was on board being saved by the Chinese. A junk containing some thirty or forty Chinese, mostly women, capsized just opposite Kowloong Rock, near Kowlong City. Mr. Beart with great gallantry and promptitude brought his yacht *Zephyr* to an anchor, and, by the use of life-buoys and other means, succeeded in saving all hands. The flagstaff at the peak snapped like a walking-stick. The scene from the Praya front looking seaward was most fearfully magnificent, the various craft tossing like cockle-shells upon the seething waters of the bay, and the blinding squalls driving in through the Lyeemoon as if in hot haste to increase the terrible tumult already visible all over the harbour. The Praya wall formed a sort of irregular fringe to the boiling mass of water; the spray in many instances went up sheer forty or fifty feet on the houses fronting the Praya.

From the direction of the wind it is presumed that the typhoon sprung into existence somewhere on the coast of Japan. Being of enormous calibre, and travelling very slowly, it made its way southward to the eastward of Formosa and entered the China Sea through the Bashee Channel. The course it was taking would have brought the centre nearly directly over Hong Kong, but it it is supposed that, impinging on Formosa, it passed to the eastward.

About three o'clock the squalls appeared to lose in violence; but the barometer still continued to fall. The lull was only the usual precursor of a change of wind, and indicated that the centre of the storm was in our immediate vicinity. About 4.30 the gale recommenced, the wind coming heavily and steadily from E.S.E.; the glass has (as we go to press) evidently reached its lowest point—marking 29 on Falconer's standard glass—and shows symptoms of a rise. The height of the gale, therefore, had yet to come. The Praya Wall, from Lane, Crawford and Co.'s to the extreme west, was a mass of ruins; in some places cavities have been eaten out to the depth of from four to eight feet. To the westward of the Harbour Master's Office great damage was done both on shore and afloat. The streets were strewn with tiles, and a large number of Chinchew and coasting junks piled upon the rocky beach outside the Bund. Mr. Hook's cargo boats rode out the gale hopefully in the earlier part of the day; but as the gale rose to its greatest height, masts were cut away, and at last they got adrift on the Bund. The scene at this stage was a most exciting one. A crowd of residents, a number of soldiers, and a few policemen had assembled opposite Messrs. Smith Archer's building to assist in getting ashore the crews of these unwieldy craft. The soldiers, police, and residents worked at this stage with a right good will, and were amply rewarded for their heavy drenching by the salvage of a goodly number of native men and women.

The trees near the German Club were dismembered, and others torn up by the roots. The Public Gardens were slightly damaged. The damage to the foreign shipping was inconsiderable, but the native craft suffered severely. The greater part of the damage done was between the P. and O. Godowns and the Gasworks, where the sunken and disabled craft are numerous. The loss of life, though considerable, bears a small proportion to the number of lives in actual jeopardy. The wrecks of Chinchew junks and Macao and Canton passage boats, many of them laden with valuable cargo, strewed the shore at the westward. Messrs. Hook and Sons lost seven cargo boats (six on this side and one at Kowloon) valued at about $9,000. The yacht *Nemesis* was so badly damaged that she is not considered worth repairing. The large guano lighter belonging to Mr. Tejerina was driven on the rocks opposite Ordnance yard, and badly damaged. The schooner *Gavioto*, belonging to same owners, was only saved from wreck by sacrificing her masts. The American ship *Naples* drove from her anchorage athwart the bows of the colonial steamer *Victoria*, carrying away the bowsprit of the latter, and doing her some other slight damage. The gunboat *Bouncer* dragged some distance, but brought up without damage. The steamer *Fizz* was in great danger, but was saved without injury. The screw of the *Delaware* fouled with the chain of the *Dong Wue*. The steamer *Fire Dart* reports that it blew terrifically at Macao. No damage was done to the European shipping, though considerable among the native craft. Several houses were blown down, and considerable anxiety felt. The Praya wall was slightly damaged and some trees torn up by the roots, but the amount of injury sustained is reported inconsiderable. Barometer 28.95. Fears were entertained that the diving apparatus hitherto in use at the *Dunmail* wreck had been entirely lost; but nearly everything was recovered. Mr. Norton lost his lifeboat, gig, dingy, and two large diving boats; but as the diving apparatus is almost complete, the work will not be long delayed. Indeed, as about $140,000 worth of cargo was saved, there only remain about 250 tons of lead, 20 tons of nail rod iron, and a few cases of copper to bring above water.

Among the most lamentable incidents of the typhoon is the wreck of the Siamese barque *Walter*. She seems to have been subjected to the full force of the hurricane. Her two chains were seen to part, and she drifted. The captain hoisted sail, in the hope of clearing the harbour, but the barque struck the shore opposite Green Island. Most of the crew jumped on to land; The

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captain and mate (both Englishmen), with five native sailors, remained with the vessel. Their hope of saving her was destroyed, for she drifted away from the shore and sunk. The captain and the remnant of the crew were saved, but the mate, whose name is not mentioned, was drowned.

During the efforts made by residents, soldiers, and police, on the afternoon of the 26th, to save life, many acts of daring were doubtless performed, mention of which may never reach the public ear. We may observe, however, that a party of gentlemen, headed apparently by Mr. Craig (of the Chartered Mercantile Bank), did signal service at West Point in saving a large number of natives from the shattered and sinking junks. At the Praya Central, where the successful efforts were made to save the occupants of Messrs. Hooks cargo boats, Mr. A. L. Turner (of the Hong Kong and Shanghai Bank) nearly lost his life while foremost among the rescuers. A heavy sea swept him down amongst the drifting wreck at Russell's Jetty, and it was not without difficulty he was recovered from the swaying *debris*. Later on, in the evening, great interest was excited by an attempt, or rather a series of attempts, to save two women from a sampan off Sassoon's Jetty. The little craft was perhaps a hundred yards or more from the shore, and five or six rockets had been fired with lines attached, but had fallen short on account of the heavy gusts of wind. A party of gentlemen—consisting of Messrs. A. M'Leod, J. M'Leod, George Glasse, and Edward Norton, with Mr. C. Eichel (of the Hong Kong Hotel) and another—manned a boat and essayed to go forth to the rescue of the poor women. They were beaten back in their gallant attempt, but the women were ultimately saved.

SIAM.

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BANGKOK.

Dates are down to Sept. 30. The rainfall was continuous and abundant, and advices from the province of Petchaburi describe the rainfall there as very favourable. The anticipated drought and the fears of a meagre rice crop have been dissipated. The usual inundations at the City of Ayuthia were taking place, and the Ayuthians and their contiguous neighbours confident of a splendid rice crop. The rice crops of all quarters in Siam are of the most encouraging nature.

His Siamese Majesty's birthday was commemorated with great pomp on the 21st September. He is universally admired and beloved. His Highness the P'usamret Rajakan Pendin, popularly styled the Regent, is his main prop, and stands before the world as the responsible man for all the acts of the Government. This pre-eminently distinguished statesman is unquestionably loyal to his King, and his Grace is the prime mover of the recent national demonstrations of sacred devotion to his Majesty. At his Grace's suggestions sprang the three nights illuminations, the salute of guns on the 21st at noon, and the ball at which the Foreign Consuls and other Europeans were invited.

Another set of entertaining amusements awaited the pleasure-loving people of Siam. The *Sat* had passed. This occurs on the 14th and 15th of the waning of the tenth month and the 1st of the eleventh. The people usually make sweetmeats and present them to their friends. This is also done at k'rut.

The *awkwasa* was approaching, when those who wish can retire from the priesthood, and the priests are at liberty to travel, and be absent from their own temple at night. On the day before, the day of, and the day after the full moons of the eleventh and twelfth Siamese months, there was to be the usual annual display of fireworks on the river, in front of the palaces of their Majesties the First and Second Kings. These occur on the 8th, 9th, and 10th of October, and the 6th, 7th, and 8th of November.

In the midst of the intense excitement to make the joyful demonstrations of the nation a success, in commemoration of H.M. the Supreme King's birthday, one accident only is reported. There was a conflagration within the enclosure of the Royal palace. One of the houses of one of the late King's wives was burned, and another caught fire. The loss was comparatively small, and the flames were rapidly extinguished.

The *Siam Weekly Advertiser* says:—In the later part of August the North German barques *Fortuna* and *Engelbere*, chartered in Singapore, arrived in this port, consigned to Messrs. Pickenpack, Thies and Co. Shortly after their arrival these two vessels, we learn, were re-chartered to some native merchants, by their consignees, and rice, sufficient to load both vessels, was purchased by the re-charterers from the consignees. This transaction happened previous to the receipt of the news of the Franco-Prussian War.

When the news arrived that war had been declared by France against Prussia, by the mutual consent of the consignees and the captain of each of these vessels, the original charter parties were cancelled, and this was done, our informant says, without any reference to the interests of the re-charterers, who, as might have been expected, objected, but, as it appears, without avail, to being thus deprived of their acquired rights to the use of the vessels, and to the loss of the prospective profit which they anticipated on the cargoes which they had purchased from the consignees. These being neutral cargoes were not liable to capture by the French men-of-war.

The re-charterers having acquired the right to use these vessels, was it just to deprive them of their lawful rights without their consent? If, in consequence of the Franco-Prussian war, the original charter parties of these two vessels were cancelled, are the re-charterers, being neutrals, not entitled to compensation for the loss entailed upon them by the cancelling of these original charter parties?—[Perhaps our Hamburg friends will enlighten us on this subject.—Ed. *L. & C. T.*]

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates are down to the 7th October. The English mail of Aug. 26 arrived on the 26th Sept., and the French mail, with London letters to Sept. 2, arrived on the 2nd October.

We learn from the *Straits Times* that at the meeting of the Council, on the 30th August, the unofficial members of the Committee on Government House took exception to a paper which had been appended to their report without their consent, and at the meeting on the 27th September this paper was withdrawn. The paper objected to was Appendix D, which was printed with the report. This document appeared to fix the blame of charging some $4,500 of the bills for Government House to Repairs to Civil Buildings; but the Committee, while declining to affix the blame on any one in particular, remarked that the irregularity was committed openly, and "with the knowledge of every officer in any way responsible for the control, payment, or audit of the expenditure of the Public Works Department;" and their objection to affix "Appendix D" to their Report may be regarded as evidence of their doubt of its sincerity.

At the meeting on the 3rd Oct. a vote of $7,415.51, to cover the excess of cost of the building, was introduced by the Hon. W. R. Scott and passed; and we suppose the matter has now ended. Another matter of considerable local interest is the passage of the Pensions Bill into law, and the joint protest of the unofficial members against the distinctions drawn in it. These documents, we believe, go home by the present mail. We regret being unable to speak positively upon the terms of the protest, no copy of it having been inserted in the official Minutes of the Council, and the shorthand reports not having yet been published. But we believe one of the principal points objected to is that it debars those officers who continued in office after the transfer from the increased advantages afforded to those who have been appointed under the Colonial rule. The committee appointed to inquire into the Civil Establishments of the colony have concluded their inquiry, but their report has not yet been made public. As the Colonial Secretary, who was one of the committee, intends going home on leave shortly, we suppose the report will be forthcoming soon.

According to previous notice, the Hon. W. R. Scott moved a resolution "that in the opinion of this Council it is expedient that the convict establishment should not be removed from the settlements, and that transportation of a limited number of convicts from India or Ceylon under the rules now prevailing would be advantageous to the colony." This resolution is not inopportune, as we believe in a very short time the number of transmarine convicts here available for the public works will be very materially reduced. Expiry of the term of imprisonment, age, and death, are the causes at work; and as convict is believed to be cheaper than free labour, unless the number of convicts is reinforced the cost of the public works will be very materially increased. At the same meeting the Hon. Thomas Scott asked for certain returns concerning the steam launch *Mata Mata*. This launch is nominally a police boat, though it may be questioned if she has ever performed any effective police duty; and the returns asked for by the hon. member would have been interesting to the public, who have never been favoured with any information whatever regarding her. His Excellency the Governor, however, does not appear to think either the hon. member or the public entitled to know anything about it, for he replies that "he regrets he does not feel at liberty to furnish the returns in question," but "the hon. member can, on application at the Government offices, obtain any information that is possessed there respecting the *Mata Mata*." We may remark that this is not the first time an unofficial member has been curtly refused information.

The quiet that has prevailed for a long time among the Chinese population has at last ceased, and the turbulence that has in time past characterised their secret organisations has again disturbed the peace of the town. Owing to the vigilance of the police and the system of enrolling the head-men as special constables to preserve order, no serious outbreak has occurred, but the utmost watchfulness is necessary to prevent a deplorable riot. There are four very strong Chinese secret societies here, two of the strongest having endeavoured to provoke each other to a conflict, but their differences have, it is said, been amicably settled. The town was not to enjoy peace, however, for in a few days two other Kongsees quarrelled, and turned out in force, armed for a pitched battle; but the speedy arrival of the police and the arrest of some of the principal men caused them to disperse—not, however, before one man had received a serious stab, and blows had been struck on both sides. The head men were enrolled as special constables, and, after doing some very arduous police duty, decided to settle the quarrel.

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A number of the European community have organised themselves into a fire brigade. This is a step in the right direction. The Government, too, has been appealed to by the Municipal Commissioners with regard to some sort of legislation on the subject, and the result has been the passage of a law empowering the Governor to appoint certain Fire Commissioners to take the direction of the crowd at fires, and giving these Commissioners certain powers and defining their duties.

There is little other news to summarise. The criminal session opened on the 4th October, before his Honour the Chief Justice, the calendar being a very light one, and there being no cases of importance.

NEW TARIFF OF DUTIES FOR THE PHILIPPINE ISLANDS.

The Committee of Privy Council for Trade have received from the Secretary of State for Foreign Affairs a copy of a Spanish decree establishing a new tariff of import and export duties to be levied in the Philippine Islands. Any person wishing to inspect this Tariff can do so on application at the (Commercial Department) Board of Trade, Whitehall-gardens. The following are the export duties imposed by the new tariff, the quantity being in each case 100 kilos; Hemp, 1 persate; Indigo, 4.75 persates; do. for dyeing purposes, 1 persate; White Rice, 25 cents; Sugar, 85 cents; Coffee, 1.50 persate; Dyewoods, 20 cents; other Woods 2 per cent. *ad val.*

We are glad to find that the interest in the passages of the China clippers has not altogether passed away. The *Thermopylæ* and *Sir Lancelot* have again been pitted against each other in the passage from Foochow. The *Thermopylæ* left Foochow on the 30th July, passed Anjer on the 28th Aug., and arrived in the Downs on the morning of the 11th instant—104 days. The *Sir Lancelot* left on the 2nd Aug., passed Anjer on the 4th Sept., and arrived in the Downs on the 12th—102 days; the passage from Anjer being done in sixty-nine days. These vessels made the passage last year in eighty-nine and ninety days.

Commercial Report.

IMPORTS.

SHANGHAI.—Nothing of special interest had occurred during the week. The market advices from the Northern and Riverine ports continued cheerless, while small Auction sales of damaged and mildewed goods were nearly sufficient for local wants. Plain Cottons had, however, changed hands to some extent, but in several instances at a decline on last quotations. Grey Shirtings: The great scarcity of 8¼ lbs. had enabled holders to obtain higher rates for this class of goods. The steamship Eldon, from England, arrived in harbour on September 19, and by the 21st nearly all her complement of 8¼ lbs. Shirtings, not previously sold to arrive, had been placed at Tls. 2.22 to 2.24 per piece for common chops; and ex the steamers and sailing vessels supposed to be close at hand, sales of the same weight had been made; but the demand had been chiefly for immediate delivery, and hence lower rates were offered and accepted for goods afloat. Dewhurst Eagles were in less favour than ordinary and cheaper chops. Still they had also improved in value, Tls. 2.28 per piece having been offered and refused for a small parcel of the best brand. 7 lbs. had been in fair request, but there was little or no change to note in their value. Heavy makes continued unsaleable. White Shirtings: A further reduction of fully 5 cands. per piece in the price of the most favourite makes has to be noted. For common and "lie" qualities there was no inquiry, and it was almost impossible to place them on any terms. T-Cloths: The market was in a deplorable state. Extensive sales had been made, and the commoner kinds had fairly maintained their position, but a marked decline in the value of Mexican cloths had been established. Quotations were nominal. Drills: Few sales of American had transpired, the demands of holders not quite suiting the ideas of purchasers, who had directed their attention almost exclusively to English and Dutch makes, a sufficiency of which they had been able to procure at about last mail's quotations. A fair demand for these latter still existed at the close. Jeans were being sold at very low rates. There was a good inquiry for them; but stock was heavy, and holders were pressing sales. Fancy Cottons generally continued dull of sale, and former quotations had been barely maintained. Woollens were in no better position; nor was there very much prospect of speedy improvement in the face of the excessive and unreasonable shipments from home. There was no improvement in any article of Woollen manufacture, while Long Ells, Spanish Stripes and Crapes were decidedly worse. Metals.—Iron: There had been a good demand for Nail Rods at about former rates. Lead was saleable only at low rates, say at about Tls. 4.35 for L.B. Coal: The Coal market continued to improve, and a fair demand existed for all descriptions, and with few arrivals stocks were rapidly decreasing. Cardiff: With no supplies coming forward, rates had advanced, and were quoted at Tls. 9.5.0 per ton from godown. English: No arrivals. American: Rates had advanced, and the Chinese were offering Tls. 9.2.5 per ton from ship.

HANKOW.—A large quantity of goods had been disposed of during the fortnight, but the bulk of the business had been at very unsatisfactory rates, and the market closed dull, prices being weak for all descriptions of manufactures. Grey Shirtings had been bought to a considerable extent, but an advance advised from Shanghai had only been partially responded to, and with holders pressing sales, the improvement had been almost lost; the market closed dull, at Tls. 1.70 to 1.75 for 7¼lbs., Tls. 2.17 to 2.24 for 8¼ lbs., and Tls. 2.35 to 2.50 per piece for 9¾ to 10 lbs. White Shirtings quoted 5 candareens per piece lower, with very little inquiry. T-Cloths: Dealers fully supplied; moderate sales at a further decline of 5 candareens per piece; re-sales of fine Mexican 7 lbs. at Tls. 1.50 to 1.52; sales also of 8 lbs., which cannot be quoted better than Tls. 1.80 for good. Drills: Large sales, but with heavy arrivals, prices had given way, and quotations were—Dutch, Tls. 2.85 to 2.95; English, Tls. 3 to 3.10; American, Tls. 3.25 to 3.30 per piece. Woollens and Worsteds: At very low rates dealers had been induced to make large purchases. Camlets quoted 2 to 3 mace lower, requirements being satisfied. Long Ells: Large forced sales, at a decline of 4 to 5 mace per piece; market weak, with a heavy stock on offer. Lastings: Only small sales reported. Spanish Stripes: Sales of these also pressed, and prices had given way. Metals: Lead showed a decline of 1 mace per picul, and weak at Tls. 4.40 to 4.50 per picul. Quicksilver: No sales; value, Tls. 54 per picul.

FOOCHOW.—The following sales were reported:—3,450 pieces, 7 lbs., T-Cloths, at $2.25 to 2.27½; and 500 pieces, 6 lbs., at $1.90.

HONG KONG.—Business had been fairly active, considerable sales being reported of T-Cloths, Shirtings, Fancy Cotton Goods and Woollen. Prices showed but little or no variation from the quotations current a fortnight previously. Cotton Yarn: Steady demand for all counts at quotations. Grey Shirtings: No business in 7 lbs. Sales of 8.4 lbs. mostly for short arrival, and a good demand continued for this weight. Heavy goods in moderate request. White Shirtings: Market continued much depressed, and only small sales could be effected. T-Cloths: Large business in 6 and 7 lbs., considerable supplies of which had been received from the North. Common qualities rather weaker, but quotations for best goods maintained. 36 inch in fair demand at a slight advance. Spotted Shirtings: Inquired for at quotations. Turkey Red: Fair demand for good assortments. Damasks: A small sale at a considerable advance. Velvets: Neglected. Drills: American, sales pressed at a further decline; English, small demand at quotations. Woollens: Spanish Stripes, demand somewhat improved, favourite chops saleable at a slight advance. Long Ells: Active demand, especially for Scarlet, at a considerable advance. Camlets: Market continued depressed. Lastings: Some business at a decline. Orleans: Small demand; market weak. Blankets: A few sales of 10 lb. goods. The market closed weak. Very little goods. Metals:—Iron—Nail Rod: Very little inquiry. Square Bar lower and weak. Lead: No speculation, and market quiet. Coals: Arrivals comprise one cargo, 1,200 tons, Welsh for consumers. There was a demand for Cardiff "to arrive" at $9 to 9.25, but no sellers. English Coals not wanted. Quotations:—Cotton Yarn, Nos. 16 to 24, $115 to 125 per bale; Nos. 28 to 32, $127.50 to 132.50; Nos. 38 to 42, $140 to 150. Grey Shirtings: 7 lbs., $2.22½ to 2.27½ per piece; 8.4 lbs., $2.77½ to 2.82½; 9.12 to 10 lbs., $3.30 to 3.60. White Shirtings, $2.20 to 2.90; fine, $3.25 to 5.50; T-Cloths, 6 lbs., ordinary, $1.60 to 1.67½; Mexicans, $1.75 to 1.85; 7 lbs., ordinary, $1.85 to 1.90; Mexicans, $2 to 2.30; 8 to 8.4 lbs., $2.40 to 2.60. Spotted Shirtings: White, $2.50 to 2.55; Dyed, $3.50 to 3.60. Turkey Red Shirtings, 3 lbs., $2.30 to 2.65. Damasks, $5.75 to 6.10; American Drills, $4.40 to 4.50; Dutch, $3.60 to 3.70; English, $3.95 to 4.15. Woollens:—Spanish Stripes, $0.57 to 0.91; Cloths, $1.40 to 3.35; Long Ells: Scarlet, $7.25 to 7.40 per piece; Assorted, $6.80 to to 7; Camlets, SS Scarlet, $13.75 to 14.25; Assorted, $13.50 to 14; Lastings, $12 to 14.

BATAVIA.—Madapollams: Dutch White and Grey, transactions limited; 5/4 in less demand, 6/4 in somewhat better request, 7/4 white unsaleable, Grey in demand, English White saleable only at lower rates. Shirtings: Dutch White and Grey in moderate request. English White in less demand. Grey 39 inch 7lb., arrivals and sales at lower rates. Cambrics: Large stocks, transactions at lower rates. Drills: Dutch and English much lower. Jaconets without the least inquiry. T. R. Cloth: Difficult of sale, stocks very large. Dyed Cloth: Small demand. Prints: In less demand, and prices falling. Mule Twist: Late arrivals have weakened prices. T. R. Twist: Little demand for good qualities. Lower in value. Sewing Thread: Saleable to a small extent. Batticks and Wove Goods: Old stocks selling off at low rates. Blankets: Woollen and Molton poor demand. Iron: Swedish, stocks somewhat reduced, but demand still limited; English, overstocked and unsaleable. Steel: Ready sale, small stocks. Sheet Copper: Some demand for light dimensions only. Zinc: Sheet, and Spelter saleable. Lead: Sheet and Pig, little inquiry, small stocks. Iron Nails: Stocks reduced, suitable sorts saleable. Tin Plates: Without demand. Coals: English, Floating cargoes offered for sale.

SINGAPORE.—Messrs. Boustead and Co. supply the following report upon the market:—Grey Shirtings: 8¼ lbs. continued in good demand at $2.72½ to 2.70; 7 lb. dull, small sales at 2.27½, but lower offers made; 6 lb. in very little inquiry; 9 lb. in moderate request, sales reported at $2.97½ to 2.87½. Other weights little sought after, only small transactions in 7 lb. at $2.17½; 8 lb. at $2.62½ to 2.60. T-Cloths somewhat lower, fair business in 5 lb. at $1.42½ to 1.45; 6 lb. at $1.60 to 1.62½; 7 lb. dull. Madapollams very dull. Long Cloths out of demand, quotations nominal. White Shirtings: No improvement, only favourite makes saleable; a small sale of 72 reed at $3.25. White Spots in limited request at $2.70. White Brocades dull at $3. White Cambrics: Sales of 15/16, at $28¾ to 27 according to quality; low prices very dull. White Jacconets: No transactions; quotations are quite nominal. White Maddapollams are still quite neglected. Dyed Shirtings and Brocades in very limited request. Woollens of all descriptions very dull of sale; quotations nominal. In Black Lastings a small sale reported at 35 cents per yard. Grey Yarns: 40s in good demand, sales at $132½ to 131½, but at the close value rather weaker; 30s very dull, quotations nominal. Transaction in 18/24s limited, at $95 for ordinary and $85 for common. Turkey Red Yarn, little demand. Dark Green: Good demand at $86 to 88. Metals—Nail Rod Iron at $2.35. No change in other descriptions of Iron, but few sales reported. Pig Lead continued to be firmly held, little or nothing doing; Sheet Lead more inquiry at $6½ to 6¾.

PENANG.—The business done had been very much restricted, all imports had been exceptionally dull, and prices, as a rule, had receded Grey Shirtings, 6 lbs., disposed of at $39.50 to 40.50 per corge; 7 lbs'

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at $46 to 46.50, but not in any quantity; 8¼ lbs. goods not in stock, quotations nominal. Grey Long Cloths remained very dull; sales of 7 lbs. 5 oz. at $49 per corge. Grey Madapollams still in considerable stock, with but slight demand; sales of 2¾ lbs. at $18¾; 50 inch at $45 per corge. Grey T-Cloths: Short stock, especially the heavier qualities, sales reported of 5 lbs. at $31, of 6 lbs. at prices ranging from $33½ to 35½, and of 7 lbs., not first quality, at $40 per corge. White Shirtings: Small sales at $48 to 87½ for 36 inch, and $74, 75, and 95 for 45 inch goods, according to quality. Stocks heavy, and request very weak. White Cambrics: Weaker demand, without much variation in price; small sales of Low at $19, and Middling at $26 to 26½ per corge. Grey Sheetings: Unimportant sales at $76 to $85 per corge, according to weight and quality. American Drills: Not in stock, quotations nominal. Dutch: Very hard to move; only retail sales at $52 per corge. Dyed and Figured Shirtings, Mulls and Brocades: Not enquired for; quotations nominal. Grey Twist, Nos. 30 and 40 in a little better demand, and sales effected of the former number at $123 and $122, and of the latter at $132 per bale of 400 lbs; other numbers nothing doing. Imperial Red, No. 40, a few bales disposed of at $76 to 77. Green, No. 40 disposed of to a small extent at $80 per bale of 200 lbs. In other Coloured Twist no business. Iron: No operations have taken place, quotations nominal. Lead: Pig in large stock, with very weak enquiry; trifling sales at $6 per picul. Sheet no business reported.

EXPORTS.

TEA.

SHANGHAI.—Black: A large business has again to be reported. The better teas purchased had been taken at rather firmer prices; the next grades (those possessing a little shade of cleanness or flavour), representing what is considered at home "good Common Congou," have been bought at (quality considered) nearly Tl. 1 advance. Trashy Shuntaams had in some cases been taken in barter at prices Tls. 2 over their values, taken on their own merits. A few purchases had been made, showing a really fair value; but the average business must be considered a worse one than that of the previous fortnight, the advance having come, as it usually does, not in a higher tael price paid, but in an inferior quality being purchased, without an adequate concession in price. The reported settlements showed an amount of irregularity, to be accounted for only by the produce having been bartered against opium and goods. Settlements for the fortnight, 35,500 chests; Re-shipments on owners' account, 5,700 chests; Stock, 276 chops, or 85,000 packages. Quotations, (duty paid, exchange for credits, six months' sight, at 6s. per tael, and freight at £2 per ton):—Hohow, low to fair, Tls. 13½ to 19¼, equal to 9½d. to 1s. 1d.; Oonam, common to fair, Tls. 16 to 19½, equal to 11d. to 1s. 1½d.; Ningchow, common to fair, Tls. 17 to 19¾, equal to 11¾d. to 1s. 1½d.; Oopack, common to fair, Tls. 17½ to 22, equal to 1s. to 1s. 2¾d. Green: The inquiry had been less active, and the market for the grades below fine and finest was decidedly easier, as holders were willing to accept prices which would show a decline of quite Tl. 1 on last quotations. The common and fair descriptions were entirely neglected, and as these were in large stock, much lower prices than were demanded may be looked for. Fine to choice Teas were still exceedingly high, and some of the Teenkais settled showed an advance on the high rates paid at the opening of the market. Quotations were: Medium to fine Moyunes, Tls. 37 to 45½; Teenkais, Tls. 40 to 47. Settlements for the fortnight, 25,105 half-chests; Re-shipments on owners' account, nil; Stock, 88 chops, or 44,800 packages, of Fychow, Moyune and Teenkai Teas; Stock, 26 chops, or 13,600 packages, of Pingsuey and Shanghai-packed Teas.

HANKOW.—The following is Messrs. Drysdale, Ringer, and Co.'s Report, dated 17th September: There is no alteration to report in the position of our market. The Russian buyers still have it almost entirely in their own hands, and are apparently able to pay higher prices than other foreigners are willing to do. Arrivals from the country continue much on the same scale, and we have again to advise large shipments to Shanghai on native account. At present there are no signs of any falling off in supplies, and though Shanghai rates are much lower than those of last year, they are still remunerative enough to induce Teamen to send fresh orders into the country. The total export shows an increase over last year of two and a-half million pounds, and of this a much larger proportion has been sent away by natives than was the case last year. The increase is more than forty-eight thousand chests. Prices the last few days, if anything, show a slight decline. At the beginning of the fortnight, up to Tls. 14¾ was paid for good common Tea, latterly there have been no settlements over 14½, although there is no appreciable difference in quality. Some Shuntam Teas have been settled as low as Tls. 11½ to 11¼. At corresponding date last year this kind was quoted Tls. 16 to 16½, and Common to Fair Oopacks were realising Tls. 18 to 19. Notwithstanding so large a difference, prices still rule over latest London quotations. Settlements since 3rd inst. are:—5,700 chests at Tls. 13½ to 14¾; 1,200 chests at Tls. 11¼ to 11½. Shipments to Shanghai for sale on native account 20,652 chests, making a total of 238,784 chests.

FOOCHOW.—The transactions during the week had been on a smaller scale, which may be attributed to unfavourable advices from England, and a rise in exchange. The settlements had been 18,882 chests Congou and Souchong; arrivals, 14,583 chests. Congou: Buyers had shown a disinclination to continue purchases at previous rates, while the teamen were unwilling to submit to any reduction. Strong Teas at Tls. 12½ to 13½ had been most in favour. Flavoury Teas were rather dearer; some purchases of Ching-wo Teas at Tls. 16 to 18, showing an advance of 5 mace to 1 tael. Common Congou and the lower grades remained unaltered in value. The following were the current quotations, the cost at which Teas lay down in London being calculated at exchange of 4s. 6¼d., freight, £2: Dust and siftings, 6d. to 8d.; broken leaf to ordinary, 8½d. to 10½d.; fair to good common, 10¾d. to 11¾d.; flavoury to good flavoury, 1s. to 1s. 4d.; medium to finest—none on the market. Souchongs: A good demand, and prices generally showed an advance. Quotations: Common, 11½d. to 1s. 1½d.; medium, 1s. 2d. to 1s. 5¾d. Oolongs: No further settlements made for America. Arrivals from the country, 5,739 half-chests, cargo Teas. Quotations: Nominal. Scented Teas: A small business done at former rates. Quotations: Common to fair, 1s. 1½d. to 1s. 2d.; medium, 1s. 2½d. to 1s. 4d. Flowery Pekoe: Settlements, 429 chests at Tls. 27 to 65.

CANTON.—Although the settlements reported during the fortnight had been rather limited, there had been considerable activity in the market. Prices paid for the medium to fine grades were slightly higher, while the commoner descriptions were neglected and showed no change in value. For Country Congous, holders asked considerably more than the London quotations for good common to fair blackish leaf Tea, and the principal stock consisted of these descriptions. For Canton-made Teas holders had been very firm for the few desirable parcels remaining in stock, and this had tended to restrict business. Two more chops of Country Congous had come to hand during the fortnight. Canton settlements from 10th to 24th September: Country Congous, Nil; Canton District Congous, Nil; Scented Orange Pekoe, 4,500 boxes, at Tls. 21 to 30; Scented Caper, 16,000 boxes, at Tls. 11½ to 26; Canton Greens: Gunpowder, 500 boxes, at Tls. 19 to 22; Young Hyson, Nil; Country Greens, no stock. Stocks: Country Congous, 8 chops or 3,950 chests; Canton District Congous, 1,000 boxes; Scented Orange Pekoe, 18,000 boxes; Scented Caper, 20,000 boxes; Gunpowder, 15,000 boxes; Imperial, 2,000 boxes; Young Hyson, 3,000 boxes.

SILK.

SHANGHAI.—The following report is from Messrs. C. J. Skeggs and Co.'s Circular:—We have to report settlements of about 1,300 bales during the fortnight, more than half of which is being sent forward on native account or in joint account with natives. The following are a few of the actual "bona fide" prices paid by foreigners; at what prices shipments are going forward on native account has not transpired. Koo-fong-sing Chop 3rd, Tls. 570 to 575, equal to 29s. 6s. to 29s. 9d.; Donkey, Tls. 550, equal to 28s. 6d.; King John, Tls. 560, equal to 29s.; Blue Flag, Tls. 510 to 515, equal to 26s. 6d. to 26s. 9d.; Gold Lion, Tls. 530, equal to 27s. 6d.; Red Peacock, Tls. 495, equal to 25s. 9d.; "Uke-fong" Elephant Chop, Tls. 490 to 495, equal to 25s. 6d. to 25s. 9d.; Green Elephant, Tls. 455, equal to 23s. 8d.; "Ching-yuen-sing's" Ting-how Kahing, Tls. 490, equal to 25s. 6d.; Gnan-ling, Tls. 455, equal to 23s. 8d.; Common Tsatlee, Tls. 435, equal to 22s. 8d.; Chin Cum, 3½; Taysaam, Tls. 390, equal to 20s. 5d.; Throwns, Tls. 450 to 480, equal to 23s. 5d. to 24s. 11d. These prices show a decline of 1s. 6d. to 2s. on Tsatlee's, and 1s. to 1s. 6d. on Kahing, since the 11th August, when the first news of war was received here. A large native speculator is reported to have entered the market and bought up through foreigners all the Chops and Red Peacocks at prices fully 5 taels over the above quotations. We refrain from giving our full price list as the market has been very irregular.

CANTON.—The intelligence to hand respecting the home markets was not considered by any means encouraging, and this, in connection with the war news, did not point to any immediate improvement even in the event of an early peace in Europe. Up to the closing date there had been no purchases, the Silk by the present mail having been settled during the previous fortnight. Prices were nominally weaker, and in the absence of business must decline, as stocks were steadily accumulating. For America and Bombay no business is reported. Stocks may be estimated at 150 bales Loonkongs, 500 bales Tsatlee reels, 60 bales Kowkongs, 300 bales Cumchucks, Lacklows, &c., and 600 bales of inferior descriptions.

JAVA AND STRAITS PRODUCE.

BATAVIA.—Arrack, f.65 per leaguer; sales. Cloves, f.25 per picul, nominal. Coffee, f.26.50 to f.27; about 6,000 piculs Pamanoekan held for higher rates. Cubebs, f.15 per picul, no stock. Gutta Percha, f.100 to f.150 per picul, in less request. Gum Dammar, f.23 to f.26 per picul; sales. Cow Hides, f.30 to f.40; Buffalo, f.22 to f.26 per lb., in little demand; India-Rubber, f.96 to f.100 per picul; sales to a small extent. Indigo, f.4 to f.4.50 at Samarang, according to quality, nominal. Mace, f.165 to f.210 per picul; sales. Nutmegs, f.85 to f.105 per picul, nominal. Black Pepper, f.21 to f.21.50 per picul; sales. Rice—Table, f.198 per coyang paid for Boediradja; first quality, f.145 to f.160 per coyang; second quality, f.125 to f.140 per coyang; cargo, f.100 to f.110 per coyang. Rattans, Borneo, at f.11 to f.13 per picul; Padang, f.8 to f.9.25. Sapan-wood: Manila, no stocks; Java, f.2.50 to f.3. Sugar, No. 14, f.14.30; Jacatra, No. 14, f.13. The Government auction on the 27th Sept. averaged as follows:—28,500 piculs, No. 20, f.14.03; 31,500 piculs, No. 19, f.14.10; 31,500 piculs, No. 18, 14.21; 8,500 piculs, No. 17, f.14.40; 1,500 piculs, No. 16, f.14.28; 4,500 piculs, No. 15, 14.26; 13,500 piculs, No. 14, f.14.49; 5,000 piculs, No. 13, f.14.41; 500 piculs, No. 12, f.14.45; Total, 125,000 piculs. Tin: Billiton, an auction of 6,000 piculs advertised for October 10.

SINGAPORE.—There was not much alteration to report in the Produce Market and business had been on a limited scale. Gambier was bought to a small extent in the early part of the fortnight at $2.92½ to 2.90, and then declined to $2.85, at which rate the bulk of the business had been done; towards the close the price had hardened, but no transactions were reported; the total amount contracted for had been about 1,200 tons. Tin had been in good demand, the price had advanced and the market was cleared at $30 to 30¼ per picul, the rate was higher at the close, owing to a demand for China. Black Pepper in some request, small supplies coming forward readily taken at full rates. White Pepper procurable only in very trifling lots. Pearl Sago further declined in value, moderate business done. Sago flour weaker, demand slack, supplies small. Tapioca without improvement, business limited at low rates. Bontyne Coffee in fair demand, a moderate business had transpired, price firmer, supplies of Bally offering, but no sales reported. Rice declined in value, business limited.

PENANG.—The Produce Market had been rather weakly supported with the principal articles of export, with the exception of Tin, which had come forward pretty freely. At the beginning of the fortnight a small quantity was purchased at $28.50 per picul, but the price has since steadily advanced to $29 per picul, but the price has since steadily advanced to $29 per picul, which is the last figure reported to have been paid. Black Pepper, East Coast and Acheen, rather scarce. The price

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had risen to $8.85 per picul, the closing figure; very little offering. White: Only one purchase reported, at $12 per picul. Mace had not been brisk. Some parcels of No. 1 taken at $78 and $82 per picul. Nutmegs had offered freely, but only one purchase had been made of 80 nuts per lb., at $58½ per picul. In other numbers no transactions registered. Hides had come forward very moderately, and had been taken at $8.75 and 8.90 per picul for Buffalo, picked, and at $12.75 and 12.80 for Cow, picked. Very little left on the market. Horns scarce, and arrivals taken at $9 per picul. Gutta Percha also scarce and parcels taken at $38 to 60 per picul according to quality. India Rubber offering at $45 per picul; but purchasers holding back for a lower figure. Cloves: Zanzibar, sold at $7½ per picul, but only to a small extent, no Penang offering. Cutch had been bought, in boxes, at $4.80 per picul, and latterly at $4.30 per picul. Market nearly cleared. Sugar had come forward and sales had been made. In Chinese manufacture nothing doing. Tapioca: No transactions to report. Flour: A sale of inferior at $2.75 per picul.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Aug. 31, 1870	10826	38545906	15634194	...	4073399	58264325	17526
Corresponding period last season	...	39207698	26025789	932920	5832350	72088757	12641

Shipments Since:

Sept. 10	per Maitland	From Foochow	...	995,494	
— 13	... City of Hankow	... Shanghai	...	1,636,567	129
— 14	... Aracan	... Do.	...	1,020,366	125
— —	... Melbrek	... Foochow	...	1,188,242	
— —	... Fiery Cross	... Canton	...	822,359	
— 15	... James Wishart	... Shanghai	...	1,064,862	27
— 20	... Juanpore	... Do.	...	536,707	40
— 29	... Ellora (ml. str.)	... Do., &c.	...	—	727

TO THE CONTINENT.

							Bales.
From June 1 to Aug. 31, 1870	...	...	...	...	...	62655	8131
Corresponding period last season	...	...	...	...	...	42720	4716

Shipments Since:

Sept. 22	per Hoogly (ml. str.)	From Canton	...	19,600	
— 29	... Ellora	... Shanghai, &c.	...	—	186

TO UNITED STATES.

							Pcls.
From June 1 to Aug. 31, 1870	...	...	...	...	...	8757997	719
Corresponding period last season	...	...	...	...	...	1947092	267

Shipments Since:

Sept 8	per Riga (str.)	From Shanghai	...	1,427,712	
— 12	... Great Republic (str.)	... Do.	...	—	120
— 15	... Riga (str.)	... Hong Kong	...	59,640	
— 17	... Union	... Shanghai	...	248,305	
— —	... Golden Age (str.)	... Do.	...	331,980	99
— 18	... Annie	... Do.	...	640,579	

TO AUSTRALIA.

From June 1 to Aug. 31, 1870 ... ... 5,788,463 lbs.
Corresponding period last year 8,566,853

Shipments Since: None.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5½d.	4s. 6½d.	4s. 6½d.
Shanghai ,, ,, ...	5s. 11½d.	5s. 11½d.	6s. 0d.
Canton ,, ,,	4s. 5½d.	4s. 5½d.	4s. 5½d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 5½d.	4s. 5½d.	4s. 6½d.
Manila ,, ,, ...	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	305 to 306	229½
,, Hong Kong	25 to 25½ dis.	—
Bar silver	111.5.0	7½ prem.
Mexican dollars	75.2.5	par. (nom.)

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 21 to 22; Old, 28 per cent. prem.
Hong Kong Gas Company, 48 dols. per share.
Hong Kong and Whampoa Dock, 11 to 12 per cent. discount.
China Traders' Insurance, 1,800 dols. premium.
Hotel shares, 65 per cent. discount.
Hong Kong and Macao Steamboat Company, 30 dols. premium.
Hong Kong Fire Insurance Company, 205 dols. premium.
Union Insurance Company, 1,660 dols premium, nominal.
China and Japan Marine Insurance Company, Tls. 30 premium.
China Fire Insurance Company, 50 to 51 dols. premium.
Victoria Fire Insurance Company, 18 to 19 dollars premium.
China Sea, Saigon, and Straits Steamship Company, 5 dols. dis.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par.

Shipping Intelligence.

ARRIVALS.

At NAGASAKI.—From Shields, Aug. 21, Unison; from Liverpool, 27, Oberon; from London, Zohrab.

At OSAKA.—From London, Sept. 16, Harbottle.
At YOKOHAMA.—None.
At SHANGHAI.—None.
At HONG KONG and CANTON.—From London, Sept. 14, Beemah; from Liverpool, 25, Delaware (str.).
At MANILA.—(Mail missed).—From Liverpool, Mathilde (reported by telegram).
At SINGAPORE.—From Cardiff, Sept. 26, Bengal, Nyassa; Oct. 8, Twilight; from London, Ercillia; from Liverpool, 1, Huddersfield; from Plymouth, 5, Erl King; from Newcastle, 3, Moheley; from London, Ely Nola (reported by telegram).
At BATAVIA.—From Liverpool, Sept. 27, Peggy; from Newcastle, 18, Bernica; 19, Moherly; from Rotterdam, Oceanus; from Boston, 27, Argonaut.
At BANGKOK.—None.
At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—None.
From SHANGHAI.—For London, Sept. 15, Aracan, 19, James Wishart; for New York, 20, Union.
From FOOCHOW.—For London, Sept. 16, Melbrek, 22, Flying Spur; for New York, 18, Yangtsze.
From HONG and CANTON.—For London, Sept. 16, Fiery Cross; for Callao, Tanjore, 24. Maria Pia; for New York, 15, Riga (str.).
From MANILA.—Mail missed.
From SINGAPORE.—For Liverpool, Sept. 28, Salado; for London, 30, Sir Robert Sale; for New York, Sept. 27, Riga (str.); for Philadelphia, 29, Nyassa.
From BATAVIA.—For Holland, Sept. 20, Ocean; 22, Kanagawa, Nesta; 26, Antje, Bastian Pot, Skjolp; for Rotterdam, 23, Asta.
From BANGKOK.—None.
From PENANG.—None.

VESSELS LOADING.

At YOKOHAMA.—For New York, Taitsing, Min, Laguna, Una, Black Prince, Alcoyne.
At SHANGHAI.—For London, Charlgrove, The Cedars, Jumna; for New York, Charlgrove, Morro Castle.
At FOOCHOW.—For London, Carrick Castle, White Adder, Lennox Castle, Caliph, Leander, Lahloo, Kaisow, Guinevere, Shunlee; for New York, Ferdinand.
At AMOY.—For New York, Excelsior, McGillbery, Amadine.
At HONG KONG and CANTON.—For London, Tamisa, Cathaya; for New York, Nesuton, Osceola, Game Cock.
At MANILA.—For London, Olaguivad, The Sir Jamsetjee Family, Invincible; for Liverpool, Hylton Castle, Maiden Queen; for Falmouth, Seawfell; for Cadiz, Salvadora, Aureliana; for New York-W. G. Russell, Naval Brigade.
At SINGAPORE.—For Liverpool, Sydney Eggers; for Marseilles, Isaure; for Bordeaux, Malacca; for New York, Queen of the Seas; for Boston, Annie Waginton, G. H. Peake.
At PENANG.—For London, Sea Queen, Lucayas.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To New York, £2 per ton; to London there is no vessel on the berth.
At SHANGHAI.—To London, sailing vessels, £2 per ton; steamers, £3. To New York, £2 10s.
At FOOCHOW.—The rate to London is £2, and to New York £2 10s. per ton.
At HONG KONG and CANTON.—To London, £2, to New York, 35s. to 40s. per ton.
At SINGAPORE.—To London or Liverpool, £2 5s. dead weight, light cargo £2 15s. per ton. Advices by telegram to Oct. 18 give the rate at 35s.
At PENANG.—The Sea Queen, 873 tons, and Lucayas, 446 tons, are on the berth for London. The rates are as follows:—Tin, £1; dead weight and light freight, £2 5s.; hides, £2 10s.; measurement, £2 15s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Sept. 15	... Suzanna	... Bordeax	... Saigon
,, —	... Hipocampe	... Toulon	... ,,
,, 16	... Ludovic & Charles	Saigon	... Bordeaux
,, 19	... Argo	... Batavia	... Falmouth
,, —	... Sparkling Dew	... ,,	... ,,
,, —	... Chispa	... Manila	... Cadiz
,, —	... G. H. Peake	... Singapore	... Boston
,, —	... Lizzy	... Sourabaya	... ,,
,, 20	... Petunia	... Manila	... New York
,, —	... Gerredina Wilhelmina	Macassar	... Amsterdam
,, 23	... Burdwan	... Canton	... London
,, —	... Vesta	... Batavia	... Amsterdam
,, 25	... Chinaman	... Foochow	... London
,, —	... Ararat	... Batavia	... Holland
,, —	... Corea	... London	... Hong Kong
,, —	... Everest	... Foochow	... London
,, 27	... Endeavour	... Manila	... New York
,, —	... Compàdre	... Batavia	... Falmouth
,, —	... Wylo	... Foochow	... London
Oct. 18*	... Blackadder	... London	... Shanghai

* Reported by telegram.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O. Company's steamer *Bangalore*, on the 12th inst., was in gold, to Gibraltar, £50; to Alexandria, £62,500; in silver, to Foochow, £1,000; total in gold, £62,550; in silver, £1,000.

SHIPPING.

ARRIVALS NOT IN THE TABLES.

Nov. 9, off Scilly, from Shanghai, Duke of Abercorn; 11, at Deal, from Foochow, Thermopylæ; 12, Sir Lancelot; 11, from Shanghai, Whinfell; 12, from Maulmain, Alumina; 13, at London, from Shanghai, Undine.

DEPARTURES.

Nov. 10, from London, for Hong Kong, Clymene; for Cardiff and Shanghai, Maleville; 11, from London, for Yokohama, Fire Queen; 10, from Sunderland, for Galle, Liberator; —, from Shields, for Singapore, Ardbeg; 11, from Cardiff, for Shanghai, Josiah L. Hale; 8, from Shields, for Singapore, Blair Athol; 11, from Liverpool, for Penang and Singapore (via Suez Canal), Sharpshooter (str.).

LAID ON.

At LONDON.—For Singapore, Summer Cloud; for Colombo, &c., (via Suez Canal), Excelsior (str.).

CASUALTIES.

The Medea, Ankringa, from Batavia to Rotterdam, with coffee, sugar, tea, &c., which put into Table Bay September 21, for repairs, had encountered a severe West gale September 4, off Cape Recife, during which she had thirty stanchions and part of bulwarks carried away by a heavy sea. A sale of the damaged cargo would be held October 5.

Advices from Port Elizabeth, dated Sept. 30, state that the Ellenborough, Robb, from Hong Kong to London with troops, had put into Simon's Bay for repairs, having sprung a leak during the voyage. (A shipping list from Cape Town states that this vessel put into Simon's Bay, Sept. 21, and proceeded Oct. 3, but makes no mention of her having received any damage.)

The Noordgeenaal, Tjebbes, from Amsterdam to Java, put into Rio de Janeiro Oct. 10, with damage to rudder.

The Evora (str.), Raison, arrived at Dundee Nov. 10, from Colombo &c. (via Suez Canal), was too late for the morning tide, and grounded at the anchorage and remained until the following tide, when she floated and was berthed in Camperdown dock.

MISCELLANEOUS.

At MALTA.—Nov. 10, Ada (str.), from London, for China, &c. (via Suez Canal).

Advices from St. Helena, dated Oct. 12, state that N.G. vessels Magdalena, Boysen, from Padang to Rotterdam, and Jessie, Ficke, from Manila to Liverpool, were remaining there on account of the war.

Advices from Capetown, dated Oct. 4, state that sales had been held of the damaged cargoes of the following ships condemned there:—Aizia, Tjilatjap to Amsterdam, and the Appolonita, Amsterdam to Singapore.

At TABLE BAY.—Sept. 25, Delaware (U.S. str.), from Singapore.

At ALGOA BAY.—Sept. 9, Shooting Star, McKenzie, from Colombo.

The Admiralty have accepted the Ferdinand de Lesseps (s.s.) for the conveyance of troops to Colombo, announced in our last.

LATEST TELEGRAMS.

CHINA.

(REUTER'S TELEGRAMS, RECEIVED VIA GALLE, NOV. 10.)

HONG KONG, OCT. 25.—Grey Shirtings, 6¼ catties, 8¼ lbs., $2.80; Water Twist, 16-24, $115. Tea: Little doing during the week; total export (China and Japan) 77,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 4¼d.

SHANGHAI, OCT. 19.—Grey Shirtings, 6¼ catties, 8¼ lbs., Tls. 2.25. Cotton, Shanghai, Tls. 14. Tea: More doing on the spot. Silk: Very firm, No. 3 Tsatlees, Tls. 590; settlements since departure of last mail, 300 bales; export to date (China and Japan) from commencement of season, 26,000 bales. Exchange on London: Bank bills, six m.s., 5s. 10¼d. Freights: Tea 35s.

(RECEIVED NOV. 10.)

BOMBAY, NOV. 9.—Advices from Shanghai state that the Chinese will make no further atonement, and meanwhile the Count de Rochechouart has accepted the proposed terms.

FOREIGN-OFFICE, NOV. 10.—A telegram has been received at the Foreign-office from Mr. Wade, dated Peking, Oct. 26, stating that the Chinese Commissioner is about to start for France, and that there is no danger in the north of China.

JAVA.

(RECEIVED VIA GALLE, NOV. 7.)

BATAVIA, OCT. 19.—Cotton and Woollen Manufactures dull; prices declining. Arrivals: Jannetje, Kennemerland, Maria Adolfina, Stad Dockum, Vice-Admiraal May, Alblasserwaard. Departures: Anna and Johanna, Aurora, Cornelis Smit, Elisabeth, Ortelius.

STRAITS SETTLEMENTS.

(RECEIVED VIA GALLE, NOV. 10.)

SINGAPORE, NOV. 2.—8¼lbs. Grey Shirtings, $2.62½; 7 lbs. Grey Shirtings, $2.20; 6 lbs. T-Cloths, $1.60; Mule-twist, 16-24, $85; 40's, $125; Exchange on London, Bank bills, six m.s., 4s. 4¼d.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ALT—On the 9th Sept., at Yokohama, Japan, the wife of W. J. Alt, Esq., of a son.
DESLANDES—On the 20th Sept., the wife of E. J. Deslandes, R.S. *Emily Jane*, of a son.
OSMUND—On the 17th Sept., at Hong Kong, the wife of Mr. C. Osmund, of a daughter.
OWEN—On the 17th Sept., at Singapore, the wife of Charles Owen, Esq., barrister-at-law, Senior Magistrate Straits Settlement, of a son.
REISS—On the 10th Nov., at Hopefield, Pendleton, near Manchester, the wife of Emil Reiss, Esq., of a son.
SCHOLEFIELD—On the 19th Sept., at Shanghai, the wife of Charles Scholefield, Esq., of a son.
WETTON—On the 8th Sept., at the Bluff, Yokohama, Japan, the wife of Ernest Wetton, Esq., of a daughter.

MARRIAGES.

BONHAM—BARNARD.—On the 10th Nov., at St. John's, Notting Hill, by the Rev. G. P. Gell, rector, Captain Bonham, Royal Navy, son of the late Henry Bonham, Esq., M.P., to Anne Florence Barnard, of 4, Southwick-crescent, Hyde-park, youngest daughter of the late Thomas Barnard, Esq., of the Bombay Civil Service.
GREENE—HOSTE.—On the 8th Nov., by special licence, at Hawstead Church, by the Rev. John Richardson, vicar of St. Mary's, Bury St. Edmund's, Edward Greene, Esq., M.P., of Ixworth Abbey, Suffolk, to Caroline Dorothea, widow of the late Rear-Admiral Sir William Hoste, Bart., and daughter of Charles Prideaux Brune, Esq., of Prideaux Place, Cornwall.

DEATHS.

ALLEN—On the 8th Sept., at Hiogo, Joseph W. Allen, late of Shanghai.
BISSON—On the 3rd Sept., at Hiogo, George Bisson, a native of Jersey, aged 40.
CLARK—On the 8th Nov., at Great Marlow, Josiah Clark, Esq., C.E., father of Edwin Clark, Esq., C.E., and of Latimer Clark, Esq., C.E.
ELMSLIE—On the 29th Oct., at the residence of his father, Montabello, Weston-super-Mare, Alexis Gordon Elmslie, aged 32, youngest and beloved son of Adam Wallace Elmslie, Esq., formerly H.M. Consul, Canton.
FRY—On the 11th Nov., Richard Fry, Esq., of the Canons, Mitcham, Surrey, aged 62.
GILL—On the 4th Nov., at 1, Limes-terrace, Lewisham, the Rev. Henry Gill, D.D., one of the London District Secretaries of the British and Foreign Bible Society, and youngest brother of the Revs. William and George Gill, aged 46.
HYLAND—On the 4th Nov., at Ballitore House, Ballitore, Ireland, Thomas Hyland, Esq., formerly of the Royal Navy, and of the General Post-office, Edinburgh, and late Postmaster-General at Hong Kong.
MORRISON—On the 4th Nov., at Bournemouth, Martin Crofton Morrison, Esq., late Her Majesty's Consul at Chefoo, China.
PHILLIPS—On the 5th Nov., at St. Leonards, Wm. Phillips, Esq., late of Messrs. Phillips, Shaw, and Lowther.
ROBERTS—On the 26th Aug., at Hiogo, William Roberts, of Iowa, U.S.A., of disease of the heart, aged 33.

NAVAL AND MILITARY.

The Admiralty has determined to award pensions to the mothers and sisters of those officers who were lost in Her Majesty's ships Captain and Slaney, and who did not leave widows, provided such mothers and sisters were dependent on the officers who perished. Gratuities will also be awarded to the relatives of the men who did not leave widows, under similar conditions. The widows and children of the officers will be awarded the usual pensions, and the widows of the men the gratuities that are usually granted when officers and men are "drowned on duty."

A report has been spread that Captain Sherard Osborn had signified his intention of retiring from the naval service. To this we are enabled to offer a direct contradiction; Captain Osborn has no intention of retiring, and if the contrary had been the case, no notice need have been given until next year.

As was noticed in our last issue, a small detachment of troops—175 officers and men—will shortly proceed to Colombo. The troops at present stationed there are two batteries of the 2nd brigade Royal Artillery, the 73rd Regiment of Foot, and eight companies of the Ceylon Rifles, the total number of troops being 2,000.

Commander Thornagh Gurdon, whose letters on the subject of the policy of the present Government with regard to China affairs have brought him into prominent notice, has been, to the surprise of many, appointed to H.M.S. Valiant.

Major Grain, of the Royal Engineers, has been appointed Commanding Royal Engineer at Hong Kong, and will proceed to that station in January next.

The Ellenborough made a long passage to the Cape, and will not be in, probably, for a week or two.

REINFORCEMENTS FOR CHINA AND JAPAN.

A draft of infantry, about three hundred strong, is being made up to reinforce the 1st battalion of the 10th Regiment, now stationed in Japan, and for this purpose volunteering without limit has been opened in the depots of the 1st Battalion, 1st Royals, 38th Regiment, 79th Cameron Highlanders, and 104th Bengal Fusiliers. A detachment of the 75th Stirlingshire Regiment, now quartered at Raglan barracks, Devonport, consisting of Captain R. Wadeson, V.C., Lieutenant L. Phipson, Drum-Major Gibbs, two sergeants, and 96 rank and file, is to be held in readiness to proceed to head-quarters to join the service companies of the troops stationed at Hong Kong and Singapore.

The following is a list of the officers of the corvette Juno, which sailed last week with the detachment of marines for the China station:—Captain: J. K. E. Baird. Lieutenants: C. Johnstone, M. W. Abbott, R. C. Gorst. Naval Lieutenant: W. H. Adlam. Chaplain: Rev. Richard H. Donovan. Surgeon: D. Wilson. Paymaster: S. Parker. Chief Engineer: W. Donnison. Sub-Lieutenant: Geo. Izat. Do., supers. for disposal: B. J. S. O. Carter, C. T. Benwicke, F. Hutchinson, C. E. Morison. Naval Sub-Lieutenant: R. Leah. Assistant-Surgeon: J. H. Pemberthy, M.D. Assistant Paymasters: E. D. Lewis, A. Woodward. Engineers: A. Long, D. Storrar, J. Redgrave. Gunner, 2nd class: J. L. Wilson. Boatswain, 1st class: J. Beams. Carpenter, 2nd class: W. J. Cass. Midshipman: E. M. Archdall. Midshipmen supers.: W. A. L. G. Heriques, R. Hoggan. Clerk: E. N. Richmond.

The death is recorded of Mr. William Phillips, late of Messrs. Phillips, Shaw, and Lowther, shipowners and brokers. Mr. Phillips was a man of the highest integrity, and very much esteemed. He was a munificent donor to the "Royal Alfred" Aged Merchant Seamen's Institution and other charities.

The death is also announced of Mr. Thomas Thornton, of Lloyd's, and late of Old Swan Wharf, Upper Thames-street, the nephew of the late Mr. Richard Thornton. Mr. Thomas Thornton inherited a large portion of the fortune of his uncle, and, it is believed, leaves upwards of £1,500,000.

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LITERATURE, SCIENCE, AND ART.

Four Hundred Millions; Chapters on China and the Chinese. By the Rev. A. E. Moule, Missionary at Ningpo. London: Seeley, Jackson, and Halliday.—This work is apparently the result of much careful study of Chinese character. It treats of the religions and the different languages of China compared with other countries, and presents a sketch of Chinese character based upon the proverbs and superstitions of the people. The author has evidently devoted great energy to the prosecution of missionary labour in the country, and the aim of the book is to urge its extension. The arguments that are brought forward upon this point contain much that is at variance with our own opinions on the subject; but to this we need not further allude, as no impression which may be held with regard to the advisability of extending mission work in China will deteriorate the value of the book as an addition to our knowledge of Chinese character. The engravings with which the pages are embellished are fac-similes taken from a Chinese book intited *Shing yù seáng Reaè; or, an Illustrated Commentary on the Sacred Edict.* They are well executed, and present the usual peculiarities of perspective and figure drawing which characterise the work of Chinese compared with Western artists.

The September number of the *Chinese Recorder* contains a valuable paper—"The Ideal Man of Confucius," by the Rev. Mr. A-hmore—and articles on Chinese drinking habits and Chinese oaths, which contain a good deal of information. "The Entrance to the Yia Territory" is interestingly continued by the Rev. A. Crolczyk, and the Rev. Mr. Edkins's "Vocabulary of the Miau Language" promises to be one of the most useful contributions to the magazine. Dr. Dudgeon continues his "Chinese Arts of Healing" with his usual clearness of explanation, and the remainder of the contents make up a number of more than usual interest. We cannot but regret, however, that the editor should have admitted Mr. George Phillips's "Protest against Dr. Bretschneider's Acrimonious Criticism" (*sic*). The space of the *Recorder* is too valuable to be devoted to the mutual disparagement of two gentlemen, both of whom are entitled to the respect of its subscribers.

MR. J. WHITE, M.P., ON THE BRINDISI ROUTE.—The senior member for Brighton delivered a lecture at the Town Hall on "The Kingdom of Italy," on the commencement of the winter session of the Brighton Liberal Registration Association. The chair was taken by the President of the Association, Mr. Charles Carpenter, who was supported on the platform by many of the principal members. After an eloquent description of recent fulfilment of the most cherished aspirations of a patriotic people after fifty years of wars, insurrections, and unceasing agitation, Mr. White said it was but right to add that, despite such an obstructive Government, Italy, relieved from the incubus of divided and foreign rule, had made astonishing progress during the last four years. Roads and railways were being pushed on vigorously—piers being made—harbours deepened, and made safer—and the Brindisi route might be expected soon to defy all competition as the easiest, quickest, and best way to reach India, China, and the Far East. Then the Alps were being pierced. The tunnel at Mont Cenis, seven and a-half miles in length, was expected to be finished early in 1872. Mr. White resumed his seat amidst loud applause, and a vote of thanks was unanimously passed, to which Mr. White bowed his thanks.

The following advertisement appears in *The Times*. We trust the enterprise of Mr. Tootal will be successful. "To Gas Manufacturers and Gas Machinists.—In Shanghai, China, the price of gas is $3 50c. per 1,000 feet, or equal to 15s. 2d. The price of coal is $6, or 26s. per ton. Any one who can supply a good article at a reasonable rate send particulars to J. Broodhurst Tootal, office of the *North China Herald*, Shanghai."

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, NOV. 14, 1870.

LORD GRANVILLE AT GUILDHALL.

AT the LORD MAYOR'S banquet to Ministers last Wednesday, the Foreign Secretary had the gratification of announcing that he had just received a telegram from Mr. WADE, dated Peking, October 26, stating that the Chinese Commissioner was then about to start for France, and that there was then no danger in the North of China. This, so far as it goes, is good news, but it would have been more satisfactory if Earl GRANVILLE had made so important a communication at a time and place when he might have been asked to explain the grounds on which he could reconcile Mr. WADE'S statement, that there was "no danger," with the fact that the Chinese were arming, and also wha course he intended to adopt with reference to the Chinese Commissioner, now on his way to France. That distracted country is not likely to be in any condition to treat, as the importance of the case demands, with the representative of China on his arrival; and much time, and a most valuable opportunity may be lost, if the Commissioner should take advantage of French confusion, to return home without accomplishing the object of his mission.

Whatever reliance may be placed on Mr. WADE'S assurance that there is no danger in the North of China, it is certain that no such feeling can be indulged in the South. The burning of the new chapel at Fatshan, reported in our last, was evidently something more than a mere menace to foreigners. Although no foreigner was attacked, and no foreigners' property destroyed, it can hardly be doubted that the Rev. Mr. CHALMERS, the only foreigner present at the consecration, owes the preservation of his life to his retirement from the scene immediately after the conclusion of the ceremony, and only just before the work of destruction was commenced. We trust that the circumstances of this outrage will be brought prominently before the Foreign Office by the London Missionary Society, of which body we believe Mr. CHALMERS is a member. Unless our treaties are to be regarded as mere nullities, it is clear that the work of the missionaries must be respected as well as their lives. In officiating at the consecration of the chapel at Fatshan, at the invitation of the native converts who had built it, Mr. CHALMERS and the Missionary Society acquired an interest in the sacred edifice quite as real as if they had contributed money instead of their services. We are authorised by treaty to proselytise, and it is idle to argue that this does not cover protection to converts as well as to missionaries.

IN the report which appeared in the *London and China Telegraph* of the 7th of February last of the proceedings before the Judicial Committee of the Privy Council in the case of "RODGER *versus* the Comptoir d'Escompte and the Chartered Bank of India, Australia, and China," it was stated that a special day would be fixed for arguing the question of interest. We understand that the Committee will hear the arguments on the 26th inst.

LAW AND JUSTICE IN THE FAR EAST.

THE interests involved in the libel case, SMITH *v.* SMITH, in the Court of Summary Jurisdiction, Hong Kong, were so important as to cause Mr. Justice BALL'S judgment to be anticipated with more than common anxiety by all whose experience in the Far East had taught them how much that is little comprehended by the outer world depended on his decision. Mr. BALL'S judgment came to hand by the last mail, and was reported in our last issue. Its effect was to mulct the defendant in a penalty of $250, "with the usual consequences—that is to say, costs." The result of a very careful perusal of the judgment in question, as reported in the Hong Kong *Daily Press*, is to confirm the truth of the oft-repeated axiom, that it is not for the public advantage that damages in any libel case should be assessed without a jury. Actions of this kind essentially demand the experience and the discretion of mercantile and professional men, mixing in the same society and sharing the same responsibilities as the litigants. These, and these alone, can fairly estimate the amount of pecuniary recompense due to a damaged reputation, and to these, and these alone, should be referred the task of repairing it. It is too much to expect of any judge—be his acumen ever so great and his impartiality ever so undoubted—to fix a money value on the disparagement, real or alleged, of the fair fame of a brother official. It is for this reason mainly that we regret that the plaintiff should have laid his damages at the precise sum ($500) which would bring his action under "summary jurisdiction." It is hardly necessary to remind our readers that Mr. SMITH, the plaintiff, is the Registrar-General of Hong Kong, and that Mr. SMITH, the defendant, is the publisher of the local *Daily Press*. It is *primâ facie* evident that, if so important an official as the plaintiff sustained any appreciable injury from the misrepresentations of so established a journal as our Hong Kong contemporary, $500 would be a sum wholly inadequate to compensate him for such an injury; and also

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that it would have been much more satisfactory to his feelings, and have contributed more to the well-being of the community in which both parties move, if the apparently nominal damages claimed had been expanded by a jury instead of being halved by a Judge. As it appears now, the upshot of the whole trial is an anti-climax. That a Registrar-General should value *any* damage to his official reputation at such a sum as $500 is a phenomenon only to be accounted for on the principle enunciated in the line—

"His wound is great because it is so small;"

and that a judge should feel compelled, after an exhaustive exposition of the law, to give judgment for only a moiety of that petty amount irresistibly recals the line with which the critic capped the poet—

"Then 'twould be greater if 'twere none at all!"

We are far from thinking that Mr. SMITH's (the plaintiff's) claim was limited to $500 *for the sake* of removing it from the appraisement of his fellow-citizens; and we are not disposed to cavil at Mr. BALL's judgment, although we cannot perceive that Mr. SMITH (the defendant) was actuated in his writings by any but the best motives in the public interest. Some of the expressions in the comments in the *Daily Press* may have been, to a certain extent, ill-judged; but there can be no doubt that the occasion was one in which the editor, writing on the information he received, felt bound to write energetically; and a simple disclaimer, or explanation, from Mr. SMITH (the defendant) would have set all right, and saved an exhibition which cannot but exercise an injurious influence on the *prestige* of European official society in Hong Kong.

CHINA TRADE REPORTS FOR 1869.

SECOND ARTICLE.

We now proceed to give a short analysis of the Reports of the Commissioners of Customs at the eleven Treaty Ports, in the order in which they appear. The returns from Shanghai are not yet published, Mr. Dick, the Commissioner at that port, having supplied, instead, the suggestions for the revision of the Customs, Tariff, and Trade Regulations, which we noticed in our last.

1. NEWCHWANG.—The report of Mr. Leeson shows that, though the total value of the trade during 1869 fell short of that in 1868 by nearly Tls. 700,000, it was greater than in 1866 and 1867, while the value of the export trade in 1869 was greater than in the previous year, or in 1866, and was not much exceeded by that during 1867. The total value of goods imported was Tls. 3,579,810, and of exports Tls. 5,820,249. The number of vessels entering this port in 1869 was 359, against 211 in 1868 and 327 in 1867, and of these 29 were steamers, while only 29 steamers arrived here in 1868. The import of opium was of an average character. The result of inquiries among the natives as to the cause of the increased importation of Cotton Piece Goods during the past year was the information that these goods are more largely used by the natives of Manchuria, and that hopes are entertained that the prohibition to barter goods at the half-yearly fair at the Corean frontier station will be withdrawn, though this may be a work of time. Nankeens are said to be taking the place of foreign cotton fabrics as a material for the long gowns generally worn by the Coreans. The importation of iron has very largely increased, and the bartering of imports for exports appears to have been largely resorted to in consequence of the high price of silver. The revenue amounted to Tls. 260,981 in 1869, against Tls. 215,849 in 1868, and Tls. 231.972 in 1867. Reports on the Manchurian coal-mines state that it resembles Cardiff coal, and is well suited for steam purposes. Its price is concealed by the natives.

2. CHEFOO.—Mr. Wright reports an unprosperous year's trade, which he attributes to the unusually high rate of silver, and the determination of the native merchants to restrict credit in consequence of the inferior quality of the Sycee remitted in payment of their bills. The total imports, which amounted to 7,015,095 in 1868, fell to 6,320,285 in 1869. The shipping is characterised by an increase of fifty in number, 598 vessels having entered, of which 228 were British, 162 North German, and 136 American. The revenue shows the small increase of Tls. 3,493.

3. HANKOW.—Mr. Hobson says that the season 1869 will long be remembered on account of the disastrous flood with which this port was visited. For more than three months there was hardly a house that was not afloat in the lower story, and the only means of communication was by boat. That so large a trade should have been done under such adverse circumstances is remarkable, but the native town is built on higher ground, and much godown room remained dry. The total imports were Tls. 16,273,223 in 1869, against Tls. 14,988,614 in the previous year, and Tls. 18,130,664 in 1867. The exports were Tls. 14,840,037 in 1869, against Tls. 15,481,567 in 1868. The shipping increased in number from 325 to 349, of which no less than 198 were American.

4. CHINKIANG.—Mr. Kopsch reports vigorous signs of the recovery of this port from the injuries inflicted by the Taipings. Of the ten years that have elapsed since the recapture of the city from the Taipings, only the last two can be said to have been free from rebels. The restoration of tranquillity in the interior, combined with the extension of the transit system, caused a demand for all sorts of imports unparalleled since 1865. The total value of the import trade increased from Tls. 3,656,863 in 1868 to Tls. 5,269,212 in 1869; and the consumption of Manchester goods has increased to such an extent as to entitle this port to rank as the fifth largest importer, Chefoo being the fourth. The exports are disappointing; the mainstay of the export trade—silk piece goods—showing an unaccountable diminution, which reduced the total exports from Tls. 441,919 in 1868 to Tls. 372,285 in 1869. But this port, in its palmiest days, was never distinguished for its exports; its chief importance was as an *entrepot* on the highway to the great centre of trade, Hankow, and the capital, Peking. The revenue increased from Tls. 38,636 to Tls. 55,957 in the course of last year.

5. NINGPO.—Mr. Bowra reports the trade of this port during the past year as having been favourably influenced by the prosperous condition of the province. The returns show an increase in every item. The revenue in 1869 exceeds that of 1868 by 90,000 taels. The total value of the trade in 1869 exceeds that of 1868 by 245,000 taels; Chinese imports show an increase of 242,000 taels; and exports show an increase in value of nearly two millions of taels. Tonnage and transit dues alone show a falling off; the first as an obvious consequence of the decrease in shipping caused by the fair average rice harvest of the year; and the latter as a natural result of the adoption by the provincial authorities of a more liberal tariff of charges on native-owned foreign goods carried inland. The decrease of tonnage dues is only 1,100 taels, and in the transit dues 5,400 taels.

6. FOOCHOW.—M. de Méritens reports the decline of the total trade from $31,263,722 in 1867 to $29,876,783 in 1868, and $26,783,469 in 1869. The market opened a month later, and at rates 25 per cent. lower than in 1868, and everything seemed to promise well for exporters, but the enormous stocks on hand exercised a ruinous influence on prices. Nevertheless, the foreign imports show $5,261,763 in 1869, against $5,203,587 in the previous year, and the foreign exports $17,368,750 in 1869, against $19,752,470 in 1868, which, in view of better times, is not discouraging. Grey shirtings maintain their position, and T Cloths have steadily advanced in their proportion the imports, so have camlets. The revenue shows a falling off from 1,819,100 Haikuau taels in 1868 to 1,776,303 in 1869; this is, however, better than the return for 1867, which was 1,712,429, and is therefore encouraging for the future prosperity of the port.

7. SWATOW.—Mr. Kleinwachter reports a continuance of the decrease of the total trade, which amounted in 1867 to Tls. 11,826,941, in 1868 to Tls. 8,527,507, and in 1869 to Tls. 8,392,911. Foreign imports have fallen in somewhat similar proportion. It was hoped that by equalising, *i.e.* raising, the amounts to be collected in the south to the same levied here—a return of the opium trade to its legitimate course through this port would have been brought about; but this idea has been dissipated by the sale of unstamped opium within ten miles of Swatow, without any attempt at prohibition from the Viceroy. A satisfactory increase is noted in the coast trade, though it is still only five-eighths of what it was in 1867. The exports continue to fall off. In 1867 they were Tls. 2,934,798; in 1868, Tls. 2,793,663; and in 1869, Tls. 2,496,660. The dues and duties collected have also fallen from Tls. 381,025 in 1868 to Tls. 351,510 in 1869.

8. CANTON.—Mr. Glover reports the total trade of this port as not differing materially from that of the previous year; but there is a falling off in the value of the imports of $1,500,000, and an increase of the same amount in the value of the exports. The duties reached Tls. 3,700 in excess of 1868. But, in making an estimate of the trade of this port, the fact must not be lost sight of that a large amount of the carrying trade is done by junks; and, while the returns of this office may show a decreased import or export of merchandise, the shipment may be as large, or even larger, than before, because the manifests never get beyond the native office. Canton has ceased to be the distributing port of the province, the facilities with which goods can be taken from Hong Kong direct to the large inland cities inducing the purchasers to seek that market instead of this. The supply of Indian cotton continues to decrease. The tonnage of sailing vessels entering this port last year was 6,800 tons more than in 1868, and the number of vessels was only increased by one.

9. TIENTSIN.—Mr. Hannen reports the largest amount of total trade since this port was opened in 1861, with the single exception of 1866; and for imports alone it is the largest yet returned. The total value of the trade for 1869 was Tls. 18,090,575. During 1866 the exports rose to Tls. 2,687,262, a much larger amount than they have reached before or since, and which, as far as can fairly be presumed, it will require some special cause (such as the one then in operation—an excessive export of cotton) to restore. The total value of the imports is estimated at Tls. 17,127,610, being Tls. 544,153 in excess of 1866, the year next in importance, though, during that year there were seventeen hundred chests more opium imported, representing a total value of Tls. 1,000,000. This has been made up during the past year by larger imports of cotton and woollen manufactures, metals, &c. The return of shipping shows an increase in the number of vessels and tonnage. The revenue has increased about Tls. 4,000 beyond that collected during 1868, and nearly the whole is under the heading of tonnage dues.

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The trade of the year has, therefore, been satisfactory, there being but one branch, that of opium, which shows a falling off. The extent of country drawing its supplies through Tientsin varies but little from year to year, but the trade is affected by the crops, the disturbed or peaceful condition of the country, and other similar causes. Though the actual result of the year's trade has not been remunerative, the figures show favourably when taken in connection with the general advancement of the port. Though one year may disappoint, the merchant will find his compensation in the next. Very noticeable in the imports of Cotton manufactures is the rapid increase, since the conclusion of the war in America, in the trade in T-Cloths; the quantity in 1867 being half as much more as that in 1866; that in 1868 being four times the amount of 1867; and finally that in 1869 doubling 1868. The imports of woollens are very satisfactory, English camlets, and lastings showing the greatest increase. Exports are a very limited part of the trade of this port, but they also show an amount of Tls. 72,359.85 in 1869, against Tls. 53,122.72 in the previous year. The export of coal may become very important if the Chinese Government should, as is reported, be about to work the coal in the hills east of Tientsin, employing foreign machinery for the purpose. There has been a further increase in shipping of 335 vessels and 120,410 tons in 1869, against 299 vessels and 109,077 tons in the previous year. The greatest increase has been in the North German tonnage, which has reached a total of 26,788 tons, against 16,528 tons in 1868, while the British flag has lost ground to the extent of some 6,000 tons—a state of affairs connected with the shipping trade on the coast of China by no means confined to this port, and one which certainly merits the serious consideration of those interested.

10. KUIKIANG.—Mr. Drew reports that, though not equal to 1868, the past year furnishes an encouraging return. The trade shows nearly a million and a half of taels less than 1868; but considerably more than a million of this loss is owing to the diminished exportation of black tea, consequent on the inundation of the surrounding country, and the misfortunes of 1869 have only reduced its figures below the year preceding, while they are still in advance of 1867 and preceding years. The total trade was Tls. 9,703,899. Exports represent Tls. 6,546,886, and imports Tls. 3,157,013, of which Tls. 2,655,606 are foreign. For the most part of the year four large steamers per week call here from Shanghai with cargo, and the same number take cargo away to Shanghai.

11. TAMSUI, FORMOSA.—Mr. Taintor reports the satisfactory character of the general trade of these two ports. The consumption of imports is necessarily limited by the local demand, and the returns at present issued are only made up to the end of 1868. They are, however, sufficiently encouraging to show the success that would be sure to attend a few more years' development if we retain our hold upon the ports. The foreign imports were Tls. 472,153 in 1865, upwards of Tls. 600,000 in each of the two following years, and 1868 they reached Tls. 551,511, while the exports, which were Tls. 252,814 in 1866, and fell to Tls. 156,683 in 1867, amounted to no less than Tls. 308,834 in 1868. The revenue rose from Tls. 49,037 in 1867 to Tls. 69,347 in 1868; and the shipping showed an increase, in the same period, of from 141 to 222 vessels. Mr. Taintor gives some very interesting particulars concerning the two most important exports—coal and camphor. In the former the increase has been unprecedented, the export for 1868 having been nearly double that of 1867. In 1865 only 7,162 tons were exported; in 1866, 17,887 tons; in 1867, 12,860 tons; and in 1868, 25,392 tons. The duty charged on this item is most burdensome, amounting, as it did in 1868, to Tls. 17,000, or about two-fifths of the sum collected on the whole export trade. The introduction of foreign skill and enterprise in working the mines would enable the Formosa coal to compete favourably with Australian and Japanese; for labour is cheap and abundant, and the proximity of the mines to water communication might easily be made to reduce the cost of carriage. Camphor is at present the most important export from Tamsui, and this trade has been quite revolutionised by the break-up of the so-called Camphor monopoly, the export having jumped up from 5,070.99 piculs in 1867 to 14,440.88 in 1868, while the price has fallen from $16 per picul to the lowest limit, $7.80. The duty on camphor represents about 10 per cent. of the value. Among the present unproductive natural resources of Formosa are the sulphur pits, in which a mine of wealth lies undeveloped, awaiting the time when the Government will allow them to be worked for its own benefit by private persons anxious to do so.*

THE SUEZ CANAL NOT SAFE OVER TWENTY-ONE FEET.

Captain Steele, of the *Erl King*, has published a valuable account of his passage through the Suez Canal, which proves what we have always urged upon our readers—that it is not wise for any vessel to attempt to pass through the Canal drawing more than twenty-one feet. When Captain Steel passed through in July last there was much less than twenty-two feet water in various parts of the Canal, and his ship grounded about ten miles from Port Said. Captain Steele says: "Our draught was 21 feet 4 inches aft, 21 feet 2 inches forward. We never had this depth of water under the entire ship after we entered the Lake, but the mud was soft. The ship, whose deep-load line is, say, 24 feet, if only drawing or be lightened to 21 feet, is likely to pass through the Canal without a stumble as the Canal now is; but place the ship whose deep-load line is 21 feet an inch beyond that draught and she will stagger at the smallest impediment, and become perfectly ungovernable when her keel smells the mud." Here is the account of the exertions necessary to get the grounded vessel afloat again:—

At ten P.M. the tide had risen a few inches higher than it had been in the morning. Our heavy tow-ropes had been passed on board the tugs, and a third rope (8-inch Manila) made fast to a mooring-post on the Canal bank, leading from our starboard quarter. This was hove well taut with a double tackle. At a given signal the tugs started, the ship's engines at the same time going full speed astern. She did not move. A second attempt was equally fruitless; but in the third, with all hands racing with heavy tread fore and aft the decks she started afloat, and was moored against the starboard bank till morning.

On the following day engines were turned ahead and way gathered upon the *Erl King*; but, feeling the mud caused much hesitation under her helm, it (the helm) was steadied for a moment before we reached the light-vessel. From this onward, say 250 yards, she refused all helm, but gradually made way through the soft mud while the engines were kept going. Starboard helm being required, and refused, the engines were stopped, and with the engines the ship's way stopped. Judging from the buoys, the ship was in mid-channel. Sounding, however, gave 20 feet 6 inches on both sides, with 24 feet about five yards to port of us. The ship had been about fifteen minutes stationary when the Harbourmaster of Ismailia brought the *Edmond* again to our assistance. He soon afterwards brought anchors and warps, and laid double anchors far out on our port quarter. On these anchors we hove with powerful purchase, the tug at the same time towing on our port bow, and our own engine at intervals going full speed astern. The ship was dragged across many holes showing 22, 23, and 24 feet water; but at seven P.M., after a day of unending effort and great toil, with much damage to ropes, mooring bitts, and two stanchions, the *Erl King* was left for the night close to the light-vessel, still hung in the mud, but sufficiently under command to enable the tug to tow her into the Canal next morning.

It is of course impossible that such violent strains can be applied to any vessel without causing great injury, even though it may not be immediately perceived. Captain Steele's conclusion deserves the attentive perusal of every shipowner likely to use the new route:—

Here lie the head and front of the Suez Canal Company's offending. They aim at too much. Their prospectus before the public, showing a depth of nearly 26 feet water in the Canal—which should mean all parts of the Canal—they know to be untrue, and if they allow conditions to be made in London they have no intention of fulfilling at Port Said, they are very reprehensible. That the company intend the Canal to contain a depth of 26 feet water throughout its entire length is evidenced by the immense progress they have lately made between Suez and the Small Lake. This length of the Canal, formerly the worst, with the exception of a very short distance near Suez (but soon to be equal with the rest), has a depth of 24 feet at low water tide, rises from 4 feet to 6 feet, and, better still, the sides of the Canal are nearly precipitous. I hope the Company may see it their interest to do away with the shelving bank when deepening other portions of the Canal. In the meantime, while the Canal remains with nearly twenty miles of its central part with, say, 21 feet water, it will be well if the company's agents at Port Said or Suez apply greater discrimination in the immersion of vessels passing through the Canal.

OUR DANGERS IN CHINA.

The *Globe* says:—Lord Granville announced on the evening of the 9th inst. at Guildhall that he had received a telegram from our Minister at Peking, in which it was stated that there is no danger in the north of China, and that an Ambassador is starting for Europe. This announcement will be received with general satisfaction, although it is difficult to understand how, in the short interval which has elapsed since the arrival of Mr. Wade's last telegram, the neighbourhood of brigands and destitution of the people at Newchwang, which he therein stated formed sources of danger to foreigners residing at that place, have been suppressed. The Ambassador spoken of is probably Chung-How, who was Governor of Tientsin at the time of the massacre, but who has by common agreement been acquitted of all complicity with the authors of the riot. It is not easy to see what good his arrival in Europe can possibly effect, especially at this juncture. The utter futility of the Burlinghame mission is not an encouraging precedent, and we only trust that the advent of Chung-How may not be accompanied by similar outrages on foreigners to those which formed such unfortunate commentaries on the grandiloquent pacific speeches of his American predecessor.

The *Pall Mall Gazette* says:—If there be really any truth in the reports which reach us from China that there is a combination of Chinese authorities and people hostile to foreigners, and an organisation extending all down the coast for purposes of aggression, then obviously it would be a fatal error to stand inactive till the mischief is done. This would be to provoke a war, not to avert it—to make conflict and disaster inevitable which might have been prevented. Those among our statesmen here who most dread such a calamity, are apt to forget that two very opposite conditions equally conduce to the same end. The first is rashness and an overbearing meddling policy, by which even a nation like the Chinese may be lashed into fury. The second is supineness under menace of aggression; or the inability of those who are in authority on the spot, and know the danger, to take any timely

* We are glad to be able to supplement these returns by the information, through a private source, that the export of sugar, white and brown, has very largely increased during the present year. The total quantity of sugar exported from Formosa amounted to no less than 526,374 piculs, or about 31,000 tons—employing, of course, a proportionally increased tonnage.

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steps to avert attack or a massacre. Of the two, the second condition is the most perilous perhaps. We are far from thinking that it does not behove us to guard against the first, both as a wrong to the Chinese and a danger to ourselves. But this may be best effected by enforcing responsibility of the gravest kind upon all authorities—civil, naval, or military—who may fail in judgment or discretion on occasions of instant emergency. Any deviation from such general instructions and standing orders as the Home Government may issue should be justified only by the clearest evidence of overruling necessity. And any failure in this respect should be promptly followed by public rebuke and dismissal. We venture to say the danger under such conditions would not be on the side of rashness. But no official, civil or naval, under such circumstances—having the judgment and courage which we assume to be the average qualifications of those placed in authority—would feel constrained to stand aloof, or waste his time in unavailing appeals to the Chinese authorities for aid while danger and death could plainly be seen approaching a whole community, as certainly was the case at Tientsin.

The Rev. John Chalmers, writing from Canton on Sept. 16 says:—"The China question seems hardly to receive a thought in Europe just now, but the longer it is delayed the more serious it will become. I dare say you sometimes feel a little uneasy about the safety of your friends in this barbarous place. We are not afraid, however, in the meantime. Canton is far removed from the centre of the present hostile movement, and has had enough of foreign fighting; but there is every appearance of a complete clearing out of all foreigners from the north of China before they are frozen in for another winter. Indeed, report says they have already got notice from the Government to leave because they cannot be protected; and it is known that the American missionaries at Tangchow have sent an urgent request to their consul to be safely removed from their station by gunboat or otherwise. My own impression is that the Chinese have in view the overthrow of the Tartar dynasty as well as the expulsion of Europeans, and that for the accomplishment of this double object they—i.e., the leaders of this project—are prepared to drive the whole country into a state of anarchy and utter misery. They know that China cannot do anything against a European Power; but if there is no recognised Government in the country at all, of course we must be driven away by the lawless mob, and kept at bay by any new Government that may arise, till new treaties are demanded and obtained with more or less of force. I fancy the patriotic *literati* of China would be prepared to sacrifice everything for the hope of restoring their country to its old state of isolation. This is what they want—neither more nor less. It is not the missionaries, but all foreigners, be they ministers, missionaries, or merchants, that they want to get rid of."

ARTICLES OF IMPORT.

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TEA.

Previous to the arrival of the J. R. Worcester business was very restricted. A few parcels of old black leaf were got off at about 1s. 3d. to 1s. 6d. The new imports, per above-named ship, have been eagerly competed for, and as a result very fair prices have been obtained. The vessel compares for mediums very fairly, but for fine her prices are not quite so good as have been paid for previous arrivals. Many of her Teas, however, are second crops, and must have cost less than the first. It is a singular fact that ex Danube nothing sold under 1s. 6d., ex Priam nothing under 1s. 7d., and J. R. Worcester (so far) nothing under 1s. 8d. The Kaisows, ex Thermopylæ, came to a good market.

	1870.	1869.
Duty paid on Tea in London for the	lbs.	lbs.
week ending Nov. 5	1,716,732	1,564,525
Export to ditto	512,676	548,464
Total	2,229,408	2,112,989

SILK.

Since the departure of the mail the failure of the peace negotiations, and the subsequent sinister rumours as regards Russia, have caused a decidedly quieter market. Red Peacocks are said to have been sold at 26s. 3d., and there has been some demand for medium Tsatlees at 25s. to 25s. 6d. Deliveries of China, 1st to 12th inclusive, 1,126 bales.

COFFEE.

Extensive supplies of Plantation Ceylon have again been placed upon offer, but a good demand has continued to prevail, and a further advance of 1s. per cwt. has been established. The business in Native Ceylon has been less extensive, but the late advance is steadily maintained. In other East India kinds no transactions are reported.

SUGAR.

The quiet condition of the market which prevailed at the close of our last report continued until the 11th inst., when a better demand appeared for refining descriptions, and sales of good extent were effected at firm prices, which has continued to-day, and last week's quotations are fully supported. Penang: 3,810 bags have been sold by auction at fully the valuations, common soft brown (duty 4s.) 22s. to 23s., middling to fine brown (duties 4s. and 4s. 9d.) 24s. 6d. to 27s. 6d., soft grey and yellow (duty 4s. 9d.) 28s. to 29s. Manila: There have been no public auctions, and by private contract the sales have been moderate, but there has been a fair demand privately, chiefly for export; about 23,000 bags common clayed (duty 4s.) have been sold at 22s. 6d. to 23s., chiefly the latter price, also 4,000 bags unclayed Taal at 18s. 6d.

Cocoa-nut Oil.—Transactions have been unimportant; of 154 casks Ceylon offered a moderate part sold, pipes at £37 10s. to £37 15s., and hogsheads at £38 5s.

Cinnamon.—Of offers amounting to 237 bales Ceylon about 100 bales found buyers, good middling to good first sort at 2s. 10s. to 3s. 2s.; good second, 3s.; third, 2s. 9d.; fourth, 2s. 2d.; low coarse, 6d. to 9d.; spurious, 2d.; the remainder chiefly spurious bought in at 4d. to 6d. Chips: A large quantity, amounting to 1,683 bags, offered met but little demand, and only 500 bags sold; middling chips, 4d.; mostly coarse bark, 2d. to 2½d.

Cutch.—In auction of 1,000 boxes fair Fish mark Pegue offered 540 boxes sold at 19s. 6d., 240 boxes fine being bought in at 20s. Privately about 1,000 boxes fine have been sold at 20s. to 20s. 6d.

Camphor.—At the public sales 281 tubs Japan were bought in 70s. to 75s., and 240 cases China at 70s. to 75s; 70 tubs Japan have since been sold at 72s.

Galls.—There have been no transactions in China or Japan.

Gambier.—In auction 398 bales block were bought in at 16s. 3d., and 436 bales pressed Cubes at 17s. 3d.; since the sale 200 bales of the former have been sold at 15s. 10½d., being cheaper; also 200 bales of the pressed Cubes at 17s. 3d. For arrival 150 tons distant shipment have been sold at 15s. 10½d. all faults.

Isinglass.—At public sale, of 28 cases Penang, 18 cases sold—fair tongue, 3s. 9d.; ordinary to middling, 3s. 3d. to 3s. 6d.; leaf, 3s. 5d. to 3s. 11d.; 2 cases (734 lbs.) Singapore were bought in at 3s. 2d. to 3s. 9d.

Japan Wax.—The sale is reported of 66 cases saucers—good yellowish at 72s. to 72s. 6d., middling at 64s. 6d.

Pepper.—Black: Increased firmness has prevailed, and prices of Singapore are ½d. higher. Penang is also slightly dearer. Public sales amounting to 3,824 bags have been brought forward, of which 2,000 bags sold; 2,885 bags Penang were chiefly bought in at 5½d. to 5½d., only about 1,100 bags being sold, common at 5⅜d.; 273 bags Siam sold at 5½d. to 5½d. Privately about 1,250 bags Singapore have sold at 5⅝d. to 5⅝d., closing at the latter price for cash, and 1,500 bags Penang at 5½d. to 5 3-16thd.; for arrival 500 bags Penang have been sold at 5½d., and 700 bags Singapore distant at 5 7-16thd. White: In auction 602 bags Singapore all sold at 6½d. to 6¼d., chiefly 6⅜d.; sea-damaged fourth to first class 6½d. to 6⅜d.; of 109 bags Penang, 22 bags sold at 6½d. to 6⅜d. After the Public sales there was an active demand, which has since continued, and considerable quantities, say about 3,000 bags Singapore, have changed hands at advancing prices, commencing at 6½d., and closing at 6⅝d. cash, but at the close there is less activity, although the advance is maintained.

Preserves.—An offer of 500 cases China Ginger was bought in at 8½d., and 50 cases Comquats at 1s. 1d., 100 cases Comquats and Chow Chow of old import were withdrawn.

Rice.—Except for a rather better inquiry for Rangoon the demand is without improvement and sales are limited. In auction 3,383 bags sea damaged Rangoon sold, first class 9s. to 9s. 4½d., second 8s. 6d. to 8s. 9d., third and re-packed 8s. to 8s. 6d. Privately two landed cargoes of Rangoon have been sold, 9,000 bags per Cilminar at 9s. 6d. full prompt, 1,550 tons recently arrived per Pleiades at 9s. 1½d. quay terms. Afloat 300 tons new Soolie Ballam sold at 8s. 6d. to 8s. 7½d. quay terms.

Rhubarb.—Of 237 cases offered at the sales, 72 cases sold, fair at 3s., a few lots 3s. 3d., ordinary rough 8d. to 9d., very ordinary 6d.; 3 boxes trimmed were bought in at 10s. 6d.

Rags.—An offer of 577 bags Japan sold at £13 to £13 10s., chiefly at £13 5s., two lots at £11 15s. per ton.

Tin.—The demand has been very limited, with only small sales effected, and the market is easier. Straits has changed hands at £127 to £126, Banca at £126, and Billiton at £126 10s. to £125 10s.

SAN FRANCISCO MARKET REPORT.

Coffee.—Imports from Jan. 1 to Oct. 1:—Central American, 3,741,132 lbs.; Hawaiian, 94,421 lbs.; Rio, 647,254 lbs.; Mocha, 1,945 lbs.; Manila, 6,500 lbs. Imports thus far in 1870 are nearly 3,000,000 lbs. less than same time in 1869. The market exhibits firmness. Although small sales of Costa Rica and Guatemala continue to be made at 20c., yet some importers refuse to sell at this rate. 700 bags Manila, ex Andreas, sold at 19c.; 500 bags Java at 24c.; the latter is now held at 24½c.

Cordage.—Imports from Jan. 1 to Oct. 1:—9,002 coils, 2,886 packages, 33 bales. The San Francisco Company adhere to their rates of 18½c. to 20c. We have no sales of Manila to record.

Matting.—Imports from Jan. 1 to Oct. 1:—282 bales, 3,826 rolls. Importers complain of a dull market. The trade is, however, well stocked, selling Chinese White and Checked at low prices.

Rice.—Imports from Jan. 1 to Oct. 1:—China, 15,296,269 lbs. The demand runs altogether upon China at 6¾c. to 7¾c. The imports for nine months in 1869 were 27,000,000 lbs., against 15,650,000 lbs. thus far during the current year.

Sugar.—Imports from Jan. 1 to Oct. 1: China, 1,175,070 lbs.; Manila, 3,237,304 lbs.; Batavia, 4,414,462 lbs. Imports for the first nine months of the current year, in round numbers, are 31,000,000 lbs. as against 49,000,000 lbs. same period last. There is no business to report in East India description.

Teas.—Imports from Jan. 1 to Oct. 1: China, 681,449 lbs.; Japan, 1,611,976. Imports during the first nine months of the current year, approximate 2,300,000 lbs. showing an increase of 600,000 lbs. as compared with the same period last year, and is exclusive of the large amount received here in bond for transmission East by rail and otherwise. The market presents no features of interest. Stocks of Japans are liberal and prices as heretofore, say 65c. to 75c.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From Singapore and Penang to Liverpool (via London and Suez Canal), per Hipparchus (str.), entered Nov. 1.—From Singapore: 2526 bales gambier, 3407 bags sago flour, 3820 bundles rattans, 305 bags sago, 891 hides—Order. From Penang: 5 cases mace, 10 cases nutmegs—Order. Remainder of cargo landed at London.

From Ilo Ilo to Liverpool, per Saga, entered Nov. 1.—33,223 bags sugar, 281 piculs sapanwood—Peele and Co.

From Shanghai to London, per John R. Worcester, entered Nov. 8.—Tea: 10 half-chests 2 boxes—Overton and Co.; 547 chests—Kennuth and Co.; 160 chests—Forbes, Forbes, and Co.; 8 boxes—W. Kidner; 7090 chests 6198 half-chests 8 boxes—Order.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Beer in Bulk.	Beer in Glass	Brandy.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£	Brls.	£	Cwt.	Cwt.	£
Ada, str., via Suez Canal (addl.)	Singapore	London.	Oct. 26	...	...	...	...	...	10	63	279396	150560	400	...	...	535	...	10000	...	...	...	...	...	...	...	...	33	...	...	...	...	...	...	46
Do. do.	Hong Kong ...	,,	,, 26	...	...	...	...	...	...	24 &3cs.	419990	412252	979	...	138	220	...	494	...	...	...	...	...	...	...	...	175	667	...	...	...	...	...	...	75 &13cs.
Do. do.	Shanghai	,,	,, 26	...	...	...	...	...	10	189	992321 &£150	44550	...	...	...	8265	40	...	...	...	...	...	...	...	...	...	...	129	...	...	...	225	...	£7	105
Titania	Do.	,,	,, 27	26	...	¼	...	...	...	60	7522934 &£1220	234188	120	...	...	9295	...	...	...	...	...	...	...	1646	414	...	...	113	...	...	...	30	...	...	...
Gemini	Singapore	,,	,, 28	70	...	13	50	...	...	1655	269170 &£1280	9340	...	...	...	...	...	26400	...	76	884	...	12	424	602	...	120	60	...	30	50	201 &53cs.	£10	...	150 &25cs.
John Scott.....	Batavia	,,	,, 28	49	¼	33	½	...	...	498	62888	...	...	...	...	140	...	10276	..	49	...	...	...	...	229	...	60	794	...	...	...	3062 &3cs.	£1020	...	71
Palmerston	Colombo.....	,,	,, 28	51	44	3	...	...	...	1155 &50kg	219600	5020	...	...	100	310	12	10000	12	139	1995	315	646	252	681	250	110	762	146	32	50 rlts.	975 &12cs.	£14	8 &£23	286
Oberon, str., via Suez Canal	Singapore	,,	,, 29	...	17	15	...	½	365	233	566353	24901	...	...	...	500	...	75800	...	...	...	...	...	14	60	...	...	...	...	...	...	7	£25	...	23
Do. do.	Hong Kong ...	,,	,, 29	...	10	...	50	...	...	249	1497387	271974	...	...	90	1125	...	350830	...	...	...	...	...	134	...	...	...	4cs.	...	...	...	65	...	£10	7
Do. do.	Yokohama.....	,,	,, 29	...	...	...	18	...	342	163 &5cwt.	1122825 &£11800	165387	1715	258	...	15035 &2cs.	300	139232	...	...	16	...	17	20	277	...	150	410	60	...	...	250	6	...	15 &20cs.
Marlborough	Hong Kong ...	,,	,, 31	199	...	41	50	8	20	404	1705020 &£2010	177116 &£100	60	...	...	2300	...	730330	15	41	931	1019	10	32	1122	1250	438	202	465	424	30	163 &40 ts.	...	17	50cs.
Glengyle, str., via Suez Cnl.	Colombo	Livrpool	,, 31	...	...	...	...	...	...	87	638674	29817	...	...	...	...	...	7500	...	...	...	...	...	...	238	...	...	134	...	...	...	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Preserved Provisions.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
a Ada, str. (add.), via Suez Canal	Singapore ...	37	16	45	...	35	...	...	...	...	...	...	...	796	...	...
b Do. do.	Hong Kong..	95	348	132	23	445	101	283	...	140	176	10	20	972	81	30
c Do. do.	Shanghai ...	153	35	310	...	458	30	...	77	68	7	26	16	8	205	13
d Titania	Do	...	20	...	...	10	...	...	8	...	...	...	...	...	176	...
e Gemini	Singapore ...	125	15	90& 33cs.	31& 79gls.	136	...	100& 1cs.	400	56	...	11cs.	...	530	...	...
f John Scott.....	Batavia	26	...	46	40	263	52	...	30	26	...	435	...	...	...	...
g Palmerston	Colombo.....	...	150	389	103& 36gls.	1035& 10tons	24	...	60	32	78	122	...	...	862	...
h Oberon, str., via Suez Canal	Singapore ...	...	35	140& 5cs.	...	30	11	...	...	...	...	...	...	370	...	...
i Do. do.	Hong Kong..	515	70	58	...	442	204	...	...	15	3cs.	3cs.	...	...	...	80
Do. do.	Yokohama...	33	216	479& 1cs.	20& 36gls.	400& 5cs.	868	183	...	50	520	10	1cs.	390	1175	...
k Marlborough.....	Hong Kong..	273	50	201& 10cs.	54	320	...	81	...	15	128	18	...	...	...	135
Glengyle, str., via Suez Canal	Colombo.....	...	...	...	...	...	...	...	...	...	...	...	...	122	...	...

SUNDRIES.

a Brass wire, £143; silk velvet, 1 case; gold thread, 5 lbs.; effects, £90; needles, 15 cwt.; silver plate, 15 cwt.; electro and plated ware, £170.——*b* effects, £219; needles, 5 cwt.; silk and cotton velvet, £159; silver plate, £1,050; electro and plated ware, £150.——*c* granite, 5 tons; seeds and plants, £30; oil paintings, £16; effects, £100; india-rubber goods, £15.——*d* mineral water, 250 gallons; electro and plated ware, £32.——*e* brass wire, £770; matches, £1,000 and 154 cases; glass beads, 70 packages; millstones, £25; refined sugar, 11½ cwt.; Vermouth, 8 gallons; creosote, £13; framed engravings, £25; asphalte, 4 tons; safety fuze, £20; parts of carriages, £90; gun flints, £12; effects, £19; perambulators, £40; mineral water, 750 gallons; coals and coke, 100 tons; zinc, 2 tons; gunpowder, 25,550 lbs.——*f* bricks, £43; cement, 80 tons; lucifers, £236; effects, £311; glass buttons, £21; beeswax, 15 cwt.; carriage, £250; corks, £15; shot, 2 tons; gunpowder, 10,600 lbs.——*g* coffee machinery, £298; manure, £770 and 15 tons; chalk, £10; moulding sand, £3; marble tablets, £50; galvanised iron, 29 tons; asphalte, 50 tons; cement, 30 tons; caoutchouc manufactures, £3; effects, £40; boat, £20; tarpauling, £18; jute bags, £18; fuse, £5; refined sugar, £30; coals and coke, 114 tons; shot, ½ ton; gunpowder, 250 lbs.——*h* canvass hose, £9; effects, £28; postage stamps, £70; shot, 1 ton.——*i* pictures, £132; sugar machinery, £1,952; effects, £30; photographic materials, £100; asphalte, 2 tons; gum, 30 cwt.; quicksilver, 50 bottles.——*j* refined sugar, 1 cwt.; effects, £372; surgical instruments, £60; iron wire, 4 cwt.; tortoiseshell and hoofs, 3 cases; carriage, £100; sponge, £28; cotton velvet, £364; oil paintings, £50; electro and plated ware, £350.——*k* iron wire and wire rope £445; sheathing felt, £100; wooden sheaves, £100; prints, £150; effects, £100; lucifers, £180 and 40 cases; bricks, £23; signal lights and sticks for ditto, £15; mineral water, £29; corks, 3 bales; pig iron, 100 tons; tin plates, 200 boxes; quicksilver, 250 bottles.——*l* cement, 18 tons; fruits, 4 cwt.

NOTE.—Per John Bunyan, from Liverpool to Galle, cleared Oct. 15.—Coal, 1,559 tons; tobacco, 122 lbs. Per Kate Covert, from Liverpool to Yokohama, cleared Oct. 21.—Coal, 116 tons; 4,670 iron rails, £10,000; tobacco, 175 lbs. Per Una (str.), from Liverpool to Bankok, *via* Suez Canal, cleared Sept. 22 (addl.).—Machinery, bricks, &c., 300 tons. Per Ada (str.), from London to Yokohama, *via* Suez Canal, cleared Oct. 26.—Woollens, £685. Per Mirella, from London to Hong Kong, cleared Aug. 17 (addl.).—Plain cottons, 83,500 yards and £800; yarn, 32,000 lbs.; hosiery, £55; yellow metal, 19 tons. Per Western Chief, from London to Hong Kong, cleared Sept. 1 (addl.).—Drugs, £8; biscuits, £79; oilman's stores, £165; rugs, £38; clocks, £50; cotton waste, 9,460 lbs.; butter, 60 cwt.; cotton manufactures, 5 cases. Per Dartmouth, from London to Hong Kong, cleared Sept. 12 (addl.).—Iron safes, £150; haberdashery, £40. Per Assyrian, from London to Hong Kong, cleared Oct. 3 (addl.).—Rope, £800. Per Lunan, from London to Japan, cleared Oct. 5 (addl.).—White wine, 100 gallons; twist, 20,000 lbs.; (short shipped) plain cottons, 20,000 yards. Per Taeping, from London to Shanghai, cleared Oct. 17 (addl.).—Hardware, £48. Per Benmore, from London to Yokohama, cleared Oct. 20 (addl.).—Woollens, £1,250; lucifers, 11 cases; plain cottons, 19,250 yards; yarn, 12,000 lbs.; cotton velvet, £374; (short shipped) coloured cottons, 4,800 yards. Per Havelock, from London to Singapore, cleared Oct. 24 (addl.).—Plain cottons, 179,800 yards; hardware, £537; glass, £142; biscuits, £95; furniture, £300; terra cotta, £30. Per Achilles (str.), from Liverpool to Shanghai, *via* Suez Canal, cleared Oct. 8 (addl.).—Saddlery, £26; stationery, £4. Per Ocean, from Liverpool to Hong Kong, *via* Cardiff, cleared Oct. 20.—Oilman's stores, &c., £100. Per County of Elgin, from Glasgow to Batavia, cleared Oct. 26 (addl.).—Sugar machinery, £2,024; printed cottons, 120,000 yards; yarn, 24,000 lbs.; plain cottons, 264,000 yards; galvanised iron, 44 tons; haberdashery, £100; hats, £65.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Nov. 2	Geo. Avery	Christie	Akyab	Scilly
— 3	Rosalie	Nilssohn	Manila	London
— 4	Garibaldi	Blomberg	Akyab	Queenstown
— 6	Evora (str.)	Raison	Colombo, &c., via Cl.	Plymouth
— 7	John R. Worcester	Cawse	Shanghai	Deal
— 6	Frances Milly	—	Colombo, for Havre	Off Scilly
Oct. 24	Comet	Bray	Yokohama	San Francisco
— 25	Professor Suringar	Knll	Singapore	Boston
Nov. 5	Cavour	Jensen	Akyab	St. Nazaire
— —	Thames	Patterson	Do., for St Nazaire	Plymouth
— 8	Ethiopian	Faulkner	Shanghai	Scilly
— 7	Ceferina	Berg	Akyab, for Liverpool	Queenstown
— 6	Nederland	Breen	Batavia	Brouwershaven
Oct. 25	Daniel Marcy	Ross	Manila	New York
— 20	Velunteer	Mutchison	Do.	Boston
— 28	Agnes	Tisdale	Penang, &c.	New York
Nov. 9	Evon Beaulieu	Buchmann	Rangoon	Plymouth
—	Maid Marion	Richards	Do.	Queenstown
Oct. 17	Mary Ann Wilson	Beching	Yokohama	San Francisco*

* Not "Mary Ann," as before reported.

DEPARTURES.

Date.	Ship.	Captain.	For	From
—	Triton	Cline	Batavia	Rotterdam
Nov. 2	Henry Grenfell	—	Do.	Liverpool
Oct. 24	Candida	Jones	Cadiz and Manila	Denia
Nov. 3	Eliza	—	Do.	Liverpool
— 3	Imperator Alex. II.	—	Galle	Do.*
— 4	Vale of Doon	—	Yokohama	Do.
—	Ymuiden	Zielstra	Batavia	Amsterdam
—	Anna Digna	Zwaneveld	Do.	Do.
— 3	Brierly Hill	Pegg	Galle	Cardiff
— 5	Goodall	—	Hong Kong	Liverpool
— 5	Sophia	—	Galle	Do.
— 7	Galata (str.)	Pearson	Colombo, &c., via S.C.	London
— 4	Arabia (str.)	Matthews	Do. do.	Glasgow
—	Bellatrix	Haacke	Sourabaya	Amsterdam
— 4	Deerhound	Carlew (?)	Hong Kong	Newcastle
—	Susanne	—	Batavia	Rotterdam
— 4	Louisa	Lansdon	Singapore	Cardiff
— 5	Lucknow	Alexander	Do.	Do.
— 6	Belpore	Donning	Galle	Do.
— 6	Hotspur	Porteous	Do.	Do.
— 4	Herald	Gardner	Cardiff & Singapore.	Liverpool
— 5	Coldstream	—	Singapore	Do.
Oct. 25	Surprise	Rsnlett	Shanghai	New York
— 25	Sonora	Paine	Hong Kong	San Francisco
Nov. 8	Peri	Westwater	Penang	London
— 8	Cutty Sark	Moodee	Shanghai	Do.
— 5	Moss Glen	Sullivan	Hong Kong	Cardiff
— 4	Seaflower	Thomas	Do.	Penarth
Oct. 19	Edward (N.G.)	—	Shanghai	Utsalady
Nov. 9	Teviot	Mackwood	Colombo	London
— 9	Granville	Gallichan	Galle & Trincomalee	Do.
— 9	John Temperley	Tucker	Cardiff and Manila	Do.
— 8	Tinnevelly	Bone	Galle	Portsmouth*
— 5	Martin Luther	Barfred	River Amoor	Cronstadt
Oct. 28	Otago	Thorndyke	Hong Kong	Penarth
Nov. 3	Mary Tatham	Tulloch	Singapore	Do.
— 3	Southern Queen	Richards	Hong Kong	Do.
— 9	Nestor (str.)	Drenning	Penang, &c.	Liverpool

* After repairing.

LOADING.

At LONDON.—For Yokohama: Fire Queen, Ilione, Serica, John R. Worcester. For Tientsin and Chefoo: Avona. For Shanghai: Celestial Queen, Forward Ho. For Hong Kong: Clymene, Cingala, Cornuvia, Hopewell, Wm. Ritson, Belted Will. For Hong Kong and Amoy: Cissy. For Singapore: Cymbeline, Grand Duchess. For Singapore, Hong Kong, and Yokohama (via Suez Canal): Parana (str.). For Bangkok: Anita, Gleam. For Batavia and Sourabaya: Art Union, Orient. For Colombo: Boyne, Hesperia. For Colombo and Galle: River Indus. For Colombo, &c. (via Suez Canal): Ferdinand de Lesseps (str.).

At LIVERPOOL.—For Yokohama and Hiogo: River Avon. Fo Manila: Gloria, Amigos, Maria. For Singapore: Prince Arthur, Alexandra, John C. Potter. For Penang, Singapore, Hong Kong and Shanghai (via Suez Canal): Sharpshooter, (str.). For Bangkok and Rangoon: Vauban. For Batavia and Sourabaya: Cornelia.

At GLASGOW.—For Hong Kong: Ardentinny. For Singapore: Kinfauns Castle. For Colombo, &c.: Tuticorin, Estrella de Chile.

FREIGHTS AND CHARTERS.

We have no change to note in berth freights to the East; sailing vessels are still difficult to place at advantageous rates; coal freights from the Northern outports are unaltered.

Current rates of freight for vessels on the berth: To Tientsin and Chefoo; 50s. weight or meast. To Yokohama: 40s. weight, 35s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 35s. weight or meast.; per steamer, via Suez Canal, 70s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast.; per steamer, via Suez Canal, 70s. meast. To Ceylon: 20s. weight, 17s. 6d.; per steamer, via Suez Canal, 60s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—To Yokohama: £42. To Singapore: £26. For Galle: £26. From Newport, Cardiff, or Swansea per ton—For Yokohama: £2. For Hong Kong: £1 16s. For Java: 17s. 6d. For Singapore: £1 5s. For Galle: £1 3s. 6d. For Colombo: £1 3s.

SPOKEN.

MAGALLANES, Cadiz to Manila, Sept. 13, 24 S., 29 W.
LOUDOUN CASTLE, London to Shanghai, Sept. 17, on the line, 20 W.
JOHN WORCESTER (Amer. brq.), for Hg. Kg., Sept. 5, off Pulo Sapato.
H. B. E. N.(?) (Norgwean. brq.), Frederikstadt to China, 58 N., 8 W.
SPEEDWELL (brq.), for Hong Hong, Sept. 9, 20 N., 114 E.
LORETTO, Batavia to Falmouth, Oct. 3, 12 N., 26 W.

CASUALTIES.

The Medea, Ankringa, from Batavia to Rotterdam, put into Table Bay, Sept. 21, for repairs.

The Daniel Marcy, Ross, which arrived at New York Oct. 25, from Manila, reported having experienced a S.E. to N.N.E. hurricane, Oct. 22, during which she lost sails, &c.

MISCELLANEOUS.

The Marlborough, Larkins, which cleared from London, Oct. 31, or Hong Kong, whilst proceeding down the river, Nov. 3, was towed ashore, during a fog, near Blackwall. She was got off, and sailed Nov. 5, from the Down for her destination.

At GIBRALTAR.—Nov. 5, Ada (str.), from London, for Singapore China, &c. (*via* Suez Canal).

At MALTA.—Oct. 20, Duque de Palmella (Portuguese corvette), from Lisbon, and left 24 for Macao (*via* Suez Canal).

At PORT SAID.—Oct. 25, Achilles (str.), Russell, from Liverpool, left for Singapore, China, &c.

At ADEN.—Oct. 18, Acantha (str.), Grange, from London, and left for Singapore, China, &c.; 21, William Cory (str.), Edington, from London, and left, 22, for China; Scanderia (str.), Carroll, from London, and left, 22, for China.

Off ADEN.—Oct. 14, Mindoro (str.), Lindsay, from the Clyde, for Manila.

At ST. HELENA.—Sept. 29, Midnight, Brock, from Singapore, for Boston; Magdalena, Boysen, from Penang, for Rotterdam; Conception, Tuton, from Manila, for Cadiz; Helena Henrietta, Deterding, from Batavia, for Amsterdam; 30, Edward Herbert, Duncan, from Hiogo, for New York; 30, Robert Fletcher, Pittendrick, from Manila, for London; Jonge Jan, Jhy, from Batavia, for Flushing; Oct. 6, Terre, Tahet, from Singapore, for Marseilles; 7, Jessie, Fick, from Manila, for Liverpool; Kingdom of Belgium, Smith, from Padang, for New York; 11, Singapore, Confucius, from Batavia, for Amsterdam; 12, Noach II., v. Looyen, from Batavia, for Rotterdam; 1, Loyola, from Manila.

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No. 1. JULY, 1870.
SUBSCRIPTION £1 1s. PER ANNUM.
LONDON: OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, E.C.

THE CHINA DIRECTORY
FOR
1871.

THE CHINA DIRECTORY for 1871 will, as usual, be issued from the office of the *China Mail* in the last week of December. It will contain the fullest and most correct information concerning all changes in the various Firms, Offices, Companies, and Professions throughout China, Japan, and the Philippines; a Calendar for the year 1871; Postal Notices, and all the other matter common to a publication of this kind. Accuracy and completeness will be the main objects aimed at; and to enable the publishers to attain these, it is requested that all to whom printed forms are sent will return them corrected as speedily as possible.

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OFFICES:—

NOS. 9 AND 11, KING'S ARMS YARD, MOORGATE STREET, E.C.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

ong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates arying with the period of deposit.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar. Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a anker.

LIEBIG COMPANY'S EXTRACT OF MEAT.

FOUR GOLD MEDALS.

CAUTION.

Require Baron Liebig's signature on every Jar and Tin.

5 lbs. Tins supplied in enormous quantities to both French and German troops in the field, and this size specially recommended to Relief Committees.

HOLLOWAY'S PILLS

DISORDERED STOMACH, TORPID LIVER.—Under every roof these terrors sometimes dwell; the peer and pauper are alike obnoxious to them. If every household possessed these Digestive Pills, how much annoyance would be spared, how much irritation averted, how many quarrels escaped! A "disordered stomach doth the mind inflame." These Pills operate equally on every disturbed function, and do not confine their power to any particular organ; the stomach, liver, kidneys, bowels, blood, brain, and muscles alike derive wholesome tone from this alterative preparation, which is entirely free from mercury and every other noxious ingredient. Any member of a family, without regard to sex or age, delicacy or vigour, may therefore use these Pills with the greatest safety and utmost confidence.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles

CHANDELIERS in Bronze and Ormolu

MODERATOR LAMPS and LAMPS for INDIA, TABLE GLASS of all kinds.

ORNAMENTAL GLASS, English and Foreign

Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figure

OXFORD STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad Street Birmingham.

Established 1807.

NOTICE.

WE have OPENED a BRANCH of our FIRM at SOURABAYA, under the management of Mr. EDWIN IN'TVELD, to whom we have granted our Power of Attorney.

HUNTER, HOUGHTON, and Co.

Batavia, 15th June, 1870.

NOTICE.

THE undersigned, the Sole Surviving Partner of the firm of HUNTER, HOUGHTON, and Co., of Batavia (now in liquidation), has ESTABLISHED, under the firm of J. PEET and Co., and has admitted Mr. H. S. HEWLETT a PARTNER.

JOHN PEET.

Batavia, 30th April, 1870.

NOTICE.

I HAVE this day ESTABLISHED myself here as MERCHANT and COMMISSION AGENT. HENRY GRIBBLE.

Nagasaki, 11th August, 1870.

NOTICE.

MR. GEO. DENT withdraws from our Firm at Foochow, and Mr. JOHN ODELL is authorised to sign our Firm at that port from this date. BULL, PURDON, and Co.

China, Aug. 20, 1870.

THE undersigned begs leave to inform the public that he has returned to China for the purpose of conducting his business at this place, at the store lately occupied by Messrs. Thos. Hunt and Co., Peddar's Wharf, under the firm of H. JURGENS and Co. H. JURGENS.

Hong Kong, 1st Sept., 1870.

MY BUSINESS will in future be carried on under the style of LANGDON DAVIES and Co. C. LANGDON DAVIES.

Hong Kong, Sept. 1, 1870.

THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

ubscriptions and Advertisements received abroad by the following Agents :—

Paris	G. W. YAPP, 4, Place Wagram,
Brindisi	AGENTS FOR BRINDISI STRS.
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	WHITE & BAUER, 413, Washington-street.
Alexandria	DAVID ROBERTSON & Co
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	RIBEIRO & Co.
Batavia	HUNTER, HOUGHTON, & Co.
Samarang	JACOBSON & Co.
Sourabaya	HUNTER, HOUGHTON, & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	MICHELL, BARNARD, & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	E. C. KIRBY & Co.
Osaka and Hiogo ...	E. C. KIRBY & Co.

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C. (Over the JERUSALEM.)

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB, YOKOHAMA.

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SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS, and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receives at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Marseilles.
GIBRALTAR	Every Saturday, at 2 P.M.	—
MALTA	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
BOMBAY	,, ,,	,, ,,
GALLE	,, ,,	,, ,,
MADRAS, CALCUTTA, PENANG, SINGAPORE, CHINA, JAPAN	Saturday, Nov. 12, 2 P.M. And every alternate Saturday thereafter.	Sunday, Nov. 20, 7 A.M. And every alternate Sunday thereafter.
AUSTRALIA, NW. ZEALAND	Saturday, Nov. 26, 2 P.M. And every fourth Saturday thereafter.	Sunday, Dec. 4, 7 A.M. And every fourth Sunday thereafter.

And all ports touched at by the British India Steam Navigation Company's steamers.

REDUCED RATES OF FREIGHT.

	To India.	To China, Japan, or Australia.
Parcels—		
1 to 12 in., or 2 to 24 lbs.	4s. to 9s. 6d.	4s. 6d. to 15s.
1 to 3 ft., or 24 to 72 lbs.	12s. 6d. to 20s.	20s. to 35s.

For the convenience of Country Shippers, Messrs. Pickford and Co.'s Agents receive Goods and Parcels on the Company's account.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.—COMPAGNIE DES MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

October 30, Nov. 27, Dec. 25 } For Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Compagnie des Messageries Maritimes de France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM TO CHINA, via SUEZ CANAL.—STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and Stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW ZEALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at Honolulu, for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.

Japan	in 38	,, ,,
China	in 44	,, ,,
New Zealand	in 45	,, ,,
Australia	in 48	,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

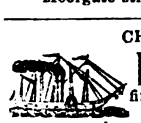
Japan and China ... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

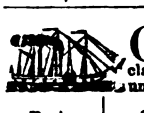
CHINA AND JAPAN.



ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Sing., H.K., and Shang.	Lumley Cstl., s.s., via S.C.	A1 18 yr.	SWID	Dec. 22
Hong Kong	Cornuvia ...	*A in A1	SWID	With des.
Shanghai ...	Forward Ho	A1 17 yr.	SWID	With des.
Do.	D. of Abrcorn	A1 16 yr.	SWID	With des.
Yokohama ..	Serica	*A1 13yr.	SWID	With des.
Do.	Alumina ...	A in A1	SWID	With des.
Tientsin and Chefoo ...	Avona.....	A in A1	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.



CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Celest Queen	A1 13 yr.	E.I.D.	With des.
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	To follow.
Hong Kong	Hopewell	A1 13 yr.	W.I.D.	With des.
Yokohama (Kanagawa)	Eliza Shaw..	A1 17 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Date.
From LIVERPOOL.				
Yokohama and Hiogo.	River Avon	AA1	Prnce's	With des.
Batavia and Sourabaya	Cornelia.....	+ 3-3rds LII.	Prnce's	With des.
From LONDON.				
Do.	Orient	+ 3-3rds LII.	London	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

CHINA AND JAPAN.

THE following high-classed Clipper SHIPS will be despatched as under from the East India Docks:—

Port.	Ship.	Class.	Tons.	Last Shipping Day.
H.K. & Amoy	Cissy	A1 10 yr.	649	With des
Shanghai ...	Weymouth ..	A1 12 yr.	829	With des.
Yokohama (Kanagawa)	John R. Worcester	A1 12 yr.	844	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal.

To Sail on the 25th November.

FOR SINGAPORE, HONG KONG, and YOKOHAMA (calling at PENANG, if sufficient inducement offers), the splendid full-powered screw steamer PARANA, 1,027 tons register, 180-horse power nominal, owned by Messrs. Malcolmson Brothers, of Waterford; DAVID WILKINSON, Commander; Victoria Docks. Has elegant accommodation for Passengers, including cabin fittings, bedding, and linen.

For Freight or Passage, apply to A. G. ROBINSON, Esq., 20, Mark-lane; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship.

To sail November 25.

FOR HONG KONG, the well-known clipper BELTED WILL, A1 14 years, 812 tons register; A. LOCKE, Commander; East India Docks. This ship has just made the passage from Canton in ninety-eight days, being the shortest this season.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship.

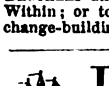
FOR HONG KONG, the splendid clipper ship AMBASSADOR, A1 16 years, 692 tons register, P. DUGGAN, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To sail punctually on the 12th December.

FOR SHANGHAI, the splendid new composite clipper NORMAN COURT, A1 16 years, 834 tons register; ANDREW SHEWAN, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage apply to Messrs. BARING BROTHERS and Co., Merchants, 8, Bishopsgate-street Within; or to SHAW, MAXTON and Co., 2, Royal Exchange-buildings, London, E.C.



DIRECT for SHANGHAI, with quick despatch, the fine river-built, clipper ship LAUDERDALE, A1 15 years (owned by Messrs. John Willis and Son), 851 tons register; J. J. SMITH, Commander; East India Docks. Has good accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.,
Hong Kong and Shanghai.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Nov 14, 1870.

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FRENCH MAIL EDITION

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 377.] LONDON, THURSDAY, NOV. 24, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

THE Messageries steamer *Donnai* will leave Marseilles on Sunday, the 27th inst., for Ceylon, Straits, China, and Japan *via* Suez Canal.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	—	—	Oct. 2
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki	—	—	,, 1
CHINA — Peking	—	—	Sept. 27
Tien-tsin			
Chefoo	—	—	,, 28
New-chwang			
Hankow	—	—	,, 27
Kiu-kiang			
Chin-kiang			
Shanghai	Aug. 19	Oct. 4	Oct. 4
Ningpo			
Foochow	,, 12	Sept. 24	,, 6
Formosa			
Amoy			
Swatow			
Hong Kong	,, 26	Oct. 4	,, 11
Canton			
Macao			
PHILIPPINES— Manila	,, 5	Sept. 17	Sept. 21
COCHIN-CHINA— Saigon	Sept. 2	Oct. 14	Oct. 17
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	,, 12
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	,, 16	,, 16	,, 19
Penang			
CEYLON — Galle	—	—	,, 27
Colombo	—	—	,, 26

THE MAILS, &c.

The above mail (French) was delivered, *via* Marseilles, this morning, three days late. The next inward mail (P. and O.) is due, *via* Brindisi, on the 28th inst., and will bring dates Yokohama, Oct. 9; Shanghai, Oct. 12; Hong Kong, Oct. 18; Singapore, Oct. 25.

Telegrams, *via* Galle, in advance of the mail leaving Shanghai Nov. 2, Hong Kong, Nov. 8, were received on the 23rd inst.; by Grant's Line, *via* Kiachta, telegrams from Shanghai to the 27th Oct. were received on the 19th inst. Japan advices to the 22nd Oct., by telegram *via* San Francisco, are overdue.

List of Passengers.

PASSENGERS INWARD.
(List not received.)

PASSENGERS OUTWARD.

Per P. and O. steamer *Bangalore*, from Southampton, Nov. 12.—To Yokohama: Mr. and Mrs. Sluys. To Shanghai: Mr. Simon and two second-class passengers. To Hong Kong: Mr. and Mrs. H. J. Robertson and two second-class passengers. To Singapore: H.E. Vice-Admiral Uhlenbeck, Mrs. and Miss Uhlenbeck, Mr. Guyot, Mr. Greenshields, Mr. A. M. Aitken, Mrs. Patterson, two children, sister, and servant. To Batavia: Mr. Buyn. To Ceylon: Mr. Hudson, Mr. and Mrs. J. C. Simpson, Miss Hart. Rev. A. P. Lovekin, Mr. A. E. Carey, and one second-class passenger.

Per P. and O. steamer from Suez, Nov. 27.—To Hong Kong: Mr. J. L. Brown. To Singapore: Mr. A. Rickmers. To Batavia: Mr. Maarschalk. To Ceylon: Colonel Byrde. Mr. and Mrs. D. Wright.

From Lisbon.—To Hong Kong: M. Carlos Caldeira.

Per P. and O. steamer *Massilia*, from Southampton, Nov. 19.—To Yokohama (via Bombay): Mr. W. G Sands.

Per P. and O. steamer *Poonah*, from Southampton, Nov. 26.—To Shanghai: Mr. E. M. Smith. To Singapore: Mr. L. J. Fraser. To Ceylon: Mr. and Mrs. E. Chinery, Mr. James Weir, Mr. and Mrs. Woods.

Per P. and O. steamer from Suez, Dec. 11.—To Hong Kong: Dr. G. Dods.

Per P. and O. steamer *Pera*, from Southampton, Dec. 10.—To Hong Kong: Mr. R. G. Robertson. To Batavia: Mr. R. G. Hill. To Ceylon: Mr., Mrs., and Miss Gibbs and three children, Mr. Wyatt.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

An account of the affray between some of the crew of the *Hertha* and a party of the sailors of the French mail steamer *Godavery* was shut out of our last issue. The "belligerents" fought with bamboos, stones, &c., &c., some of the Prussian sailors had swords, but no serious wounds were received by either side. After thrashing each other for about half an hour, they separated, the Frenchmen going on board their vessel; the Prussians then commenced to assault Japanese, and to break and damage their property. On a native policeman remonstrating with them, one of the soldiers struck him a violent blow, whereupon the policeman drew his sword, and cut the sailor across the forehead, inflicting a very dangerous wound. Several Prussian officers, hearing of the disturbance, went to the place, where, after some difficulty, they got the men into order, and took them on board. The other party amused themselves by going to the house of M. Letailleur, who had two friends dining with him named Clataud and Barba. The sailors entered the house, and commenced to break the glasses, furniture, &c., and use insulting language, when M. Letailleur jumped up, and ran into his bedroom to get his revolver, which he brought into the room where the sailors were, and ordered them to leave his house, which they refused to do, upon which he fired three shots amongst them, wounding three men, but not badly. The Prussians then left the house, and went to the Café du Japon, where they tried to effect an entrance, but were refused Dr. Hoffman was called in to see the wounded; there was much confusion and disturbance going on at the time. Whilst he was attending the injured a revolver was fired, the bullet from which struck him on the forehead, grazing his right eyebrow. The doctor bled profusely, and his eye had a narrow escape; it was not discovered who fired the shot. By this time a picket had arrived from the *Medusa*, and all the men, wounded and otherwise, were taken on board.

The Governor of Kanagawa, with the object of repressing further disturbances, called out a detachment of Japanese troops, which for several hours patrolled the native town and Bund, but nothing farther occurred.

NAGASAKI.
(FROM OUR OWN CORRESPONDENT.)

OCT. 1, 1870.

My last, dated 16th ultimo, was sent *via* San Francisco. On the 18th idem the British barque *Lightfoot* arrived from Shanghai, bringing the English mails of 17th June and 1st, 15th, and 29th July—93, 79, 65, and 51 days respectively—and on the 28th the P. and O. steamer *Aden* arrived from Yokohama, &c., with the French mails of 22nd July and 5th August—68 and 54 days from London.

The meeting of Glover and Co.'s creditors took place at H. B. Majesty's consulate on the 16th ult., and was adjourned until the 19th. The liabilities were stated to be $797,000 and assets $550,000, which shows a deficiency of $247,000, and this amount would no doubt be increased if the property belonging to the estate was forced off during the present depressed state of things. Mr. W. C. Korthals, on behalf of the Netherlands Trading Society (whose debt amounts to $339,000, covered by a mortgage on the Takasima coal mine), proposed that the mine should be worked for the benefit of the creditors, and as this was agreed to by them Mr. F. P. Tombrink was appointed trustee, and Messrs. J. Adrian, Samuel H. Church, and W. Robertson as a committee of inspection. Interest at the rate of 12 per cent. per annum is to be paid to the creditors on the amount of their debts, but the Netherlands Trading Society are to have a preferential claim for theirs. Any money required to work the mine and sink another shaft is to be advanced by the society, and will bear interest like their debt.

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The above arrangement is generally considered to be the best one for all concerned, as it avoids a bankruptcy, which benefits no one.

A public meeting took place at H.B.M. Consulate on the 23rd ult., when the church and cemetery fund accounts were presented to the public by the hon. treasurer. The total debt is now $518.81, viz., church $471.92, and cemetery $46.89. In the report the above gentleman says: "The church, from the first, was a building of only very slight construction, and, although very extensive repairs were required last year, the flooring already gives warning that further expense will soon have to be incurred." He then desired, on behalf of the community, to return their best thanks to the Rev. Mr. Eason for the gratuitous service he had so kindly rendered since his arrival here, and to the Rev. Mr. Burnside for so willingly taking a part in the same. In order to pay off the above debt, a subscription list is now being sent round to the community, but the amounts at present are chiefly subscribed towards the cemetery fund by American, Portuguese, &c., residents. By a later opportunity I hope to be able to report a well-filled list, but fear that the hard times will prevent the total from becoming anything like it did in the "good old times."

On Thursday morning last a review took place on the bund here, when 500 men and two guns were landed from H.B.M. *Ocean*, accompanied by their band. The bund being very narrow there was not much room for display; however, the desired end was satisfactorily arrived at—the natives were pleased with it, and the men had the opportunity of stretching their legs a little. It is a great pity there is no flat ground of sufficient size anywhere near this settlement, or we might often see men-of-war crews on shore.

The following movements of war vessels have to be recorded during the interval:—H.B.M.S. *Grasshopper* left for Hiogo on the 18th ult.; French frigate *Venus* and aviso *Linois*, both from Shanghai, arrived on the 22nd, and left again on the next day for Hiogo and Yokohama. Remaining in port—British, *Ocean* and *Salamis*; Russian, *Almaz* and *Heydamack*.

The natives intend indulging in a three days' holiday, commencing to-morrow. In these festivals the natives squander their money in most frivolous things, and, strange to say, that, although they profess to have none to purchase things from foreigners, yet they find plenty on such occasions as these; where they get it from is a mystery to most people.

Great excitement prevails here, especially among the Germans, who seem to have almost taken leave of their senses on the telegrams reaching here announcing the capitulation of the French army, capture of the Emperor Napoleon, France declared to be a republic All the German merchant vessels in this harbour were decorated with flags yesterday in honour of the occasion.

Freights to London nominal; no vessels loading. The *Alida* remains here until the war is over. Exchange on London nominal. Nebus are slightly easier, the quotation being 409-410.

CHINA.

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SHANGHAI.

Owing to the change of monsoon, the mail now brings us twelve days later, up to Oct. 4. The French mail of Aug. 19 arrived on the 4th Oct., and telegrams *via* Kiachta, reached to the 13th Sept. The American mail also arrived on the 4th, among her passengers being Mr. G. F. Seward, who resumes his post as U.S. Consul-General.

EXAMINATION OF MR. HARGREAVES.

The papers contain the report of the committal of Mr. W. Hargreaves, of Shanghai, on an information laid by Mr. M. M. Walker, the agent of the Chartered Bank of India, Australia, and China, for having converted certain merchandise entrusted to him by the bank, and forming the security for advances of money made to Mr. R. F. Thorburn, to his own use. Mr. Rennie, who appeared for the bank, charged the defendant with having committed very grievous frauds on them. They alleged that these frauds were numerous, and extended over a considerable time, but they only proposed to bring forward two of them. These were brought forward under two sections of the Act 24 and 25 Vic., c 96, and formed, in fact, a charge of embezzlement of the property of the bank. The defendant had been for about three years managing the business of Mr. R. F. Thorburn, and had been signing his name under a power of attorney. On the 7th of August, 1869, the defendant obtained, from the Chartered Bank of India, Australia, and China, a loan of sixteen thousand taels to Mr. R. F. Thorburn. To show how this loan was obtained, he must go further back. It appeared that earlier in the year certain drafts had been drawn on Mr. Thorburn, from England, and had been purchased by the bank, part of the security being twenty cases of worsted crape lastings. These drafts fell due on the 7th of August, and on the 5th of that month the defendant went to the bank, and informed the manager that he wanted to retire them, and gave a check against his own private account for that purpose. This was immediately before the departure of the mail, but he said he should require a loan on the same goods, and said he would still leave with the bank the godown orders for these goods. He subsequently applied for and obtained a loan of Tls. 16,000, and on the 17th of August he wrote a letter to the bank giving the terms on which he held the goods—as agent in trust for the bank—which letter would be handed in. On June 29, 1869, a correspondence had also passed between the defendant and the bank, defining the terms on which he should hold goods for them for advances. The twenty cases of goods were, amongst other securities, deposited with Mr. Hargreaves for safe keeping. On the 24th of June, however, the defendant had sold and given godown orders for the delivery of six of these cases; and on the 23rd July he sold the remaining fourteen cases. This was done without the authority or knowledge of the bank, and the proceeds never came into their hands. The second charge was one which related to a loan obtained by Mr. Hargreaves on the 29th of July, 1869. This loan was obtained by Mr. Hargreaves on behalf of Mr. Thorburn. It was for Tls. 5,877 or thereabouts, and was obtained upon the security of ninety bales of goods then on their way to Shanghai. Of this fifty bales were Shirtings and forty T-Cloths. When the ship arrived, which she did about the 30th of August, the bills of lading were given to the defendant to enable him to clear, land, and warehouse the goods. In a letter dated the 30th September, the defendant wrote to the bank that this had been done. The goods were subsequently sold without the knowledge, and in opposition to the directions, of the bank, and the proceeds were not accounted for.

Mr. Harwood, who appeared for Mr. Hargreaves, said that the defence would be reserved, and his Honour (Mr. Jamieson) committed him for trial, accepting bail in two securities of £200 each, and his own recognisances for £400.

The following summary is from the *North China Herald* of Oct. 4:—

The aspect of affairs at Peking has undergone no apparent change, and everything depends on the turn of events there. If tardy justice is inflicted on the instigators and actors in the massacre, our relations elsewhere may remain undisturbed. But it seems almost hopeless that this will be done, after so long a delay, and in face of the preparations for war which are being everywhere made.

In view of the prevailing uncertainty, it is at any rate wise to provide against accident. Nothing can be lost by elaborating measures for the defence of the settlement in case of trouble arising, while the existence of preparation may go far to avert the danger. We publish elsewhere a report by the Defence Committee informing us what steps have been taken towards supplementing the individual efforts of members of the community; but we must confess that the results achieved are less than we could have hoped for in the three months which have elapsed since the volunteer corps was organised. We have already thanked the Committee for the Sniders they have purchased; and are glad to learn that two twelve-pounder howitzers are expected from Hong Kong; but these are insufficient for the strong artillery corps which has been formed, and at least two more guns should be procured. No reference is made to other defensive measures, which we hope the committee will lose no further time in adopting. As we have said before, it may prove that there is no immediate need for them; but the fact of their existence will, in itself, go far to obviate this need. The Council pay a well-deserved tribute to the efforts of the Volunteer corps to perfect themselves in their portion of the undertaking; and the members will gladly recognise, in turn, the aid which has been afforded. They will endorse the hope which we express, that the Council will endeavour still further to supplement their exertions.

The season for fires was inaugurated by one which broke out in a block of China houses, immediately beyond Messrs. Textor and Co.'s, at the Soochow Creek end of the Szechuen Road. The engines of the different companies came up with creditable speed, but had to run out long lengths of hose to enable them to reach water. Part of the force was posted at the creek side of the burning block, but from the low state of the water could not get into play till the rising tide flowed in, when the French company first opened on the fire. In a few minutes after No. 1 followed, with a fuller strength; while on the other side, after a short essay with a well close at hand, Nos. 4, 2, and 3 were ordered to work from the pond in the Church compound, the steamer *Deluge* being engaged in forcing the stream from that point to connect with the others, and so cover the great distance necessary to be passed to the fire. Meanwhile the Mi-ho-loongs, who, next to the police, were the first on duty, together with a party of men-of-war's men from the *Zebra*, under the command of the Hon. Capt. Denison, and volunteers from among the earlier spectators, tackled the burning building with hooks, ladders, and hatchets, keeping the fire back upon itself, and half smothering it in heaps of bricks battered from the walls. A number went to the buildings in the rear and almost adjoining, from most of which they were successful in warding off the fire; but in the corner angle, to which it had crossed, considerable damage was done before the continuity of the flames could be again interrupted. The inmates of threatened dwellings removed their effects with more regard for speed than safety, assisted by a few of the philanthropic fraternity of thieves. These last, however, were speedily in the hands of the police. The Volunteers who had turned out formed guard at either end of the scene of operations, from which they rigidly excluded non-combatants. The fire was extinguished a few minutes past two. Altogether about twenty two-storey houses were burnt down, mostly covered by an insurrance of Tls. 2,000 with the Hong Kong Fire Insurance Company.

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A general S. V. C. parade took place, in which the marines and seamen of the United States steamer *Benicia* took part. Admiral Rodgers inspected the Brigade, which afterwards marched past a saluting post marked by the S. V. C. and the Admiral's flags. The band of the United States vessel *Colorado* led the march. Admiral Rodgers expressed himself pleased with the appearance and manœuvres of the volunteers, and his warm approval of a movement which has for its motto "defence not defiance." The Admiral believes, with Lord Palmerston, that nothing is so likely to prevent trouble as the show of preparation to meet it. He has gained much popularity by his frank association with a movement which H.B.M. Chargé d'Affaires is believed to discountenance; and we hope that other naval officers will follow the example set. After the review the Admiral and his officers dined at Messrs Olyphant and Co.'s, and a series of most enthusiastic speeches followed.

A correspondent writes that everything is quiet at Hangchow. The Chen-tai has gone to Nanking, because, it is said, his brother occupied such a position there that he would probably be held blamable for the death of Viceroy Ma, and has avoided disgrace by committing suicide. We do not, however, hear anything confirmatory of this rumour.

A correspondent writes from Ku-chow-fu, in the Chekeang province:—"Rumours of the wane of foreign influence have reached even this remote city. It is reported that all the foreign hongs in Shanghai are closed. Straws indicate the direction of the current. Evidently the people think the time when the 'barbarians' shall leave the Middle Flowery Kingdom is hastening on."

The last number of the *Peking Gazette* mentions Tseng-kwo-Fan's objection to return to Nanking. He pleads old age and sickness, and asks to be allowed to retire into private life. There is room for much speculation in this. Was the reappointment to Nanking an effort by Prince Kung to remove an obstructive, and does Tseng refuse to be put aside? Or is he only going through a formula, intending to go after all?

HONG KONG.

Dates by this mail, owing to the change of monsoon, extend to Oct. 11. The outward mail of Aug. 26th arrived on the 4th Oct.

According to the *China Mail*, the destruction of the chapel at Fatshan appears to have resulted in a more satisfactory arrangement than might have been anticipated. The mission chapel is to be rebuilt, the destroyed furniture replaced, and compensation in some additional form also awarded. The good offices of Mr. Consul Robertson have been engaged in bringing about this desirable result, which was easily arrived at through the recognition of its importance by the Chinese authorities. Some members of the foreign community took the opportunity of addressing a letter to Mr. Consul Robertson, explaining their apprehensions of the growing animosity towards foreigners, and requesting information as to what steps were likely to be taken for their security until Her Majesty's Government shall have concluded such arrangements as will restore confidence. Referring to the reports of fresh disturbances, Mr. Robertson wrote in reply:—"My own view is, and always has been, that the less notice taken of these reports, and the less action taken with reference to them, the better, for if the Chinese think we are getting nervous, it will be an inducement to them, either in a spirit of mischief or perhaps worse, to rush into that state of turbulence which is to be avoided." Mr. Robertson at the same time expressed his conviction that no overt act of hostility was intended towards foreigners in Canton.

In contrast to the above, we learn that intelligence has been received by the *Formosa* to the effect that a French gunboat was entering the Min as the steamer left, sent for at the instance of Baron de Meritens, to protect the lives and property of French residents at Foochow. This may be a step to countercheck the hostile movements which have been preparing for so long a period by the Chinese authorities. Viewed in connection with the alleged dismissal of M. Giquel, the action of the Baron de Meritens is significant.

The steamer *Great Northern*, the second of the three vessels engaged for the laying of the Great Northern Telegraph Company's cable between this port and Shanghai, arrived in this harbour on the 2nd October, bringing 250 nautical miles of the cable, and is fitted up with every appliance necessary for the successful laying of the line.

The annual meeting of the Canton Insurance Office was held on the 7th Oct. The balance-sheet showed a net profit for 1868 of $593,100, which had been distributed in two dividends amounting to $1,977 per share, with 25 per cent. on contributions. The year 1868 was an exceptionally good year. Accounts for Office 1869, however, had not yet been closed, and the general agents recommended at present a dividend of $750 per share. The receipts amounted to $837,095.56, and the estimated profits to date were $355,051.36. There were no total losses to account for, but several cases of general average were still unadjusted, and interest was still to accrue. The statement of accounts for Office 1870 showed a satisfactory increase in receipts. Mr. Ryrie proposed, and Mr. Heard seconded, that the report and accounts laid on the table be approved and passed, and that a dividend of $750 per share be at once declared on account of Office 1869. This was carried unanimously, as was a motion to wind up the affairs of Office 1869 finally as soon as practicable without calling a special meeting. A resolution was also carried, bearing out the chairman's suggestion, to continue Captain Rickett's retiring pension of $1,200 per annum, and Messrs. Gibb, Pike, Ryrie, Sassoon, and Heard were elected as the consulting committee for the next year.

The fifth ordinary meeting of the Union Insurance Society of Canton was held on the 30th Sept. From the report it appeared that, exclusive of a reserve of $250,000, a balance stood at credit of the Society, on the 30th of June last, of $221,329.17. This balance was absorbed as follows:—Dividend of $500 per share on 250 shares, equal to $125,000; for apportionment among contributions, $62,000; balance carried to current account, $32,329.17. The report was adopted, and the proposed dividend declared unanimously.

The steamer *Kwangtung* on her passage up encountered a heavy gale of wind between Amoy and Foochow, and after battling with it for over twenty four hours was compelled to anchor under the lee of the White Dogs. The barque *Alice Thompson* also parted both chains and drifted to sea outside the Lammocks, until she brought up on the mainland nearly opposite, but further to the southward of Double Island, and broke in two as soon as she struck. The officers and crew got safely on shore, with the exception of the chief officer, who is supposed to have been drowned. The shipwrecked men were treated with great inhumanity by the natives, who stripped them of everything they possessed and were driving them into the interior when they were rescued by the Chief Commissioner of Customs at Swatow.

We learn from Manila that Mr. Frank Fagg has been appointed captain-surveyor of Lloyd's there, in place of Captain Mars, who has filled that post for many years, and is now returning to his own country. Orders have been issued to build seven gunboats in these islands, four of them to be of thirty, and three of twenty-horse power. Three of them are to be built at the arsenal of Cavite, and the four others by private persons by contract. They are each to cost $16,000.

It is stated that the *Tordenskjold* was to leave on 12th Oct. to lay her section of the cable, and that the *Great Northern* will follow and take it up from where the former vessel leaves it.

We hear that Mr. Thomsett, who has for some years efficiently filled the office of Harbourmaster, intends leaving Hong Kong in April or May next, it is understood probably for good. His successor has not yet been appointed.

It is stated that the Chinese have dismissed Mons. Giquel and his French colleagues from the direction of the Arsenal at Foochow.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates are down to the 19th October; the French mail, with London advices to the 16th Sept., was received on the 16th Oct.

The Legislative Council met on the 10th October, but only for formal business, and the sole occurrence of interest was the celebration of the 18th October, the birthday of the Crown Prince of Prussia. This was observed as a holiday by the German residents, a considerable party of whom assembled on board the North German barque *Oskar Mooyer*, to witness a regatta in honour of the day among the boats of the North German vessels in the harbour, and to partake of a repast provided for the occasion. The North German Consul stated, through the press, that the decorations at the flagstaffs and on board the various North German vessels in the harbour had no connection whatever with the course of the present war, but were solely in honour of the birthday of the Crown Prince of Prussia.

PENANG.

The *Penang Argus* gives currency to the following reports, the accuracy of which is, however, not vouched for:—

Colonel Anson has been entrusted with the re-organisation of the police force of the Straits Settlements. On the retirement from office of Mr. Cuppage, which will take place shortly, the vacancy will be filled up by the appointment of a gentleman from home; one of the cadets will act, if the Postmaster does not arrive in time to relieve Mr. Cuppage. Sir Harry Ord has been appointed Governor of Mauritius. Colonel Anson will act as Governor of the Straits Settlements being succeeded in Penang by Captain Shaw, from Malacca. Mr. Birch goes on leave for three months, and will leave for England by the next mail. The office of Sheriff in the three Settlements is to be abolished, the Registrar of the Supreme Court will do the duties. The appointment of Surveyor General is not deemed necessary, and the department is to be amalgamated with the Public Works. Mr. Owen, the Chief Magistrate of the Straits Settlements, is to be appointed Puisne Judge, his own appointment will not be filled up. The Court of Requests is to be placed under Sir William Hackett. The Assistant Master Attendant of Singapore has applied for his pension; his place will be filled up by Captain Bradbery, but the office will ultimately be abolished. The changes and retrenchments, as proposed by the Committee of Enquiry, will, it is said, cause a saving of $25,000 per annum in the expenditure of the Straits. Three cadets are expected from England shortly.

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Commercial Report.

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IMPORTS.

SHANGHAI.—There had been but little change in the market for Piece Goods. The demand for the light and medium weights of Grey Shirtings continued, but although the advices from Tientsin were better, and stocks were almost nil, prices here had not advanced, in fact a forced sale of "Taeping" Dewhurst's Eagles, 8¼ lbs., at Tls. 2.25 per piece for cash, showed a slight decline. The sale referred to, however, was exceptional, and cannot be taken as a criterion of the true state of the market; the same goods being still worth former quotations for ordinary delivery. White Shirtings were without change; but for T-Cloths a rather better feeling existed, and there were again buyers of fair to good Mexican 7 lbs., at Tls. 1.40 to 1.53 per piece, and of Common Chops at from 1.29 to 1.35 per piece. Drills were in improved demand at last quotations, viz., Tls. 1.97 to 3.02 per piece for good 15 lbs. English makes; but for Jeans the inquiry was faint, with anxious sellers. Fancy Cottons of all kinds were dull of sale, and it is difficult to give true quotations, excepting for Dyed Brocades and Spotted Shirtings, which were wanted at hardening rates. For Woollens, Metals, and other articles of Import, the market was very quiet, and last mail's values were barely maintained.

FOOCHOW.—Sales were reported of 5 pieces 7 lbs. T-Cloths at $2.20 160 pieces Scarlet Long Ells at $8, and 600 piculs Lead at $7.

SAIGON.—The previously heavy stocks had been increased by new arrivals from Europe, and, although a few lots of Grey Shirtings 8¼ lbs. had changed hands at slightly advanced prices, the demand was still very limited, and a considerable improvement was not likely before the new rice came in. White Irishes were unsaleable at $2, and light weights T-Cloth were much neglected. Quotations:—Grey Shirtings, 8¼ lbs., $2.85; 7 lbs., $2.42 to 2.44; Grey T-Cloths, 4 lbs., $1.32; 4½ lbs., $1.42; 5 lbs., $1.53 to 1.54; White Irishes, $1.95.

EXPORTS.

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TEA.

SHANGHAI.—Black: There had been a moderate amount of business since the despatch of last mail. Operations had again been to a considerable extent in barter, and prices on the whole had been maintained. At the close a quieter feeling was manifested; but it was said that more inquiry would shortly be shown, and that we shall hear of very considerable additions to settlements. Settlements and shipments, 29,000 chests; stock, 65,500 chests. Green: Transactions had been on a more moderate scale, and rates had ruled generally rather easier, except for the few choice and finest chops, which were still well competed for and brought high prices. In lower kinds there was but little inquiry, and prices were likely to go lower.

FOOCHOW.—During the interval an active business had been done in all descriptions of Tea, purchases having been made for England, America, Australia, and the Continent. The settlements of Congou and Souchong had been 24,203 chests, and of Oolong 2,237 half-chests. The arrivals had been small, amounting to 9,391 chests of Congou and Souchong, and 4,739 half-chests of Oolong. The total arrivals of Congou and Souchong showed a decrease of 110,266 chests as compared with those to the same time last year. Most of this deficit was only apparent, being caused by the retention of the Tea up-country, the producers holding the leaf for prices above the equivalent of the present rates here. The ultimate supply for the season would greatly depend on the prices which rule in this market. The crop of Oolong was estimated at not less than 180,000 half-chests. Congou: There had been a brisk demand for all grades, which had been readily met by the Teamen; and settlements had been freely made at former rates for all Teas under Tls. 14. For those above this price proportionately high rates had been obtained, owing to the scarcity of Tea with any pretention to flavour. More than half the purchases had been of this description, and some of them showed an advance of a tael. The following were the current quotations, the cost at which Teas lay down in London calculated at an exchange of 4s. 6¼d., and freight £2 per ton:—Dust and siftings, 6d. to 8d.; broken leaf to ordinary, 8½d. to 10½d.; fair to good common, 10¾d. to 11¾d.; flavoury to good flavoury, 1s. to 1s. 4½d.; medium to finest—none on the market. Souchongs: There was no change in the price of medium kinds. Common teas had, in some instances, been bought at a decline. Quotations: Common, 11½d. to 1s. 1½d.; medium, 1s. 2d. to 1s. 7d. Oolongs: Business for the United States had been resumed in these by the purchase of a chop of 2,237 half-chests at Tls. 29½ proportion, which makes the prices of the various grades the same as those previously given. Quotations: Common cargo, Tls. 17 to 20; fair to good cargo, Tls. 21 to 25; good cargo to superior, Tls. 26 to 29; superior to fine, Tls. 30 to 34; fine to finest, Tls. 35 to 45; choice to choicest, Tls. 48 to 52. Scented Teas: No transactions had taken place, the prices offered being insufficient to pay the teamen for the cost of production. Flowery Pekoe: Settlements had been 627 chests at Tls. 22.

SILK.

SHANGHAI.—A dragging business had been transacted since the departure of the English mail, and settlements were estimated at fully 500 bales; of these, about 200 bales had been reported on Chinese account, including purchases for account of a speculative mandarin, and who was said to have paid Tls. 500 for Red Peacock, showing an advance of Tls. 10 per picul. The market was bare of chop Tsatlee, and the nominal quotation for classic 3 was Tls. 575 to 580 per picul. The unsold stock was estimated at 4,500 bales, chiefly common classes of silk. The market closed very firm.

SAIGON PRODUCE.

Messrs. Behre report as follows upon the Rice market:—Up to the *end of September* our market ruled with much dullness, the only transactions *consisting* in a few cargoes forwarded to China and Japan, and in several shipments made for owners' account to Bourbon and for Europe. Only of late, but as anticipated in our last, supplies of this year's grain, consisting, it appears, chiefly still of round rice, were freely brought forward, indeed so freely, that facing the news from the North, where the coming crops seem to cover entirely the ordinary requirements of local consumption, our prices were sufficiently affected to allow new transactions. Some 100,000 piculs round grain lately changed hands at $1.52½ to $1.48 per picul, and a gradual further decline being confidently expected, we may depend on reasonable prices for the balance of this year's stock, and so with for the opening of our new season. The coming crop is to be considered now not only safe, but even a very plentiful and early one. Our market closes very weak, at $1.45 for round grain, while long rice is worth $1.40 per picul.

The following is from Messrs. Kaltenbach, Engler, and Co.'s Report:—

RICE: Notwithstanding the weaker reports received per French mail under date of our last Circular from China and Japan, where the prospects for the new crop offer a very promising aspect, our last quotations, as will be seen by the purchases of about 25,000 piculs Vinlong afterwards effected at $1.57, and 11,000 piculs Gocong at $1.68 (chiefly for Mauritius, Bourbon, and Europe), have undergone no material change up to the end of last month. Shipments to Hong Kong have been effected on a moderate scale—to Yokohama two vessels only were despatched; and as stocks in China town were somewhat increasing, together with the continued unfavourable news from the North, Chinese were these last weeks offering freely at lower rates. There is no great difference in the quality of round and long grain now coming to market, and with a few cents more buyers generally gave the preference to the former grain. Considering the time of the year, the business done during the last fortnight is rather important, and amounted to about 80,000 piculs Gocong, at from $1.52½-48, and 4,000 piculs Vinlong, at $1.45½, all for European account. Our to-day's quotations are $1.47 Gocong, and $1.40 Vinlong, with downward tendency. The new crop promises to be a good one, and we may expect to see a few vessels laden with new rice as early as last season, say towards the end of next month. The monthly exports amount to 207,590 piculs. Paddy is getting scarce; quotations are $0.90 to $1 per picul.

FISH.—The season is over, the past month closing with the last considerable export for some time to come. The few small lots still coming to market will be reserved for local consumption. The exports for the month amount to about 4,000 piculs.

HIDES.—The export to Europe being rather difficult now, sellers had to accept somewhat lower rates, $8.50 for Buffalo, and $11.75 for Cow Hides.

HORNS.—Remain unchanged at $8.50 per picul.

COCOA NUT OIL.—Is rather scarce this season, which accounts for the higher prices. We quote to-day at $8 per picul.

SAN FRANCISCO MARKET REPORT.

COFFEE.—Imports from Jan. 1 to Oct. 16:—Manila, 6,500 lbs., sacks 704. Importers are not anxious to part with their stocks. Manila is held at 19c.; O. G. Java, 24½c. There is no Ceylon or Rio in the market.

CHINA MATTING.—Imports from Jan. 1 to Oct. 16:—282 bales, 3,826 rolls. Importers complain of a dull market. The trade is, however, well stocked, selling Chinese White and Checked at low prices.

RICE.—Imports from Jan. 1 to Oct. 16:—China, 15,296,269 lbs. mats 20,743. The steamship Great Republic brought from Hong Kong 3,238 bags. The market continues strong for China with sales in lots of 3,500 mats at 6¾c. to 7¼c.

SPICES.—Imports from Jan. 1 to Oct. 16: 1,315 cases 1,142 packages. The market is dull for all kinds. We quote Cassia 42½c. to 45c.; Cloves, 30c. to 32½c.; Pepper, 27½c.

SUGAR.—Imports from Jan. 1 to Oct. 16: China, 1,175,070 lbs.; Manila, 3,237,304 lbs., 17,233 sacks; Batavia, 4,414,462 lbs. There have been no sales of East India kinds.

TEAS.—Imports from Jan. 1 to Oct. 16: China, 681,449 lbs., 800 packages; Japan, 1,611,976 lbs. Stocks are rapidly accumulating. The Great Republic brought for this market 9,371 packages from Yokohama, 1,669 packages from Hong Kong, and 894 packages from Shanghai; for New York, from Shanghai, 4,523 packages, and from Japan, 1,308 packages, &c. The jobbing demand is active, and the trade expanding, otherwise the market presents no new features. We quote Japans at 65c. to 85c.

THE PROFITS ON TEA.

(PRODUCE MARKETS REVIEW.)

Instead of reports of fabulous losses, rumours of equally fabulous profits realised are now discussed in the market, and we have at last, for the first time for many years, to regard the tea trade as in a thoroughly sound state. Many may think that the adversity of the importers formed the opportunity of the dealers, and no doubt there was some truth in the idea; but it was forgotten, on the other hand, that the dealers must always hold very large stocks, and that they lost severely from the continuous fall in value, caused by the glutted state of the market and the pressure to sell. It is a question, indeed, whether, except the public, any one benefited by the extreme depression caused by the incomprehensible policy pursued of late years by buyers in China. But it could not be to the ultimate interest, even of the public, that teas should be supplied to it at a loss on prime cost. The present condition of things is much more satisfactory, and if any excessive profits have been obtained by importers this year, they required them to make up for old losses, and competition will soon reduce them to a fair and remunerative level. We only hope that present prices will not turn the heads of buyers in China, and cause them, at the last moment, to revert to the old suicidal policy. With regard to the immediate prospects of the market, there will be large arrivals from the present time up to Christmas, and, as the demand from the retail dealers has already begun to slacken, considerable stocks must be held either by merchants or dealers; but as both

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classes are averse to holding heavy supplies for any length of time, there is certain to be a good deal of pressure to sell, and it is probable that for the next six weeks tea will be generally cheaper than at the beginning of the year, when the largest demand takes place.

TEA CARGOES EXPECTED.

Date. 1870.	Ship.	From	Cargo. lbs.
July 5	Lauderdale	Shanghai	840,748
„ 5	Weymouth	„	1,035,875
„ 23	Columbus	„	1,025,908
Aug. 2	Thyatira	„	1,326,833
„ 10	Zephyrus	„	874,877
„ 15	Golden Spur	„	907,458
„ 20	Geraint	„	1,293,556
„ 31	Wild Deer	„	1,259,896
Sept. 2	Huntly Castle	„	860,851
„ 8	Northampton	„	1,614,507
„ 14	City of Hankow	„	1,626,567
„ 14	Arracan	„	1,020,366
„ 15	Jas. Wishart	„	1,064,862
„ 20	Juanpore	„	586,707
Aug. 8	Eme	Foochow	1,002,648
„ 17	Wylo	„	1,182,251
„ 27	Everest	„	715,038
„ 27	Chinaman	„	934,192
„ 29	Windhover	„	1,064,645
„ 31	Haddington	„	1,352,208
Sept. 2	Falcon	„	1,050,142
„ 4	Shun Lee	„	851,306
„ 10	Maitland	„	995,495
„ 16	Melbrek	„	1,188,242
„ 22	Flying Spur	„	—
Aug. 8	Burdwan	Canton	806,000
Sept. 16	Fiery Cross	„	822,359

TEA SHIPPERS FROM HANKOW.

Season 1870-71.

Shippers.	Chops.	Chests.	Half-chests.	Boxes.
Adamson, Bell, and Co.	5	2,070	—	—
T. F. Ballance	8	2,160	250	1,300
Beazley, Paget, and Co.	29	6,370	6,420	460
Bronsted and Luddeke	24	9,400	3,400	—
Drysdale, Ringer, and Co.	81	29,240	10,060	5,370
Evans and Rainbow	64	25,910	6,580	2,500
Gibb, Livingston, and Co.	23	7,580	4,040	770
Gilman and Co.	28	9,120	7,160	—
Gordon Brothers	74	23,460	12,080	3,040
Haminoff, Rodionoff, and Co.	10	3,190	1,400	200
A. Heard and Co.	3	1,300	360	—
Holliday, Wise, and Co.	3	1,540	—	—
Ivanhoff, Oberin, and Co.	39	15,210	1,980	—
Jardine, Matheson, and Co.	11	4,080	2,380	1,160
Major and Smith	28	10,250	870	—
Okooloff and Tokmakoff	48	15,640	6,640	—
Overweg and Co.	5	2,480	2,080	—
Pugh and Co.	4	1,100	560	390
D. Sassoon, Sons, and Co.	3	1,990	—	—
Shaw, Ripley, and Co.	2	420	240	—
E. Townend and Co.	80	7,470	2,010	1,090
Turner and Co.	6	3,720	—	—
Native shipments	645	248,680	—	—
Total	1,173	431,280	69,590	18,280

LIST OF SILK SHIPPERS FROM SHANGHAI.

From 1st June to 1st Oct., 1870.

	Bales.		Bales.
Adamson, Bell, and Co.	683	Meynard and Co.	40
Balfour, F. H.	410	Milsom and Tod	1,010
Barnet and Co.	720	Nachtrieb, A., and Co.	313
Birley, Worthington, & Co.	326	Petrocochino and Co.	165
Birt and Co.	56	Pila and Co.	124
Bland, J.	150	Pustau, W., and Co.	10
Borntraeger and Co.	417	Reid and Co.	85
Bourjau, Hubener, and Co.	158	Reiss and Co.	88
Bovet, Brothers and Co.	220	Russell and Co.	1,068
Bower, Hanbury and Co.	1,333	Remé, Wm., and Co.	816
Brand, Monro, and Co.	1,735	Sassoon, D., Sons, and Co.	119
Bull, Purdon and Co.	10	Scheibler, Matthaei, and Co.	467
Chapman, King, and Co.	70	Seare, Essex, and Co.	417
Cumine and Co.	10	Shaw Brothers and Co.	472
Dent and Co.	125	Siemssen and Co.	623
Dickinson and Co.	5	Skeggs and Co.	1,578
Fogg and Co.	51	Smith, Archer, and Co.	107
Gamwell, F. R.	389	Textor and Co.	764
Gibb, Livingston, and Co.	293	Thorne Brothers and Co.	188
Gilman and Co.	1,186	Trautmann and Co.	28
Glover, Dow, and Co.	266	Turner and Co.	107
Heard, Augustine, and Co.	369	Westall, Brand, and Co.	107
Helbling and Co.	44	Sundries	2,006
Hogg Brothers	360		
Jardine, Matheson, and Co.	656	Total bales	21,328
Jarvie, John, and Co.	386		

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company	500	500	100	6 p.c.
Shanghai Gas Company	100	100	116pm	12p.c.
Shanghai S.N. Company	100	100	100	12p.c.
S. Tug and Lighter Company	850	850	300	None.
French Gas Company	50	50	50	None.
Hong K. Fire Insurance Co.	$1,000	$200	$415	12p.c.
North China Insurance Co.	Tls.1,000	Tls.200	Tls.575	Trienl.
North China Steamer Company	500	500	200	20p.c.
Union S.N. Company	100	100	72	12p.c.
Yangtzee Ins. Association	500	500	635	15p.c.
Union Insurance Society	$5,000	$1,000	$2,650	—
China Traders Co. (Limited)	5,000	1,000	2,600	400p.sh

EXCHANGES, &c.

[For dates, see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	5s. 10½d.	5s. 11¼d.	5s. 11½d.
Shanghai „ „			
Canton „ „	4s. 5½d.	4s. 5⅝d.	4s. 5⅝d.
Hong Kong „ „			
Macao „ „			
Singapore „ „	4s. 5½d.	4s. 6⅛d.	4s. 6⅛d.
Manila „ „	4s.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	303 to 305 nom.	229½ to 230
„ Hong Kong	25 to 25¼ dis.	—
Bar silver	111.50	7⅝ prem.
Mexican dollars	75.0.75	par nom.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 22; Old, 28 per cent. prem.
Hong Kong Gas Company, 47 dols. per share.
Hong Kong and Whampoa Dock, 13 per cent. discount.
China Traders' Insurance, 1,825 dols. premium.
Hotel shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 30 dols. premium.
Hong Kong Fire Insurance Company, 207½ dols. per share.
Union Insurance Company, 1,800 dols premium.
China and Japan Marine Insurance Company, Tls. 30 premium.
China Fire Insurance Company, 50 to 51 dols. premium.
Victoria Fire Insurance Company, 25 dollars premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par.

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From London, Ada, Carnarvon Castle (reported by telegram).

At Shanghai.—From London, Sept. 26, Omba; 27, Tyburnia; from Cardiff, 28, Argonaut, Erl King (str.) (reported by telegram).

At Hong Kong and Canton.—From Liverpool, Diomed (str.); from London, Cella, Kate Carnie, Lord of the Isles (reported by telegram).

At Manila.—From Liverpool, Sept. 18, Matilde; from Cadiz, 14, Conchita; 16, R'de los Angeles; from Boston, 11, Bunker Hill.

At Singapore.—From London, Oct. 16, Petchelee; from Liverpool, 14, Elgin (str.); from Newcastle, 13, Nelusko; from Cardiff, 16, Caroline; from Clyde, Mindora (str.); from London, Gindoro, W. Cory, Acantha (str.), Belle of Southesk (reported by telegram).

At Saigon.—From Newcastle, Sept. 27, Ploermel; from Bordeaux, 26, Luzon; Oct. 3, Suzanne; from Toulon, 10, Hippocampe.

At Batavia.—From London, Nov. 7, Hibernia (reported by telegram).

DEPARTURES.

From Shanghai.—For London, Sept. 21, Juanpore; 28, Araby Maid; Tamerlane, Jumna (reported by telegram); for New York, 22, Annie; for London, Carricks, Star of China, Alice, Glenavon.

From Foochow.—For London, Sept. 27, Carrick Castle.

From Hong and Canton.—None.

From Manila.—For London, Sept. 7, Invincible; for Cadiz, Salvadora; for New York, 19, Naval Brigade.

From Singapore.—For London, Oct. 11, Atma; 14, Albatros (str.); for Liverpool, 11, Sidlaw; for Boston, 12, Janet Ferguson.

From Saigon.—For Bordeaux, Sept. 26, Helene.

VESSELS LOADING.

At Yokohama.—For New York, Taitsing, Min, Laguna, Una, Black Prince, Alcoyne.

At Nagasaki.—For London, Alida, N. German vessel, partly loaded.

At Shanghai.—For London, Charlgrove, The Cedars, Jumna; for New York, Charlgrove, Morro Castle.

At Foochow.—For London, White Adder, Lennox Castle, Caliph, Leander, Lahloo, Kaisow, Guinevere, Shunlee; for New York, Ferdinand.

At Amoy.—For New York, Excelsior, McGillbery, Amadine.

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At HONG KONG and CANTON.—For London, Tamisa, Cathaya; for New York, Nesuton, Osceola, Game Cock.

At MANILA.—For London, Olaguivad, The Sir Jamsetjee Family, for Liverpool, Hylton Castle, Maiden Queen; for Falmouth, Scawfell; for Cadiz, Aureliana; for New York, W. G. Russell, Glenlyon.

At SAIGON.—For France, Diane, Emile Marie, Maria Gabrielle, Suzanne.

At SINGAPORE.—For Liverpool, Sydney Eggers; for Marseilles, Isaure; for Bordeaux, Malacca; for New York, Queen of the Seas; for Boston, Annie Waginton, G. H. Peake.

At PENANG.—For London, Sea Queen, Lucayas.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To New York, £2 10s.; to London, £2 sailing ships, steamers, £3.

At FOOCHOW.—To London £2, to New York £2 10s. per ton.

At HONG KONG and CANTON.—There is no alteration to report.

At MANILA.—The only charter to report is the Glenlyon, to New York, at $7 to $9 per ton sugar and hemp respectively.

At SINGAPORE.—The rates reported by telegram of Nov. 8 for gambier to London is £1 15s. per ton.

At PENANG.—No alteration.

At SAIGON.—For France, via Belle Isle, f.o., f.70 per ton dead weight, f.75 light cargo.

CASUALTIES.

The Mary Miller, from Newchwang, has arrived at Yokohama, dismasted.

The Alice Thompson is reported to be a total wreck in Pyramid Bay, near Swatow.

The Rockliff, Bangkok to Hong Kong, has been lost in the China Sea.

The brig Escape, from Newchwang to Hong Kong, was totally lost during a dense fog, about forty miles south of Tamsui. The crew, eleven in number, arrived at Amoy on the 7th Oct., in the long boat, after being five days in the boat, during two of which they were without food or water.

LATEST TELEGRAMS.

CHINA.

THE TIENTSIN MASSACRE.

TIENTSIN, Nov. 2.—Sixteen coolies beheaded; the Chinese Government has indemnified their families; twenty-three exiled; Tls. 500,000 paid to French, and Tls. 10,000 to Chinese Christians. Rochechouart is satisfied, and has quitted Peking; Mr. Wade remains. The Russians are not yet satisfied. Chung How has started for Europe.

HONG KONG, Nov. 1.—The chief instigator of the massacre at Tientsin has not been arrested.

HONG KONG, Nov. 8.—The sixteen men who have been executed for complicity in the Tientsin massacre were not the leaders, and the officials implicated are still unpunished. Nevertheless it is believed that the difficulty will be settled.

FOREIGN-OFFICE, Nov. 21.—In a telegram, dated Peking, Nov. 3, Mr. Wade says he does not expect military force will be required anywhere.

EXPULSION OF GERMANS FROM SAIGON.

BOMBAY, Nov. 23.—Advices from Cochin China state that all Germans have been expelled from Saigon, which has been declared in a state of siege.

(REUTER'S TELEGRAMS, RECEIVED VIA GALLE, Nov. 18.)

HONG KONG, Nov. 1.—Grey Shirtings, 6¼ catties, 8¼ lbs., $2.80; Water Twist, 16-24, $115. Tea: Canton, moderate business, but more activity; Foochow prices advancing; total export (China and Japan) 87,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 4¼d.

SHANGHAI, Oct. 26.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 2.25. Cotton, Shanghai, Tls. 13. Tea: Black advancing, Green in fair demand; Hankow market quiet. Silk: Very firm, No. 2 Tsatlees, Tls. 590; settlements since departure of last mail, 350 bales; export to date (China and Japan) from commencement of season, 30,000 bales; stock, Shanghai, 4,000 bales; Japan, 1,500 bales. Exchange on London: Bank bills, six m.s., 5s. 10¼d. Freights: Tea 35s.

(RECEIVED BY GRANT'S LINE, VIA KIACHTA, Nov. 19.)

SHANGHAI, Oct. 27.—Silk: Market quiet but very firm; No. 3 Tsatlee, 30s.; No. 3 Red Peacock, 23s. 6d. to 24s.; export of China from Shanghai since commencement of season, 23,200 bales; stock, 4,500 bales; settlements of Japan seed to 18th Oct., 600,000 cards, against 900,000 last year and 1,800,000 in 1868. Tea: Market firmer; good common Congou, 12d.; settlements large; stock very small; total export of Black from Shanghai, 50,400,000 lbs.; export of Black, 2,500,000 lbs. in excess, of Green 1,300,000 lbs. in decrease of last season. Shirtings: Dull; 8¼ lb. Eagle Chop, Tls. 2.25. Exchange on London: Bank bills, six m.s., 5s. 10¼d. London telegrams to Oct. 4 received Oct. 25.

(REUTER'S TELEGRAMS, PER FRENCH MAIL, RECEIVED VIA GALLE, Nov. 23.)

HONG KONG, Nov. 8.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.80, quiet demand; Water Twist, 16-24, $112½, flat. Tea: Canton, fair inquiry, no quotable change; Foochow market less active, but steady; total export (China and Japan), 88,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 4d.

SHANGHAI, Nov. 2.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 2.25, better demand. Tea: Shanghai Black, firm; Green, rather strong; Hankow market quiet, little inquiry. Silk: No. 2 Tsatlees, Tls. 590. Exchange on London: Bank bills, six m.s., 5s. 9¾d. Freights: Tea, 35s.

JAVA.

(RECEIVED VIA GALLE, Nov. 15.)

BATAVIA, Oct. 27.—Sugar, No. 14, f.14½. Other articles unaltered. Arrivals: Bali, Erasmus, Jason, Yelo, Laurens Coster, Maarten van Rossem, Noord Brabant, Ottolina. Departures: Cornelia Adolphina, Guurtze en Maria, Johannes, Staatsraad van Ewyck.

(RECEIVED VIA GALLE, Nov. 18.)

BATAVIA, Nov. 2.—Coffee: Unaltered. The Government sold in public auction 37,000 piculs Sugar, No. 14, at f.13½, and 28,000 do. f.14½. Gummi Elasticum, f.110. Cotton and Woollen Manufactures: Dull. Freight to Holland, f.70 to f.75. Exchange on Holland, f.100½ to f.102. Arrivals: Nehallennia, Hiberna.

STRAITS SETTLEMENTS.

(RECEIVED VIA GALLE, Nov. 18.)

SINGAPORE, Nov. 8.—8½ lbs. Grey Shirtings, $2.60; 7 lbs. Grey Shirtings, $2.20; 6 lbs. T-Cloths, $1.57½; Mule-twist, 16-24, $87½; 40's, $125; Exchange on London, Bank bills, six m.s., 4s. 4⅞d.

(RECEIVED PER FRENCH MAIL, VIA GALLE, Nov. 23.)

SINGAPORE, Nov. 16.—8½ lbs. Grey Shirtings, $2.65; 6 lbs. T-Cloths, $1.57½; Mule-twist, 16-24, $87½; 40's, $1.26; Exchange on London, Bank bills, six m.s., 4s. 4½d.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Nov. 15, at Texel Roads, from Batavia, Djawa; at Rouen, from Yokohama, Paris Port de Mer; 18, at Falmouth, from Shanghai (via Suez Canal), Leith (str.).; 15, at Bremerhaven, from Maulmain, Sadowa; 17, at Flushing, from Singapore, Egmond and Hoorn; 14, at Santander, from Manila, Lola; 19, at London, from Penang, Octavia.

DEPARTURES.—Nov. 11, from London, for Hong Kong, Cingala; 15, from Clyde, for Singapore, Kinfauns Castle; 18, from London, for Sunderland and Galle, Zoroaster; 19, for Singapore, Grand Duchess; for Yokohama, Ilione.

LAID ON.—At London, for Yokohama, Eliza Shaw; for Shanghai, Norman Court; for Hong Kong, Ambassador. At Liverpool, for Penang, Singapore, Hong Kong, and Shanghai, via Suez Canal, Priam, (steamer). At London, for Shanghai, Argonaut. At Glasgow, for Singapore and Penang, Ulva. At Liverpool, for Singapore, Caradoc; for Singapore, Hong Kong, and Shanghai (via Suez Canal), Don (s.s.).

SPOKEN.—Norham Castle, Singapore to London, Oct. 7, 20 S., 1 W.; Batavia, Amsterdam to Macassar, Nov. 6, 50 N., 6 W.; Francisco Saverio (brq.), London to Penang (?). Oct. 21, 11 N., 24 W.; Elizabeth Maria, Rotterdam to Batavia, Oct. 6, 13 N., 27 W.; Miako, Canton to Monte Video, Oct. 6, 35 S., 16 E.; Bryn Ivor, Manila to London, Sept. 25, 24 S., 56 E.; Xulla, Singapore to Falmouth, Sept. 26, 25 S., 55 E.

MISCELLANEOUS.—The Cingala, Neilson, which sailed from London November 11, for Hong Kong, has put back to the Downs with crew reported refractory. A telegram from Galle, dated November 15, states that the G. F. Verwerk, from Hamburg to Saigon, has been captured and taken into Saigon. Advices from Toulon, dated November 11, state that the Mobil, Berg, from China, had been captured in the Atlantic by a French frigate, and brought into the roads there that morning. At Port Said, November 17, Ada (str.), from London, for Singapore, China, &c. At St. Helena: October 13, Chanticleer, Purdy, from Hong Kong, for Falmouth; Arabella, Raper, from Japan, for New York; 15, Lauderdale, Smith, from Shanghai, for London; 17, Jupiter, Kiewit, from Batavia, for Amsterdam; 21, Southern Belle, Benson, from Colombo, for London; 24, Honigby, Dil, from Batavia, for Schiedam; 25, Schleswig Bride, Hansen, from Singapore, for Liverpool; 27, Concurrent, Singer, from Batavia, for Rotterdam. Off St. Helena: Oct. 18, Monarchy, from Colombo; 23, Columbus, from Shanghai; 25, Estrella, from Manila, for Liverpool.

CASUALTIES.—A telegram from Galle, Nov. 17, states that the Blue Jacket, of Jersey (off. No. 21,793), supposed from Java to Holland, with camphor, &c., has been abandoned in Gaspar Straits, crew saved.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BADGE—On the 29th Aug., at sea, on board the *Zohrab*, on the voyage from London to Nagasaki, Mrs. Badge, of a son.

BOWRING—On the 14th Nov., at Larkbeare, Exeter, the wife of J. C. Bowring, Esq., of a son.

BRAGA—On the 26th Sept., at Shanghai, the wife of Mr. J. Braga, of a daughter.

DUNBAR—On the 22nd Nov., at Boath, Nairn, N.B., the wife of Sir James Alexander Dunbar, Bart., Commander Retired R.N., of a son.

FRESHFIELD—On the 22nd Nov., at Brighton, the wife of William D. Freshfield, Esq., of a daughter.

HAMLIN—On the 25th Sept., at Shanghai, the wife of Capt. Jas. Hamlin, of a son.

KING—On the 12th Nov., at 23, Blandford-square, the wife of Henry Welchman King, Lieutenant R.N.R., Commander P. and O.S.N. Company's Service, of a daughter.

MAGNIAC—On the 22nd Nov., at 36, Hertford-street, Mayfair, the wife of Arthur Magniac, of a daughter.

SARAWAK—On the 21st Oct., at Government House, Sarawak, the wife of his Highness the Rajah of Sarawak, of a daughter.

TARRANT—On the 8th Oct., at Allahabad, North-West Provinces, the wife of Henry Jefferd Tarrant, Esq., barrister-at-law, of a daughter.

THIEL—On the 30th Sept, at Saigon, the wife of H. Thiel, Esq., of a daughter, stillborn.

WILD—On the 13th Oct., at Foo-choo-Foo, China, the wife of Charles Augustus Wild, Esq., prematurely, of a son, stillborn.

MARRIAGES.

DUNLOP—SUGDEN.—On Wednesday, the 23rd inst., at the Church of St. Edmunds, Dringhouses, York, by the Rev. Benson Sidgwick, M.A., cousin of the bride, assisted by the Rev. Thomas Falkner, M.A., Charles W. Dunlop, Esq., of Ryshworth-hall, Bingley, Yorkshire, to Edith Mary, second daughter of the late John Greenwood Sugden, Esq., of Eastwood-house, Keighley, in the same county

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GRIGOR—PROCTER.—On the 12th Nov., at Hove Parish Church, Brighton, by the Rev. W Kelly, Mr. John Grigor, Hong Kong and Shanghai Banking Corporation, to Susan, youngest daughter of the late Mr. Thomas Procter, Bedford. No cards.

DEATHS.

LOUREIRO—On the 23th Sept., at Shanghai, Walter Henry Wild, the infant son of Pedro and Jessie Loureiro.

MELBOURN—On the 30th Oct., at Dunkerque, George Melbourn, late of Batavia, aged 39.

ROBINSON—On the 26th Sept., at Shanghai, Elizabeth Mary, the beloved wife of Alfred Robinson, Esq., aged 35.

SANDERS—On the 22nd Sept, at Nagasaki, Jacob Heinrich August Sanders, of Hamburg, aged 32.

TAYLOR—On the 26th Aug., suddenly, on board the *Undine* (from Shanghai to London), Isabella Grace, wife of Mr. J. T. Taylor, of Shanghai.

CAPTURE OF THE "MOBIL," FROM CHINA.

The North German barque *Mobil*, 319 tons, Captain Berg, which was despatched from Hong Kong for Hamburg on the 18th June by Messrs. Bourjau, Hubener, and Co., has been captured in the Atlantic by a French frigate, and towed into Toulon. She had on board the following cargo:—10,119 packages tea, 2,000 cases cassia, 10 cases cassia siftings, 264 cases porcelain ware, 52,000 cases fire crackers, 1,069 cases preserves, and 259 cases sundries. A telegram has been received reporting the loss of the *Blue Jacket*, from Japan to Holland; we believe that this vessel actually sailed from Java, and not from any port in Japan.

NAVAL AND MILITARY.

It is a source of remark and comment in the Royal Arsenal that there has been a perceptibly marked activity since the date of Prince Gortchakoff's despatch to Baron Brunnow, as indicating that the War Department took action as soon as the Russian repudiation of the Treaty of 1856 was known to the English Government. A number of additional hands have been taken on in the gun factories, whilst relays of men are working day and night in the artificers' shops, boring mills, and old and new forges of the Royal Arsenal. It is stated that orders have been issued to complete the armament of Malta and Gibraltar, to warn the Indian Government, to increase the complement of sailors, and to hasten the supply of breech-loaders to the Militia and Volunteers. A portion of the Channel Fleet has been ordered to join the Mediterranean squadron, and many more ships are to be put into commission. With regard to the supply of seamen which may be required to form the complement of these ships it may be remarked that the authorities have at their immediate disposal 3,800 Coast-guard men, all picked sailors, and for the most part practised gunners, and in addition 4,000 pensioners not yet past the prime of life, who are all physically able to embark at once. The Royal Naval Reserve, in which there are enrolled more than 16,000 men, is also available. These, of course, are not all at home, but a few thousands are at hand, and each day, by fresh arrivals from abroad, would add to the number.

The Duke of Cambridge, with a portion of his staff, will for the future transact business under the roof of the War-office, instead of at the Horse Guards, and will thus be in immediate attendance upon the Secretary of State. Much trouble and unnecessary delay will thereby be saved. It was understood last session, when Mr. Cardwell announced that the Government had resolved to place the two establishments of the War-office and the Horse Guards under one roof, that the Chief Commissioner of Works would be able to find a site for the new edifice; but that expectation has not been fulfilled. As the transfer of the entire *personnel* of the War-office to the Horse Guards, or *vice versa*, is a sheer impossibility, for lack of space, the arrangement that we now announce is the best compromise which can be effected.

Rear-Admiral Beauchamp Seymour, C.B., will hoist his flag on board Her Majesty's ship Narcissus on the 1st of December, and on the same day will be commissioned the Immortalité and Dido, both of which will form part of the new flying squadron. Admiral Seymour's first trip will not be a lengthened one—probably to the West Indies and back. Captain Sullivan, C.B., now in command of the Volage, will hoist his pendant on board the Immortalité, and will be succeeded in the Volage by Captain Michael Seymour. The Dido will be commissioned by Capt. W. H. Whyte.

The Sultan, 12, iron ship, armour-plated, 5,234 tons, 1,200-horse power, now lying in the Medway, off Chatham Dockyard, is making rapid progress towards completion, and is expected to leave Chatham for Portsmouth during next month. She will be sent so complete from Chatham that all which it is expected will be required to be done to her at Portsmouth will be such alterations as the trial trips may show to be advisable.

Several of our contemporaries have stated that the Martini-Henry rifle had been finally adopted by the War-office. This is incorrect. A committee is sitting, and is about to examine witnesses on the mechanical principles involved.

The Thistle, 4, double screw gun-vessel, Commander Lee t, arrived in Plymouth Sound on the 19th inst., *en route* for the Persian Gulf.

The Juno, with the detachment of marines for the China station, left Gibraltar on the 15th inst.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks.—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & CO., Homœopathic Chemists, London.

Foreign Intelligence.

NORTH GERMAN CONFEDERATION.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Nov. 15.

There have been two or three more alarms of the arrival of a French fleet off the coast, but like the boy in the fable, it has been cried now so often that the wolf is coming, that nobody believes it any more. The Governor-General of the coast district has done all that he could do for the safety of the country; the lighthouses are now left dark all night, the pilots no longer cruise before the mouths of the rivers, the beacons and buoys are removed, reinforcements have been sent down to the spots most exposed to hostile invasion, and the Coast Volunteers are again embodied and ordered out for duty. Notwithstanding all these precautions, German vessels pass in and out of the Elbe, mostly without molestation or seeing anything of the French squadron, though a few galliots and other small craft have fallen into the hands of the Philistines, and been set on fire or turned adrift as not valuable enough to man with a prize crew, and send to France for adjudication. The latest accounts state that six ships of war were seen yesterday cruising to the west of Heligoland. The middle of November is by no means the most favourable time of the year for a naval promenade in the North Sea, with its long dark nights, thick fogs, and frequent storms; and the ships are therefore exposed to greater dangers than they would have to encounter in more genial climes and at a more favourable season.

Though there are but few people in Germany who are not to a certain extent losers by the war, and consequently more or less interested in the termination of hostilities, the national feeling of indignation at being provoked into a war for which there was not only no cause, but not even an excuse on the part of France, is so intense that it would be extremely dangerous to bring it to a close without the satisfaction of dictating the terms of peace at Paris, and retaining possession of the originally German provinces of Alsace and Lorraine. This feeling is so general that, though there is no doubt that much distress prevails among the poorer classes at the absence of their bread-winners, no complaints are heard, and it is quite touching to see the equanimity and patience with which they bear their trials, and the Christian fortitude that still cheers up their spirits under their troubles and misfortunes, which they feel would be a hundred-fold worse if the tables had been turned and by the fortune of war Germany inundated by a French invasion. Another characteristic of the German idiosyncracy is the perfect confidence the soldiers repose in their officers and the spirit of discipline that makes them unhesitatingly obey orders though they cannot understand the object, which perhaps becomes only apparent after the lapse of a long period. This was forcibly illustrated to me in a conversation I had a day or two ago with a young Hamburg gentleman of good family—in fact a distant connection of mine by marriage—who had the misfortune to be severely wounded in one of the late sorties from Paris, and, as a special favour, has been allowed to be removed from the military hospital and live with his parents till cured and able to rejoin his regiment. In relating to me his adventures at Sedan, he stated that just as the battle commenced and they were hoping to be soon in the very thickest of the *mêlee*, an aide-de-camp came galloping up with an order to the colonel to march the regiment immediately away up to the north of Sedan for about three miles, and there await further instructions what to do. Of course they obeyed, but wondered not a little what was the object of the manœuvre; but it soon became apparent, when, shortly after their arrival at the spot indicated, they were brigaded with some other regiments they found there, and then all crossed the Meuse, doubling back on Sedan, and thus cut off the retreat of MacMahon and his army, should they have attempted to escape across the Belgian frontier.

When the intelligence arrived of negotiations for an armistice on the proposal of England, it cannot be denied that it made an unfavourable impression, which was still further increased when it transpired that Count Bismark had actually agreed to offer the French a truce of twenty-eight days, to give them time to hold their general elections for a National Constitutional Assembly. This feeling was particularly apparent at Berlin, where it was feared the army, after all the losses they have suffered and hardships and privations they have endured without a murmur, would after all be cheated out of that crowning satisfaction to which they had been looking forward for months as the one great object of the war,—their entry into Paris as conquerors, and witnessing the humiliation of their vanquished enemy, who had commenced the war on such frivolous pretexts. It required all the eloquence of the official and semi-official press to pour the needful quantity of oil on the troubled waters, calm public opinion, and silence the grumbling that had now become loud and general. Under these circumstances your readers will readily understand that it was a great relief when the telegram arrived announcing officially that the negotiations had been definitively broken off by the French authorities. It was as if a great incubus had been lifted off men's minds, there were even rejoicings on the occasion, and public expression was given to the hope that the neutral Powers would not feel inclined again to put their fingers in the pie, but having scalded them a little by their badly-timed and useless interference, they would now leave the belligerents to fight it out to the end and make their own arrangements about the terms of peace.

With regard to the reconstruction of Germany by the addition of the South German States to the North German Confederation, the negotiations have been carried on at the King of Prussia's headquarters at Versailles, plenipotentiaries having gone there to confer with Count Bismark on the subject. Wurtemberg, Baden, and Hesse-Darmstadt have made no difficulty about it, but immediately expressed their readiness to join unconditionally and be admitted to the Confederation on the same terms as the Northern States that now compose it. But there is a hitch in the completion of the work, as the youthful King of Bavaria objects to surrender his independence and sovereign rights of autonomy, though his Prime Minister, Count Bray, and Herr von Lutz, the Minister for Justice, have spent some time at Versailles, endeavouring to smoothe away the difficulties, and have returned to Munich with-

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out having achieved much success as yet. The King is averse to place his army under the unconditional orders and authority of the King of Prussia, to renounce his right of appointing his own diplomatic representatives at foreign Courts, to alter the laws now in force in Bavaria, and finally to pay anything towards the maintenance and extension of the German Navy and naval arsenals. As he is known to be rather stubborn and have a strong will of his own it will require the exertion of all the tact and diplomacy of Count Bismark to talk over the young King by arguments or cause him to alter his demands by the offer of an equivalent in some other shape.

COMMERCIAL.

Business, which since the raising of the blockade of the German rivers had become pretty animated, has now been thrown back again for fear of a visit from the French, and most articles of produce are dull and neglected, the prices exhibiting a downward tendency. Among the transactions recorded were, however, 7,000 kranjangs of brown Batavia sugar in loco. at 11 mks. bco., and 15,400 mats of clayed Manila at 14 3-16 to 15⅛ for delivery. The sales of tea consisted only of 119-4 chests congou and 279-4 do. Souchong at former prices. Cassia Lignea is scarce and rising. Pepper is again higher, 6⅛ sch. bco. having been paid for Singapore, and 5⅛ to 5 11-16 for Penang. Nothing has been done in rice or spelter.

SHIPPING.

ARRIVED.—Lauretta, from Batavia.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Nov. 9.

My statements respecting the Ministerial crisis have been confirmed, Mr. van Bosse having made the following statement in the First and Second Chambers:—"The Government is of opinion that it must make use of the occasion to communicate to the Chamber the position of the Ministry. Some days ago the Minister for Foreign Affairs asked H.M. to release him from his duties; at the same time the Minister of the Colonial Department has, in obedience to the advice of his physician, addressed the same request to the King; a few days later the Ministers of the Departments of Justice and War were of opinion that they also ought to ask for their release. The three remaining Ministers have thought it their duty to draw the attention of H.M. to these facts, in order that he might consider what in the interests of the country ought to be done; consequently they also have placed their portfolios at the disposal of the Crown. Until the King pronounces his decision, the Ministers will continue to retain their posts, and to fulfil their obligations towards the Chamber, from which they cannot withdraw themselves." These resolutions of the Ministers create but very little regret; the general conviction is that they are quite worn out; even the Liberal papers speak of them in a contemptuous tone. The question, however, remains: who will be their successors? Both amongst the Conservatives and Liberals we have so very few able statesmen that it seems almost impossible to make a selection; consequently the greatest uncertainty prevails about the future Cabinet. Rumours say that Messrs. van Bosse and Fock will be charged with the task of reconstructing the Cabinet, but I do not think that this is true. They cannot find men who would care to accept a Ministerial *fauteuil* under them except men of half-measures; *ergo* the reconstructed Ministry would have but a very short life. An *on-dit* is spread that Mr. J. K. Baron van Goltstein, who has just been elected Member of the First Chamber, has been summoned by the King to give his advice on the subject. In the meanwhile Parliamentary business is going on. Both the First and Second Chambers have met, and the first named will open to morrow the discussions upon the East India Budget. The principal question, of course, will be in the sections, the decrees of the Governor General about the reorganisation of the Preanger system. According to the reply which was given by Mr. de Waal to the section-report, the Minister authorised Mr. Myer on June 29, under certain conditions, to prepare the measure, but with the most *positive** order that it would not be decreed before being approved of by the States General.

ROTTERDAM, Nov. 16.

A circumstance which no one thought possible has occurred; the First Chamber has rejected the East India Budget, so far as regards the receipts and expenditure in India. By a majority of one vote only (seventeen to sixteen) was this decision carried, which will create the greatest confusion in the India administration. If the Budget had been carried it would have been the first time that it arrived in India in proper time to set it in operation on the 1st of January. The strangest part of the event is the total absence of motive. The Lords were very content with the wavering Minister of the Colonial Department, and, with the exception of some stubborn Conservatives, they advocated his policy; but, and this is the true reason of the Minister having asked H.M. to be released from his duties, the Chamber having to decide in this Budget upon the reform of the Preanger system, the Lords were disinclined to name his successor before this had been made a *fait accompli*. This is incredible, but is, nevertheless, a fact. I need not say that the impression made in India will be as bad as possible, and, indeed, not without reason. The decrees respecting these reforms are already promulgated in India; they should come into force on the 1st January; and this is now impossible, because the Chamber has not approved of the reorganisation. I doubt very much if this act will tend to strengthen our authority in Java. Indeed, so much is claimed here of the clemency of our colony that it is more than time that a Radical reform should be effected. If the aspirations of the colony were better understood at home there would be less blundering in our Chambers. At all times, and on all subjects, little narrow schools of opinion are constantly developing themselves, the leading characteristic of which was, and still is, to squeeze the Javanese. Up to this moment low material views are paraded and men, who themselves confess that they are not able to appreciate matters are charged with the conduct of affairs. Indeed, even the Liberals still adopt a very small way of viewing this grand problem; and some change must now take place. If our Chambers, in which the Colonies are not represented at all, retain the absolute supremacy which they now enjoy, it is inconceivable that it will bear, sooner or later, bad fruit. I think a partnership, in which each section of Holland and its colonies should be proportionally represented, is the only conceivable alternative by which to arrive at a good result, and if the Colonies show themselves anxious for a union, on this the only sound basis, it would be weak and ungenerous for Holland to reject such a plan. Nevertheless the most advanced Liberals shrink from such an idea, and, indeed, I think it is quite necessary to state that it is a Dutchman who writes these lines and not an Englishman. That tendencies of this kind will not ripen in a day is obvious enough. Undoubtedly there are difficulties, but the plan is not at all impossible; nevertheless much must be done before the matter is decided. Not only are the Colonies not represented in Parliament, but even representative Dutchmen are excluded by our miserable election law. The bulk of the electors do not know anything about the wants of the colonies; they are only aware that we receive a good deal of money from the East, and they applaud the rule of the Conservatives, that the more the Javanese are squeezed the less they have to pay.

With the exception of the important fact of the outvoting of the East Indian Budget there is a scarcity of news. The Ministerial crisis has not advanced one step towards solution, and no names are given as the probable successors. We do not know whether we are to have a Liberal or a Conservative cabinet. If the last-named party should take the reigns of Government, then it will be necessary to dissolve Parliament, because the majority is *quasi* Liberal. Able statesmen, however, are very scarce on both sides. Perhaps the solution might come somewhat quicker but for the King, who is ill; and, on the other side, I hear that the question which caused our Ministers so abruptly to place their portfolios at the disposal of the King, causes other statesmen also to shrink back from accepting office. It is whispered in our diplomatic circles that the decision to resign was not only brought about by the increasing opposition in the Chamber, but also by the fact that the King wished to treat with Prussia about the sale of his sovereign rights in Luxemburg. This rumour, however, is most positively contradicted by the reply which was given by Prince Henry, as Stadholder, to the commission who handed his Royal Highness an address of adherence, voted by the Chamber.

The war still remains the topic of the day, and curiosity was highly excited to-day by the statement that Russia has commenced a diplomatic movement for a modification of some of the provisions of the Treaty of 1856. This news caused but little heaviness on the Bourse, and the common belief is that there is very small reason to think that things will go anything beyond a pacific discussion upon what Russia means to be mutual interests. Speculation, however, is checked, notwithstanding that money in the open market is very abundant, and can be obtained readily at three per cent., and my opinion is, that, now that the circular of Prince Gortschakoff is published, bonds will soon recover from their fall, provided there is no over-speculation. About the *Oost Indische Maatschappy van Lyfrenten* I hear that several shareholders decline to pay up their shares *in toto*. The newly-appointed direction makes as much haste as possible to arrive at a decision before a definitive verdict is given by the High Court with reference to the demand for *surseance* of payment. According to the *Amsterdam Courant*, Mr. Julius Vogel, formerly functionary at the Java Branch, is appointed inspector of the agricultural enterprises of this company, instead of Mr. Julius van Hemert. The same paper ascertains that the first-named gentleman will start by an early mail. This will also be the case with Dr. H. H. Middendorp, who is offered a position at the medical institution in Japan.

The *Noach I.* has been chartered by the Government to convey troops from here to Java. The vessel will sail this month.

PRODUCE MARKETS.

No change of note has occurred in the general features of our Produce Market, but business transactions have been circumscribed upon the whole within a limited compass. The failure of the armistice negotions and the Russian question have not been without influence upon buyers.

COFFEE.—Continues to be in fair request, both for home consumption and for export, at steady prices, but purchases are confined to requirements for actual wants, since the prospects for the restoration of peace have again become so very uncertain. The navigation on the Rhine being, moreover, seriously impeded by the unusual high-water level of that river, the difficulty thus raised of shipment to Germany also checks transactions. Sales have been closed by private contract of 3,220 b. Santos, ex Laura, at 26½c. to 31½c.; 1,000 b. Java, ex Lanercost; 1,100 b. do., ex Willem Kroonprins der Nederlanden.

SUGAR.—No change has occurred, but the market continues very firm. The reservedness of holders has caused transactions to remain unimportant. 9,905 mats Syrup Sugar, ex Zeenimph, changed hands at f.14¼.

TEA.—Only a trifling business is doing, but prices are well supported.

JAVA TOBACCO.—Sales have been closed by private tender of 333 bales Java, trade mark B. J. D. L.; 907 bales do., trade mark A. S/Malang; 1,314 bales do., trade mark Kawi; 572 bales do., trade mark Djambean; 266 bales do., trade mark Kotta; 753 bales do., trade mark Wachman/Blitar and Kedirie; 453 bales do., trade mark B.V.L. & R.; 1,283 bales do., trade mark Temayang, KVB, BB. A public sale of 7,583 b. Java, of sundry trade marks, will take place here in the beginning of next month; the date is not yet fixed.

SPICES.—There is scarcely anything doing, although prices are, in general, well supported. 36 casks nutmegs, 14 do. mace, and 25 do. cloves, of private importation, will be brought to market on the 19th inst. Sales have been closed of 41 casks nutmegs, 13 casks mace; prices did not transpire.

RICE.—Without any transactions worthy of notice. Prices are unaltered.

* This word is italicised because the only argument of Mr. Myer will be that the order was not positive.

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RATTANS.—144 piculs, ex Catharina Maria, changedh ands on secret terms.

METALS.—Banca Tin continues to meet with but little demand, and only small lots have changed hands at f.73 to f.72½, whilst contracts for delivery, ex the coming spring sale, have been concluded at f.71¼. Billiton has sold ex ship at f.72.

HIDES.—I have only to report a sale of 126 Sourabaya Buffaloes, ex Hendrik ido Ambacht.

INDIGO.—A steady demand still prevails for this article. 75 chests Java, belonging partly to the recent arrivals, have found buyers at unaltered rates.

ARRACK.—A parcel of 25 casks Batavia, ex Francina Wilhelmina, found buyers at prices that did not transpire.

SHIPPING.

ARRIVALS.—Nov. 6, at Brouwershaven from Batavia, Van Breen; Nov. 7, at Brouwershaven from Samarang, Philips van Marnix; Nov. 15, at Texel from Batavia, Djawa.

DEPARTURES.—Nov. 10, from Brouwershaven for Samarang, Robertus Hendrikus; from Texel for Batavia, Zaanstroom; for Samarang, Zeebloem.

PASSENGERS OUTWARD.—For Java, per Aegidea and Pauline: Messrs. J. G. van Soelen and family, J. M. Wap and family, Mrs. Brouwer, Miss Cats. Per Robertus Hendrikus: Messrs. W. D. J. van de Feltz and family, J. M. G. Numans and family, G. H. Alstede and family, J. Hartman Kok and family, P. H. and J. Willemse. Per Zaanstroom: Messrs. H. Bloemers and family, O. Bentzen and family, E. Young and family, H. G. Make and family, J. F. H. Winterberg, B. Pas and family, Mrs. S. H. de Haart-Saussaye, Misses Hofland.

THE EASTERN DIFFICULTY AGAIN.

(*London and China Express.*)

LORD GRANVILLE'S reply to the Circular of Prince GORTSCHAKOFF on the Treaty of 1856, which we reproduce in another column, will be perused with no less anxiety than relief. It leaves no doubt of the determination of the British Cabinet to resist the sudden and unreasonable repudiation by Russia of the most essential conditions of a treaty which, as Lord GRANVILLE has ably pointed out, must stand or fall as a whole. In fact, it cannot be denied that, in this last document, the Foreign Secretary goes far to show that the sluggishness, apathy, or mistaken feeling, which induced him to neglect so unaccountably the responsibilities of his office in the Far East, ceased to have any influence with him the moment that the interests, which England has paid so dearly to protect, were threatened by a European Power. The Press is unanimous alike in condemning Prince GORTSCHAKOFF'S Jesuitical and imperious circular, and in applauding Lord GRANVILLE'S dignified, conciliatory, but resolute and prompt, reply. At the same time it must be admitted that it is hardly possible to overrate the gravity of the occasion which the House of ROMANOFF has seized for the prosecution of its hereditary policy. It is true that, according to the latest intelligence from Vienna, England, Turkey, Austria, and Italy have agreed to observe a common attitude towards Russia; but little reassurance can be derived from this report at the moment when it has been called into existence by the renunciation by Russia of the Treaty of Paris. France is all but prostrate at the foot of Prussia; Italy is preoccupied; Austria has, during the present war, shown nothing so clearly as her anxiety to avoid being involved in any of its consequences; and, as for Turkey, the "sick man" is not much better able to fight his own battles than he was fourteen years ago. We shall not speculate on the probabilities for or against a private understanding between Russia and Prussia; but we know that it has been notorious that an amicable understanding, in view of certain contingencies, has existed between the two great Northern Powers since 1867. And, at the moment when England feels called upon to declare her intention of standing firm to the Treaty engagements acquired by her arms in the Crimean War, her forces afloat and ashore have dwindled down under an elaborate series of economies, and her Cabinet comprises among its members the arch-opponent, not only of the Crimean War, but of all wars. Russia evidently regards the present juncture as her opportunity. In a nobler sense it is the opportunity of England also. It is an opportunity, which Lord GRANVILLE'S despatch assures us he will not let pass, of once more vindicating England's rank among the nations of the earth in the face of the Russian attempt at a piece of sharp practice, which Europe will not readily forget. We may note, however, that if Russia really intended to enforce this demand, she would hardly have chosen this time of the year, which practically gives us four months to prepare our resistance.

THE "ALABAMA" CLAIMS.

So much misapprehension has prevailed concerning the exact bearings of the *Alabama* controversy on both sides of the Atlantic that it is satisfactory to find the case so lucidly stated as it is by the Philadelphia correspondent of *The Times*, whose explanation of its latest phase, together with the editor's reflections upon it, we now condense. One of the chief claimants is the "Great Western Insurance Company" of New York, and a very important letter on the subject from Mr. John A. Parker, the president of that corporation, has just been made public. Mr. Parker wrote to Mr. Frelinghuysen, at the time when that gentleman was indicated as American Minister to London, and the letter is a complaint at the 'dog-in-the-manger' policy pursued by the American Government. Mr. Parker says that his insurance company represents a large amount of the claims, and that petitions complaining of the vexatious delays and stating the views of the claimants have been repeatedly presented to Congress, but that no action has been taken. It is four years since a majority of the claimants filed the evidence of their claims with the Secretary of State, and petitioned for the interference of the American Government to collect them from Great Britain. The action of the American Government seems to have come to an end in the rejection of the Clarendon-Johnson Treaty, and Mr. Parker therefore thinks it time that the claimants should re-assume their rights independently of the Government, and look to their own interests. The amount of the claims is over $13,000,000, and, if they ought ever to be paid, here is that much capital kept out of activity by the delay of settlement. As every dollar of capital is equal to four in the exchanges of trade, here are $52,000,000 of commercial transactions, with the attendant activity of labour and employment, annually suppressed in this country through the detention of the capital belonging to the claimants.

Mr. Reverdy Johnson is understood to have expressed no doubt that England would pay a portion of these claims, if properly represented, and if the American Government did not interfere to prevent it. When this statement reached Lord Clarendon only a month before his death, he received it so favourably that the representative of the claimants was induced to write to them, "If you can get a word of consent from the United States Government, so that England shall not fear a misconstruction of what she does, I can get your money at fast as you can count it." Following out this idea, Mr. Parker says that last June application was made by himself personally to the Government at Washington for their consent that the settlement of these claims, or of any portion of them, outside the negotiations by the Government should not prejudice the good understanding between the two countries, but this consent was unconditionally refused. Mr. Parker renewed his application to his Government that the claimants might have liberty to negotiate for themselves, but his letter to Mr. Fish met with no other reply than an official acknowledgment of its receipt at Washington. Mr. Parker asks what is the attitude of the Government in all this? Having made itself legally liable for the claims, it neither assumes the debt nor acknowledges the liability; it neglects to pursue the claims against the British Government, and refuses to allow the claimants to pursue them for themselves; it even intimates that if the claimants attempt to pursue them it will be construed as a misdemeanor, under the statute against attempting to interfere with the diplomatic relations of the Government. Mr. Parker says, if the Government desires to do justice to the *Alabama* claimants, who are its citizens, and still to maintain its hold upon England, this is easy of accomplishment. Let a mercantile commission be appointed—none other would be competent—to audit the claims and certify them. The amount of the claims being thus fairly determined, if the Government desires to hold them for any ulterior purpose let it assume and pay them at once. The claims will then belong to the Government, and it may do what it pleases with them, and under no other circumstances but these or such as these has the Government any shadow of right to withhold, from any claimant whatever against any foreign Government, either its countenance or its consent for such claimant, in his own name or by his proper representative, to prosecute his claim to recovery by all the lawful means in his power.

This appears to promise a new phase of the question, which we are not immediately interested in, except so far as the agitation of many claimants may affect the resolution of the American Government, and induce it to enter on new negotiations in a more temperate spirit. This, however, is hardly probable, for, having made the question political, and mixed it up with all sorts of extraneous considerations, the Government and people are likely to keep it so. But if a justification of England's conduct on the matter were needed by any impartial mind, it would be found in the fact that the principals in the litigation, those of whom the Washington Government is only the repesentative and trustee, are perfectly satisfied. The Clarendon-Johnson Treaty was as full a concession as any nation could demand. Its whole tenour was so much to the advantage of America that many Englishmen thought Lord Clarendon had yielded too much, and that Mr. Johnson, who, with all his geniality and exuberance, was a shrewd diplomatist, had got the better of his opponent. The rejection of that Treaty was inspired by political irritability, and if the event proves that it was detrimental to the true interests of the claimants, England stands absolved from all blame.

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MR. KINGSMILL ON THE TREATIES WITH CHINA.

(To the Editor of the *London and China Telegraph*.)

SIR,—I am sorry that my plain words as to the Treaties with China, quoted by you in your issue of August 8, should have been open to misrepresentation. Your remark of that date would seem either to imply that I was unaware of the fact of Commercial Treaties having been made by Great Britain with other Powers, or, knowing such to be the case, had put forward a misstatement of facts.

If you will kindly refer to your own quotation you will perceive that what was stated by me was simply that in no other country were Treaties "required for the conduct of truth."

Japan, it is true, at one time proved an exception, but has apparently retired from her isolated position. If, besides this, you can point out another country within the Celestial Empire which has persistently refused to permit foreign trade, except under pressure, you will have gone far to upset my arguments. As it, however, cannot be held that France, Austria, and the other countries with whom Great Britain has at various times concluded treaties of commerce, had previously shut the ports to foreign intercourse, I prefer leaving my words as they were uttered. The simple point is that what in other countries is arranged merely as a matter of convenience becomes in China work of necessity. It requires the whole diplomatic staff of the various European nations stationed at Peking to amend our solitary Customs regulation, how foolish soever.—Truly yours,

Shanghai, Oct. 4, 1870. THOS. W. KINGSMILL.

RAILWAY EXTENSION IN CEYLON.

An experiment appears to be on the eve of being tried in Ceylon, which is of great interest to the residents in all parts of the Far East. It is proposed to supplement the existing railway by a wire tramway between Kandy and Badulla, which will so far differ from the light lines so successfully introduced in India that it will run through a hilly instead of a flat country. The introduction of the system into Ceylon has, however, the advantage of taking place under exceptionally promising circumstances. The development of the profits of the present railway, now only in the third year of its existence, is literally astonishing; they far exceed the most sanguine anticipations expressed in these columns from time to time. 1870 shows an increase in traffic of forty per cent. over 1868, and there is good reason to expect that next year will add fifty per cent. to the present figures. The vast increase in the carriage of manures up the line—which cannot but involve a proportional increase in coffee downwards—is, of course, a good reason for the establishment of some middle kind of conveyance to new districts between the old-fashioned cart, with its careless and dishonest drivers, and the too expensive machinery of a complete railroad. The new wire tramway promises to supply this requirement. Whether we take the estimate of Mr. Tottenham, the surveyor of the proposed line, or of Mr. Molesworth, the Director-General of Public Works, we are satisfied that there is no insurmountable engineering difficulty in the way of the proposed line. The only important difference between these gentlemen seems to be in their estimate of the cost of erection, which varies no less than fifty per cent.—not by any means, however, an unprecedented discrepancy in the calculations way between Kandy and Happootalla Pass. The cost of work- of civil engineers. But, taking the highest estimate, which is of course Mr. Molesworth's, we find that a capital of £100,000 would about suffice for the construction of the sixty miles ing the line is from 6d. to 8d. per ton per mile; but, seeing that the Tramway Company could charge as much as double the minimum cost, and yet underbid the carts by at least one-half, besides feeding the main line with large quantities of traffic at present undeveloped, so much benefit, financial as well as commercial, seems likely to arise from the adoption of Mr. Tottenham's plan, that we cannot believe that the community of Ceylon will allow it to be long delayed; and we shall watch its operation with much interest, believing it to be the stepping-stone to the complete development of the agriculture of the island.

THE MINISTERS' PROTEST TO PRINCE KUNG.

By the mail from China (says the *Daily News*) a copy reached us of a collective note which was addressed by the Foreign Ministers to Prince Kung, on the receipt at Peking of the news of the Tientsin Massacre. In this document, after expressing their "grief and indignation" at the "atrocious crime" committed "at one of the very gates of the capital of the Empire," the Ministers proceed to point out the responsibility that rests on the Emperor's advisers to take steps "to prevent the repetition of acts which could not fail seriously to compromise the position of the Imperial Government with the whole world." And they further express their belief that if such a catastrophe could occur within eighty miles of the capital, "unless the guilty are promptly punished, new crimes will be perpetrated at places more distant from the capital, where the action of the central authority is still less efficacious. It is therefore indispensable that the world, in learning the news of the crime, should be informed at the same time that justice has been done, and that it may be reassured as to the lot of its citizens confided to the protection of China." How completely this friendly warning was disregarded by the Imperial Cabinet, and how accurate were the apprehensions expressed by the Ministers of the results which were likely to follow from any remissness in following up the guilty parties and bringing them to justice, a reference to dates and to recent events will show. The Massacre was committed on the 21st June, and it was not until the middle of October that the sentence on the criminals was promulgated, under the terms of which the chief offender was acquitted, the two next in the scale of bloodguiltiness were banished, and twenty of the mob were beheaded. Thus four months were allowed to pass before any step, and that a very insufficient one, was taken in the matter. As the Ministers predicted, the results of this procrastination has been that "new crimes" have been "perpetrated at places more distant from the capital, where the action of the central authority is even less efficacious" than at Tientsin. A few weeks since we heard of the destruction of the Roman Catholic Church at Newchwang. Last mail brought us the news of the enforced flight of the American Protestant missionaries from Tengchow, in the Province of Shantung. And two fresh outbreaks are reported by the present mail at places widely separated from each other, and in which the objects of attack were properties belonging to Protestant as well as Roman Catholic missionaries. At Wooching, on the Po-yang Lake, a well-organised mob broke into the Roman Catholic church and razed it to the ground. Fortunately, the absence of the missionaries prevented the commission of murder in this case, as in the other, where at Fat shan, near Canton, a newly-finished church, which had been built entirely by subscriptions raised among-t the national Protestant converts at that place, was on the day of its consecration wrecked and utterly destroyed by a band of rioters who had been frequently heard to express their determination to destroy the church as soon as it should reach completion. The peril of delay in punishing offences committed against foreigners in China has thus been proved, but a still greater danger has been incurred in the conduct of recent events by the very inadequate penalties which have been inflicted on the originators and perpetrators of the Tientsin Massacre.

THE CRISIS IN CHINA.

(NEW YORK HERALD.)

We are informed that a Chinese army is in motion, and that the forts in the neighbourhood of Taku have been armed and provisioned. The exercise of a blind and unreasoning intolerance will produce attempts at repression, and a war of race with a violent persecution for conscience sake may lead eventually to an armed foreign interference in the country.

It is an interesting and instructive history. It presents the great empire of Asia battling against the civilisation of Europe and America. Religious intolerance, the violence of caste creed, is openly arrayed, as it ever has been, against the light of Christianity. Political demoralisation fosters and encourages the barbarism. The placemen of the empire urge the millions of the aged and hoary land to resist the approach of the civilising agencies of the day merely on the ground that foreigners present the means of their utilisation. There is little doubt that the principle of the steam engine, the electric telegraph, as well as of the most modern of our printing presses, is fully understood in China. It is equally certain that a general industrial application of the principle, with the diffusion of knowledge which would ensue, would disturb existing lay class interests, break down the barriers which surround the native altars, agitate the priests of the idols in their close ecclesiastical corporations and revenues, and eventually cheapen the working of the executive system. The knowledge of these facts binds the nobles to the hierarchs, causes the placeman to cling to his manger as it is, and incites the really philosophic mind of the great Far East to attempt the impossible work of shutting out a new and dawning light from the people.

The grand crisis in the history of China has arrived notwithstanding. The knowledge of the murderous outrages which have been just perpetrated on the French Christians in Peking and Tientsin has set the outside world to thinking. Americans, French, Spanish, and English interests are alarmed. The great commercial Powers of the world cannot go back to the situation which prevailed at the period of the first Anglo-Chinese opium war. They must go forward; they must evangelise. The United States will play an important part, no doubt, in the work. We are happy to learn from our special letters that the war ship *Colorado* has been despatched from Hong Kong northward on a mission connected with the Christian investigation of the circumstances connected with the late murders. It is a duty worthy of our free flag. The foreigners who are still resident in China are deeply alarmed; in truth, they are in danger. The natives remain stubborn, fanatic, exclusive, and truculent. The Peking Government is equivocating. A general massacre of the Christians may ensue, and it behoves Christendom to prepare against such a terrible catastrophe at this hour of the world's enlightenment. It is, as we have said, the crisis of the history of China; it may become a glorious era in the annals of Christianity.

CHRISTIANITY IN CHINA AND JAPAN.

There is a marked contrast presented just now between the effect which Christian civilisation has produced in China and in Japan. While we behold the spectacle of the Chinese people engaged in what has evidently on the face of the movement the appearance of a conspiracy to murder all the Christian foreigners in the kingdom, the Japanese Government is sending delegations of its young men to Europe and America to study the operations and results of Christian civilisation in the different capitals and colleges. There are fourteen of these young Japanese now in New York. They are to be located at the expense of their Government at different points on the two continents. Some will remain here; others go to Berlin, St. Petersburg, London, Paris, Vienna, and Rome. The object, of course, is to employ these students as propagandists of Christian civilisation on their return home—to engraft, as far as their acquired experience will permit, the systems of various Christian nations upon the darkened civilisation of their own country. Ever since the American expedition of Commodore Perry the governing minds of the Japanese Empire have been awakened to an larged view of the outside world, and the thoughts of its statesmen have been fixed upon this country as the first example presented to them of a great foreign Power exercising its influence in

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friendship and peace in strange contrast to the violent domination of other nations. We have seen the results in the expanded views of the Japanese—in the distinguished Embassy which visited these shores a few years ago; and the influence of the United States remains to-day as firm as ever in Japan. The movements of that Empire are progressive.

MISCELLANEOUS.

DR. THIN ON THE TIENTSIN MASSACRE.*

"The result of the last war was to create in the minds of the mandarins a belief that foreigners were powerful and ready to punish whoever attacked them and wherever they were attacked. Our *prestige* was a shield to us. When they ceased to be afraid of us our *prestige* was no protection, and for the last few years we have been imperilled by the machinations of a few of the more daring mandarins. It is instructive to know why the mandarins have ceased to fear foreigners; but the causes are not many or far to seek. They have been allowed to employ foreign drill instructors and build arsenals with foreign supervision. Li Hung Chang, at Foochow and Nanking, has, by the assistance of Dr. Macartney, laid up an almost incredible store of powder, cannon, and ammunitions of war. Chung How has been doing the same at Tientsin, with the assistance of Mr. Meadows. This gave confidence to others, and they began to think they were ready to fight. Then came the small beginnings of petty obstacles thrown in the way of carrying out the treaty in which the Chinese were allowed to gain their purpose. Hence more and larger complications, in which they were still victorious. Their old policy of lies and procrastinations was met by argument and expostulation instead of determination. Then came the loss of influence by the British Ambassador at Peking, for which either he or his Government are responsible. The measure of the Chinese was full when they were able to match foreign diplomacy by the quiet aid of Mr. Hart, who, to the office of Inspector-General of Customs, has lately added the functions (without the tails of Minister for Foreign Affairs), in which capacity he advised the appointment of the late Mr. Burlingame. Then came the fruits of the Burlingame policy on instructions from home that diplomatic action at Peking and London was to supersede measures of self-defence against the outrages of uncivilised savages, who cared as little for Peking as they did for London. And last, and most fatal of all, came the apology from the Government of Great Britain to the Chinese for the action of Mr. Gibson at Formosa, an apology which, to the Chinese, meant only one thing, that England was now afraid of them."

DR. THIN'S PAMPHLET.

The *Pall Mall Gazette*, in a review of Dr. Thin's pamphlet on the Tientsin Massacre, which was lately noticed in our columns, offers the following remarks:—"The great point for determination is whether we can bring our influence most effectually to bear upon the Chinese authorities by enforcing our claims, in the event of complication, on the Central Government at Peking, or by enforcing them on the local mandarins in the places where those complications shall happen to arise. The former is the line we have adopted since the conclusion of the treaty of Tientin, and the latter is the line we adhered to previously, and to which Dr. Thin and most of the unofficial foreigners in China argue that we ought to return. It may be doubted if a combination of the two would not be the best expedient of all. The direct approval of the Peking Government, either antecedently or subsequently accorded to our proceedings, would be a powerful auxiliary aid to the measures we might find it necessary to take with the provincial governors or their subordinates. At the same time those measures, either completed or in contemplation, would supply us with most valuable guarantees for the intention and honesty of the Emperor and his advisers. Except in name, the eighteen provinces of China are independent sovereignties. It requires weeks for intelligence to reach Peking from the more remote of them, and it is on this as well as other grounds impossible for their internal administration to be effectually controlled from the capital. If the Imperial Government had the will it has not the power of compelling its subjects, except in its own immediate vicinity, to observe the stipulations of the treaties into which it has entered. It has thus occurred that we have always failed when we have appealed to the justice of the Central Government, and have almost always succeeded when we have worked upon the apprehensions of the local mandarins. Dr. Thin illustrates this proposition with numerous examples, which our space will not allow of our citing. On the whole, his little book deserves to be read, and although we refrain from pronouncing a final judgment on the issues it raises, we feel confident that they will have to be very carefully inquired into by our Government if the thousands of British lives and the millions of British property engaged in Chinese commerce are to be adequately and permanently protected."

THE "MALOO MIXTURE."

It would be a comparatively small thing for the Chinese to sell us their old tea-leaves for new tea if they did nothing worse. But our valuable monthly contemporary, the *Food Journal*, has been investigating the quality of the cheaper kinds of English tea, and in doing so has thrown some very unwelcome light into our teapots. The celebrated "Maloo Mixture," which we helped to expose some time since, consisted not only of old tea leaves, but of old willow leaves and of other second-hand adulterations. In the wholesale market Dr. Muter, who has conducted these *Food Journal* inquiries, found some gunpowder tea, which ought to be the best green, to consist of common caper, faced with Prussian blue. Some "Moning Congou" he found to be almost entirely re-dried leaves, and a sample of Kaisow was greatly made up of rice husks and other matters. But this is nothing to the results obtained by examining thirty-one samples of cheap tea bought of various retailers in London, and four bought in Birmingham. Of these thirty-five samples, which were all tested by an experienced taster and valuer, not one was worth within eightpence a pound of its price, and many of them were worth but a few pence a pound. One sample, bought at the cheap price of sixteen pence a pound, is described as "very common dust, mixed with a small quantity of small reddish unknown seeds, and iron filings much burnt;" while in one of the Birmingham purchases there was rice faced with plumbago and lamp black, with some pieces of free plumbago scattered through the mixture. Another mixture, sold at eighteen pence a pound, consisted of "common fannings mixed with broken stalks, rice husks, fractured tea buds, and iron filings." Another sample contained pieces of decayed wood, fragments of reeds and stones, while another contained a considerable proportion of "exhausted leaves rendered astringent with catechu;" and in another there were actually found a few feathers, scattered among rice and pea husks, and leaves of the Chinese willow. The decoction produced by this last compound is described as "very mild and not unpleasant, but totally unlike tea." These rice husks and iron filings seem to be the commonest form of adulteration; and it is fortunate that it is so, for they are at least innocuous, and it is better to be cheated and not poisoned, than to be both cheated and poisoned, as the buyers of higher class tea sometimes are. A common black tea "faced" with Prussian blue, to make it sell as the finest green tea, is actually poisonous. Indeed, it seems likely that the real or supposed unwholesomeness of green tea is due more to its facing than to anything in the nature of the tea itself. There is, however, very little reason to believe that the better qualities of tea are at all seriously adulterated. Like other evils, this one of adulteration falls most heavily on those who can least protect themselves against it. Those who have least money to spend have least chance of spending it to advantage.

THE *Athenæum* remarks that the Silk Supply Association agitation is acting on Japanese literature. We had already obtained a translation of the Japanese works on silk culture, but now the Japanese are translating and circulating manuals and reports from the English in a very business-like way. Six hundred copies of the translation of Mr. Adams's report have been circulated among the Yokohama dealers alone. The Home Minister, Date Mimbukio, in transmitting the works, calls attention to the efforts of the English as a ground for circulation. The people must, he says, remember the saying, "Fear posterity," for it is impossible to affirm that the extreme limit of progress has been attained. He likewise calls attention to the "uji" silkworm disease, which must not be attributed to Providence solely because we have not yet ascertained its cause. He therefore invites the silk growers to send in essays, and he promises not only a suitable reward, but that "his treatise, with his name attached, shall be published throughout the Empire."

Sketches on the Wing. By G. De M. Soares. London: E. Stanford. This is a pleasant collection of light readable narratives in the life of a gentleman, who records his adventures and experiences in various parts of the world in a gay but not an entirely superficial spirit. Throughout the book, light as it appears to be, there is an undercurrent of shrewdness and perception, as well as a happy style of description, which will make it as useful to intending travellers as enjoyable to those home-keeping spirits who prefer to confine their travels within the bounds of the circulating library. *Sketches on the Wing* originally appeared in one of the Calcutta journals, and the appreciation which the author met with in the City of Palaces has very naturally led to the reproduction of his adventures in a more permanent form.

THE Mont Cenis Tunnel is advancing to completion. Next month is expected to witness the virtual consummation of this work, which was commenced in 1857, and has consequently been thirteen years in hand. At the close of October the whole distance remaining to be pierced did not exceed 880 feet, and the works have been advancing of late at the rate of from 400 feet to 500 feet per month. In anticipation of the completion of the tunnel the South Italian is endeavouring to secure the support of the Egyptian Government in aid of the establishment of a line of steamers between Brindisi and Egypt. The difficulty in the way is the competition of the Adriatico-Oriental Steamship Company.

ACCORDING to *Trubner's Literary Record*, Cornell University, in the United States, is providing itself with a Professorship of Chinese and Japanese. Such superfluous literary luxury may raise a smile here, and none the less because the University authorities will assuredly have to pay for their professors. The reason, however, is a simple one, and worthy of observation here; it is, that the Americans have, like ourselves, a growing intercourse with China and Japan. They are near to them; they find the languages pay well, and they mean to outstrip us. There is no such professorship in Liverpool.

BANK OF HINDUSTAN V. ALISON.—An action brought by the above bank to recover a balance of £598 for calls from a shareholder was tried yesterday at the Court of Common Pleas. Judgment was given for the defendant, on the ground that the amalgamation between the plaintiff company and the Imperial Bank of China, in which the defendant had shares, was informal, and, as the agreement to take the shares was founded on the assumed amalgamation, it fell to the ground.

THERE was launched at Garmouth on the 9th instant a barque of 391 tons register, named *Clansman*. This vessel is the property of parties in Garmouth, and is intended to be employed in the China trade. The *Clansman* is classed A 1 nine years, and has been built under special survey.

IN RE GEORGE MELBOURN, OF BATAVIA.—At a dividend meeting under the private estate of this bankrupt it was stated that a balance of £3,000 was in hand, and a resolution was passed for the division of £2,000 of that sum. The bankrupt has died in France since the last sitting.

MR. SYDNEY CRAVEN HIGGS, of the Oriental Bank, Galle, Ceylon, notifies his intention of assuming for the future the name of Sydney Craven Higgs-Craven.

The session of the Royal Geographical Society was opened on the 16th inst. The inaugural meeting of the Society of Arts was held on the 15th.

WE believe that Mr. Delane, editor of *The Times*, is now engaged in studying the Brindisi route.

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* The *Tientsin Massacre*, by Dr. Thin. Blackwood and Sons, Edinburgh and London.

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The applications for the "LONDON AND CHINA TELEGRAPH" from the Straits China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "LONDON AND CHINA EXPRESS" in those countries. The Subscription is $10 per annum.

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THE TIENTSIN OUTRAGE SETTLED.

THE last telegram from Shanghai deserves more reflection than it seems at first sight to invite. If not entirely unsatisfactory, it is certainly a very significant document, especially when read by the light of the one from Hong Kong, four days later. From Hong Kong we learn that the chief instigator of the massacre at Tientsin has not been arrested, and from Shanghai that the outrage itself has been condoned by the French Minister. Sixteen coolies have been beheaded, and twenty-three exiled, for their share in the Tientsin Massacre, an indemnity of 500,000 taels (about £160,000) is to be paid to the French, and 10,000 taels to the Chinese Christians; and M. ROCHECHOUART has expressed himself satisfied with this arrangement. In the present distracted state of France it is not in our power to condemn the French Minister for accepting even this small measure of atonement. It helps us, indeed, rather to judge what would have been the extent of the demands of the French Government had their representative been in any condition to enforce them, or had they been properly backed up by our own Government. But, so far as we are concerned, not a single step further seems to have been taken; no single special demand has yet been made on account of the murder of our unfortunate countrywoman, Miss SULLIVAN, who fell amongst the French victims of Chinese savagery. Either no "compensation" whatever has been made for her assassination or it has been included in the sum paid to the French. In the former case how disgraceful, and, in the latter, how humiliating, must the position of the English Government appear at this moment to the Chinese! By all the rights of prior settlement the French in Tientsin were as much our guests as they were our allies; yet, so far from our insisting on the expiation due to them, we have left them, in the hour of their greatest weakness, to estimate and extort the compensation due to our share in the common injury. Can any thoughtful person believe for one moment that such would have been the conduct of the French Government if the blood of their English and Russian allies had been shed at Saigon? And this brings us to another point in this most significant despatch. The Russian Minister declares that he is not satisfied; the English Minister says, what he has said all along—nothing.

We need not here pause to remind our readers that the Russian declaration scatters to the winds the base and specious arguments of the *Pall Mall* correspondent, MENCIUS, who laboured to prove that our national honour did not require us *to do more* than Russia in this matter. MENCIUS measured England's honour by his own Russian standard, so long as Russia did not manifest her own better sense of it. It is impossible for him, and reasoners like him, to deny that it is the part of England *now* to make common cause with Russia in whatever reparation she demands. We need not now notice the possible complications in which we may find ourselves involved with the Russian Government in the Black Sea. They have nothing whatever to do with the present question; nor, even were they to lead to war, could they by any possibility be made part of it. But, in the meantime, what must be the impression made upon the Eastern mind by the determined attitude of Russia, who, at the very moment when she contemplates a possible struggle with the greatest Powers of Europe, yet shows courage and determination to vindicate her position in China? Russia's ulterior designs in the East, whatever they may be, are at least as well known to the Chinese as to any Court in Europe; and we cannot but feel the injurious effect that must be produced at this moment throughout our Indian Empire also, if the Power, of all others the most likely to invade it, is allowed to proceed in this matter unaided by the Power whose duty it is to protect it. It is the bounden duty of Lord GRANVILLE to lose not a day in instructing Mr. WADE to co-operate to the utmost with the Russian Minister; and England will not readily forgive him if, even in the midst of his present duties, he does not find time to catch the last opportunity of vindicating the British flag in the Far East, before the Tientsin Massacre shall have become matter of history, and an indelible disgrace to the GLADSTONE Cabinet.

TROOPS FOR THE FAR EAST.

THE circumstances under which the detachment of marines has been despatched for China is eminently illustrative of the policy pursued by the present Government with regard to the naval and military services. We believe it is now some six months since the receipt of a joint recommendation from Sir HARRY PARKES and Vice-Admiral KELLETT that the troops quartered in Japan should be replaced by a body of marines, whom they considered better qualified to perform the duties required at that settlement than any other branch of the service. The recommendation was complied with in so far that the detachment was selected, the officers appointed, and other preliminaries settled, when the breaking out of the war caused the suspension of all preparations. The delay would doubtless have been further extended but for the news of the Tientsin Massacre, on receipt of which orders were sent down to forward matters with all possible haste, the destination of the detachment being at the same time changed to the China station, its subsequent movements to be left to the discretion of the Admiral. Instead, however, of employing a troopship, the Admiralty decided on chartering and despatching the *Juno*, thereby getting rid of a vessel whose slow steaming powers and general uselessness had provoked much unpleasant criticism. This arrangement was concluded without regard for the troops, who are thus destined to undergo a long voyage in the tropics, including a passage down the Red Sea, huddled together on a dark and miserable deck below that used by the crew of the vessel. The condition of affairs will be thoroughly appreciated when we mention that the *Juno* is a corvette, of 1,462 tons, that her complement is 235 officers and men, and that the marines and supernumeraries will swell the total to 686 souls, or *eighty-one* more than the complement of an ironclad of 4,000 tons. It was discovered at the last moment that so full is the *Juno* packed with her living freight that no space could be found for baggage, which must follow the troops in another vessel. This blunder will doubtless entail a greater expenditure than the charter of a suitable ship in the first place.

THE statement in the Liverpool papers that the fleet of the P. and O. Company would be removed from Southampton to Liverpool is incorrect. Although the company have taken the power in the last contract, it is expected that the cost of carriage will be reduced, so as to retain their line at Southampton, which for passengers and mails is more convenient than Liverpool. We believe that the steamers now running to Marseilles will shortly be ordered to Brindisi. This movement was not intended until the completion of the tunnel through Mont Cenis, but the uncertainty of the war renders it undesirable and very unprofitable to run any longer to Marseilles. We understand that the *Delhi*, which leaves Hong Kong with the mails on the 15th Nov., will come direct to Southampton, *via* Suez Canal, and it is expected that she will bring a large batch of Japan silkworm eggs. The company's steamers from Southampton continue to fill, but many are for Mediterranean ports. The thirtieth annual report of the company will be issued next week, when a dividend will be declared.

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"THE TIMES" ON MISSIONARIES.

In another column we reproduce, with very great regret, a leading article from *The Times* on the Tientsin Massacre. The spirit of this composition is so utterly unlike that which generally pervades the reasoning of the leading journal that we can only account for it on the supposition that it expresses the sentiments of a Government which owes *The Times* something more than its Chancellor of the Exchequer. It is too manifestly written under the shadow of Prince GORTSCHAKOFF's Circular. It commences with a weak sneer at the Russian Government, which, so far as concerns its conduct in China, will, we believe, be falsified; and it then enters on a trenchant diatribe against missionaries, which reminds us more than anything of late years of those "parlous times" when the *Jupiter Tonans* of Printing-house Square was supposed to be able to "write down" anything and anybody. That time has long since fled for ever, and the weapons which once did it such yeoman's service are now as weak and out of date as the artillery of the siege of Antwerp would be before Paris. It is not of the argument, for there is nothing new in it,—it is of the *tone* of the present article that we complain. It is not by describing the Chinese as "sons of Belial," and by sneering at missionaries as "irrepressible ecclesiastics" that *The Times* can remove the great question it has raised from the broad basis of right and wrong. Neither is it by reminding us that the early Christians were content to worship in holes and caverns, and that they forebore from consecrating chapels in heathen countries "because they had no foreign consuls to fly to for protection." The present question in China is not so much one of Religion as of Treaty; it is not a dispute between creed and creed, but an article of faith between nation and nation. As the case stands, our missionaries are entitled by Treaty, and should therefore be protected by Government. If *The Times* considers this privilege injurious, by all means let it advocate the repeal of those parts of our treaties which secure it; but this it shrinks from doing, although it permits itself to censure the missionaries for pursuing their legitimate vocation, and expresses the hope that "we have heard the last of the Tientsin Massacre," now that our Government have, to all intents and purposes, "begged the question" it gave rise to.

THE *Sir Lancelot*, whose passage we noticed in our last, is owned by McCUNN and Co., Glasgow, and was built by STEELE, of Greenock. The *Thermopylæ* is owned by GEO. THOMPSON and Co., and was built by HOOD, of Aberdeen. The *Undine*, Captain SCOTT, owned by Mr. KELSO, of Shields, and built by PILE and Co., Sunderland, has made a fine passage of 104 days from Shanghai, having left there on the 31st July, and arrived off Cape Clear Nov. 5, Downs 12th.

IT is now settled beyond any doubt that our Government do not intend to permit any reinforcements to China. The troops for Hong Kong, announced under our Naval and Military head, consist simply of about one hundred, who belong to the 75th Regiment, now quartered there. Enlistment for the 1st Battalion 10th Regiment has failed. Oddly enough, the volunteers for India are in excess of the requirements, but for the finest climate in the world, Japan, there are no applicants!

THE Telegraph Construction Company have received a telegram from Batavia, announcing the arrival of the *Hibernia*, and that the laying of the cable to Singapore commenced on the 7th inst. and was completed on the 18th. From Singapore the cable will be continued to Penang and Madras, and the *Wm. Cory* had arrived at Singapore with part of that cable.

THE negotiations regarding the surrender of Formosa are being carried on by Mr. MAGNIAC with the Board of Trade. A copy of the memorial of the Amoy merchants to our Minister at Peking has been received and utilised by Mr. MAGNIAC.

THE TIENTSIN AND FATSHAN OUTRAGES.

(THE TIMES.)

A telegram from Shanghai informs us that vengeance has overtaken some of the subordinates in the Tientsin Massacre. Sixteen Coolies have, it seems, been beheaded, and twenty-three others have been exiled. Besides these executions an indemnity of 500,000 taels is to be paid to the French and 10,000 taels to the Chinese Christians. M. Rochechouart, the French Minister, has expressed himself satisfied, and has left Peking. It will be remembered that some Russians who were mistaken by the fanatical populace for Frenchmen were murdered in the Massacre, and we are told that the Russian Legation at Peking is not satisfied with the recent arrangement. As the Russians just now are seeking compensation and rectifications in all quarters we suppose that the Chinese will have to pay handsomely for the mistake made by the Tientsin mob. When this has been accomplished all the demands of justice will seem to have been satisfied, and we hope we shall hear nothing more of this horrible Tientsin Massacre as a likely cause of quarrel between the Chinese Empire and foreign countries. We must, however, say that, if we are not soon involved in a war with China, it will not be the fault of the Missionary body in that Empire, French and English alike. The theory of these irrepressible ecclesiastics seems to be that the Chinese religion, being a form of idolatry, is no religion at all, and that they may invade the whole Empire in their zeal to make proselytes. Now, the fact is, that these benighted idolators do feel very strongly for their religion—so strongly, indeed, that the Missionary question has recently become a very serious one, and is, in fact, the sole cause of danger to the amicable relations which have sprung up between the Chinese Government and foreign nations. We believe that on looking back for several years, scarcely one mercantile difficulty has arisen to cause a collision between the Chinese people and the foreign commercial community; while, on the other hand, the disturbances at Yangchow, Shantung, Tientsin, and many other places, have sprung from the imprudent zeal of missionaries, whether Catholic or Protestant. The effect of these proceedings has been to give rise to a wide spread dislike to foreigners all over China, and this outburst of ill-feeling has become so bitter and undiscriminating that a short time ago the Chinese Empire might be said to stand on the very brink of war with France and England. It is only doing an act of simple justice to the Chinese authorities to say that in general they have behaved extremely well on these occasions. But here in England, at least, we ought to know, with an endless series of "No Popery" riots in our remembrance, how difficult it is for any Government, however strong, to repress at the moment a religious outbreak. In questions like these a Government may have the best intentions in the world, but if it has the whole population of a province or district against it it can do little more than sit with folded hands while churches are burnt and missionaries murdered. After the popular frenzy has cooled down justice comes limping up and demands her victims; but, being proverbially blind as well as halt, she often lays her hands on the innocent instead of the guilty, and the real authors of these atrocious outrages too commonly escape.

One would have thought, after the terrible scenes which the mistaken zeal of the Roman Catholic Missionaries had brought down on the French community at Tientsin, in the North of China, that Protestant Missionaries all over the Empire would have been careful to avoid offence to the irritated feelings of the Chinese, and that we should not have heard of any outrages provoked by Protestant zeal. We have, however, been mistaken, and the Missionaries at Canton seem resolved that they, at least, will be no parties to any idolatrous compact with the priests of Baal. There is a town, not far from Canton, called Fatshan. It is a place famed for the turbulence of its inhabitants, and in old times, when Canton was merely another name for the whole of China to English ears, hardly a year passed during which the "braves" of Fatshan did not distinguish themselves by some cowardly atrocity perpetrated on foreign seamen. Sometimes, indeed, retribution was exacted, but as in that part of China at least it was always possible to buy a substitute for any one sentenced to undergo capital punishment, vengeance only overtook the "braves" vicariously, and the real offenders pursued their turbulent existence as riotously as before. It is among these sons of Belial that the missionaries at Canton have lately been working with such success that a number of Chinese converts have been made at Fatshan. We do not, of course, complain of this, but we do complain of what follows. This Christian community at Fatshan had, it seems, grown so numerous that it required a chapel. The early Christians were for centuries content to worship God in catacombs, and holes, and caves; but then they had no foreign Consuls to fly to for protection when Nero and Diocletian persecuted, and impaled and burnt them. But the Chinese Christians at Fatshan must have a chapel, though, according to the Chinese paper from which we take these particulars, "Fatshan is noted for its opposition to the encroachments of the missionaries," so much so that "the representative of the Wesleyan mission at that place has for some time past found it expedient to dwell there more in spirit than in the flesh. It was in such a place that the missionaries resolved to fly in the face of the mob by building a chapel. This building, built altogether by the Chinese converts, was opened on the 21st of September with a great demonstration. "On the completion of the edifice," says the same paper, "it was determined to have an opening ceremony on a grand scale, and several Protestant missionaries and native converts were invited to attend. Fortunately, only one foreigner, the Rev. J. Chalmers, was able to be present, and to his early return to Canton he probably owes his life." It seems that as soon as the ceremony was over the rev. gentleman left Fatshan, refusing to remain for some festivities in the evening. At about six P.M. the mob of Fatshan, which had "often expressed its intention of destroying the building when it was finished," collected before the doors, declaring, very much after the manner of the persecutors of the early Christians, "that improprieties were being committed within the chapel." In spite of the denial of the "native assistant," the mob became infuriated, broke into the building, and sacked and burnt it. The converts made good their escape, and no lives were lost, though "several ugly wounds were received." So in half a day began and ended the Protestant chapel at Fatshan.

Of course, as compared with the revolting atrocities perpetrated at Tientsin, these unruly acts of the "braves" of Fatshan seem almost ludicrous. "Well it was no worse," all our readers will say. So we say too; but we must proceed to ask whose fault was it that it was not much worse? Certainly not that of the missionaries in general and of Mr. Chalmers in particular, who, knowing the notorious turbulence of the population of Fatshan, and aware of the avowed determination of the mob to destroy the chapel as soon as it was finished, nevertheless

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went to Fatshan for the express purpose of doing the very thing which he must have known would be most offensive to the susceptibilities of the Chinese fanatics. One would have thought that his own good feeling and common sense, or, if these failed him, the express warning, issued by the Legation at Peking, that at a period when the relations between China and foreign countries were on so precarious a footing, the missionary body should abstain as much as possible from irritating the religious feelings of the Chinese, would have prevented his taking a step which might have cost him his own life, and has certainly added another stone of offence to those hundreds of millions of the Chinese nation who are as yet unconverted to Christianity. It may be said that missionaries have no choice but to be zealous in season and out of season, but we suppose that even missionaries can understand that anything that tends to throw back for years the privileges which they now enjoy in China is a thing hurtful to that great Christian cause which they so worthily represent. A war between China and the nations of the West is almost the only event which can check conversion in China; and yet this mistaken zeal on the part of the missionaries is just what will bring about the hostilities which will be so fatal to Gospel teaching in the Chinese Empire.

(DAILY NEWS.)

The danger of another Chinese difficulty seems to have passed away. Although the details of the outrage at Fatshan have only just come to hand, there has come with them satisfactory evidence that the Chinese Government is able and willing to fulfil its treaty obligations and to punish those who are guilty of outrage and violence. The Fatshan affair seems to have had no connection with the massacre at Tientsin. It was a repetition in a Chinese town of a kind of riot with which our own towns were only too familiar a century ago. Fatshan is a very fanatical place, not far from Canton, but the missionaries have succeeded in establishing there a Christian congregation. The Fatshan Christians were, however, not content to court the obscurity with which our own Nonconformists shielded themselves from the Church and King mobs of George the Third's happy reign. They were numerous enough to build a chapel, and unwise enough to call very prominent attention to it. They had been threatened during the progress of the building that the mob would pull it down when it was finished, and instead of heeding this threat they were courageous enough to dare the populace to carry it out. Instead of opening the chapel quietly, and going on without observation, they resolved to have a grand ceremony, such as Western Christians have, and a Chinese imitation of a tea meeting in the evening to wind up the proceedings of the day. Only one foreigner took part in these doings, and he wisely resolved not to stay at Fatshan for the evening meeting. When the meeting assembled within the chapel the mob gathered outside; rumours were industriously circulated among them that offensive orgies were going on within; the native preachers endeavoured, in vain, to reassure the populace; the authorities made a mere show of protecting the congregation, and at length the mob broke in, dispersed the people, and destroyed the chapel. The whole affair was, of course, a purely domestic quarrel, with which other nations have no more to do than with the mobbing of a Protestant in La Vendée, or a quarrel between Irish Catholics and Protestants in the streets of Belfast.

THE SATISFACTION FOR THE TIENTSIN OUTRAGE.

(GLOBE.)

If the information contained in the telegram from Shanghai, which we published on Saturday, be correct, the political situation at Peking would appear to be less satisfactory than we had been led to hope. Mr. Wade lately telegraphed to Lord Granville that twenty of the ringleaders in the Tientsin riot were to be beheaded; we now learn that only sixteen have been executed, while the Government has given public proof of its unwillingness to punish at all, by indemnifying their families, or, in other words, by purchasing so many victims. This, with the payment of £166,600 to the French, and £3,300 to the Chinese Christians, is said to have satisfied M. Rochechouart. We can quite understand how, in the difficult position in which he is placed, he may have considered it wise to accept this very unsatisfactory compensation, as indeed he would have been obliged to accept any recompense which the Chinese chose to offer him.

(DAILY NEWS.)

The affair at Tientsin was of a formidable character, and it is satisfactory to find that some of the humbler agents of the tragedy have been punished, and compensation has been paid to the relatives of its victims. The last accounts left the French Minister, M. de Rochechouart, urging upon the Chinese Government the punishment of one of the high officials of the district. Three mandarins were responsible for the massacre. Two of them had been transported; but the third, a Chinese general, named Chen-kwo-Jui, who was accused of actually heading the rioters, had not been punished. Whether he has been punished, or sufficient doubt has been thrown upon his guilt to reconcile M. de Rochechouart to his escape, we are not informed, but the French Minister is satisfied, and we have therefore no reason to doubt that substantial justice has been done. Sixteen of the humbler agents in the tragedy have been executed, twenty-three persons have been transported, and an indemnity of half a million taels is to be paid to the French missionaries, and a hundred thousand taels to the native sufferers. M. de Rochechouart has consented to these terms, and so far as France is concerned the affair is at an end. Russia has still some unsettled claim arising out of it, but that is a matter with which the Western Powers are in no way concerned. The Tientsin massacre only interested us as an ally of France in the East. It was a purely French catastrophe, though it was one in which our habit and principle of common action in Chinese affairs necessitated our making common cause with France. France is satisfied with the reparation offered, and, therefore, England is content. It would be well if all the missionaries would learn the lesson these disasters teach. The Chinese Government found a thoroughly sensible adviser in its Viceroy, Tseng-kwo-Fan. This great official was commissioned to go to Tientsin and thoroughly investigate the affair, and report upon it. His report is remarkably clear and straightforward, and not only points out the origin of the massacre, but suggests means whereby such calamities may be avoided in future. It confirms the statements already made that the disturbances actually originated in the superstitious terrors of the people. These latest missionaries and martyrs of aggressive Christianity found themselves exposed to the same strange and hideous accusations which met the earliest efforts of the Church. As in the Roman Empire under Nero the Christians were popularly believed to eat children in the feasts of their God, so in the Chinese Empire the Roman Catholics and Sisters of Mercy were believed to make medicines out of the eyes and hearts of infants.

(DAILY TELEGRAPH.)

After a study of the telegram most persons will be tempted to exclaim—What an odd sort of commodity Chinese justice proves to be! Sixteen coolies have been beheaded, and the Imperial Government has indemnified the families of the selected culprits. "Jedburgh justice" used to consist in executing a person first, and afterwards investigating at leisure whether or not he was guilty. The article dispensed by the Chinese authorities might be called "circular" justice, for it is based upon a desire to satisfy everybody all round. Thus, to please the troublesome "foreign devils," who would go on demanding satisfaction for the insignificant nuns and missionaries murdered at the French convent, the Government of Peking had apparently resolved that it might be better to behead a batch of the Emperor's subjects. To gratify public opinion and the literati class, to which the instigators of the massacre are supposed to belong, they decide, however, not to touch the chief criminals. They decapitate sixteen coolies, and banish twenty-three more, politely offering this libation of blood, with Tls. 500,000, to the French representative. Other Tls. 10,000 are promised to the Chinese Christians who have been maltreated, and we make no doubt that Li, or whoever else concluded the arrangement, looks upon it as a masterpiece of conciliation and enlightenment. Finally, the families of the beheaded are consoled with a Government grant, which would remove the very last objection to the arrangement in the mind of all Chinese officials. We can well imagine Tseng-kwo, or whoever transacted the affair, reporting in triumph to head-quarters that he had at one *coup* saved the dignity of China, had coaxed the "outer barbarians" into content, and even calmed the sorrows of those who had had the distinguished honour to furnish kinsmen for this happy act of diplomacy. A pang may perchance arise in the Western conscience when it reflects that the coolies executed were probably as innocent of the massacre as a child unborn. That scruple, indeed, would probably create no difficulty for Chinese justice. If not guilty at Tientsin, the doomed men had perhaps been guilty somewhere else, of some other crimes; and, failing this explanation, it is well known that in China persons may be hired to die, either for the State or for a neighbour. In consideration of ready money down, and an addition for his funeral and family, the votary of Foh cheerfully sells his existence; why, indeed, should he not? He lives amid such a swarm of life that death is necessarily too common to create much impression; and Kwan-Yin, the "Great Compassionate Heart," will see him safe into some better stage of being. Whether these sixteen had had a hand in the Tientsin murders or not, a head is a head. French honour is vindicated, Chinese high society has been respected, the difficulty is arranged, the coolies are no more, their relatives are comforted, the taels to be paid over can soon be got back by taxing "the foreign devil," and all is well once more.

THE OUTRAGE AT FATSHAN.

(To the Editor of the *London and China Telegraph.*)

SIR,—I beg you to find space for a few remarks on the statement in your last issue, that you hope the circumstances of the above outrage will be brought prominently before the Foreign-office by the London Missionary Society, of which Mr. Chalmers is a member. In a letter to Lord Clarendon, dated February 5, 1869, they asked to be informed "of the range within which, according to existing treaties, missionaries in general may move freely;" and then they say that "the directors are anxious that the operations of the missionaries of the London Missionary Society shall be so conducted as in no way to embarrass Her Majesty's Government, or even inadvertently to complicate the relations between the two Empires." This letter may be seen in Blue-book, China, No. 2, 1869. I confess I could hardly believe my eyes when I first saw it. That a Society founded upon the command to "Go into all the world and preach the gospel to every creature," and receiving funds from every quarter of the world to carry out that object, should go to a Government with such statements, seems as incredible as that such a letter should have passed a Board of Directors. It is well known that a missionary cannot pass the borders of China without "inadvertently" incurring considerable risk. How, then, can the Society promulgate such sentiments? The Rev. James Williamson, who was murdered last year near Tientsin, was one of their agents. Those who investigated the affair were convinced that the officials were cognisant of the whole matter; and Dr. Thin, in his book, which everyone should read, says that "it is more than probable that it was the policy pursued in regard to that outrage which emboldened the Tientsin people to murder the French this summer." The seriousness of the affair was represented to the Society, but they took no action whatever; and, as I have reason to believe, when inquiries were made of the secretary about the state of negotiations, he could give no information upon the subject. Mr. Williamson was merely a missionary—a spoke in the big machine—and they could easily get another. He had gone away on a missionary tour, and was about thirty miles from his home when he was murdered, but he had thus "inadvertently" risked a complication between the two Empires, and so here was an end of it. There is therefore little hope of this Society taking any steps in the Fatshan case.—Yours,

15th Nov., 1870. Y.

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Monetary and Commercial.

The section of the shareholders in the late Commercial Bank of India who took over certain landed property at Shanghai, and subscribed £100,000 to complete the payment of creditors' claims at 15s. in the pound, in order to avert further calls, have, we understand, decided to hold the property, which is yielding fair rentals, until it can be realised to good advantage by their agents in Shanghai, Messrs. Sassoon and Co. A portion of the receipts from rentals has been devoted to paying off a loan of £15,000, raised on the property, but it has been proposed and decided to distribute to the subscribers five per cent. on their capital subscribed. Notwithstanding this effort on the part of a few shareholders to save a sacrifice, it is expected that a small call must be made by the liquidator, Mr. Holyland, before the final closing up of affairs. The amount already called up is £15 per share, in addition to the £25 paid before the stoppage.

The liquidation of the Asiatic Bank and Bank of Hindustan has not yet been completed, but it is expected that final accounts will soon be ready, showing the realisation of assets, calls, &c. The Asiatic has paid its creditors 8s 6d. in the pound, and a further 9d. will probably be ready next month. The whole liability of the shareholders, viz., £20 on each old share, and £30 on new, has been called up, but has been much reduced by the failure of shareholders. The Hindustan has paid in full.

The whole of the £20 per share on the China and Japan Steam and Labuan Coal Company has been called up, but the final accounts are also pending.

The Messageries Maritimes announces that it will reimburse at Marseilles on presentation its 6 per cent. bonds of the first series, and that interest of 6 per cent. on those not presented will be paid until communications in Paris can be re-established.

The silver market has been flat, at 60 9-16d. per oz. standard. The steamer *Ismailia*, now due at Liverpool, has on board 2,500,000 Mexican dollars, transhipped on the 5th Nov. at New York, ex *City of Merida*, from Vera Cruz. The nearest price of these coins may be quoted 58¾d. per oz.

The tenders for £400,000 in bills on India were received at the Bank of England, when the amounts allotted were—to Calcutta, £295,150; to Bombay, £100,000; and to Madras, £4,850. The *minimum* price was fixed, as before, at 1s. 10d. on all Presidencies, and tenders on Calcutta and Madras at 1s. 10¼d. will receive about 39 per cent.; on Bombay at that price about 30 per cent and above in full. These results show scarcely any alteration in the demand for means of remittance to the East.

A general meeting of the Falmouth, Gibraltar, and Malta Telegraph Company (Limited) will be held on the 14th December next, when a dividend will be declared for the 3½ months ended September 30.

The British Indian Submarine Telegraph Company (Limited) will hold a general meeting on the 15th December next to declare a dividend.

At the meeting of the shareholders of the Chartered Mercantile Bank of India, G. G. Nicol, Esq., in the chair, the directors' report was adopted. A resolution was also passed, authorising the directors to hold the meetings of the company in April and October, instead of May and November, so that the accounts of the bank will in future be made up one month earlier than hitherto in each half-year. It was also resolved that the dividends would in future be declared by the directors after the accounts were made up, and the practice of paying dividends on the 1st January and 1st July would be discontinued. The chairman stated that a most careful valuation of the old debts had been made, and it was considered that by taking £110,207 from the reserve fund this would fully cover all the losses under that head. These losses had been incurred chiefly through one firm in the India trade which was well known to the shareholders. Although the profits for the past half-year had been only £20,235, it was owing to a most unusual depression in the India and China exchanges, and it might be expected that the current half-year would show very different results.

In reply to a shareholder, the chairman stated that the most careful attention had been given to the question of expenses, and it was found that it would be unwise, indeed, unsafe, to attempt any further reduction in the staff or salaries; it was of the last importance that the bank should be well served in India and China. Attention had been given to the interest paid on deposits, and a reduction had been carried out, the benefit of which would be seen in the next accounts. The proceedings terminated with a vote of thanks to the chairman. The following is the report of the directors:—

The directors now present to the shareholders the half-yearly statement of accounts to 30th June last, showing a net profit of £20,235 2s. 11d. An interim dividend of 4 per cent. for the above period has been already paid.

The profits for the period embraced in these accounts have fallen materially short of the reasonable anticipations of the directors, owing to the continuous decline in Eastern exchanges almost down to a bullion point; but whilst the profits have been so unexpectedly small, it will be satisfactory to the shareholders to learn that notwithstanding the numerous failures that have occurred, consequent upon the sudden depreciation in the value of all Eastern produce caused by the war, the bank will sustain thereby but trifling, if any, loss.

INTERIM STATEMENT FOR THE HALF-YEAR ENDING JUNE 30, 1870.

Dr. Liabilities.			
Capital paid-up	£750,000	0	0
Current and fixed deposits	3,506,384	6	3
Bills payable, notes in circulation, and other sums due to the public	4,356,946	0	0
Reserve fund	150,000	0	0
Profit and Loss Account—			
Nett profit for half-year to 30th June, 1870	20,235	2	11
	£8,783,565	9	2

Cr. Assets.			
Coin and bullion	£1,536,396	8	4
Cash with bankers and money at call	385,073	15	7
Government Securities	877,390	3	2
Landed and house property at head office and branches	223,732	12	1
Bills receivable, in hand and on deposit, loans, and other debts, &c., due to the Corporation	5,760,972	10	0
	£8,783,565	9	2

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Nov., 1870, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

Plain Cottons.—Export for the month ended 16th Nov., 1870, 8,296,209 yards; for the twelve months, 70,494,464 yards; for the twelve months, 1869, 38,028,912 yards; for the twelve months 1868, 60,067,746 yards. Increase for 1870 against 1869, 32,465,552 yards.

Coloured Cottons.—Export for the month ended 16th Nov., 1870, 1,475,106 yards; for the twelve months, 7,750,308 yards; for the twelve months, 1869, 1,489,359 yards; for the twelve months, 1868, 1,548,539 yards. Increase for 1870 against 1869, 6,260,949 yards.

Printed Cottons.—Export for the month ended 16th Nov., 1870, 238,681 yards; for the twelve months, 2,253,890 yards; for the twelve months 1869, 963,821 yards; for the twelve months, 1868, 2,126,154 yards. Increase for 1870 against 1869, 1,290,069 yards.

Cotton Yarn.—Export for the month ended 16th Nov., 1870, 1,266,160 lbs.; for the twelve months, 10,890,855 lbs.; for the twelve months 1869, 3,419,490 lbs.; for the twelve months 1868, 7,283,330 lbs. Increase for 1870 against 1869, 7,471,365 lbs.

Value.—For the month ended 16th Nov., 1870, £232,874; for the twelve months, £2,041,425; for the twelve months 1869, £1,022,250; for the twelve months 1868, £1,674,350. Increase for 1870 against 1869, £1,019,175.

SHANGHAI.

Plain Cottons.—Export for the month ended 16th Nov., 1870 33,230,276 yards; for the twelve months, 260,496,366 yards; for the twelve months 1869, 211,832,830 yards; for the twelve months 1868, 248,040,531 yards. Increase for 1870 against 1869, 48,563,536 yards.

Coloured Cottons.—Export for the month ended 16th Nov., 1870, 1,299,295 yards; for the twelve months, 13,701,375 yards; for the twelve months 1869, 13,019,517 yards; for the twelve months 1868, 7,037,771 yards. Increase for 1870 against 1869, 681,858 yards.

Printed Cottons.—Export for the month ended 16th Nov., 1870, 267,719 yards; for the twelve months, 4,997,919 yards; for the twelve months 1869, 4,888,270 yards; for the twelve months 1868, 3,818,887 yards. Increase for 1870 against 1869, 109,649 yards.

Cotton Yarn.—Export for the month ended 16th Nov., 1870, 28,830 lbs.; for the twelve months, 677,530 lbs.; for the twelve months 1869, 276,063 lbs.; for the twelve months 1868, 305,700 lbs. Increase for 1870 against 1869, 401,467 lbs.

Value.—For the month ended 16th Nov., 1870, £502,255; for the twelve months, £4,490,278; for the twelve months 1869, £4,137,913; for the twelve months 1868, £4,208,038. Increase for 1870 against 1869, £352,365.

JAPAN.

Plain Cottons.—Export for the month ended 16th Nov., 1870, 4,607,530 yards; for the twelve months, 28,341,603 yards; for the twelve months 1869, 16,130,774 yards; for the twelve months 1868, 21,762,155 yards. Increase for 1870 against 1869, 12,210,829 yards.

Coloured Cottons.—Export for the month ended 16th Nov., 1870, 513,619 yards; for the twelve months, 3,274,079 yards; for the twelve months 1869, 1,576,402 yards; for the twelve months 1868, 1,702,516 yards. Increase for 1870 against 1869, 1,697,677 yards.

Printed Cottons.—Export for the month ended 16th Nov., 1870,

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178,607 yards; for the twelve months, 1,158,701 yards; for the twelve months 1869, 797,992 yards; for the twelve months 1868, 504,887 yards. Increase for 1870 against 1869, 360,709 yards.

COTTON YARN.—Export for the month ended 16th Nov., 1870, 918,900 lbs.; for the twelve months, 11,583,539 lbs.; for the twelve months 1869, 4,992,198 lbs.; for the twelve months 1868, 4,490,111 lbs. Increase for 1870 against 1869, 6,591,341 lbs.

VALUE.—For the month ended 16th Nov., 1870, £136,482; for the twelve months, £1,295,903; for the twelve months 1869, £663,077; for the twelve months 1868, £695,260. Increase for 1870 against 1869, £632,826.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th Nov., 1870, 6,466,759 yards; for the twelve months, 77,743,064 yards; for the twelve months 1869, 49,348,764 yards; for the twelve months 1868, 50,180,676 yards. Increase for 1870 against 1869, 28,394,300 yards.

COLOURED COTTONS.—Export for the month ended 16th Nov., 1870, 816,473 yards; for the twelve months, 10,128,649 yards; for the twelve months 1869, 5,023,722 yards; for the twelve months 1868, 4,564,616 yards. Increase for 1870 against 1869, 5,104,927 yards.

PRINTED COTTONS.—Export for the month ended 16th Nov., 1 870 500,682 yards; for the twelve months, 5,914,604 yards; for the twelve months 1869, 4,132,553 yards; for the twelve months 1868, 2,044,474 yards. Increase for 1870 against 1869, 1,782,051 yards.

COTTON YARN.—Export for the month ended 16th Nov., 1870, 410,391 lbs.; for the twelve months, 3,298,617 lbs.; for the twelve months 1869, 1,457,443 lbs.; for the twelve months 1868, 1,664,478 lbs. Increase for 1870 against 1869, 1,841,174 lbs.

VALUE.—For the month ended 16th Nov., 1870, £141,515; for the twelve months, £1,719,275; for the twelve months 1869, £1,124,277; for the twelve months 1868, £1,033,560. Increase for 1867 against 1869 £586,998.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th Nov., 1870 2,380,983 yards; for the twelve months, 15,292,799 yards; for the twelve months 1869, 10,179,520 yards; for the twelve months 1868, 19,122,579 yards. Increase for 1870 against 1869, 5,113,297 yards.

COLOURED COTTONS.—Export for the month ended 16th Nov., 1870, 1,933,905 yards; for the twelve months, 10,044,226 yards; for the twelve months 1869, 7,864,650 yards; for the twelve months 1868, 7,895,912 yards. Increase for 1870 against 1869, 2,179,576 yards.

PRINTED COTTONS.—Export for the month ended 16th Nov., 1870, 837,604 yards; for the twelve months, 9,810,873 yards; for the twelve months 1869, 4,322,004 yards; for the twelve months 1868, 6,535,817 yards. Increase for 1870 against 1869, 5,488,871 yards.

COTTON YARN.—Export for the month ended 16th Nov., 1870, 46,060 lbs.; for the twelve months, 331,695 lbs.; for the twelve months, 1869, 346,645 lbs.; for the twelve months 1868, 618,165 lbs. Decrease for 1870 against 1869, 14,950 lbs.

VALUE.—For the month ended 16th Nov., 1870, £89,500; for the twelve months, £644,371; for the twelve months, 1869, £479,320; for the twelve months 1868, £726,754. Increase for 1870 against 1869, £165,051.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th Nov., 1870, 2,236,823 yards; for the twelve months, 20,734,430 yards; for the twelve months 1869, 14,060,828 yards; for the twelve months 1868, 18,662,501 yards. Increase for 1870 against 1869, 6,673,602 yards.

COLOURED COTTONS.—Export for the month ended 16th Nov., 1870, 1,189,884 yards; for the twelve months, 9,360,298 yards; for the twelve months 1869, 12,415,293 yards; for the twelve months 1868, 13,912,102 yards. Decrease for 1870 against 1869, 3,054,995 yards.

PRINTED COTTONS.—Export for the month ended 16th Nov., 1870, 123,738 yards; for the twelve months, 1,466,791 yards; for the twelve months 1869, 1,335,623 yards; for the twelve months 1868, 1,074,119 yards. Increase for 1870 against 1869, 131,158 yards.

COTTON YARN.—Export for the month ended 16th Nov., 1870, 88,998 lbs.; for the twelve months, 412,583 lbs.; for the twelve months 1869, 161,985 lbs.; for the twelve months 1868, 390,222 lbs. Increase for 1870, against 1869, 250,598 lbs.

VALUE.—For the month ended 16th Nov., 1870, £69,741; for the twelve months, £588,566; for the twelve months 1869, £583,166; for the twelve months 1868, £781,598. Increase for 1870 against 1869, £5,400.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th Nov., 1870, 3,151,822 yards; for the twelve months, 24,490,180 yards; for the twelve months 1869, 22,270,599 yards; for the twelve months 1868, 23,434,880 yards. Increase for 1870 against 1869, 1,759,581 yards.

COLOURED COTTONS.—Export for the month ended 16th Nov., 1870, 280,819 yards; for the twelve months, 2,715,442 yards; for the twelve months 1869, 1,214,544 yards; for the twelve months 1868, 741,205 yards. Increase for 1870 against 1869, 1,500,898 yards.

PRINTED COTTONS.—Export for the month ended 16th Nov., 1870, 241,697 yards; for the twelve months, 2,183,256 yards; for the twelve months 1869, 3,607,074 yards; for the twelve months 1868, 2,086,578 yards. Decrease for 1870 against 1869, 1,423,818 yards.

COTTON YARN.—Export for the month ended 16th Nov., 1870, 70,600 lbs., for the twelve months, 857,375 lbs.; for the twelve months 1869, 424,172 lbs.; for the twelve months 1868, 436,737 lbs. Decrease for 1870 against 1869, 66,797 lbs.

VALUE.—For the month ended 16th Nov., 1870, £69,265; for the twelve months, £554,057; for the twelve months 1869, £524,460; for the twelve months 1868, £463,223. Increase for 1870 against 1869, £29,597.

SUNDRIES PER "SURPRISE," FROM NEW YORK, FOR SHANGHAI, OCTOBER 25TH, 1870.

W. H. FOGG AND CO.

15 cs. bitters
10 kits beef and pork
1 cs. hops 100 lbs.
5 half-brls. syrup 109 gls.
49 cs. tobacco 8,576 lbs.
1 cs. ink
8 cs. oil cloth 1,515 yds.
100 cs. milk
200 cs. kerosene 2,000 gls.
50 brls. pitch
20 brls. rosin
50 cs. turpentine 500 gls.
3 cs. oil cloth 314 yds.
37 pkgs. glassware
1 cs. rules
6 bls. rubber goods
3 brls. twine 247 lbs.
1 roll leather 313 lbs.
4 pkgs. pumps
2 pkgs. locks
15 pkgs. scoops
4 cs. butts, &c.
163 cs. preserves
30 ice-cream freezers
1 cs. billiard material
11 pkgs. glassware
119 cs. clocks
1 pkge. coffee mills
15 casks glassware
46 cs. clocks
6 cs. locks
20 brls. pork
10 cs. yeast powder
1 cs. dictionaries
7 cs. locks and knobs
5 bdls. scoops
6 pkgs. coffee mills
18 cs. lemonade
40 casks butter 2,258 lbs.

A. A. LOW AND BROS.

80 cs. preserved meats
2 cs. ship blocks
3 bxs. stoves
1 box clothing
2 bxs. books
1 box sewing machines
1 box bedding
1 box crockery, &c.
4 bxs. bedsteads
1 bale hair mattress
3 cs. tomatoes
100 cs. kerosene oil 1,000 gls.
4 bales duck
25 cs. tobacco 4,400 lbs.
2 trunks clothing
2 cs. pain killer
3 bxs. medicine
1 box soap
1 brl. spices
4 cs. furniture
8 bxs. machinery
10 soda water fountains
1 cask crockery
2 bxs. stoves
1 box hardware
3 bxs. furniture
4 bxs. canned fruits
1 box butter 100 lbs.
2 cs. clothing and books
2 cs. furniture
1 cs. glass
1 cs. crockery
10 brls. butter 1,000 lbs.
1 tierce blocks
2 cs. locks
530 oak plank
26 oak timbers
5 bxs. books, &c.
1 bell & yoke, 1 box mountings
25 cs. condensed milk
1 tierce hams 300 lbs.
21 brls. butter 2,100 lbs.
50 cs. scales
355 tons coal
63 pcs. oak plank
1 case velocipedes
4 pkgs. groceries
1 brl. butter
1 box pumps
20 brls. butter 1,948 lbs.
18 cs. condensed milk
1 brl. merchandise
3 bxs. merchandise

LANMAN AND KEMP.

250 pkgs. perfumery
25 bxs. perfumery
255 bxs. medicines
59 bxs. perfumery
101 bxs. medicines
12 bxs. bay rum

MASON AND HAMLIN.

1 cs. organ

CARY AND CO.

700 cs. oil 7,000 gls.
150 cs. condensed milk 600 lbs.
5 metallic life boats and fixtures

B. BININGER.

5 pkgs. machinery
1 pkge. hardware
6 cs. furniture
1 cs. painter's tools
12 cs. billiard tables
40 cs. clocks
30 cs. milk

W. H. WISNER AND CO.

4 half-chests tea
1 box books
320 cs. petroleum 3,200 gls.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SHANGHAI to LONDON, per Ethiopian, entered Nov. 12.—317 chests 356 half-chests tea—Rathbone and Co.; 1727 chests tea—Dent and Co.; 827 chests tea—F. Huth and Co.; 14 packages tea, 3 packages ginger—Master; 10 boxes tea, 4 boxes ginger, 1 box merchandise—J. Macken; 5687 chests 3593 half-chests, 992 boxes tea, 390 cases gall-nuts, 26 packages merchandise—Order.

From FOOCHOW to LONDON, per Thermopylæ, entered Nov. 12.—Tea: 816 chests 3080 boxes, 17,244 packages—Order; 916 packages—Kenneth and Co.; 7 packages—E. Wiesse; 26 packages—Captain Kemball; 3117 chests (in transit)—F. Huth and Co.

From ILO ILO to LIVERPOOL, per Jacob Rothenburg, entered Nov. 8.—10,696 bags 49 baskets sugar, a quantity of sapanwood—Im Thurn and Co.

From MANILA to LIVERPOOL, per Trinidad, entered Nov. 8.—16 tons sapanwood, 83 bags coffee—Olano and Co.; 31,979 bags sugar—Order.

From SHANGHAI to LONDON, per Duke of Abercorn, entered Nov. 14.—35 bales silk, 8 packages merchandise, 88 bales wool, 10,096 chests tea, 500 half-chests 7359 packages tea, 6 hutches live pheasants—Order; 200 chests tea—Potter Bros.; 471 packages tea—Sassoon and Co.

From SHANGHAI to LONDON, per Whinfell, entered Nov. 14.—387 boxes gall-nuts, 35 bales waste silk, 2 packages merchandise, 3805 chests 3236 half-chests 4975 packages tea—Order.

From YOKOHAMA and SHANGHAI to LONDON, per Undine, entered Nov. 14. From Yokohama: 324 half-chests tea—W. Brands and Co. From Shanghai: silk—40 bales—Benecke, Souchay, and Co.; 20 bales—D. Sassoon and Co.; 241 bales silk, 458 bales hemp, 14 coils rope, 25 cases 32 boxes rhubarb, 15 packages merchandise, 6039 chests 4472 half-chests 2153 boxes tea—Order; 340 half-chests tea—C. A. Dickinson; 9 boxes tea, 1 case ginger—Master.

From FOOCHOW to LONDON, per Sir Lancelot, entered Nov. 14.—Tea—7429 chests 9694 half-chests 6870 packages—Order; 211 half-chests—Kenneth, Dowie, and Co.; 26 packages—Bell, Harrison, and Co.; 10 packages—Wattenbach and Co.; 6 packages—C. Vincent; 216 half-chests—Brown, Shipley, and Co.; 380 packages—Brandts, Sons, and Co. 4 packages tea, 9 boxes preserves—Master.

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From SHANGHAI to LONDON, per Argonaut, entered Nov. 15.—188 half-chests tea — Konisberg Commercial Association; 1005 half-chests tea —F. Huth and Co.; 8857 chests 5232 half-chests 1864 boxes 2 packages tea, 50 bales silk, 26 chests 29 cases rhubarb, 8 cases curiosities—Order; 6 half-chests 3 boxes tea, 2 boxes ginger—Ehlers and Co.; 1 package ginger—H. Bevendge; 4 packages merchandise—H. C. Batchelor; 9 packages merchandise—A. Bruce; 10 boxes cigars—F. W. Willis; 10 bales silk—D. Sassoon and Co.

From FOOCHOW to LONDON, per Norman Court, entered Nov. 16.—6761 chests 6500 half-chests 2869 boxes 1209 packages tea, 1 package cigars, 10 packages preserves, 6 packages merchandise—Order.

From SHANGHAI to LONDON, per Eliza Shaw, entered Nov. 16.—9 bales silk—C. Shaw and Co.; 1 package merchandise—A. Chaplin; 5 cases preserves and tea—M. Clarke; 70 bales silk—Benecke and Co.; 2 cases ginger, 3 half-chests, 7 boxes, 1 package tea—Master; tea 2 packages—Edwards and Co.; 523 packages—Rodocanachi and Co.; 20 packages merchandise, 98 bales silk, 4 packages tea and ginger, 50 bales safflower, 6919 chests, 2247 half-chests, 1322 boxes, 1820 packages tea—Order.

From MANILA to LONDON, per Balmacarra, entered Nov. 16.—1200 bundles hemp—Baring Bros. and Co.; 174 bundles hemp, 36 cases indigo, 6841 bags sugar, 100 bags gum, 112 bags coffee, 20 bales hides, 15 cases cigars, 200 bundles canes—Order.

From YOKOHAMA and FOOCHOW, to London, per Ambassador, entered Nov. 17.—From Yokohama: 39 packages curiosities, 34 packages merchandise, 18 pcs. 11 cases metal—Order; 2 packages merchandise—G. Street; 2 packages merchandise—Richards and Co.; 4 packages merchandise—Springfield, Son, and Co., 1 package tea—M. Smith. From Foochow: 2300 boxes tea in transit, 4520 chests 4821 half-chests 5660 boxes tea—Order; 13 boxes 1 half-chest tea, 5 cases preserves—Master.

BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	8 to 9
25	Bank of Egypt	All	41 to 43
20	Chartered Bank Ind., Aust., and China	All	14 to 14½
25	Chartered Merc. of India and China ...	All	22 to 23
20	City Bank	10	10 to 11
100	Colonial Bank	25	46 to 48
500fr.	Comptoir D'Escompte de Paris	All	No quotation.
£28½	Hong Kong and Shanghai Bank ...	All	35½ to 37½
28½	Do. Do. new	16¾	4½ to 4¾ pm.
100	Imperial Bank	20	17½ to 18½
50	London and County	20	49½ to 50½
50	London Joint Stock	15	33 to 34
100	London and Westminster	20	63 to 64
25	Oriental Bank Corporation	All	40½ to 41½
50	Union of London	15	38 to 39
	TELEGRAPH COMPANIES.		
10	Anglo-Mediterranean	All	125 to 130 xd.
10	British Indian Submarine	All	7 to 7½
10	British Indian Extension	All	6 to 6¼
10	British Australian...	5	4¼ to 4 dis.
10	China Submarine	6	5½ to 4¾ dis.
10	Falmouth, Malta, and Gibraltar ...	All	10½ to 10¾
10	Great Northern	All	11¼ to 11¾
10	Do. China and Japan Extension	All	2½ to 2 dis.
25	Indo-European	All	12 to 14
10	Mediterranean Extension	All	4½ to 5
12	Telegraph Construction Company ..	All	28½ to 25¾
50	Indiarubr., Gutta Percha, & Tel. Works Co.	45	35 to 37
	MISCELLANEOUS.		
20	British India Tea Company	All	2½ to 3½
—	Ceylon Deb., 6 per cent., May & Nov. 1878	100	104 to 106 xd.
—	Do. Do. 1872... ...	100	100 to 102 xd.
—	Do. Do. 1882-3 ...	100	108 to 110 xd.
20	Ceylon Company	10	4 to 3½ dis.
20	Do. A shares	5	3 to 2½ dis.
50	Colonial Company	20	4 to 2 dis.
10	Credit Foncier of England	All	2½ to 2¼
10	General Credit and Discount Company	7½	¾ to ½ dis.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	2¼ to 1¾ dis.
—	Japan Loan, 9 per cent.		98 to 99
20	London and Prov. Marine Insurance Co.	2	¼ to 1 pm.
25	National Discount Company	5	10¾ to 11¼
25	Ocean Marine Insurance Company ...	5	13¾ to 14¼ pm.
500fr.	Messageries Nationale of France ...	All	No quotation.
50	P. and O. Steam Company	All	49 to 51
50	Do. Do. 1867	10	2 dis. to par
100	Royal Mail Steam Company	60	52 to 54
20	Thames and Mersey Marine Insur Co.	2	3¼ to 3½ pm.
20	Universal Marine Insurance Company	5	5 to 6 pm.

BULLION AND SPECIE.

GOLD.—Since the 10th inst. about £210,000 of the Overland Mails gold has been sent into the Bank, and a similar amount remains to be dealt with. As there is not the slightest demand for abroad, it is thought that the balance will be purchased by the Bank in the course of a week. Sovereigns continue to be drawn from the Bank for Egypt, the Bangalore having taken £62,500 to Alexandria. The Seine has taken £2,950 to the West Indies.

SILVER.—The Continent still absorbs all arrivals, but the demand is not quite so brisk. The Seine has taken £5,500 to the West Indies.

MEXICAN DOLLARS.—About £20,000 has been received from the West Indies and New York. With the exception of £1,000 sent to China, this coin is only taken for refining purposes. The price is not quite so firm. Exchange on India for Banks Drafts at 60 days' sight is 1s. 10⅞d. to 1s. 10¾d. per rupee. India Government Loan Notes remain as quoted in our last, viz.: Four per Cents., 90½ to 91½; Five per Cents., 99½ to 100¼; and Five and a-Half per Cents., 106½ to 107½.

EXPORT OF SILVER FROM SOUTHAMPTON TO INDIA. CHINA, AND THE STRAITS.

Year.	India.	China.	Straits.	Total.
1862 ...	£6,890,810	£2,530,663	£669,987	£10,091,460
1863 ...	5,971,632	1,995,909	295,470	8,263,011
1864 ...	5,008,291	891,338	354,375	6,540,004
1865 ...	2,738 762	560,026	299,270	3,598,058
1866 ...	2,009,580	303,196	52,850	2,365,626
1867 ...	370.231	265,766	6,915	642,912
1868 ...	1,000,635	474,945	160,062	1,635,642
1869 ...	1,349.680	780,014	233,119	2,362,943
1870 to date ...	187,600	874,922	502,201	1,564,723

QUOTATIONS.

Bar Gold	77s. 9d.	per oz.
Bar Silver. Fine	5s. 0⅛d.	per oz.
Fine Cake Silver	nominal	per oz.
Mexican Dollars	4s. 10¼d.	per oz
Spanish Dollars (Carolus) ...	—	per oz.
Five Franc Pieces	—	per oz.

ARTICLES OF IMPORT.

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TEA.

The market has been quieter during the fortnight, chiefly owing to the want of further supplies of new season's Teas during the earlier part of it. The last few days, however, there have been numerous arrivals both from Foochow and Shanghai, the samples of which have as yet only been partially put on the market, but with a greater assortment on offer than for some time past, although a fair amount of business has been done, prices for Teas, ranging from 1s. 6d. to 1s. 10d., show 1d. per lb. decline. In old Tea business continues to be very moderate, while for all low descriptions the market is much depressed, even at the low rates current. The public sales of the 15th inst. comprised 11,203 packages. About half the quantity was printed with reserve prices and withdrawn; the remainder sold without reserve at about previous prices.

Red-leaf Congous: Common siftings have sold as low as 3¾d. to 4d. at public sale, showing ½d. to 1d. decline, good siftings from 6¼d. to 6½d., and broken-leaf from 7¼d. to 9d. per lb., are also rather easier. Fair to good common show no change in prices, but the demand is limited. Fair to good Kaisows, of old import, have sold readily from 1s. 3d. to 1s. 4d. In new season's the sales, ex Thermopylæ and Sir Lancelot, show 1d. per lb. reduction from those made ex Vine, for fair to good kinds; fine to finest, from their scarcity, have been well maintained. In Paklins there is no alteration to notice. Black-leaf kinds: Low kinds show no improvement. Fair to good common remain firm, with a moderate inquiry. In new kinds the good medium qualities, owing to more being on offer, have declined 1d. per lb.; fine have been less in request at about a similar reduction; finest have been in demand at full prices. Amoy kinds: A few sales have been made at 8¼d. to 9d. for common, and 10d. to 11d. for fair quality. Oolongs remain very firm, the quantity offering being small. Souchongs have been sold at fully former prices. Some further parcels of Flowery Pekoe have been taken at full prices. Scented Teas: Canton kinds, in the absence of further arrivals of new season, show no alteration, either in Caners or Orange Pekoes. Foochow Orange Pekoes have been taken at fully former prices. Capers show no change. Uncoloured Japans remain as before. Green Teas: There has not been much business during the fortnight; the few parcels to hand from recent arrivals have not yet been placed on the market; prices generally show little if any alteration. Canton kinds show no change. Arrivals: The J. R. Worcester, Ethiopian, Duke of Abercorn, Whinfell, Sir Lancelot, Undine, Argonaut, Ambassador, Normancourt, and Eliza Shaw.

The following is from Messrs. Shepard, Harrison, and Rehden's Circular:—The transactions during the past fortnight have been contracted for want of suitable supplies, there being a great scarcity of medium Congous, and extreme rates have been paid; but the past few days free arrivals have taken place, and sales are being made in black leaf at a reduction of 1d. per lb. on prices ruling a week ago. The satisfactory market so far this season is owing to supplies having come forward on a scale near to the deliveries, the imports being only 33,000,000 lbs., against 52,000,000 lbs. within the same period last year. Demand has been on the better grades, the large quantity of re-dried spurious leaf sold the early part of the year having interfered with the consumption for common Teas. The export trade to all quarters has been limited.

SILK.

For a few days, after our last report, when armistice negotiations before Paris were progressing with some little prospect of success, a considerable business was done on this market, chiefly in the Shanghai and Canton Silks, and prices generally stiffened, 26s. being freely paid for Red Peacock, 24s. 6d. to 25s. 6d. for No. 4½ Tsatlee, and 17s. to 17s. 6d. for ordinary Tsatlee reel Canton. The failure of peace prospects, however, caused a sudden stop to operations, and the market has since been very quiet, but with great firmness shown by importers. The more recent anxiety respecting the step taken by Russia has not affected the market to any further extent, and we have to report Silk as being very quiet, at unchanged rates, but with no disposition just now to do business. The deliveries continue extremely good under all conditions of the European markets, being from 1st to 16th inst. nearly equal to those of same period last year, say 1,413 Chinas, 229 Japans, 376 Cantons, and 165 Bengal; total, 2,188 bales, against a total of 2,329 bales in same days of 1869.

LONDON QUOTATIONS, Nov. 18.

CHINA.	
Tsatlee, No. 1	31s. 0d. to 31s. 6d.
,, ,, 2	30s. 0d. to 30s. 6d.
,, ,, 3	28s. 6d. to 29s. 6d.
,, Red Peacock	25s. 6d. to 26s. 0d.
Yuenfaa, Nos. 1, 2, and 3	23s. 0d. to 26s. 6d.
Taysaam Keying, Nos. 1, 2, and 3	22s. 6d to 26s. 6d.
Long Reel	18s. 0d to 21s. 0d.
Canton	13s. 0d. to 21s. 0d.
Chinese Thrown	None.
JAPAN.	
Malbash and Sinchu, Nos. 1, 2, and 3 ...	23s. 6d. to 29s. 0d.
Idah, No. 2	26s. 0d to 27s. 0d.
Sodai, No. 2	25s. 0d. to 26s. 0d.
Oshiu, Nos. 2 and 3	25s. 6d. to 29s. 0d.
Koshiu, No. 1 and 2	24s. 0d. to 26s. 0d.
Eichizen	22s. 6d. to 24s. 0d.
Mashta	22s. 0d to 23s. 6d.
Hatchoji	None.

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COFFEE.

Up to the 14th inst. although extensive supplies of Plantation Ceylon were daily placed upon offer, a good demand continued to prevail, and a further advance of 1s. per cwt. was established. Since the 14th, although large purchases have still been made the offers have been taken off at irregular, and in many instances lower prices; the current rates are triage and ordinary 37s. to 53s. 6d., small grey 50s. to 52s., low middling grey 57s. to 59s., bold ditto 62s. to 66s., small colory 53s. 6d. to 59s., middling to good middling colory 61s. 6d. to 70s. 6d., fine middling to good bold 73s. to 80s., pea-berry 70s. to 77s. 6d. The business in Native Ceylon has been less extensive than during the interval preceding the departure of last mail, but the late advance is steadily maintained. In other East India the business has been confined to the sale of 98 bags Singapore at 48s. 6d. per cwt., and 237 bags good Manila sort from Singapore at 51s. to 52s. 6d.

The weekly landings, consisting almost wholly of Ceylon, amount to nearly 2,000 tons, being 1,700 tons larger than in 1869; the deliveries are again important, and 700 tons in excess of last year, and the surplus in the stock is increased to 3,700 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 70,992 cwt., against 73,380 cwt. at the corresponding date of 1869; Native, 4,159 cwt., against 20,304 cwt. The quantity afloat for the Continent is 2,402 cwt. Plantation, against cwt., and 3,136 cwt. Native, against cwt. The quantity of Coffee landed in the forty-five weeks ended Nov. 12, 1870, was, of Ceylon, 37,719 tons, against 36,647 tons during the corresponding period of 1869; of all descriptions, 65,401 tons, against 64,779 tons. The quantity entered for home consumption was, of Ceylon, 9,052 tons, against 9,566 tons; of all descriptions, 16,482 tons, against 16,739 tons. The quantity exported was, of Ceylon, 26,778 tons, against 24,349 tons; of all descriptions, 44,191 tons, against 42,102 tons. The stock on Nov. 12 was, of Ceylon, 15,755 tons, against 13,727 tons; of all descriptions, 28,947 tons, against 25,258 tons.

SUGAR.

The quiet condition of the market which prevailed at the close of our last report continued until the 11th inst., when a better demand appeared for refining descriptions, and sales of good extent were effected at firm prices; the market has since assumed a somewhat quieter tone, but prices are well maintained. Manila: At auction 3,423 bags clayed (duty 4s.) were offered and bought in at 23s. 6d., but the parcel was subsequently sold at 23s. 3d.; by private contract the sales have been moderate, but there has been a fair demand, chiefly for export; about 23,000 bags common clayed (duty 4s.) have been sold at 22s. 6d. to 23s., chiefly the latter price, also 4,000 bags unclayed Tual at 18s. 6d. Penang: 3,810 bags have been sold by auction at fully the valuations, common soft brown (duty 4s.) 22s. to 23s., middling to fine brown (duties 4s. and 4s. 9d.) 24s. 6d. to 27s. 6d., soft grey and yellow (duty 4s. 9d.) 28s. to 29s.; by private contract 500 baskets low quality have been sold at 17s. 6d. Siam: A parcel, consisting of 1,645 mats low and common brown was offered in public sale and bought in at 19s. to 20s. per cwt. Java: No transactions.

The deliveries for home consumption are again large, being in excess of last year's by 1,000 tons, whilst exports are 200 tons more, and the landings being 500 tons less than in the corresponding week last year, the stock now shows a deficiency of nearly 3,000 tons. Stock, Nov. 5, 84,753 tons, against 85,924 tons; Nov. 12, 81,818 tons, against 84,725 tons. The quantity of Sugar landed in the forty-five weeks ended Nov. 12, 1870, was, of Penang, 3,028 tons, against 3,888 tons in the corresponding period of 1869; of Manila, Java, and China, 17,199 tons, against 32,625 tons; the quantity entered for home consumption was, of Penang, 2,061 tons, against 2,435 tons; of Manila, Java, and China, 22,952 tons, against 18,171 tons. The quantity exported was, of Penang, 103 tons, against 193 tons; of Manila, Java, and China, 3,221 tons, against 1,252 tons. The stock on Nov. 12 was, of Penang, 3,194 tons, against 1,689 tons; of Manila, Java, and China, 26,816 tons, against 41,466 tons.

At yesterday's auctions 200 tons Ilo Ilo brown sold at 21s., 1,000 bags superior ditto at 22s., and 4,000 bags clayed at 23s. 6d.

CUTCH.—In auction of 1,000 boxes fair Fish mark Pegue offered, 540 boxes sold at 19s 6d., 240 boxes fine being bought in at 20s. Privately about 1,000 boxes fine have been sold at 20s. to 20s. 6d., and 440 boxes Fish mark at 19s. 6d.

COCOA-NUT OIL.—Transactions have been unimportnnt; of 154 casks Ceylon offered a moderate part sold, pipes at £37 10s. to £37 15s., and hogsheads at £38 5s.

CARDAMOMS.—Small supplies, and only small private trade in consequence; a single case at Public Sale retired. Limited business in Ceylon at 3s. to 3s. 3d. per lb. for fair.

CAMPHOR.—The market for China and Japan continues quiet; there have been small sales privately at 75s. per cwt. for China. Subsequently, at auction, of 281 tubs Japan offered a few sold at 70s. to 72s. per cwt. for good, and 340 cases China were retired; 200 tubs fine Japan sold at auction yesterday at 67s. 6d. to 68s. 6d. per cwt.

COIR GOODS.—The market is rather dull, but about former value has been obtained for the bulk of that offered at auction, which consisted chiefly of small lots, and embraced, of Yarn, 2,014 bales Cochin, of which about three-fourths sold at £19 to £37 per ton for common to good: 48 tons in Dholls sold at £14 10s. to £23 15s. for low coarse to middling; and of 65 tons Ceylon rather more than half sold at £15 5s. to £28 15s. low to good. Fibre: of 454 bales Cochin one-fourth sold at £22 to £32 15s. middling to fine bright; and 8 bales ordinary Ceylon sold at £12 15s. Rope: Without change, and but little inquiry; no auctions.

DRAGONSBLOOD.—The market is steady; at auction 10 cases fair lump sold at £6 per cwt., and 10 cases reed were retired.

EBONY WOOD.—Fine figured quality continues to realise high prices; 14 tons sold at auction at £10 10s. to £12 15s. per ton.

GALLS.—The market for China is steady, with small business doing privately at 42s. 6d. per cwt.; there is no supply of Japan on offer.

GAMBIER.—There is more business doing than at the date of our last report; private sales are reported of 250 tons block afloat at 15s. 10½d. ex-ship, and 2,000 bales on the spot at 15s. 9d. to 16s. per cwt.; at auction 1,493 packages were offered and withdrawn.

GUMS.—Benjamin: 2nds Sumatra sells at former value; of 64 cases in auction a few sold, middling, £8 2s. 6d.; thirds quiet; of 20 cases TT&Co., Penang, a part sold at 85s. Siam lower and dull; 26 cases all retired at sale. Manila Copal: Quiet; 889 cases at sale all retired. Damar: Lower; of 141 cases Singapore and 120 cases Batavia at sale part of the former only sold at 45s. per cwt. for good in sorts. Gamboge: Steady; of 32 cases at auction a few only sold at £11 per cwt. for middling.

GUTTA-PERCHA.—The market is depressed, and only small lots find buyers; at auction 154 baskets middling to good, per steamer Priam, were offered, and bought in at 1s. 9d. to 2s. 6d., also 72 bags indirect at 2s. 8½d.

HEMP.—The market for Manila is steady, and a fair amount of business has been done privately upon strictly former terms. Of 1,160 bales at public sales barely one-half sold at and afterwards at £48 10s. to £49 10s. for middling to fair brown; and £52 15s. fair current; with a few bales superior up to £56 5s. per ton; at a subsequent sale 1,008 bales damaged Manila, per Peter Joynson, were all sold, first class fair to good fair roping at £51 10s. to £52 10s., ordinary at £48, second class at £48 to £51 5s.

ISINGLASS.—At public sale, of 28 cases Penang, 18 cases sold—fair tongue, 3s. 9d.; ordinary to middling, 3s. 3d. to 3s. 6d.; leaf, 3s. 5d. to 3s. 11d.; 2 cases (734 lbs.) Singapore were bought in at 3s. 2d. to 3s. 9d.

JAPAN WAX.—The market issteady, with limited sales of fine at 73s., and of mediums at 69s.; an offer at auction of 66 boxes realised 72s. to 72s. 6d. for good, and 64s. 6d. for inferior greasy quality.

OILS.—Cinnamon scarce, and wanted; 4 cases at auction retired. Citronelle rather lower, large quantities offering; 48 cases brought to sale mostly sold at 2d. to 2⅛d., chiefly at the former figure. Lemon Grass steady; 16 cases at auction sold at 2¼d. to 3d., being the former value. Anniseed lower, there are sellers at 8s. 9d.; 15 cases at auction retired. Cassia also quieter, with but small sales at 4s. 6d. Nutmegs: 3 cases at auction retired.

PLUMBAGO.—The market is steady; of 666 barrels offered at auction about two-thirds found buyers at 10s. to 17s. per cwt. for ordinary very small and dusty to good bright small lumps; 7s. 6d. to 11s. 3d. inferior rusty to fine bold chips; and 5s. 6d. to 9s. 9d. ordinary to very fine dust.

PRESERVES.—Shortly following our last report an offer of 500 cases China Ginger were bought in at 8¼d., and 50 cases Comquats at 1s. 1d., 100 cases Comquats and Chow Chow of old import being withdrawn. Subsequently 100 cases Chyloong China Ginger were bought in at 8¼d.; 20 cases (in tins) dry sold at 11d. to 11½d., and 50 cases Comquats were partly sold at 9½d. per lb.

RAGS.—An offer of 577 bags Japan sold at £13 to £13 10s., chiefly at £13 5s., two lots at £11 15s. per ton.

RHUBARB.—The inquiry for China continues inactive; the offers have comprised about 249 cases, of which scarcely one-third has been sold at 3s. 3d., down to 3s. per lb. for good, well-trimmed fair fracture.

RATTANS.—An offer of 6,305 bundles Penang has been taken at the previous value, viz. 3s. 1d. to 4s. 2d. per hundred.

SPICES.—Cinnamon: Of offers amounting to 237 bales Ceylon about 100 bales found buyers, good middling to good first sort at 2s. 10d. to 3s. 2d.; good second, 3s.; third, 2s. 9d.; fourth, 2s. 2d.; low coarse, 6d. to 9d.; spurious, 2d.; the remainder, chiefly spurious, bought in at 4d to 6d. Chips: A large quantity, amounting to 1,683 bags, offered, met but little demand, and only 500 bags sold; middling chips, 4d.; mostly coarse bark, 2d. to 2¼d. Of a subsequent offer of 495 bags 200 bags sold, low middling 3d.; middling, 3¾d. to 4d.; the remainder being bought in at 4¼d. to 4½d.; coarse, 2¼d. Cassia Lignea: In auction, of 1,200 cases of fresh import per Hopewell offered 400 cases were withdrawn, and the remainder was all bought in, first pile, 115s.; second, 110s.; chiefly unworked at 108s., except 6 cases loose, which sold at 99s. Cloves: 9 cases Penang, import 1865, were partly sold at 1s. 2d. to 1s. 2¼d.; 53 cases Padang were partly sold at 6¼d. Nutmegs: Numerous parcels offered at the sales were chiefly sold at steady rates. 28 cases Penang were chiefly bought in, 82's to 78's at 2s. 7d. to 2s. 9d., 94's to 88's at 2s. 3d. to 2s. 5d., only a few lots being sold, 72's at 3s. 1d. 2 casks 2 cases Singapore were partly sold at 1s. 8d. 106 boxes limed Singapore sold, 78's and 75's at 2s. 3d. to 2s. 4d., chiefly 108's to 100's at 1s. 8d. to 1s. 10d.; 23 cases Java sold, 164's and 175's at 9d. to 10d., defective, 7d.; of 80 bags Wild Singapore 32 bags damaged sold at 3¼d. Mace: A good supply of Penang, amounting to 50 cases, chiefly of fresh import, met a moderate demand, and only 20 cases sold at easy rates, middling reddish, 3s. 2d. to 3s. 3d., slightly mouldy, 3s. 1d. to 3s. 2d., ordinary dull, 3s., the remainder bought in at 3s. 2d. to 3s. 6d.

SAGO.—The market is steady, at the low rates now ruling, and the greater part of 1,349 bags brought to the hammer, sold under it at 16s. to 16s. 6d. per cwt. for fair small, and 18s. 6d. good large. Flour, steady: 149 bags good sold at auction at 15s. 3d. per cwt., being fully former value.

SHELLS.—There has been no change in the market since the periodical sales; a few cases good Manila Mother o'Pearl have been sold privately at £9 per cwt.

STICKLAC.—There is still a somewhat short supply, and holders are firm; 608 cases of good quality at public sales realised 57s. 6d. to 58s. 6d. per cwt.

SAPANWOOD.—The market is very dull; an offer of 60 tons Manila was withdrawn.

SOY.—There are no transactions to report; 74 casks China offered in public sale met no bids.

TAPIOCA.—Still very slow and difficult to place, except at very low figures. Auctions have embraced 1,609 bags Singapore, of which about one-fourth sold at 1¼d. to 2d. per lb., for fair to good white and pinky, and 1½d. inferior yellow, with good white pearl at 19s. per cwt.; 55 bags Penang retired. Flour: 136 bags offered and bought in above the value.

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TIN.—The market throughout the interval has been extremely quiet, and the present quotations are—Straits on the spot £125, afloat £120 to £123; Banca £124 to £125. Billiton £124 to £125, showing a decline of £2 to £3 per ton.

TURMERIC.—The supply is limited and the market is quiet; prices for Java rule lower.

VERMILION.—There is but small enquiry; small parcels of China find buyers at 3s. per lb.

NEW YORK MARKET REPORT.

—o—

TEA.

There is a fairly active demand, the inquiry being principally for Oolong, which are relatively cheaper than other descriptions. The demand is chiefly to supply the current wants of the trade, although the prospective reduction of the duty has induced a little speculative inquiry, buying parcels to hold in bond having become a favourite mode of investment, inasmuch as it is thought the decline in market values after the 1st January will probably be to a less extent than the amount taken off in the duty.

The current quotations are as follows:—Hyson, common to fair, 55c. to 65c.; superior to fine, 70c. to 85c.; extra fine to finest, 95c. to $1.25. Young Hyson, Canton made, nominal; common to fair, 55c. to 60c.; superior to fine, 65c. to $1; extra fine to finest, $1.15 to 1.40. Gunpowder and Imperial, Canton made, nominal; common to fair, 70c. to 85c.; superior to fine, 95c. to $1.10; extra fine to finest, $1.25 to 1.60. Hyson Skin and Twankay, Canton made, nominal; common to fair, 48c. to 55c.; superior to fine, 58c. to 63c.; extra fine to finest, 65c. to 70c.; Uncoloured Japan, common to fair, 70c. to 75c.; superior to fine, 80c. to 85c.; extra fine to finest, 90c. to $1.15. Oolong, common to fair, 60c. to 70c.; superior to fine, 75c. to 95c.; extra fine to finest, $1.05 to 1.40. Souchong and Congou, common to fair, 60c. to 70c.; superior to fine, 75c. to 90c.; extra fine to finest, $1 to 1.30; Orange Pekoe, common to fine, 70c. to $1.

COFFEE.—The current quotations for East India kinds are, Java Government bags, 21c. to 23c.; Java mats, 21c. to 23c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. There is a good demand for Brazil, prices of which exhibit a tendency towards advance. The market for Java has been greatly influenced by the result of the sale at Padang on Sept. 28, at which 20,000 piculs were taken for America. This is considered a favourable feature, the general anticipation being that the quantity would be much larger, and prices are one-half cent. higher, the quotations ruling at 21c. to 23c., with none to be had below 21c.—fine Brown bringing even more than 23c. from jobbers' hands. The stock is much reduced, and is nearly all in second hands; the sales have been 4,000 to 5,000 mats at the current rates. The market for all kinds is very quiet, and there are no transactions to report. The stock of Manila on the 1st Oct. was estimated at 400 bags, against 3,775 bags on Oct. 1, 1869; of Java (Government), at 12,558 mats, against 943 bags; of Java pockets, *nil*, against 43,391 bags; of Ceylon, 8,539 bags, against *nil*.

CAMPHOR.—China is quoted 15c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.25; Cassia, $1.25 gold (in bond).

FIRE CRACKERS.—The stock is very moderate, and holders generally demand $4 for Extra No. 1; 2,500 boxes sold on private terms.

GUNNY CLOTH.—There is no demand and prices are nominal.

GAMBIER.—The current quotation is 3¾c. gold (duty paid).

HEMP.—Manila is still inactive the business done having been extremely limited; the current rates are 13c. to 13½c. gold; the sale is reported from Boston of 500 bales, ex Peruvian, at 13c. 60 days prompt. The Daniel Marcy has arrived with 4,767 bales, all of which had been sold previous to arrival.

INDIGO.—The market for Manila continues steady but quiet; sales have been effected of about 50 cases at $1.10 to 1.30 currency.

PRESERVED GINGER.—China is quoted $10.50 currency (duty paid).

RHUBARB.—The quotation for China is $1.18 to 1.80 currency (duty paid).

RICE.—The market is very dull, there being scarcely any enquiry, although Carolina is being freely offered and sellers are willing to afford some concession upon previously ruling prices. Rangoon maintains its former value, but the business has been limited; the sales amount to about 200 bags in lots for home consumption at $6.75 to 7 currency, and 1,000 bags for export at $3.25 gold (in bond).

SUGAR.—The market has been inactive but prices have been maintained with firmness; at the close there are signs of an improvement. The only sale to report is of 3,682 bags Manila on private terms.

SPICES.—The market is quiet for invoices, there being but few goods now in the hands of Importers; the trade demand is also rather slack, buyers limiting their orders to small lots that they are sure of working off by the close of the year so as to stock again under the lower duty-paid prices that will then be current. Spices in bond, of nearly all descriptions, are very firm, the tendency generally being in sellers' favour; but those out of bond, though nominally unchanged, are irregular in price, holders being willing to meet buyers at a fair offer; the business has been very moderate, chiefly at rates last quoted.

TIN.—There is still an entire absence of enquiry for, or business in, foreign descriptions; the nominal quotations are Straits 31¼c. to 32c.; Banca 35½c. gold.

SHIPPING.

ARRIVALS.—Oct. 20, at Boston, from Manila, Mutlah; 23, at San Francisco, from Yokohama, Comet; 25, at New York, from Manila, Daniel Marcy; 28, from Penang, Agnes; Nov. 3, at Boston, from Manila, Sooloo.

DEPARTURES.—Oct. 22, from San Francisco, for Hong Kong, Sonora; 26, from New York, for Shanghai, Surprise.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Nov. 9	Duke of Abercorn ..	Dalrymple.....	Shanghai	Off Scilly
— 11	Thermopylæ	Kimball.....	Foochow	Deal
— 12	Sir Lancelot.....	Edmonds	Do.	Do.
— 11	Whinfell	Jones	Shanghai	Do.
— 13	Undine	Scott	Do., &c.	London
— 14	Balmacarra	Jary	Manila	Deal
— 13	Dk. of Northumberld.	—	Akyab	Falmouth
— 13	Benjamin Bangs.....	Rocke..	Do.	Do.
— 14	Queen's Own	Macdonald.....	Penang	Do.
— 11	Von Berg	Fesenfeldt.....	Rangoon	Bremerhaven
— 15	Argonaut	Nicholson	Shanghai	London
— 15	Ambassador.....	Duggan	Foochow	Deal
— 15	Golden Fleece	Goodridge.....	Ceylon	Do.
— 15	Norman Court.....	Shewman	Foochow	Do.
Nov. 15	City of Bangor	Menzies.....	Rangoon	Queenstown
— 15	Jane Henderson	—	Do.	Liverpool
— 10	Concepcion	Triton.....	Manila	Cadiz
— 16	Eliza Shaw	Gage	Shanghai	London
— 16	Harkaway	Cottier	Ceylon	Deal
— 15	Alceste	—	Rangoon, for London	Havre Roads
— 16	Belmont.....	Wright	Rangoon	Falmouth

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov 10	Clymene.....	Morgan.....	Hong Kong	London
— 10	Maleville	Waite.....	Cardiff and Shanghai	Do.
— 10	Nestor (str)	—	Sing.,China,&c.,via C	Liverpool
— 11	Fire Queen.....	Hamilton	Yokohama.....	London
— 10	Liberator	Watson	Galle	Sunderland
—	Ardbeg	—	Singapore	Shields
— 11	Josiah L. Hale	Pike	Shanghai	Cardiff
— 8	Blair Athol	—	Singapore	Shields
— 12	Canadienne	Facquier	Hong Kong	Cardiff
— 12	Sree Singapura.....	McKenzie.....	Singapore	Swansea
— 15	Ocean Mail	Wawn	Cardiff & Hong Kong	London
— 13	Tiber	Kimbell.....	Singapore	Cardiff
— 16	Inflexible	Lyall	Cardiff & Singapore	London
— 16	Woodlark	Anthony	Do., and Shanghai	Do.
Oct. 13	Hosea Rich	Pomeroy	Batavia	Buenos Ayres
— 22	Noordzee Kanaal.....	Tjebbes	Do.	Rio de Janeiro*
— 16	Sharpshooter (str.) ...	—	Sing.,Hg.Kg.,&c.—C.	Liverpool

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Serica, John R. Worcester, Alumina. For Tientsin and Chefoo: Avona. For Shanghai: Celestial Queen, Forward Ho, Duke of Abercorn, Sir Lancelot, Undine, Whinfell. For Hong Kong: Cingala, Cornuvia, Hopewell, Wm. Ritson, Belted Will. For Hong Kong and Amoy: Cissy. For Singapore: Cymbeline, Summer Cloud. For Penang, Singapore, Hong Kong, and Yokohama (via Suez Canal): Parana (str.). For Bangkok: Anita, Gleam. For Batavia and Sourabaya: Art Union, Orient. For Colombo: Boyne, Hesperia. For Colombo and Galle: River Indus. For Colombo, &c. (via Suez Canal): Ferdinand de Lesseps (str.), Excelsior (str.).

At LIVERPOOL.—For Yokohama and Hiogo: River Avon. For Manila: Gloria, Amigos, Maria. For Singapore: Prince Arthur, John C. Potter. For Penang, Singapore, Hong Kong and Shanghai (via Suez Canal): Ajax (str.) For Batavia and Sourabaya: Cornelia. For Galle: Evelyn, Michael Scott.

At GLASGOW.—For Yokohama: Burmah. For Hong Kong: Ardentinny. For Colombo and Tuticorin: Estrella de Chile.

SPOKEN.

CONWAY CASTLE, Cardiff to Galle, Oct. 13, 5 N., 26 W.
WILD DEER, Foochow to London, Sept. 9, 17 N., 114 E.
NIMROD (ship), London to Singapore, Oct. 21, 11 N., 25 W.
OCEAN CHIEF, Cardiff to Singapore, Oct. 11, 6 N., 24 W.
WESTERN CHIEF, London to Hong Kong, Oct. 11, 6 N., 24 W.
PRINCE VICTOR, Liverpool to Galle, Oct. 12, 6 N., 25 W.
WINSLOW, Colombo to London, Oct. 21, 12 N., 24 W.
ALBUERA, for Shanghai, 24 S., 26 W.
SAGO, Cardiff to Ceylon, Oct. 4, 18 N., 25 W.

FREIGHTS AND CHARTERS.

Berth freights to the East are still very dull; coal freights from the North have a slight upward tendency, and ships are coming forward slowly.

Current rates of freight for vessels on the berth: To Tientsin and Chefoo; 50s. weight or meast. To Yokohama: 40s. weight, 35s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 35s. weight or meast.; per steamer, via Suez Canal, 70s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast.; per steamer, via Suez Canal, 70s. meast. To Ceylon: 20s. weight, 17s. 6d.; per steamer, via Suez Canal, 60s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £40. For Hong Kong: £34. To Singapore: £26. For Galle: £27. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £2 2s. 6d. For Hong Kong: £1 12s. For Java: 17s. 6d. For Singapore: £1 7s. 6d. For Galle: £1 5s. For Colombo: £1 3s.

CASUALTIES.

The Zaanstroom (barque), Oepkes, of and from Amsterdam for Batavia, with a general cargo, went ashore Nov. 13, at high water, to the west of Shoreham, but was assisted off leaking by the coastguard and a steam tug, which attempted to tow her to Portsmouth, but owing to the wind freshening from the westward, was obliged to bear away for Ramsgate. The passengers (25) were landed at Shoreham.

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The Fire Queen, Hamilton, which sailed from London Nov. 11 for Yokohama, parted her chain while at anchor.

MISCELLANEOUS.

At MALTA.—Nov. 10, Ada (str.), from London, for China, &c. (via Suez Canal).

Advices from Rotterdam, dated Nov. 15, state that a very large portion of the cargo of the Apollonia, de Boer, from Amsterdam to Singapore, condemned at Capetown, would have to be sold; only about 100 tons would remain to be forwarded.

At PORT SAID.—Oct. 29, Duque de Palmella (Portuguese man-of-war), from Lisbon, and left 30 for Macao.

At SIMON'S BAY.—Oct. 4, Princes Amalie, Driest, sailed for Japan after repairing.

Advices from St. Helena, dated Oct. 12, state that N.G. vessels Magdalena, Boysen, from Padang to Rotterdam, and Jessie, Ficke, from Manila to Liverpool, were remaining there on account of the war.

Advices from Capetown, dated Oct. 4, state that a sale had been held of the damaged cargo of the ship Aizia, Tjilatjap to Amsterdam, condemned there.

At TABLE BAY.—Sept. 25, Delaware (U.S. str.), from Singapore.

At ALGOA BAY.—Sept. 9, Shooting Star, McKenzie, from Colombo.

The Admiralty have accepted the Ferdinand de Lesseps (s.s.) for the conveyance of troops to Colombo, announced in our last.

FLEET OF THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,

WITH PARTICULARS OF THEIR EMPLOYMENT.

	Tons, Customs' Measurement.	Horse power.		
1. CEYLON	2,013	450	Screw	Mediterranean Service.
2. PERA	2,014	450	"	
3. POONAH	2,152	600	"	
4. BANGALORE	2,063	500	"	
5. NUBIA	2,095	450	"	
6. SALSETTE	1,491	400	"	
7. MALTA	1,942	500	"	
8. NYANZA	2,082	450	Pddl. Wheel	
9. DELTA	1,618	400	"	
10. MASSILIA	1,640	400	"	
11. SIMLA	2,440	630	Screw	Calcutta and Suez, Bombay and Suez, and Bombay and China Lines.
12. CANDIA	1,982	450	"	
13. MOOLTAN	2,257	450	"	
14. MONGOLIA	2,798	500	"	
15. SURAT	2,578	500	"	
16. DECCAN	3,128	600	"	
17. HINDOSTAN	3,113	600	"	
18 AUSTRALIA	3,648	600	"	
19. TANJORE	1,971	400	"	
20. DELHI	1,893	400	"	
21. SUMATRA	2,201	500	"	
22. CHINA	2,010	400	"	
23. COLUMBIAN	2,179	500	"	
24. EMEU	1,538	300	"	
25. ORISSA	1,646	300	"	
26. TRAVANCORE	1,900	400	"	
27. GOLCONDA	1,909	400	"	
28. ELLORA	1,727	300	"	
29. BARODA	1,874	400	"	
30. BEHAR	1,723	300	"	
31. GEELONG	1,584	250	Screw	Ceylon and Sydney Line.
32. AVOCA	1,481	250	"	
33. RANGOON	1,776	400	"	
34. GANGES	1,190	470	Pddle.-wheel	Hong Kong and Shanghai, Hong Kong and Japan, and China Coast Lines.
35. ADEN	812	210	Screw	
36. FORMOSA	675	155	"	
37. MALACCA	1,683	300	"	
38. AZOF	700	180	"	
39. NORNA	969	230	"	
40. OTTAWA	1,274	200	"	
41. SUNDA	1,682	300	"	
42. MADRAS	1,185	275	"	
43. BOMBAY	1,327	275	"	
Carried forward	79,967	17,025		

SHIPS BUILDING.

	Tons. Customs' Measurmt.	Horse power.		
Brought forward	79,967	17,025		
44. KHEDIVE	3,329 O.M.	600	Screw	At Greenock.
45. MIRZAPORE	3,329 "	600	"	"
46. AGRA	3,329 "	600	"	"
47. PEKING	3,329 "	600	"	"
48. INDUS	2,359 "	500	"	Dumbarton.
	96,142	19,925		

STEAM TUGS.

				Station.
49. GABARI	34	20	Screw	Alexandria.
50. ANSARI	146	40	Paddle Wheel	Suez.
51. SAADA	99	60	"	Aden.
52. COLABA	145	60	"	Bombay.
53. HOWRAH	70	25	"	"
54 BANDORA	128	20	Twin Screw	"
55. SEWREE	128	20	"	"
56. DRAGON	89	24	Paddle Wheel	Hong Kong.
57. SHANGYUEN	40	15	Screw	Shanghai.
58. STORK	31	15	Twin Screw	Yokohama.
	910	299		

TRANSPORT, STORE, AND COAL SHIPS.

59. HADDINGTON	1,460	—	Transport Ship	
60. ZENOBIA	900	—	Light Ship	Suez.
61. FORT WILLIAM	1,800	—	Store Ship	Hong Kong.
62. BRGHTN.HALL	1,494	—	"	Calcutta.
63. ARIADNE	960	—	"	Alexandria.
64. LAKKINS	1,000	—	"	King George's Sound.
65. KINGFISHER	160	—	"	
66. TIPTREE	1,617	—	"	Yokohama.
	9,331			

Total ... Tons 106,383 H.P. 20,224

Outfits for China.

MAYNARD, HARRIS, & GRICE,

General Outfitters, and Agents for Passages,

126, LEADENHALL STREET, LONDON,

Adjoining the Offices of the Peninsular and Oriental Steam Navigation Company.

MAYNARD, HARRIS, & GRICE, supply OUTFITS FOR THE EAST OF THE BEST QUALITY, and UPON THE MOST FAVOURABLE TERMS.

FLANNEL, OR SILK AND WOOL SHIRTS. INDIA COTTON SHIRTS.
INDIA GAUZE UNDER-CLOTHING, specially for Wear in Hot Climates.
FLANNEL OR TWEED SUITS. WEARING APPAREL of every Description.
OVERLAND TRUNKS, BULLOCK TRUNKS, PORTMANTEAUS, &c.
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FOUR GOLD MEDALS.

CAUTION.

Require Baron Liebig's signature on every Jar and Tin.

5 lbs. Tins supplied in enormous quantities to both French and German troops in the field, and this size specially recommended to Relief Committees.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

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THE *London and China Express* ON SALE.

THE CHINA DIRECTORY FOR 1871.

THE CHINA DIRECTORY for 1871 will, as usual, be issued from the office of the *China Mail* in the last week of December. It will contain the fullest and most correct information concerning all changes in the various Firms, Offices, Companies, and Professions throughout China, Japan, and the Philippines; a Calendar for the year 1871; Postal Notices, and all the other matter common to a publication of this kind. Accuracy and completeness will be the main objects aimed at; and to enable the publishers to attain these, it is requested that all to whom printed forms are sent will return them corrected as speedily as possible.

A limited number of Advertisements will be received, and early application is requested.

The DIRECTORY will be published at $2 per copy.

All communications relating to the CHINA DIRECTORY should be addressed to Mr. GEO. MURRAY BAIN, *China Mail* Office, Hong Kong.

LONDON AGENTS.

F. Algar, 8, Clement's-lane, E.C.; and *London and China Telegraph*, 2, Cowper's-court, Cornhill, E.C.

THE PHŒNIX

A MONTHLY MAGAZINE FOR CHINA, JAPAN, & EASTERN ASIA.

EDITED BY THE REV. JAMES SUMMERS, Professor of the Chinese Language in King's College London.

No. 1. JULY, 1870.

SUBSCRIPTION £1 1s. PER ANNUM.

LONDON: OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, E.C.

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Batavia, 15th June, 1870.

NOTICE.

I HAVE this day ESTABLISHED myself here as MERCHANT and COMMISSION AGENT. HENRY GRIBBLE.

Nagasaki, 11th August, 1870.

MY BUSINESS will in future be carried on under the style of LANGDON DAVIES and Co. C. LANGDON DAVIES.

Hong Kong, Sept. 1, 1870.

THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Advertisements to be forwarded through an Agent in Singapore, or GEORGE STREET, 30, Cornhill, London.

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ART

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

No. 6, for December, will contain the following Heliotype Illustrations:—

1. PORTRAIT OF A LADY. By Her Royal Highness the Princess Louise. (Reproduced, by special permission, from the original Drawing.)
2. "DRESSING FOR THE MASQUERADE." (Morland.)
3. PORTRAIT OF BERGHEM. (Rembrandt.) From the original Picture in the Marquis of Westminster's Collection.
4. THE CRUCIFIXION. Fac-simile of an early Italian Print.

THIS publication was commenced on the 1st of July, in the belief that an ample field existed for a high-class monthly Magazine devoted to Art; and already the result has fulfilled this expectation. "ART" is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains Four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to "ART" are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

OPINIONS OF THE PRESS.

THE STANDARD.

Art Pictorial and Industrial has reached its fourth number, which is a decided improvement upon its predecessors. The "Portrait by Vandyck" is a marvellous fac-simile of the original painting, and the interior of the Picture Gallery at Strawberry-Hill is, apparently, a most delicate and successful photograph. We say apparently, for the illustrations in this very handsomely got-up "monthly" are not photographs as they appear, but engravings. They possess all the clearness and delicacy of photographs, with the permanency of engravings. This desideratum, which has been so long desired and so frequently attempted, is the result of a new invention. It is called Heliotypy, and the process, which is at once simple and scientific, is fully explained in the present number. The literary portion of the work is worthy of the illustration, and the new magazine is at once most valuable to art students and art lovers, and an ornament to a drawing-room table.

PUBLIC OPINION, Sept. 3.

The idea of the projectors of this really beautiful publication is to form a valuable guide and text-book for the supporters of Popular Art in England. . . . . In the dozen exquisite illustrations which appear in the numbers for July and August, it will be seen how thoroughly the Editor has carried out his promise to present to the reader the finest subjects within his reach. We wish *Art* every success, which it could not fail to secure if merit alone commanded it.

THE ILLUSTRATED LONDON NEWS, Oct. 8.

The new illustrated monthly magazine, entitled *Art*, has attained its fourth number, and promises well. The articles of which it is composed are of varied interest and by competent writers. The subjects treated generally relate to fine art proper, and in a less degree to "applied art" or art manufactures. A novel feature is the employment of Heliotypy for producing illustrations. By this process, which has been brought to perfection by Mr. Ernest Edwards, the product of the camera is rendered available for ordinary printing as rapidly as from a metal plate or stone. The advantages thus afforded for supplying swiftly, and therefore cheaply facsimile reproductions of works of art are too obvious to require comment. A lucid account of the process is furnished by Mr. Wharton Simpson, one of our best authorities on photographic manipulation. The present number also contains well informed "Art-Notes," and "Gossip" on current events at home and abroad.

THE EXAMINER.

In every way a creditable production. The letter-press, on toned paper, is an excellent specimen of typography, and is written with the taste and judgment suitable for such a periodical, while the illustrations are marked by a more than usual degree of refinement and delicacy. . . . The reader will find plenty worth notice in both text and illustrations.

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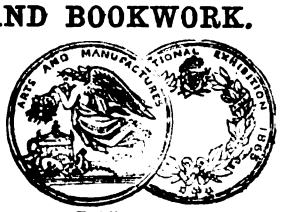

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WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

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CALCUTTA	,, ,,	,, ,,
PENANG	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
SINGAPORE	,, ,,	,, ,,
CHINA	,, ,,	,, ,,
JAPAN	,, ,,	,, ,,
AUSTRALIA	Saturday, Nov. 26, 2 P.M.	Sunday, Dec. 4, 7 A.M.
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THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW EALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at Honolulu, for those countries.

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UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 45 ,, ,,
Australia ..... in 48 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co. Agents, 22, Moorgate-street, London.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessels in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... — 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Sing., H.K., and Shang	Lumley Cstl., s.s., via S.C.	A1 18 yr.	SWID	Dec. 20
Do.	New Steamr.	A1	SWID	Jan. 20
Hong Kong	Cornuvia ...	*A in A1	SWID	With des.
Do.	Burdwan ...	A1 14 yr.	SWID	To follow
Shanghai ...	Forward Ho	A1 17 yr.	SWID	With des.
Do.	D. of Abrcorn	A1 16 yr.	SWID	With des.
Do.	Everest	A1 13 yr.	SWID	To follow
Yokohama	Alumina ...	A in A1	SWID	With des.

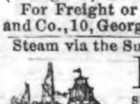
For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.— The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	Qck. des.
Shanghai ...	Undine	A1 16 yr.	E.I.D.	To follow.
Hong Kong	Hopewell	A1 13 yr.	W.I.D.	With des.
Yokohama (Kanagawa)	Eliza Shaw..	A1 17 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

Steam via the Suez Canal. To sail on [illegible]



FOR SINGAPORE, HONG KONG, and SHANGHAI, the splendid full-powered screw steamer, LEITH, AA1, 957 tons register, 200-horse power, nominal; J. BARNETSON, Commander; will load in the East India Docks.

For Freight or Passage apply to DONALD R. MACGREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Date.
From LIVERPOOL.				
Yokohama and Hiogo.	River Avon	AA1	Prnce's	With des.
Batavia and Sourabaya	Cornelia.....	+ 3-3rds LII.	Prnce's	With des.
From LONDON.				
Do.	Orient	+ 3-3rds LII.	London	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

CHINA AND JAPAN.

THE following high-classed Clipper SHIPS will be despatched as under from the East India Docks:—

Port.	Ship.	Class.	Tons.	Last Shipping Day.
H.K. & Amoy	Cissy	A1 10 yr.	649	With des
Shanghai ...	Weymouth..	A1 12 yr.	829	With des.
Yokohama (Kanagawa)	John R. Worcester	A1 12 yr.	844	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Under engagement to the Lords of the Admiralty for the conveyance of troops. Steam via the Suez Canal. To Sail on the 30th November.

FOR PENANG, SINGAPORE, and HONG KONG, the splendid full-powered screw steamer, PARANA, 1,027 tons register, 180-horse power nominal, owned by Messrs. Malcolmson Brothers, of Waterford; DAVID WILKINSON, Commander; Victoria Docks.

For Freight, apply to A. G. ROBINSON, Esq., 20, Mark-lane; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship. To sail November 30.

FOR HONG KONG, the well-known clipper BELTED WILL, A1 14 years, 812 tons register; A. LOCKE, Commander; East India Docks. This ship has just made the passage from Canton in ninety-eight days, being the shortest this season.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship.

FOR HONG KONG, the splendid clipper ship AMBASSADOR, A1 16 years, 692 tons register, P. DUGGAN, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To sail punctually on the 12th December.

FOR SHANGHAI, the splendid new composite clipper NORMAN COURT, A1 16 years, 834 tons register; ANDREW SHEWAN, Commander; East India Docks. Has superior accommodation for passengers

For Freight or Passage apply to Messrs. BARING BROTHERS and Co., Merchants, 8, Bishopsgate-street Within; or to SHAW, MAXTON and Co., 2, Royal Exchange-buildings, London, E.C.

To follow the "Norman Court."

FOR SHANGHAI, the well-known river-built clipper ARGONAUT, A1 14 years, Liverpool Book, 1,072 tons register, A. NICHOLSON, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

DIRECT for SHANGHAI, with quick despatch, the fine river-built, clipper ship LAUDERDALE, A1 15 years (owned by Messrs John Willis and Son), 851 tons register; J. J. SMITH, Commander; East India Docks. Has good accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

A regular trader.—Will meet with [illegible] quick despatch.

FOR COLOMBO AND [illegible]INT DE GALLE, the splendid clipper ship RIVER INDUS, AA1, 1,045 tons register, G. SHEARER, Commander; West India South Dock. This magnificent vessel, the highest class in Lloyd's, built in 1868, has proved herself to be one of the fastest afloat; her last passage to Colombo was made in 85 days, thus offering the best opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 378.] LONDON, MONDAY, NOV. 28, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	Aug. 12	Sept. 27	Oct. 9
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking			
Tien-tsin	—	—	„ 5
Chefoo			
New-chwang			
Hankow	Aug. 12	Oct. 1	„ 6
Kiu-kiang			
Chin-kiang			
Shanghai	„ 26	„ 10	„ 11
Ningpo			
Foochow	„ 19	„ 4	„ 8
Formosa			
Amoy	—	—	„ 14
Swatow			
Hong Kong	Sept. 2	„ 11	„ 18
Canton			
Macao			
PHILIPPINES—			
Manilla	Aug. 26	„ 8	„ 11
COCHIN-CHINA—			
Saigon			
SIAM — Bangkok	—	—	„ 16
BORNEO—Labuan			
Sarawak	—	—	„ 18
JAVA — Batavia	Sept. 9	„ 12	„ 19
Samarang			
Sourabaya			
MALACCA STRAITS—			
Singapore	„ 22	„ 25	„ 25
Penang	„ 23	„ 23	„ 26
CEYLON—Galle	—	—	Nov. 3
Colombo	—	—	„ 1

THE MAILS, &c.

The above mail (P. and O.) was delivered, *via* Brindisi, this morning, its due date. The next inward mail (French) is due, *via* Marseilles, on the 5th Dec., and will bring dates Yokohama, Oct. 16; Shanghai, Oct. 19; Hong Kong, Oct. 25; Singapore, Nov. 2.

There are no later telegrams, *via* Galle, than those in advance of the mail leaving Shanghai Nov. 2, Hong Kong Nov. 8, which were received on the 23rd inst.; by Grant's Line, *via* Kiachta, telegrams from Shanghai to the 2nd Nov. were received on the 25th inst.

List of Passengers.

PASSENGERS INWARD.

By last (French) mail to Marseilles, per Messageries steamer *Guienne*.—From Yokohama: Messrs. Mathon, Andreis, Fenoglis, Bollotti, Daniel, Wiss. From Shanghai: Messrs. Satxot, De la Barriere. From Hong Kong: Messrs. Trana, Bollot, Giraud, Bueno de la Torre, Navarro, Paschero, Corente, Lanceres, Luis, Costallo, Gaenza, Crespo, Velasquez, Salicot, Gascond, Venslao, Morvan, De la Guardia, Pickering, Colas, Guerneven, Eustasse. From Saigon: M. Rouzeau. From Batavia: Messrs. Von Diel, Schaaljee, Mulien, Samecock. From Singapore: Messrs. Maniarimi, Durest.

By this mail to Brindisi.—From Yokohama: Mr. J. Robertson, Mr. Gobel. From Shanghai: Mr. D. Gilmour. From Hong Kong: Mr. W. H. Tapp, Mr. and Mrs. Johnson, four children, and two servants.

To Southampton, per P. and O. steamer *Nyanza*, expected to arrive Dec. 2.—From Yokohama: Mr. Bryant, Mr. Lane, and two second-class passengers. From Shanghai: Mr. J. G. Weston, Mr. F. S. Deacon. From Hong Kong: Captain Matthews, Mr. W. Bowley. From Batavia: Mr. Hutchinson. From Singapore: Mr. J. Dyson, Mr. V. Cousins. Mr. J. R. Walters. From Galle: Captain and Mrs. Gibsone, Mr. and Mrs. Lewis, Captain Lang, Miss Black, and three second-class passengers.

To Suez.—From Shanghai: Mr. G. Biffi From Hong Kong: Mr. W. M. Reeves, Mr. Phipps. From Singapore: Hon. J. W. Birch. From Galle: Mr. Glenny, Mr. O'Brien.

PASSENGERS OUTWARD.

Per P. and O. steamer *Poonah*, from Southampton, Nov. 26.—To Shanghai: Mr. J. Douglas, Mr. E. M. Smith. To Hong Kong: Dr. G. Dods. To Singapore: Mr. L. J. Fraser. To Ceylon: Mr. and Mrs. E. Chinery, Mr. James Weir, Mr. and Mrs. Woods.

Per P. and O. steamer *Peru*, from Southampton, Dec. 10.—To Shanghai: Dr. Van L. Von Duivenbade. To Hong Kong: Mr. R. G. Robertson. To Batavia: Mr. R. G. Hill, Mrs. Van Vollenhoven and child. To Ceylon: Mr., Mrs., and Miss Gibbs and three children. Mr. Wyatt.

Per steamer *Priam* (Holt's Line), Capt. G. Butlin, from Liverpool, Nov. 26.—To Singapore: Mrs. Campbell, Mr. R. Bryer, Mr. W. G. Rowett, Mr. Seyfarth. To Hong Kong: Mr. A. Vletz, Mr. — Ruff.

Per *America*, from San Francisco, for Japan and China, sailed Nov. 1.—To Hong Kong: S. H. Burrows, wife and family, Rev. J. H. Van Doren and sister, R. Morales, Rev. Dr. Scudder and wife, K. Muir McKenzie, D. H. Bailey, wife, and two children, H. E. Merwig, General Le Gendre, Morris Harlan, Edward Majoribanks, F. W. Gardiner. To Yokohama: Capt. W. F. Badgley, Miss S. Blass, J. Bush, Robert McDougal, General R. W. Kirkham and daughter, Miss L. Lyons, H. J. Adair, Leslie Chace. Chas. S. Coy, Mrs. V. Dufau, Mrs. M. Hoeflich, Mrs. Helen S. Howell, three children, and servant, Rev. J. H. Ballagh and wife. To Shanghai: J. O. Fuller, A. E. Salter, W. Hamilton, C. F. R. Allen, and Col. W. Perry Fogg.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The dates extend to the 8th Oct. The outward P. and O. mail of Aug. 12 arrived on the 27th Sept.

The following summary is from the *Japan Herald*:—

The Japanese Government, having determined to appoint an Ambassador to the principal European Courts, have accredited Sameshima Goi as their Envoy. He is to be accompanied by Shiwoda Sabura, who is to officiate in the double capacity of secretary and interpreter. Sameshima Goi formerly held a position at Osaka immediately after the commencement of the late revolution, to which position he was appointed by the Mikado's Government.

A state review of the Imperial troops at Yedo was held in presence of the Mikado, who was attended by the two chief Ministers, the Princes Satsuma, Toza, Hizen, and Chosiu. Three Europeans witnessed the evolutions.

The telegraph at Osaka is being extended up the river to the Mint. The Osaka Mint is rapidly approaching completion, but will not be ready to work for some months.

A projected synagogue has enlisted the warmest sympathies of the Hebrew community. The praiseworthy offer of Messrs. A. Marks and Co. of a site has been backed up by liberal contributions from their co-religionists in the settlement, and, with the assistance of Dr. Adler and wealthy Israelites in Europe, we may hope soon to see an edifice arise worthy the reception of the ark containing the scrolls of the law.

Some light is thrown upon the resolve of the Government to limit the railway works to the portions mentioned in a former paragraph, by the fact of their present determination being not to avail themselves of the funds occurring from the Lay Loan; the two short lines at present contemplated being capable of being constructed out of their own resources. In this view—rather than incur new obligations, and possibly new complications,—the financial overtures made by the agent of a banking corporation in this behalf have not been responded to satisfactorily. The whole matter is for the present in abeyance, and is likely to remain so until Uweno and Baron Von Siebold shall have had time to reach England, to institute inquiries, and advise the Government accordingly.

In Prince Kuroda's yashiki at Yedo a very large amount of forged kinsats has been discovered. In consequence of this the daishongi and shosangi, with other important officers, have been arrested, and are now awaiting their trial.

H.M.S. *Adventure* left for Hiogo, Nagasaki, Shanghai, and Hong Kong on the morning of the 2nd Oct. At the latter place she will be paid off and re-commissioned with a reduced complement of officers and men. The present Navigating Officer, Lieutenant Corbet, will be the future captain. After being thoroughly refitted, and having new boilers put in she will return to Yokohama with the marines that are expected out here in the *Tamar*. They will live on board, to save the expense of keeping up barracks on shore. This is resorted to as a measure of economy on the part of the present Government. The 10th Regiment will be withdrawn, and the barracks disused and probably dismantled. If so the ground will be resumed by the Government, divided into allotments and sold.

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On the 24th September one of the most impudent robberies hitherto perpetrated in Yokohama was attempted at the military store. The following account has been compiled from various unofficial sources, Senior Controller Buchanan "not being prepared to give any information on the subject." The foreman of the store, named Lyne, was entrusted each morning with the keys of the stores to use during the morning, and return them when done with to the proper officer. This he did as usual on the 23rd; but on the assistant foreman taking down the keys next morning he found the shutters unfastened, the doors unlocked, and a number of bales of clothing gone from the racks. Prompt investigation led to the discovery that the delinquent foreman had been employing coolies and carts during the previous afternoon to take away bales of clothing, and other articles from the store, for shipment in the American mail steamer for disposal elsewhere. Notice of the robbery was sent to Mr. Consul Robertson and the Saibansho, and subsequently fifty-seven bales and packages were found at the Hatoba ready for shipment. Lyne appears to have gone off in the steamer, leaving his wife and family behind him. A warrant has been issued for his apprehension, should he not have escaped, and stock is now being taken at the store, with the view of ascertaining the extent of his booty.

A few days since an occurrence took place in a quarter of Osaka called Nambu and Nagamatch, being as follows:—Two gamblers, one named Nambu, and the other Fukumatz, were on terms of intimacy and in the habit of frequenting each other's house. Fukumatz was a married man and had one child; Nambu was a single man. It appears that one day while Fukumatz and his wife were out, that Nambu made a visit to their house, and finding nobody at home, was tempted to steal some wearing apparel and money. Upon the return of Fukumatz the robbery was discovered. Search was instantly made for the stolen goods, but it was not until two days after that the things were found, and Nambu was traced out to be the thief, whereupon Fukumatz determined to have revenge upon Nambu by taking his life. Accordingly, he informed his wife of his determination, and stated that he supposed when caught he would be beheaded. He then ordered his wife to take the child and wait for him at a certain bridge, after which he took a sword, and, meeting his wife and child upon the bridge, instantly murdered them and threw their bodies into the river. He then rushed frantically to Nambu's house, and, meeting him on the threshold, took off his head with one sweep of his sword. He was instantly arrested and tried, but, having before been considered a quiet and inoffensive man, the sentence of death, which he fully expected, was commuted, and he now lies in prison under sentence to serve in the docks, but for what time it is not yet decided.

TYPHOON AT YOKOHAMA AND YEDO.

On Oct. 2 the annual typhoon made its appearance, heralded in the morning by a copper coloured sky, a rapidly falling barometer, a hot angry wind from the south, and a high sea. A strong gale blew at about eight o'clock, and increased in intensity, accompanied by torrents of rain, till nearly two o'clock, when it abated. Shattered tiles, broken plaster, flooded rooms throughout the foreign settlement, three ruined huts at the camp, and a blown-away "tooth-pick" erection on the hill, attest its force; but providentially only one instance of loss of life has to be recorded—a Japanese crushed beneath the ruins of his house. The gale, besides death, brought healing in its breath, as was exemplified at the hospital, where a first-class rheumatic cripple, with affected knees, was so excited at the loss of his first-class dinner through the blowing down of the kitchen chimney, that he rose up in wrath, seemingly recovered, and hurried down to the settlement in quest of a first-class "feed." The U.S. Consul's flagstaff came crashing down during the gale, and the Dutch Minister's followed suit, luckily without injury to life or limb. The exceptionally high waves which washed the wall of the Bund toppled over stone after stone of the coping, and the damage done to the French Hatoba in the storm of Aug. 20, and never repaired, was so intensified as to render it almost useless.

At the English Hatoba many large boulders were carried sheer over from one side to the other. Fortunately the shipping in the harbour escaped with comparatively little damage.—The captain of the No. 9 lighter states that coming across the Pacific he sighted the typhoon miles ahead of him, and came in behind it. The *Costa Rica* would probably be exposed to the full force of the blast. The *Atalante* and the *Gaucho* collided, the latter being but little damaged; the former lost foremast, bowsprit, jibboom, damaged her funnel and seriously injured her upper works. The powder hulk *Emilie* was driven ashore about eleven o'clock broadside on, between Kanagawa and Kawasaki, and now lies high and dry there. Between the squalls the seas could be descried sweeping her fore and aft. The Japanese steamer *Bahama* also got ashore on the beach about eight miles distant on the other side of Kawasaki. The *Arabie* drove down on the English mail boat, even although every link of chain on board the latter was payed out to avoid the collision; no serious damage was however done to either. The *Stag* commenced dragging in the early part of the day, and came down athwart the *Otago's* bows, losing her maintopmast, fore topgallant mast-head, and works and stanchions on the starboard quarter. The *Otago* lost bowsprit, figure-head, and about ten feet of covering planking on the port side of the forecastle. The *Fabius* dragged down on the hulk *Acorn*, doing little injury; the *Abbey Bacon* lost bowsprit and jibboom in a collision with the *Andreas*. Along the Creek the damage done was great.

The damage caused by the typhoon at Yedo has been very great, and over thirty people have been drowned, and others crushed beneath the houses that were blown down. Six junks of the largest size, together with thirteen smaller ones, and a steamer owned by a Japanese company at Yedo, which were anchored in the river near to the Yeitai Bridge, parted their cables and drove on to the bridge, and are all now completely wrecked. The bridge is broken in half, and it will take a long time to repair it, it being one of the largest in Yedo. At a place named Nerima Mura, about two and a-half ri from Yedo, a large meteorite fell. It is computed to be 300 to 400 lbs. in weight; it fell on Saturday night. A small island, called Itsushima, about half a mile in circumference, near to the coast at Yedo, has been swept away and submerged beneath the sea.

The storm raged also at Meyanoshta and Hakone, imprisoning the visitors at the tea house, and rendering the roads impassable. There are are twenty-two foreigners there just now, as well as numbers of well-to-do Japanese. Unfortunately numerous lives were lost upon the coast, several junks, with their crews, it is said, foundering in the gale.

CHINA.

—o—

TIENTSIN,

A correspondent, writing under date Oct. 4th, says:—Fresh feelings of joy and renewed hopes that the foreigner is speedily to be annihilated have been awakened in the minds of the natives here by the arrival of the news from Kiu-kiang. They believe that not only has a great deal of property been destroyed, but that the special objects of their hatred have been put to death at Wu-ching in like manner as they were by themselves here. The more boisterous and bloodthirsty among the people are impatient with the high officials. Ting, Tseng-kwo-Fan, and Chung-How are ridiculed in a variety of forms; short songs are placarded on the walls, and opprobrious epithets are bandied about in unlimited numbers. They are called *Sun-tsz*—grandsons, meaning that they are as much afraid of the English and French, and stand as much in awe of them, as a grandson does of his grandfather. Accordingly, the English and French are called "Ying-tsu-tsung" and "Fa-tsu-tsug," our English and French ancestors. Prince Kung—who, as you know, is the sixth Prince, is also dignified with the name of *Kuei-tsz-Liu'rh*, which being freely rendered is, Mr. Six (the friend of the) foreign devils.

We hear that like preparations for war are being made in Peking to those we mentioned in our last as being in progress here. Nothing but war is talked of in the capital; even the apathy of the foreign Ministerial mind has given place to serious apprehension and the gravest fears, that nothing can save the country from such a calamity. Similar proclamations to the one sent last week have been issued in most of the towns between the Imperial city and Tientsin, ordering the crops to be cut down and harvested within ten days. The ground is being laid out for a huge encampment at Pali-Chau, near Tung-Chau. A gentleman passing through Yang-tsun found it full of Paou-ting-foo soldiers, and upon inquiry he learned that they were under the leadership of Chung-kwo-Shwai. The streets of Peking itself are full of soldiers, and drill is daily gone through outside the walls. It is exquisitely amusing to read the account of the way in which some of these exercises are performed. The old wooden guns have been taken out of their store rooms and carefully washed; being thus ready for practice or for fight they are used in daily drill. In working they require two men after the weapon is loaded; one of whom crawls to the front and places himself *in extenso* as a rest for the gun, the second man keeps puffing at the match till he gets the "deadly" piece to send its fatal missile towards a target, which it never hits. The men hold on by straps, as the recoil is fearful; these straps serving the double purpose of keeping the instrument within their reach, and aiding them to pick themselves up from their horizontal position. A squad of fifteen, managing seven of these guns, have five men extra attached with "fowling pieces," forming a most dangerous and invincible force.

NEWCHWANG.

A correspondent, writing under date Oct. 4th, says:—The English residents at this port had asked our Consul to represent to our Minister at Peking the unprotected state we would be in during the approaching winter if no naval or military force was sent here. In answer to a despatch of our Consul, forwarding the request of the English community, Mr. Wade states that he has written to the Admiral, and asked him to send a gun-boat and ten marines for our protection during the winter. This will give us a force of some fifty men. It will be a great source of comfort to those who must remain here for the four and a-half months that we are shut out from the world by ice. There are, however, a considerable number going south for the winter, in spite of the promised protection. Mr. Wade also authorises Mr. Acting Consul King to issue arms to those members of the community on whose discretion he can rely, and recommends that the community should as speedily as possible acquire proficiency in the use of the rifle, and practice shooting at a mark.

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SHANGHAI.

Dates are down to Oct. 11. The English mail of Aug. 26 arrived on the 10th Oct. Telegrams, *vis* Kiachta, to the 20th Sept. were received Oct. 10.

The *Evening Courier*, commenting on certain extracts from *The Times*, says:—"We are much disappointed at the tone of the very first letter which its correspondent had the opportunity of writing, on the occasion of the Tientsin Massacre. The official complicity in the massacre was not known at first, and the correspondent may not, therefore, be greatly to blame for making no allusion to that constant element in all popular demonstrations against foreigners. The impression which both *The Times* and *Pall Mall* would wish to give to the English people is, that the murdered persons were guilty of grave indiscretions, if not of positive criminality, and thereby brought their fate on themselves. It is sad to find any intelligent member of this community catering for such an unjust as well as ungenerous bygone conclusion."

The *Courier* learns with much satisfaction the movement of the London merchants for the public meeting of Sept. 14 on the subject of the Tientsin massacre; and observes that the note struck by *The Times* has no doubt given the alarm, and it wishes the merchants as much success on the present occasion as attended their efforts in the battle of the Convention.

The same paper says, the arrival of Admiral Rodgers is likely to inaugurate a more vigorous policy in China on the part of the United States. It is said when Mr. W. H. Seward comes over from Japan he and his nephew, Mr. G. F. Seward, U.S. Consul-General, will go north in the *Colorado*, and there is good reason to believe that the result of a conference between the Minister, the Admiral, the veteran statesman, and the Consul-General, will be to put an end to all necessity for American citizens at least surrendering, during the winter, the footholds they have obtained in the north of China.

We learn that the ship *Her Majesty*, in entering the river at Woosung, on Oct. 8, took the ground on the Pootung shore, just inside the bar. This occurred just at high water, but it is expected that she will float off without damage.

A new company has been formed under the name of the Foochow and North China Steam Navigation Company, to take over the steamboats running under the management of Messrs. Jardine, Matheson, and Co., between Foochow, Shanghai, and the Northern Ports. The boats proposed to be taken over are the *Appin*, *Lismore*, *Dragon*, *Kiushu*, and *Nanzing*, all in efficient working order, and it is intended that the company shall commence its operations on the 1st of January, 1871. The capital proposed to be raised in the first instance is Tls. 300,000. The first call of Tls. 50 per share will be paid on allotment, and the second call of Tls. 50 per share on the 31st of March, 1871, further calls to be made should the conditions of traffic warrant an augmentation of the fleet.

AMOY.

(FROM A CORRESPONDENT.)

Oct. 15, 1870.

On the 7th Oct., after four days' exposure in the long boat, the crew of the British vessel *Escape*, of Liverpool, Captain Lloyd, arrived safely at Amoy. It appears that the said vessel had been wrecked at Sandy Hill, thirty miles south of Tamsuy, Formosa, on her voyage from Newchwang to Hong Kong, cargo beancake. On the following day, the 8th, they were sent to Foochow to find the means of reaching the United Kingdom.

Very little doing here in shipping; there are sixteen North German vessels lying up, unable to put to sea, owing to the war. I give a list of their names below:—Anna, Bransi, Christine, Diamant, Fritz and Anton, Hector, Isis, Juno, J. H. Jessen, Mary, Marie and Helene, Otto, Peiho, Roska, Wanja, Xaca.

Everything, politically speaking, is quiet here, although there was a report last week that an attack on the Presbyterian Mission Chapel at Chinchew had been threatened. Nothing, however, has occurred.

HONG KONG.

Dates are down to the 18th October. The London mails of the 19th and 26th August and 2nd Sept. were received on the 30th Sept. and the 3rd and 11th Oct. respectively.

Most of the intelligence by this mail has been anticipated by the French mail, and appeared in our last issue, on the 24th inst.

The Legislative Council met on the 14th October. H. E. the Lieut.-Governor submitted the estimates for 1871 for a first reading, remarking as he did so that they were based on those of preceding years, and as the Colonial Secretary would make every explanation required, that it was unnecessary to give any details at present. The ordinance authorising the expenditure was then read a first time.

H. E. the Lieut.-Governor then laid upon the table three Bills. One of these was supplemental to order No. 7 of 1870, the Bill bearing upon Chinese criminals who returned from deportation. The last Ordinance, however (7 of 1870), only applied to Chinese, and it was desirable to provide for those nationals other than Chinese who might at any time be deported and return. The next was an ordinance giving power to the Governor to regulate the amount of fees chargeable under any ordinance for licensing purposes. A representation had been made some time since by an influential body of Chinese to the effect that the fees charged for coolie lodging-houses were so high that they amounted to a sort of poll tax upon the existence of every coolie in the place; but, as the Act gave no power to reduce it, an ordinance was required to be passed, granting such authority. The third Bill was an ordinance relative to attornies, proctors, and articled clerks. The Attorney-General explained that he had had the advantage of a meeting of the profession, which was presided over by the Chief Justice, and the measure was then gone over clause by clause. They had not had the advantage of Mr. Ball's presence, but there was plenty of time between this and the second reading for any suggestions which might be made.

A further sum of $1,800 was voted for the telegraph, it being explained that, if the contract now pending with the Great Northern Telegraph Company was carried out, the above amount would be reduced by about $900. The Colonial Secretary said he only wished to obtain the authority. If the whole of the $1,800 were not spent, then it would stand to the credit of the Treasurer. On the same ground he would ask for a vote of $800 for damage done to Government property by the late typhoon.

Mr. McLeavy Brown and the Chinese Commissioners had arrived by the French mail, and proceeded on to Peking.

The *Daily Press* has the following on the trade at Chaou-chow-Foo:—It is to be regretted that the opening of the port of Chaou-chow-Foo, which was accomplished by Mr. Alabaster last year, after a great deal of troublesome negotiation with the authorities, subsequently to the action which took place consequent upon a man-of-war's boat being fired upon, has not, up to the present, been productive of any satisfactory results. The commercial advantages which were confidently looked for appear to have been almost nothing beyond the fact that a small part of the trade in piece goods and opium, before done at Chaou-chow-Foo, has fallen into the hands of the foreign merchants at Swatow; but it seems that the only terms on which they have been able to do business at all have been by paying themselves Tls. 10 lekin, duties demanded by the authorities.

The last act in the great Yokohama Post-office *embroglio* (says the *China Mail*) consists of the appointment of Mr. Machado as H.M.'s Postmaster at Yokohama. This fact is officially announced in the last *Gazette* Mr. Machado learned his business under the eye of our energetic Postmaster-General, and is reported well up in his profession. It is to be hoped he will now be able to find a nationality.

Henry Charles Wright, a person who defrauded Messrs. Bright Brothers and Co., of Melbourne, is sent back in custody by the present mail.

COCHIN CHINA.

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SAIGON.

Dates from this port extend to the 16th Oct.

The news of the reverses of their armies in Europe had created a profound sensation among the French in Saigon, but they had not lost confidence in the power of their country to retrieve her losses, and they congratulated themselves on their friendly relations with the Annamite Government and the native population of Cochin China.

The third list of the subscriptions for the wounded, amounting to f.11,430, raises the sum already collected in Saigon to f.40,000.

In our last number we published a telegram stating that all Germans had been expelled from Saigon.

Heavy rains had fallen at Rach-gid, and the forests were completely inundated, the floods having formed into natural canals diverging in all directions. This being the season for wood-cutting and the gum harvest, the natives were actively availing themselves of these new channels, navigating their frail canoes through the forests, and towing back trees twenty or thirty feet long. The mean depth of the floods in the forests is two feet.

SIAM.

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BANGKOK.

Dates by this mail are to Oct. 18.

The weather had been rather unsettled, but the breezes were veering to the North. The *Siam Advertiser* says:—In Bangkok, this and next month, the river banks will be inundated by the high tides in the vicinity of each new and full moon. After the subsiding of the inundations, the paddy will ripen rapidly, and the people will be fully occupied with harvesting their new rice crop. Next will follow the brisk rice trade for the season, from which the cultivators, who have planted so plentifully this year, anticipate a proportionately rich reward.

From Petchaburee, under date October 3, we have the following items, viz.:—The rice here now is in a flourishing condition, and is getting quite tall. This is high land, however. I hear that where the land is low there is too much water, and consequently the crop is being injured. The river has become quite moderate again in size and rapidity, and its banks all along are visible. It has fallen five feet from what it was during the rains.

There was little other news of interest. The subscription raised among the German residents of Bangkok for the relief of the wounded amounted to $3,361.

The *Bangkok Summary* learns from good authority that Luang

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Sri Siam Kitch, better known as Nai Nate, the son of the late Governor of Paknam, has been appointed by the Siamese Government to fill the post of Governor of that city. Nai Nate was educated in the school at Singapore, where he studied the English language for upwards of six years, and subsequently he was appointed Vice Consul for Siam at that port. He was recalled from Singapore to fill the post of secretary to his Majesty the Wang Hluang, during the absence of Phya Rachanakit in the priesthood, and has since then been constantly in the Government service. In his department Nai Nate is much of a gentleman; he speaks the English language fluently; in fact, we have not met with a Siamese who speaks it so well. From the experience he has had as Vice-Consul in Singapore, and his intercourse with foreigners there and in this port, it may reasonably be expected that the new Governor of Paknam, in his dealings with foreigners, will perform his duties with honour to himself and to the satisfaction of all with whom he comes in contact.

The crews of the state barges are now at exercise on the river daily, morning and evening, making the air resound with their cries of "*Hai low, hie low.*" The object of this exercise is to have the men trained to paddle together, so that they will be the better able to propel the state barges in the Royal cortege when the Kings of Siam visit the Wats in and around the city of Bangkok. Last year the Wat visiting was conducted in a semi-royal state, but doubtless it will be done right royally this year, and the Kings may be expected to appear in their best style before the thousands of their subjects who will be assembled to witness the processions.

A son and a daughter of the Rev. D. B. Bradley, M.D., united on the 2nd Oct. with the Congregational Church of this city. This church is under the auspices of the Am. Missionary Association, which established its mission in Bangkok, July, 1848. Dr. Bradley, however, has been an active missionary, labouring for the Siamese in this field ever since 1835.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates are down to the 25th Oct. The English mail of the 9th Sept. arrived on the 11th Oct., and the French mail with London letters to the 16th Sept. arrived on the 16th Oct. The following items are from the *Straits Times*:—

The extortion and ill-treatment to which Mahomedan pilgrims are subjected in Singapore have been again exposed by Mr. W. H. Read, the Netherlands Consul, who has for many years endeavoured to draw the attention of the Netherlands Government to the subject. Mr. Read states that the Hadjees are constantly robbed and beaten; but the abject dread these poor ignorant people stand in of the people who impose themselves upon them as "Kazees" or priests prevents them carrying their complaints to the proper tribunals. The sums supposed to be derived from these victims of rapacity have been estimated at $8,000 to $10,000 a-year—one man alone having cleared, two years consecutively, from $4,000 to $6,000. The *Straits Times* considers these statements exaggerated, but no doubt much good might be effected by a proper regulation and supervision of the pilgrims' lodging-houses,—even to the extent of taking charge of the pilgrims' money, and merely paying their board out of it until they obtain passage away from the port.

The arrivals from England, *via* the Suez Canal, since the last overland were the *Cella*, with a portion of the cable to be laid between Hong Kong and Shanghai; the *Elgin*, the *Diomed*, the *Lord of the Isles*, and P. & O. steamer *Australia*. The only departure for home by this route had been the *Albatross*, for London.

Commercial Report.

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IMPORTS.

YOKOHAMA.—In spite of a moderate business in most staples, the tone of the market during the fortnight had been dull. The further concessions made by holders of Cotton Yarn had induced a considerable business, chiefly in Nos. 28 to 32, the market reaching its lowest point six days before the departure of the mail, since then an improvement had taken place, and prices closed as quoted below. Grey Shirtings had met with but limited inquiry, and rates were slightly weaker. Black Velvets had been neglected; a small business had been done in Turkey Reds, T-Cloths, and Taffachelass. A few descriptions of Woollens had found buyers. Quotations:—G.E. Grey Shirtings, 7 lbs., per piece, $2.37½ to 2.42½; 8 lbs., $2.87½ to 2.92½; 9 lbs., $3.40 to 3.45; G.E. White Shirtings, $2.65 to 3.05; T-Cloths, 6 lbs. to 7 lbs., $1.90 to 2.17½; Handkerchiefs, Assorted, per dozen, $0.65 to 1.10; Brocades and Spots, White, per piece, $2.90 to 3.0; ditto, Dyed, $3.50 to 3.75; Chintz, Assorted, $2.0 to 2.50; Turkey Reds, $2.60 to 2.70; Velvets, Black, $7.0 to 8.50; Cotton Yarn, Nos. 16 to 24, per picul, $42 to 43; 28 to 32, $43.50 to 44.50; 38 to 42, $45.50 to 46.50; Camlets SS, 56 to 58 yards, 31 inches, Assorted, per piece, $12 to 13; ditto, Black, $11.50 to 11.75; ditto Scarlet, $15 to 15.50; Union Camlets, ditto, $7 to 8.

SHANGHAI.—Grey Shirtings, 8¼ lbs. of ordinary quality had continued in fair request at about previous prices; best goods had not been so much in favour. Contracts for early arrival per steamers are reported. Stocks of this weight were limited at the moment, but supplies were close at hand; 7 lbs., for these there had been no great inquiry; 9 lbs. and 9 10-12 lbs., about 60,000 to 100,000 pieces of the latter had changed hands at Tls. 2.3.0 to 2.4.0. T-Cloths, for 7 lbs. there was a good demand at former prices; 6 lbs. and 8 lbs. had sold to a moderate extent; 7 lbs. Mexican Cloths were again rather lower. There was a slightly better feeling in the market for 6 lbs. and 7 lbs. of T quality. Drills: English and Dutch had commanded the attention of buyers, and some quantity of both makes had been sold at about former rates; American Drills were not in demand. Jeans: A large business was reported, but no improvement in value was noticeable. White Shirtings: A few sales at irregular prices; inquiry principally for best 64 reed. Fancy Goods: Dyed Brocades asked for, and a few sold at quotations. Chintzes in heavy stock and difficult of sale. Turkey Reds: A few contracts made at prices showing a slight decline. Velvets and Velveteens in small inquiry at current low rates. Woollens and Worsteds: Stocks excessive, and no improvement in prices was looked for, while supplies from home continued. There had been a demand for Scarlet Long Ells for Hong Kong; sales of these goods had been made at extremely low rates, principally by holders who took them in barter for produce. Spanish Stripes had been realised at better prices, but still showed a heavy loss on laid down cost. The following were the current quotations:—G.E. Grey Shirtings, 7 lbs., $1.7.2 to 1.7.7; 8¼ to 8½ lbs., $2.2.4 to 2.2.6; 9 to 9 10-12 lbs., $2.2.5 to 2.5.0. G.E. White Shirtings, $1.5.0 to 2.3.0. American Drills, $3.3.0 to 3.4.5; American Jeans, 2.4.0 to 2.4.5; English Drills, $2.9.0 to 3.0.2; English Jeans, $2 to 2.1.0; English Sheetings, $3.1.0 to 3.6.0; Dutch Drills, 2.7.0 to 2.9.5; Dutch Jeans, $2 to 2.2.5; T-Cloths, 6 lbs., ordinary, $1.1.3 to 1.1.8; 7 lbs. do., $1.2.8 to 1.3.8; 6 lbs. Mexican, $1.3.0 to 1.4.0; 7 lbs. do., $1.4 to 1.5.5.; 8 to 8½ lbs., $1.7.0 to 1.8.2; Spanish Stripes, 0.4 to 0.53 per yard; Medium and Habit Cloths, $0.8.5 to 1.4; Camlets, English, SS, $10 to 10.9 per piece; Long Ells, Scarlet, 24 yds. 31 in. 12 lbs., $5 to 5.4; Assorted, $4.4 to 5.2; Lastings, 30 yds. 31 in., $8 to 9.6; Crape Lastings, 30 yds. 31 in., $4.2 to 5.5; Lustres, $2.8 to 3.4; Orleans, Figured, $3 to 3.6; Plain, $3.3 to 3.6; Coals—English, $7.2.5 per ton, nominal; Cardiff, $9.5; American, $10, nominal.

HANKOW.—Cotton Goods:—Grey Shirtings: The bulk of the purchases had been made at last mail's quotations, but arrivals having been small, holders were firmer in their demands, and an advance of 3 candareens per piece on 7 lbs. and 8¼ lbs. weights had been established; they were quoted Tls. 1.73 to 1.78, and Tls. 2.20 to 2.27 respectively; little doing in 9¾ lbs., at Tls. 2.40 to 2.45 per piece for best makes. White Shirtings: Small sales at unchanged rates. T-Cloths:—A considerable business in both 7 and 8 lbs.; Best Makes commanded most attention, and a slight advance noticeable in the value of Mexican 7 lbs.; Common had been sold as low as Tls. 1.30 to 1.50 per piece; operations said to be chiefly speculative. Drills: Moderate sales, but prices had further given way, and closed weak, at Tls. 2.80 to 2.92 per piece for Dutch, Tls. 2.90 to 3.05 for English, and Tls. 3.15 to 3.20 per piece for American. Fancy Cottons: Nothing done in White Spots or Brocades. Small sales of the various descriptions of Dyed fabrics. Chintzes and Gentian Shirtings lower. Woollens and Worsteds: Dealers' requirements fully supplied by large re-sales, and no recovery could be quoted in the value of either Camlets, Lastings, Long Ells, or Spanish Stripes, the market closing very quiet. Figured Orleans: Only best assortments found buyers; sales unimportant, at weak rates. Metals—Lead: Very little inquiry, at Tls. 4.40 per picul. Quicksilver sold at Tls. 61, and at the close was held for an advance on that figure.

FOOCHOW.—Sales were reported of 100 pieces Scarlet Long Ells at $7.55, 1,250 pieces 7lbs. T-Cloths at $2.20 to 2.28, and 600 piculs Lead at $6.50 short credit and $7 to teamen.

HONG KONG.—Cotton Yarn: Considerable sales of all kinds have been made, and closing prices show a decline of $2 to 3 in the lower counts and nearly $5 for Nos. 38 to 42. Grey Shirtings: Only a small business in 7 lbs.; 8.4 lbs. continued in steady demand at quotations, but for arrival, lower prices had been accepted. Heavy goods very quiet. White Shirtings: No improvement in the demand only small sales could be effected. T-Cloths: 6 lbs. in less demand; in 7 lbs. a very large business had been done at quotations. Large quantities of goods had been received from Shanghai and were readily placed, but the demand was fully supplied, and prices close with a downward tendency. 36-inch goods in fair demand at a further slight advance. Spotted Shirtings inquired for. Brocades: Market firm. Damasks: Out of stock and wanted. Chintzes: Demand subsided; sales difficult to effect. Velvets: Very dull of sale. Drills, Dutch: Continued sales at current law rates. English: Some demand at quotations. Spanish Stripes: A large business done in both Scarlet and Assorted, at an advance of about 4 cents per yard. The market closes quiet. Long Ells: The market had been active, but owing to large supplies received from the north, prices showed no improvement. Camlets: Good demand, especially for Scarlet, at an advance of 30 to 50 cents; supplies, however, continued large, and at close a decided weaker tendency was apparent. Lastings: A fair business at quotations. Crape Lastings: Much depressed. Orleans: Sales pressed, and prices showed a further decline. Blankets: Good demand for best qualities; inferior neglected. Camphor: Only a small sale of 150 piculs was reported, and there was but little inquiry for the article. Stocks were small, however, and current quotation was $14.50 to 15 per picul packed. Metals—Iron Nail Rod: In limited demand, and prices were about 5 cents lower. Hoop: Stocks large, and prices have a downward tendency. Lead: Demand small, and prices weak. Coals: Arrivals, 4 cargoes Australian, 1 for consumers and 3 for sale, sold at $6.75 and $7 per ton; and 3 cargoes of Cardiff, 1 being for consumers, the other 2 sold at $9.25 and $9.40. Market strong, both for Australian and Cardiff. Demand for English coals is entirely wanting, and the annexed quotations are quite nominal. Quotations:—Cotton Yarn, Nos. 16 to 24, $115.00 to 123.00 per bale; Nos. 28 to 32, $125.00 to 130.00; Nos. 38 to 42, $136.00 to 145.00. Grey Shirtings: 7 lbs., $2.22½ to 2.25 per piece; 8.4 lbs., $2.75 to 2.82½; 9.12 to 10 lbs., $3.30 to 3.60. White Shirtings, $2.10 to 2.80; fine, $3.25 to 5.50; T-Cloths, 6 lbs., ordinary, $1.60 to 1.67½; Mexicans, $1.75 to 1.85; ordinary, $1.85 to 1.90; Mexicans, $2.05 to 2.32½; 8 to 8.4 oz., $2.45 to 2.70. Spotted Shirtings: White, $2.50 to 2.55; Dyed, $3.50 to 3.60. Turkey Red Shirtings, 3 lbs., $2.30 to 2.65. Brocades, $3.60 to 3.85; Damasks, $5.75 to

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6.10. Chintzes: Scarlet, $1.80 to 1.85; Assorted, 1.85 to 1.90. Velvets: Black, 22 in., $0.22 to 0.23 per yard; Dutch, 40 yards, 13½ to 14 lbs., $3.60 to 3.70; English, 40 yards, 15 lbs., $3.95 to 4.10; Spanish Stripes, Scarlet, $0.64 to 0.72 per yard; Assorted, $0.60 to 0.68; Cloths, $1.40 to 3.35; Long Ells: Scarlet, $7.25 to 7.40 per piece; Assorted, $6.80 to 7; Camlets, SS Scarlet, $14 to 14.75; SS Assorted, $13.50 to 14.25; Lastings, 30 yds., 31 in., $12.15 to 14.25; Crape Lastings, $9 to 10; Orleans—Figured, $4.25 to 4.75; Plain, $4 to 5; Blankets, $0.36 to 0.51 per lb.; Iron—Nail Rod, $2.60 to 2.75 per picul; Lead, $5.65 to 6.

BATAVIA.—Messrs. Hunter, Houghton, and Co. forward the following report:—Cambrics, 45 inch by 12 yards: Stocks of 15/16s still heavy, and price further receded; fine quality, f.4.60 per piece; medium, f.4.45 to f.4.50; ordinary, f.4.30 to f.4.40. Common qualities of other numbers in little demand. No. 24s, f.3¼ to f.3½; No. 36s, f.3.50 to f.3.75 per piece. White Shirtings, 40 yards: Demand for 45 inch very slight, and declined to f.10¼ to f.10½ per piece; 40/41 inch in fair demand, but also lower, f.9¾ per piece; 36 inch, 64/66 reeds, f.8¼ to f.8¾ per piece. Grey Shirtings, 38½ yards: Arrivals on a liberal scale, 7 lbs. very dull, at f.6¾ per piece; 8¼ lbs., f.7¾ to f.8 per piece; 8 lbs., f.7¾ to f.8. Maddapollams, 24 yards: Narrow widths neglected, both White and Grey. Dutch White, 32/33 inch, f.5.15 to f.5.40; 40/41 inch, f.5.90 to f.6.20 per piece. Grey, 34/35 inch, f.5.25 to f.5.40; 43/44 inch, f.5.90 to f.6.10 per piece. English Grey, 30/33 inch, 3 lbs., f.3. White common quality, f.3¼ to f.3½ per piece. Prints: Sales at very low rates. Printed Jaconets: In no demand. Dyed Maddappollams 9/8 by 24 yards; The only description enquired for is Orange at f.4⅛ per piece. Dyed Brocades 9/8 by 40 yards: In little demand at f.8 per piece. Turkey Red Cloth 24 yards: Very dull; English fair dye and cloth f.6 to f.6½ per piece. Twist, Grey: Considerable supplies coming forward, and more expected, price going down, 40s f.425, 30s f.380, 24s. f.360, 20s f.340 per bale, all short credit. 40s and 24s most enquired for. Turkey Red: Continues to move off at f.250 to f.260 per picul for No 28s.

SINGAPORE.—The following is from Messrs. Boustead's report:—The arrivals with cargoes since our last are the steamers Elgin and Diomed from Liverpool, and steamer Lord of the Isles and the Petchelee from London. Though we have to report a little more business doing in some descriptions of staples, still our market generally is dull, and prices for nearly all goods show a decline upon last quotations. 39-inch Grey Shirtings: Good demand for 8¼ lb., freely met at declining prices. Quotations are $2.65 to 2.67½; 7 lbs., limited enquiry at $2.20 to 2.25; 6 lb. neglected at $1.90 to 1.95. 36-inch White Shirtings: Heavy stocks and only moderate demand, holders obliged to accept lower prices to effect sales, which have been made at $2.82½ for 17 x 15 and $3.12½ for 19 x 17. 45-inch White Shirtings: 64 reed out of stock, but not in much request; quotation, $3.65. 36-inch White Spots: In limited request at $2.70 to 2.72½. 36-inch White Brocades: No inquiry, quoted nominally $2.90 to $3. 32-inch Grey T-Cloths: 5 lbs. in good demand, fair sales at $2.40 to 2.42½; 6 lb. and 7 lbs. in limited inquiry at $1.60 to $1.62½, and $1.85 to 1.87½ respectively. 32 inch Grey Maddapollams very dull at 18½ for 2¾ lb. and $19½ to $19½ for 3 lb. 30-inch Grey Drills: Stocks heavy, and quite unsaleable. 45-inch White Cambrics: Low qualities neglected: for 15/16's there is less demand, at $28 to 28½. 32-inch Turkey Red Cambrics in large supply, and little inquiry; 2¼ lb., $1.95 to 2; 2½ lb., $2.15; 3 lb., $2.30 to 2.35. 40-inch Turkey Red Mulls: Only small transactions reported at $32 to 33 for 1¾ lb. 30-inch White Maddapollams: Limited sales at $19½. 33-inch Imitation Irish Linens unsaleable. Grey Yarn: 40's in good demand, but prices show a decline, last sales at $128 to 128½; 30's and 18/24's in no request, quoted nominally $118 to 119 and $90 respectively. Coloured Yarns. Dark Green scarce, and firm at $87 to 88; Orange quiet, at $74 to 75. Yellow more inquired for at $72 to 73. Turkey Red: moderate demand for 10 lb.; Glasgow dye at $135 to 137½; 12 lb. very little doing, quoted $142½ to 145. Woollens without improvement. Metals: Yellow Metal and Copper Sheathing in limited demand, sales at $20 and 24 respectively. Round Iron in some request at previous currencies; Nail Rods found buyers at $2.35 to 2.40. Pig Lead nominally firm, although little or nothing doing.

PENANG.—Arrivals had been the steamers Elgin, Lord of the Isles, and Diomed, the first two named bringing forward a fair supply of staples. Before their arrival a considerable quantity of goods had been sold to arrive at prices as before reported, but since the amount cleared, almost all sales had been at lower prices. The rates closed weak. Sales of 6 lbs. Grey Shirtings reported at $39 per corge; of 7 lbs., at $45½ and 45 per corge, with a very weak demand. Fair clearances of 8¼ lbs. goods at $54, and of 9 lbs. at $60 per corge. Grey Long Cloths dull; no sales reported. Grey Madapollams still in considerable stock; inquiries for 2½ lbs. at $18 to 18¾ per corge, according to quality. Grey T-Cloths in moderate demand; sales reported of 6 lbs. between $33 and $35 per corge, and of 7 lbs. at $38 and 39 per corge. In the other weights nothing done. White Shirtings: Fine qualities very dull; transactions reported between $41 and 86 per corge, the bulk of the business done in the lower qualities. In 45-inch sales made to a small amount at $74 to 75 per corge. White Cambrics: Only unimportant sales effected for Low to Middling, between $18½ and 25½ per corge, and of Nos 15/16 at $29½ to 29 per corge, the rates closing weak. Grey Sheetings and Drills: No business reported, quotations nominal. In Yarns there had not been much business. Market for almost all qualities very quiet. Sales of Grey Twist reported of No. 30 at from $123 to 116 per bale. Sales of Turkey Red Nos. 20/22 at $127½ per bale of 200 lbs. of favourite marks. In No. 40 nothing done, quotations nominal. Imperial Red, No. 40, in enquiry, but almost no stocks.

EXPORTS.

TEA.

YOKOHAMA.—The receipt of very unfavourable advices from New York per steamer China on the 25th Sept. had caused almost a stagnation in this market, and settlements did not exceed 500 piculs; in the absence of any business of importance, quotations were unchanged, but must be considered quite nominal. Native dealers were disinclined to make sufficient concessions to induce buyers to operate, and business therefore may be said to be at a standstill. Arrivals had been fully on the average, and stocks were considerably increased. The export had been heavy, viz., per Comet, to San Francisco, 62,527 lbs.; per Great Republic, to San Francisco, 282,832 lbs., to New York, 49,130 lbs.; per Laju and Black Prince, to New York, 667,543 lbs. and 711,036 lbs. respectively, bringing the export to date up to 4,293,741 lbs. The Min was loading for New York. Quotations: Common, $23 to 26 per picul; good common, $28 to 32; medium, $34 to 36; good medium, $38 to 40; fine, $41 to 45; finest, $46 to 49; choice, $50 per picul and upwards.

SHANGHAI.—Black: Purchases showed no falling off, and their aggregate, since the departure of the last mail, was again large. Flavoury Teas had been settled at fully previous prices, and commonest descriptions at perhaps a shade lower rates. There had again been many barter transactions. The stock was somewhat lessened. Settlements for the fortnight, 37,000 chests; Re-shipments on owners' account, 7,100 chests; Stock, 195 chops, or 61,298 packages. Quotations (duty paid, exchange for credits, six months' sight, at 5s. 11¾d. per tael, and freight at £2 per ton):—Hohow, low to medium to good, Tls. 13 to 20¾, equal to 9¼d. to 1s. 2¼d.; Oonam, common to fair, Tls. 16 to 19, equal to 11d. to 1s. 1d.; Ningchow, common to fair, Tls. 17 to 20¾, equal to 11¾d. to 1s. 2¼d.; Oopack, common to fair, Tls. 17½ to 21, equal to 1s. to 1s. 2¼d. Green: Settlements since the departure of the mail of Sept. 22 had amounted to 42,000 half-chests, chiefly for the American market. Prices had declined 1 to 2 taels for fair to good medium chops, of which the supply on offer had principally consisted, and at this reduction the Chinese were willing sellers. Fine and finest Teas on the other hand continued scarce, and maintained their previous value. Settlements for the fortnight, 42,400 half-chests; Re-shipments on owners' account, 2,600 half-chests; Stock, 131 chops, or 64,400 packages, of Fychow, Moyune, and Teenkai Teas; Stock, 22 chops, or 10,600 packages, of Pingsuey and Shanghai-packed Teas.

HANKOW.—We take the following from Messrs. Drysdale, Ringer and Co.'s Tea Report: The bulk of the purchases made during the period under review is again upon Russian account. Settlements are most of common Oopack kinds at Tls. 13½ to 14½, and show little or no change in values. There has been a falling off in supplies the last few days, and the quantity shipped from this shows a considerable decrease as compared with the corresponding period last year. The total export no longer shows the increase noticed in our two last Circulars, and is now about 45 millions, or the same as last year. Teamen seem unable to give any reliable information as to the quantity still to come forward, some say there is not much more and others that the supply will exceed that of last year, when fifty millions were shipped. There is no doubt there is a good deal more Tea up country, and if Shanghai rates show any chance of a profit it will be sent down. There is no change in quotations. Good, clean, leafy Teas are worth from Tls. 13½ to 14½. Some very common Oanfas have sold at Tls. 12½ to 12¾, and a few Shuntam packed Teas at Tls. 11.40 to 11¾.

FOOCHOW.—A large business had again been done in Congou and Souchong for England and Australia. Purchases for America had been confined to a few Souchongs, no further operations having taken place in Oolongs. The settlements for the week of Congou and Souchong were 19,077 chests. The arrivals from the country had been unusually heavy, viz., 23,120 chests, and 7,741 half-chests of Oolong. Congou: In consequence of the heavy settlements for the last mail, an attempt was made by the teamen to obtain a slight advance in price. This was partially successful, but business being curtailed, they soon gave way, and the later purchases had been made at the rates last quoted. Since the receipt of the London mail the market had been dull, and business on a smaller scale. Souchong: Without change in prices, but teamen showed more inclination to sell. Oolong: No further transactions had taken place. Much lower rates would be necessary to induce general business, but the teamen appeared firm in demanding previous prices. Scented Teas had been bought to a small extent at—common to fair, Tls. 16 to 17; medium, Tls. 18 to 20. The season for the scenting flowers drawing to a close, and the consequent rise in their cost, caused the teamen to be firm in asking higher prices than buyers were willing to give. Flowery Pekoe: Settlements had been 315 chests at Tls. 20 to 44.

AMOY.—Congou: Settlements had been on a limited scale, and during the fortnight only 1,100 half-chests found buyers at $13 to 19. Oolong: A brisk demand for America had resulted in the settlement of 18,500 packages. Prices may be quoted about $1 higher all round—viz.: Common to fair, $17 to 24; good, $25 to 27; superior to fine, $28 to 32; and finest, $33 to 37.

CANTON.—A fair amount of business had been transacted in Scented Teas, at prices which showed no alteration on last quotations. Offers about equal to latest London quotations were reported to have been made for some of the Country Congous in stock, but holders seemed disinclined to commence business except at much higher prices. Canton settlements from September 24th to October 13th: Country Congous, Nil; Scented Orange Pekoe, 3,500 boxes, at Tls. 18 to 30; Scented Caper, 11,000 boxes, at Tls. 11½ to 26; Canton Greens: Gunpowder, 1,500 boxes, at Tls. 12 to 22; Young Hyson, Nil; Country Greens, no stock. Stocks were estimated at 11 chops or 5,284 chests Country Congous; 1,000 boxes Canton District Congous; 16,000 boxes Scented Orange Pekoe; 18,000 boxes Scented Caper; 15,000 boxes Gunpowder; 2,000 boxes Imperial; 3,000 boxes Young Hyson.

SILK.

YOKOHAMA.—There had been nothing done since our last report. Dealers were still firm; holders showed no willingness to meet buyers. Arrivals continued to be very small, and the unsold stock was only about 2,200 bales. Silkworm Eggs: Total arrivals to date were about 1,403,000 cards, of which about 400,000 had been settled; prices were quoted slightly easier.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular:—In spite of the very unsatisfactory advices of the home market, buying commenced immediately after the departure of the las

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English mail, when some 700 to 800 bales were settled at our last quotations, or, say fully 1s. under what they can now be bought at. The arrival of the French mail with later telegrams on the 4th inst. seems to have given a fresh impetus to buyers, who have since paid this advance on about 1,300 bales, making total settlements for fortnight, 2,100 bales; dealers report prices advancing in the interior, so that supplies come forward very moderately; this, combined with their now reduced stock, has made holders very firm, and we quote prices fully Tls. 20 higher. The following are a few of the purchases:—Dragon chop, Tls. 580, equal to 30s.; Koo-fong-sings and Choopings, Tls. 585 to 590, equal to 30s. 3d. to 30s. 7d.; Blue Flag and Gold Lion, Tls. 520, equal to 27s.; Euke Fong, Elephant chop, Tls. 510, equal to 26s. 6d.; Red Peacocks, Tls. 500 to 510, equal to 26s. to 26s. 6d.; Common Tsatlee, Tls. 440 to 460, equal to 22s. 11d. to 23s. 11d.; Re-reeled Hainin, Tls. 540 to 570, equal to 28s. to 29s. 6d.; Common Kahing, Tls. 370 to 400, equal to 19s. 4d. to 20s. 11d.; Long Reels, Tls. 375, equal to 19s. 6d. A large portion of the settlements consists of common Tsatlee and Kahing, the quality of chop Silk and Red Peacocks is much deteriorated, in some instances being fully one number worse than at the commencement of the season. The French mail left on the 4th October without any silk.

CANTON.—Since the last report was issued, holders of silk in this market had shown considerable anxiety to dispose of their stocks, and during the early part of the period under review from 300 to 400 bales Tsatlee reels were sold to Indian buyers. For Europe purchases were subsequently made at $440 for market Tsatlee, and at $450 to 470 for better qualities. Under these circumstances, prices had advanced, as will be seen from the quotations. A good business had been doing for America. Stocks were estimated at 100 bales Loongkongs, 600 bales Tsatlee reels, 70 bales Kowkongs, 450 bales Chumchucks, Lacklows, &c., and 500 bales inferior descriptions. At 4s. 6d. exchange, the following were the laying down costs in London per overland route:—Tsatlee-reel, best selected, 18s. 18d. to 18s. 10d. per lb.; No. 1, 17s. 11d. to 18s. 1d.; No. 2, 17s. 7d. to 17s. 5d.; Loongkong, best selected, 19s. 7d. to 20s. 2d.; No. 1, 18s. 1d.; No. 2, 17s. 3d.; Cumchuck and Lacklow, No. 1, 17s. 5d. to 17s. 7d.; Re-reeled, No. 1, 20s. to 20s. 2d.

JAVA AND STRAITS PRODUCE.

BATAVIA.—Arrack 4 per cent. overproof: Small sales at f.65 per leaguer of 133 imperial gallons. Coffee: Java valued at f.26 to f.27 per picul. Padang: On 1st Oct. Government sold 39,800 piculs best quality, which averaged f.31.82½ per picul. The balance in store, 6,400 piculs, withdrawn. Cubebs: None offering; nominally f.15 per picul. Gum Damar declining, value being f.25 to f.26 per picul. Indigo: Nominally worth f.5 per Neth. lb. at Samarang. India-rubber: Scarce at f.96 to f.100 per picul. Gutta-percha: Quiet, but prices unchanged, f.100 to f.150 per picul. Nutmegs: Sales at f.85 to 105 per picul according to quality. Mace: In less request at f.150 to f.190 per picul. Tin, Billiton: At the auction held on 11th Oct., 6,093 piculs averaged f.71.70 per picul. Pepper, Black: Declining, quotation f.20 to f.20½ per picul. White: None in the market. Rattans: Sales of Borneo at f.11 to f.13 per picul. Padang f.8 to f.9½. Rice: First quality Batavia a little higher, say f.145 to f.160; second quality f.125 to f.130, and Cargo f.100 to f.110 per koyang of 27 piculs.

SINGAPORE.—Tin: In good demand for China, and arrivals nearly all taken for that market at $30¾ to 31¼ per picul; no purchases for England or America. Gambier: About 1,600 tons contracted for at $2.90 to 2.95, dealers asking $3 per picul. Black Pepper: Nominally worth $8.50 per picul; none obtainable. White Pepper: Scarce and worth $11⅛ per picul. Pearl Sago: Large contracts at $2.87½ to 2.95 for small, and at $3.20 for large grain. Sago Flour: Large business has been done in this article at $2.47½ to 2.53½ per picul. Best quality is now worth $2.52½ to 2.55. Tapioca: Very dull at $3.40 per picul. Buffalo Hides of good quality in fair demand at $9½ per picul. Cow Hides: A sale is reported of unpicked Rangoon at $12.87½. Gum Dammar: $9¾ to 10 per picul; no supply. India-rubber: Declined to $39 per picul. Gutta-percha of prime quality taken at $65 per picul. Rattans: Coming to market more freely, but prices of all kinds high. Coffee: Large arrivals, sales of Bontyne at $11¼ to 10⅜ per picul. Supplies held for $10¾ to 10⅞. Sales of Bally at $7. Cubebs: $5 per picul; no demand.

PENANG.—Tin had advanced in price, and many buyers had been found for the Indian and China markets. Purchases also for Europe, but buyers had to pay for advance. The price opened at $26½, and had advanced to $30.30 per picul. Pepper had been scarce—price, $9.25 per picul for Acheen. Very little purchased for the European market. A few parcels White taken at an average of $11.80 per picul. Cutch had not been sold for Europe. Fish Maws very scarce. Gum Benjamin bought for China at $19 per picul for T. T. and Co., No. 2. Purchases reported at $18½ in the bazaar. Gutta-percha very scarce, only arrivals of inferior, which was taken at $50 per picul. No arrivals of India-rubber. Hides a little weaker. Arrivals of Buffalo secured at $8.90 to 9 per picul, and of Cow at from $13.05 to 12.80 per picul. Horns in small supply, and not changed, say $9 per picul. Mace and Nutmegs duller than ever. Very few purchases made, with little or no variation in prices.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Sept 30, 1870	10826	45977811	21113809	54509	4895758	75052713	19954
Corresponding period last season	...	47063680	32337489	1151545	7641225	88193939	17055

Shipments Since:

Sept. 20 per Flying Spur	From Foochow	...	895,394*
— 23 ... Carrick Castle	... Do.	...	1,255,775*
— 27 ... Albatross (str.)	... Shanghai	...	1,092,376	266*
— — ... Araby Maid	... Do.	...	1,230,177	176*
— 29 ... Ellora (ml. str.)	... Shanghai, &c.	...	—	774*
— 30 ... Lennox Castle	... Foochow	...	925,561*	
Oct. 1 ... Ornate	... Shanghai	...	966,584	32
— 4 ... Leander	... Foochow	...	1,136,984	
— — ... City of Aberdeen	... Shanghai	...	730,181	117
— 6 ... Veronica	... Do.	...	410,786	
— 8 ... Abbotsford (str.)	... Do.	...	242,011	143
— 11 ... Eldon (str.)	... —	Cargo not reported.		
— 12 ... Lahloo	... Foochow	...	1,061,197	
— 16 ... Abbotsford	... Hong Kong	...	—	85
— 18 ... Emeu (ml. str.)	... Shanghai, &c.	...	—	780

* Included in above total.

TO THE CONTINENT.

		Bales.
From June 1 to Sept. 30, 1870	...	82255	8374
Corresponding period last season	...	739849	5941

Shipments Since:

Sept. 29 per Ellora (m.. str.)	From Shanghai, &c.	...	—	126*
— 18 ... Emeu (ml. str.)	... Do.	...	—	12

* Included in above total.

TO UNITED STATES.

		Pcls.
From June 1 to Sept. 30, 1870	...	15703048	935
Corresponding period last season	...	5210380	498

Shipments Since:

Sept. 22 per Comet	From Yokohama	...	62,527
— 23 ... Great Republic	... Do.	...	231,962
— 28 ... Lagu	... Do.	...	667,543
— 30 ... Black Prince	... Do.	...	711,036
Oct. 1 ... Lizzie Iredale	... Shanghai	...	783,130
— 5 ... Nesutan	... Canton	...	29,282
— 6 ... Eleanor	... Foochow	...	223,969
— — ... Lady Elizabeth	... Shanghai	...	803,679
— — ... McGilvery	... Amoy	...	580,603
— — ... Excelsior	... Do.	...	422,466

TO AUSTRALIA.

From June 1 to Sept. 30, 1870	6,967,099 lbs.
Corresponding period last year	8,476,815

Shipments Since:

Oct. 3 per Rose	From Foochow	...	82,900
— 4 ... Galileo	... Do.	...	269,805
— — ... Ceara	... Do.	...	168,264
— — ... Ayr	... Do.	...	293,600
— 11 ... Ziska	... Do.	...	206,600
— — ... Odense	... Do.	...	299,000

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 5½d.	4s. 5⅝d.	4s. 5⅝d.
Shanghai " "	5s. 10½d.	5s. 11½d.	5s. 11⅝d.
Canton " "	4s. 4¾d.	4s. 5d.	4s. 5¼d.
Hong Kong " "			
Macao " "			
Singapore " "	4s. 5d.	4s. 5¼d.	4s. 5⅜d.
Manila " "	4s. 1d.	4s. 1⅛d.	4s. 1¼d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	303 to 304	227
" Hong Kong	24⅝ to 25¼ dis.	—
Bar silver	111.5.0	6⅝ prem.
Mexican dollars	75.6.0	½ to ⅝ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 22; Old, 28 per cent. prem.
Hong Kong Gas Company, 47 dols. per share.
Hong Kong and Whampoa Dock, 12 per cent. discount.
China Traders' Insurance, 1,825 dols. premium.
Hotel shares, 65 to 70 per cent. discount.
Hong Kong and Macao Steamboat Company, 30 dols. premium.
Hong Kong Fire Insurance Company, 210 dols. per share.
Union Insurance Company, 1,800 dols. premium.
China and Japan Marine Insurance Company, Tls. 35 premium.
China Fire Insurance Company, 50 dols. premium.
Victoria Fire Insurance Company, 24 dollars premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From London, Oct. 5, Glamorganshire; 8, Brocklesbank, Her Majesty; from Hamburg, 4, A. E. Vidal.

At HONG KONG and CANTON.—From Cardiff, Sept. 28, Nelly; 30, Senator Skeu; Oct. 1, James Vunncome; from London, 15, Corea; from Hamburg, Sept. 28, Clarendon; from Liverpool, Sept. 30, Alonzo (str.).

At MANILA.—None.

At BATAVIA.—From Glasgow, Oct. 13, County of Stirling; from Newcastle, 7, Ridderkirk; 12, Glencoe; 14, Januetje; from Sunderland, 14, St. Helens; from Holland, 8, Willem Poolman; 14, Maria Adolfina, Stad Dockum, Kennemerland; from Bordeaux, 11, Louise; from Amsterdam, 12, Jacob van Tennap, Prins Hend de Nederland; from Boston, 14, Franklin, George Peabody.

At SINGAPORE.—From London, Oct. 23, Lord of the Isles (str.); from Sunderland, Valkyrien; from Liverpool, 20, Diomed (str.).

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At PENANG.—From London, Oct. 17, Lord of the Isles (str.); from Liverpool, 13, Elgin (str.); 18, Diomed (str.).

At AMOY.—From Liverpool, John Nicholson (dismasted).

DEPARTURES.

From YOKOHAMA.—For New York, Sept. 30, Black Prince; 28, Laju.

From SHANGHAI.—For London, Oct. 5, Ornate; 6, City of Aberdeen; 8, Veronica; for New York, 4, Lizzie Iredale; 7, Lady Elizabeth.

From FOOCHOW.—For London, Oct. 3, Lennox Castle; 6, Leander; 12, Lahloo; for Falmouth, 6, Kjobenhavn; for Boston, 8, Eleanor.

From AMOY.—For New York, Oct. 6, McGilvery, Excelsior.

From HONG KONG and CANTON.—For London, Oct. 16, Abbotsford (str.); for New York, Oct. 5, Nesuton.

From MANILA.—For London, Oct. 5, Sir Jamsetjee Family; for Liverpool, 10, Newcastle; for New York, Sept. 30, W. G. Russell.

From BATAVIA.—For Continent, Oct. 2, Sattara; 5, Maibit, Nieuw Waterweg, Aria and Betsy, Constance, Earl Russell; 7, Annie Fleming; 8, Insulinde, Vyf Vryenden; 9, Davina; 12, Flevo, Anna and Sophia, Peter Diekson, Glasgow; 13, Nestor; 15, Cornelis Smith, Aurora, Elizabeth; 17, Ortelius.

From SINGAPORE.—For London, Oct. 7, Tycoon; for Liverpool, 15, Sir James Brooking.

From PENANG.—For London, Oct. 25, Sea Queen; for Philadelphia, 22, Nyassa.

VESSELS LOADING.

At YOKOHAMA.—For New York, Min.

At NAGASAKI.—For London, Alida, N. German vessel, partly loaded.

At SHANGHAI.—For London, Drache, Star of China, Tyburnia; for New York, Anglo Saxon, N. P. Palmer.

At FOOCHOW.—For London, White Adder, Kaisow, Guinevere, Taitsing; for New York, Ferdinand, Caliph, Samuel Russell.

At AMOY.—For New York, Amadine.

At HONG KONG and CANTON.—For London, Tamisa, Cathaya, John Lidgett, Saida (str.); for New York, Osceola, Game Cock, John Worster.

At MANILA.—For London, Tonbridge; for Liverpool, King Harold; for Falmouth, Scawfell; for Cork, Joseph Sprott; for Cadiz, Aureliana, Maria Fidela; for New York, W. G. Russell, Glenlyon, Rattler, Ringleader, Monkchester, Elizabeth Oliver, M. of Londonderry; for Boston, Mariano, Bunker Hill.

At SAIGON.—For France, Diane, Emile Marie, Maria Gabrielle, Suzanne; for London, Abbotsford (str.), Mary Falconer, Twilight.

At SINGAPORE.—For Liverpool, Petchelee, Huddersfield; for Marseilles, Isaure; for Bordeaux, Malacca; for New York, White Swallow; for Boston, Lizzie Williams, Moor Hill, W. A. Farnsworth.

At PENANG.—For London, Lucayas.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—None.

At SHANGHAI.—To London, £2; to New York, £3.

At FOOCHOW.—To London £2; to New York £2 13s. per ton.

At HONG KONG and CANTON.—The rates per steamer is £2 13s. per ton of 40 cubic feet; sailing vessels, £2 per 50 feet; to New York, 35s. to 41s. per ton of 40 feet.

At MANILA.—The Tonbridge (850 tons), for London, loads sugar £2 10s., hemp £3 11s., and measurement £3 10s. per ton.

At BATAVIA.—To London £3 7s. 6d.; to New York, £3 10s. sugar.

At SINGAPORE.—To London, Tin £1 15s. per 20 cwt.; Gambier £2; Sago Flover £2 do., in boxes £2 10s.; Hides, £2. 15s. per 16 cwt.

At PENANG.—To London, Tin £1 per ton, dead weight £2 5s. per ton; Hides £2 10.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Oct. 1	Kate Garme	London	Hong Kong
„ 2	Harrington	„	Shanghai
„ —	Alcinous	Singapore	Melbourne
„ 3	James Duncan	Batavia	Portland
„ —	Gladstone	Samarang	Rotterdam
„ 4	J. R. V.	Bordeaux	Saigon
„ —	James Sheffard		
„ —	Auguste	Rotterdam	Hong Kong
„ 5	Evelyn	London	Shanghai
„ 6	Sahara	„	Rotterdam
„ —	Calobel	Manila	New York
„ —	Glenallan	„	„
„ —	Martland	Cardiff	Singapore
„ 8	Fetuan	Manila	Liverpool
„ —	Hontenaye	London	Shanghai
„ —	Salisbury	„	„
„ —	Favorite	Newport	Singapore
„ —	Endora	Sunderland	Nagasaki
„ —	St. Helens	„	Batavia
„ 9	Ensiger	Cardiff	Hong Kong
„ —	Wild Deer	Shanghai	London
„ —	Lock Awe	Passaroeang	New York
„ 10	Holensdale	London	Hong Kong
„ —	G. F. Vorwerk	Hamburg	Shanghai
„ —	Hylton Castle	Manila	Liverpool
„ —	Invincible	„	London
„ —	Ceres	Amoy	New York
„ 11	Nola	Glasgow	Singapore
„ —	Sooloo	Sunderland	„
„ —	Blackadder	London	Shanghai
„ —	John Gloye	Manila	Falmouth
„ —	Priciosa	Cardiff	Singapore
„ 12	Maiden Queen	Manila	Liverpool
„ 13	Shun Lee	Foochow	London
„ —	Menam	London	Bangkok
„ —	Antonie	Nantes	
„ —	Carin	Passaroeang	Amsterdam
„ —	Nestor	Batavia	Rotterdam
„ 15	Ellen	Cardiff	Singapore
„ —	Eleanor	Amoy	New York

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.

Nov. 25, at London, from Rangoon, Australia; at Plymouth, from Akyab, Manfred; from Rangoon, Adriana; at Falmouth, from Rangoon, Continental; 26, Viscount Canning; 24, at Queenstown, from Rangoon, for Liverpool, Napier; at Brouwershaven, from Batavia, Noach II.; —, at Queenstown, from Rangoon, Balaklava.

DEPARTURES.

Nov. 26, from Liverpool, for Singapore, China, &c. (via Suez Canal), Priam (steamer).

LAID ON.

At Liverpool, for Yokohama and Hiogo, Prince Alfred.

MISCELLANEOUS.

At SUEZ CANAL.—Nov. 23, Glengyle (str.), from Liverpool, for Colombo, &c.; Oberon (str.), from London, for Singapore, China, &c.

LATEST TELEGRAMS.

CHINA.

THE TIENTSIN MASSACRE.

SHANGHAI, Nov. 2.—The assurance from Earl Granville that England would support the demands of France has greatly relieved the minds of Europeans here, and very opportunely, as the Chinese are daily becoming more insulting to foreigners.

COMMERCIAL.

CHINA.

(RECEIVED BY GRANT'S LINE, VIA KIACHTA, NOV. 25.)

SHANGHAI, Nov. 2.—Silk: Market unchanged, nominally dull; No. 3 Tsatlee, 30s.; No. 3 Red Peacock, 23s. 6d. to 24s.; export of China from Shanghai since commencement of season, 23,300 bales; stock, 4,800 bales. Tea: Market dull and easier; fair common Congou, 11½d., no good common left; settlements very light; total export of Black from Shanghai, 52,500,000 lbs.; export of Black, 3,500,000 lbs. in excess, of Green 3,300,000 lbs. in decrease of last season; freights, ships 40s., steamers 60s. Shirtings: In moderate demand; 8¼ lb. Eagle Chop, Tls. 2.24. Exchange on London: Bank bills, six m.s., 5s. 10⅛d. London telegrams to Oct. 11 received Oct. 30.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

DUKES—On the 2nd Oct., at Hong Kong, the wife of W. J. Dukes, Esq., of a son, stillborn.

FOWLIE—On the 16th Nov., at Fairlawn, Coombe Wood, the wife of J. C. Fowlie, Esq., of a daughter.

NEWMAN—On the 29th Sept., at Hong Kong, the wife of Edward Newman, P. and O. Company, of a daughter.

ROBINSON—On the 26th Sept., at Shanghai, China, the wife of Alfred Robinson, Esq., of a daughter, prematurely, who survived her birth but a few hours.

SILVERTHORNE—On the 7th Oct., at Shanghai, the wife of Mr. Silverthorne, of a daughter.

VOGEL—On the 2nd of Oct., at Hong Kong, the wife of Mr. E. Vogel, of a daughter.

WILSON—On the 6th Oct., at Shanghai, the wife of Wilberforce Wilson, Esq., of a daughter.

MARRIAGES.

LISTER—WILLIAMS.—On the 11th Oct., at St. John's Cathedral, Hong Kong, by the Rev. J. Piper, acting Colonial Chaplain, assisted by the Rev. R. O'Callaghan, A.B. and the Cathedral Choir and Organist, Alfred Lister, Esq., Sheriff of the Colony, to Fanny Ellen Page, youngest daughter of John Williams, Esq., of Portsea, Hants, England.

VINCENT—DANIEL.—On the 3rd Oct., at St. John's Cathedral, Hong Kong, by the Rev. J. Piper, Mr. J. Vincent, Foreman Boilermaker, H.M.'s Naval Yard, to Harriet, relict of the late Mr. John Daniel, of Norwich, England.

DEATHS.

BUCHAN—On the 30th Sept., at Amoy, Capt. A. Buchan, Master of the S.S. *Sunshine*, of apoplexy.

CORDEIRO—On the 12th Oct., Mr. J. A. Cordeiro, the well-known piano tuner.

ENDICOTT—On the 5th Nov., at Macao, China, James Bridges Endicott, Esq., of Salem, Mass., U.S.A. Friends at a distance will please accept this intimation.

FORBES—On the 18th Oct., at Cairnhill Cottage, Singapore, Arthur D. Forbes, aged 29.

ROBINSON—On the 26th Sept., at Shanghai, China, Elizabeth Mary, wife of Alfred Robinson, Esq., second daughter of Joseph Chitty, Esq., of the Middle Temple, and step-daughter of Victor de Méric, Esq., of Brook-street, Grosvenor-square.

THE Ellenborough, from Hong Kong, which is now some time overdue, has the following officers and troops on board:—Capt. Carr, 1st batt. 10th regt., in command of military; Lieut. Gambier, late of H.M.S. Sylvia, in naval command; Dr. Kinahan, assistant-surgeon military staff, in charge of military invalids, and Mrs. Kinahan; Dr. Featherstonhaugh, assistant-surgeon R.N., in charge of naval invalids; two midshipmen, invalided from China squadron; three staff sergeants, and 159 privates. The Ellenborough, Capt. Robb, left Hong Kong on the 22nd May last. She is an old Indiaman, specially constructed for the conveyance of troops, having both a poop and troop deck.

WE regret to hear that Mr. Bourjnan, of Bombay and China, was among the sufferers in the accident to the train for Liverpool, but his injuries are not very serious.

THE successor as harbour-master at Hong Kong of Mr. Henry G. Thomsett, R.N., who, we are informed, will leave for England in April or May next, has not yet been appointed.

WE understand that the *Adventure*, on the China Station, is ordered to be paid off, and her officers and crew to return to England on board the first ship leaving the station.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The applications for the "LONDON AND CHINA TELEGRAPH" from the Straits China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "LONDON AND CHINA EXPRESS" in those countries. The Subscription is $10 per annum.

The "LONDON AND CHINA EXPRESS" is published weekly for despatch *via* Marseilles by the English and French mails, for circulation in China, Japan, Philippines, Cochin China, Siam, Borneo, Java, the Straits Settlements, and Ceylon. Annual Subscription, including postage, payable in advance, $15.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, NOV. 28, 1870.

THE FATSHAN DIFFICULTY SETTLED.

IN these days when the acts of Her MAJESTY'S representatives in China have not been uniformly such as to inspire our countrymen with the highest sense of the security to which they are entitled, or of the zeal with which their interests are watched, it is most gratifying to observe the success which has attended the efforts of Mr. Consul ROBERTSON to obtain compensation for the wanton destruction of the chapel at Fatshan. As the building was the exclusive property of the native converts, the task which Mr. ROBERTSON undertook was one requiring more than ordinary delicacy and tact. It was one, indeed, in which grave doubts might well arise, as to whether he would have been justified in dealing with it at all in his purely official capacity. Yet, notwithstanding the difficulties with which it was surrounded, and the prejudice excited against foreigners and missionaries by the apparent apathy of our Government in the affair at Tientsin, Mr. ROBERTSON has succeeded in quietly obtaining a tangible reparation for an injury which was only done to us by implication. The chapel is to be rebuilt, the destroyed furniture to be replaced, and some additional compensation has also been awarded. Such a result, due entirely to Mr. ROBERTSON'S earnestness and tact, cannot but inspire the highest respect for that gentleman's opinion of our present relations with the Chinese in his province. It is, therefore, reassuring to learn that he believes no overt act of hostility against foreigners is contemplated in Canton. It is impossible to doubt the wisdom of his advice to our countrymen to beware of tempting further outbreaks by any unreasonable show of apprehension. Mr. ROBERSTON'S active association with all classes of the community stamps his judgment with all the value of experience and authority; and the happy issue of what might have proved a serious complication shows how well he understands the nature of the people with whom he has to deal.

AMONG the subjects brought before the Associated Chambers of Commerce, at a meeting held in Bradford last week, was the completion of the survey of the short route from Rangoon to Kiang Hung, on the border of Western China. At the general meeting of the Associated Chambers, held in London in February last, it was decided to memorialise the Indian Government for the completion of the survey, and the course suggested was subsequently followed, but up to the present time no reply has been received from the Duke of ARGYLL, to whom the memorial was presented.

WE are glad to hear that the Japanese Government are likely to open the island of Yesso to foreign trade. This is land—like Saghalien—is already considered half-Russian, and it must be remembered that, in 1868, Sir HARRY PARKES, our Minister in Japan, sent H.M.S. *Rattler* on a visit there, with Mr. ADAMS, the Secretary of Legation, on board. In the attempt the ship was lost. It is a wily move on the part of the Japanese to keep the Russians from entirely monopolising the place.

THE EXPULSION OF THE GERMANS FROM SAIGON.

THE French Governor's order compelling all Germans to quit Saigon is something more than a proof of the widespread ramifications of cruelty and suffering inseparable from war, and the base and petty passions it calls forth even in the most civilised communities; it is a forcible illustration of the slenderness of the line that separates an appeal to arms from the infliction of unscrupulous and gratuitous injury. There is something grimly ludicrous in the meanness of this proceeding; it is the very anti-climax of the "pride, pomp and circumstance" of the rout at Sedan and the capitulation at Metz. That a country whose vast armies so lately surrendered *en masse* before their victorious opponents in Europe should stoop to revenge or console itself, it matters not which, by the extrusion of a handful of peaceable citizens from a little dependency in Cochin China is a satire on modern civilisation, which would be inconceivable if it were not proved by the telegram published in our last. There cannot be the slightest cause for such a proceeding other than the gratification of impotent spite. There is not the faintest shadow of suspicion that the German merchants of Saigon contemplated any action to the prejudice of the security of their temporary home, which, only nine years ago, the French wrested from the Annamites. It is impossible to disguise the fact that the expulsion of these few unoffending and valuable citizens is the consequence, not of the war of France against Germany, but of the defeats of the French at home; if it had been otherwise, the order to quit French territory would have been simultaneous with the French declaration of war. Deferred as it has been till the present moment, such an order appears as suicidal as it is unworthy. It amounts to a positive invitation to the Germans to include in their scheme of French annexation a remote and valuable little colony which they would in all probability have otherwise overlooked. It even supplies an excuse, which we sincerely hope the Germans will not avail themselves of, for the reduction of Saigon itself. Situated, as it is, but thirty miles from the sea, the city is by no means inaccessible to attack; the French fleet has far other work in hand—possibly even a far different destiny—than the defence of the one dependency of France in the Far East; and it is scarcely likely that the natives, however they may have become reconciled to the loss of their territory, would be greatly concerned at its recapture from a Power which shows them that it does not know how to make war with forbearance. While, however, we cannot but deprecate the present order of the Governor of Saigon, it would be unreasonable to suppose, without further evidence, that he is in any way responsible for it. There was nothing in Admiral DE CORNULIER-LUCINIERE'S conduct on the breaking out of the war to warrant any such supposition; on the contrary, his proclamation on that occasion was marked by a high-minded and even generous sense of the protection demanded of him by all classes of the community alike, which could not fail of being appreciated. It is, no doubt, to his frenzied and fanatic Government at home that his present action is due; and, sincerely as we deplore its occurrence, we hope that, when the time of peace arrives, the Germans who are now suffering from it will consent to bury the recollection of its hardship in the catalogue of acts of oppression which not even war can xcuse, and which calm reflection will be sure to condemn. It is already announced that a memorial to Count BISMARK, calling his attention to Saigon, is in progress of signature by the merchants of Hamburg and Bremen. The object is not to obtain a colony, but a permanent naval station, the want of which in those waters is much felt.

WE learn by this mail that Mr. MCLEAVY BROWN, who, it will be remembered, accompanied the Chinese Commissioners, first as interpreter, and afterwards as Mr. BULINGAME'S successor, has arrived at Hong Kong, the Mission having at length come to an end. Mr. BROWN, we understand, resumes his post in the Embassy at Peking.

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DR. THIN'S PAMPHLET.

(To the Editor of the *London and China Telegraph.*)

SIR,—In your issue of the 4th instant you furnished a review of Dr. Thin's pamphlet, intituled *The Tientsin Massacre; its Causes, and How to Secure Permanent Peace.*" While I agree with the reviewer, that Dr. Thin proves beyond doubt that the mandarins are directly guilty of encouraging the lower natives to commit attacks on foreigners, I can by no means assent to a recommendation of the author's measures for securing permanent peace. Why may I not assent to it? Simply because his scheme is impracticable, and opposed to circumstances. "The responsibility" (of keeping foreigners safe in China) "must not be to the Emperor at Peking," says Dr. Thin, "but to the nearest foreign Consul;" that official in his turn having to hold the mandarin of the district in which the trouble occurs responsible for what has occurred. The language of this passage, as I have quoted it, is somewhat ambiguous, but this I take to be the author's meaning. In other words, the case stands thus. The late Sir Frederick Bruce suggested, and the representatives of all the foreign Powers in China fell in with the suggestion, that we should do our utmost to centralise the Government and make offending Viceroys directly amenable to the Court at Peking. As matters now stand in China this scheme has its drawbacks; it involves time, and it requires at the head of affairs a Minister ready to act promptly on information obtained. Still, these drawbacks are not calculated to prove insurmountable impediments to the carrying out of the scheme, this having been shown at Nanking, when the Yangchow-Taylor affair occurred, and we obtained after a little delay nearly all we sought. As to this Tientsin matter, delay was no impediment, our Minister being on the spot. To carry out his idea, however, Dr. Thin would ignore the Emperor, would ignore even our Minister, and would leave to a Consul the sole right of making war on a Viceroy whenever he may think it necessary. A Harry Parkes, a Chaloner, Alabaster, or a John Markham (true sons of Britain, with a strong and constant desire to resent a saucy word with a blow) is in future to be the arbiter of peace or war! and his weapons, what? Hybrids. Boats built in China, manned with Chinese, paid by the Chinese Government, and commanded by Europeans—*facsimiles*, in short, of the *Chento*, *Undine*, and others of the little squadron at present under the inspection of Mr. Consul Robertson at Canton, though paid for and *supposed* to be "the Viceroy's own." Why, to meet even such boats as these we should require a huge number at each port, where they are to be solely under the orders of the several Consuls—not British alone, but the Consuls of all nations having treaties with China! The thing is absurd on its face—it is as a man paying a policeman to look after him. Why the Lay-Osborne vampires, while repudiating the Viceroys, were at all events willing to take orders from the Tsen-le-Yamen—not so the "Thin" peace-keepers—*they* are to know none but foreign Consuls! No, Sir, Dr. Thin is a little out of his depth in the political part of his pamphlet, and if we would secure permanent peace we must not attempt to alter the plan proposed by Sir Frederick Bruce, viz., of making provincial officials responsible at head-quarters.

No doubt but Dr. Thin is right in saying that, in some cases, the Emperor is not powerful enough to enforce his wishes; but this admitted, what follows? Why, that in cases where he is not powerful enough we must lend him a hand; in brief, let us show the native aristocracy that we are aware of their intriguing desire to oust the present dynasty, but as we have always found the Manchus far more honourable in their dealings than we have the native officials, we intend to support them, and to punish even such men as Tseng-kwo-Fan when they would thwart their Imperial Master and injure foreigners. At present (as we learnt from Peh and Muh when our prisoners at Canton, in 1857), Tartar officers do not know how to act—they would deal reasonably with Westerns if they could, but the native officials—the mushrooms, who often spring from the cowherds of the land, and are utterly wanting in generous attributes—will not permit them.

To revert to the present crisis. Nothing could be better than the suggestion of *The Times* correspondent in August last. I quote it:—"The occupation of Tientsin would be a wise preliminary, and then the dictation of such terms—humane, but stern—as shall convince the Chinese that foreign life and property must be respected. Even if the Central Government be willing to yield all demands, it is doubtful whether it would have power to enforce them, in face of Tseng-kwo-Fan's disapproval. The populace and soldiery, who have been thoroughly excited against foreigners, and are identified in the outbreak, will not submit unless under pressure of foreign force. It may be that the force which the French Admiral has already at hand will suffice; but he could hardly land sufficient men to make sure of his ground; and the immediate effect of any reverse might be disastrous at other Treaty Ports." If Tientsin were in our hands, the fact would soon be known throughout those sections of the Empire in which foreigners reside and have interests, and would have far more effect in restraining the sauciness of the populace than any such demonstration as Dr. Thin would make with hybrid gunboats. From all appearances, however, the French are not likely to take possession of Tientsin before next month, if, indeed, they take it at all; and should that be the case there should be no two thoughts in regard to what is England's mission. At once we should send 4,000 marines (the number given to Admiral Seymour to take and hold Canton) by way of the Suez Canal, so that they might arrive in the Peiho early in February, just as the river gets clear of ice, and entry on the Taku Forts would be a work of no great difficulty. Arrived at that point, Mr. Wade should be instructed to enter on negotiations for a quiet rendition of the city of Tientsin, and permission to hold it under a species of mixed Government for a period to be measured by future circumstances. Short, sharp, and decisive should be the action; and, if need be, fight first and negotiate afterwards. When China made her last treaty with us she undertook to protect our countrymen. This she has not done, and now we must take care of ourselves. As to what the French may do, that is another affair. We ought not to identify ourselves with them, it being quite an open question with me and many other old residents whether the amity of the French in China is not more injurious than the opposition of the native magnates. What France has reaped and is reaping in China is only the result of what she has sown, and I cannot do better in closing this letter than beg of you to print as a rider the following passage from the Rev. Arthur Moule's recent publication, *Four Hundred Millions:*—

"Neither are we left in doubt as to the nature of some, at least of these 800,000 Roman Catholic Christians. Under the title 'Missionary Mistakes in China,' the *Pall Mall Gazette* exposes and condemns, in the most unequivocal manner, some of the recent proceedings of the Jesuits. Speaking of the accounts received from Thibet, Corea, Japan, and China, of persecutions and martyrdoms, the writer asks whether the uniformity of the phenomenon may not indicate a corresponding uniformity of the cause. He then describes the proceedings of Monsignor Faurie, Vicar-Apostolic of Kwei-Scheou, in Hupeh, which strikingly corroborate the opinion of the *Supreme Court Gazette* respecting Jesuit missions. Their agents are men of exemplary piety and devotion; their influence is deservedly great! How, then, does Monsignor Faurie, a servant of the meek and lowly Jesus, comport himself? He describes himself as exercising the power of life and death, of imprisoning and setting free, of making peace and declaring war. He moves about the country with the ceremony of a viceroy. Besides cannon announcing the mighty guard, each time he left his house or re-entered three rounds of cannon announced the fact. 'I always eat alone,' he says; 'the principal chiefs, in full dress, stand round the table to serve me, while musicians at the door commence their harmony.' Now, what do we learn from such proceedings? We learn, first, the cause of Governmental and official persecution; for what can the officials surmise from such arrogance but that Christianity is a foreign political agency? and secondly, we learn the cause of large numbers of the natives becoming Roman Catholics; for, surely, such potent foreigners can protect from extortion, and succour in lawsuits. Accordingly we find that thousands of villagers, noticing Monsignor Faurie's pomp and power, seeing also a comet in the sky predicting the downfall of the dynasty, concluding that the Empire was passing into the hands of the Christians, offered themselves as candidates for baptism: whole villages, whose only pretension was the fact of their having learnt to make the sign of the cross, came forward to entreat the bishop's blessing."

Nothing would be so calculated to make provincial authorities feel our power on an emergency as the seizure of their Custom-houses, their gunboats, and their arsenals, and we have always a sufficiency of naval power on the spot for this at any particular port.—I am, &c.,

TAU.

Great Malvern, Nov. 21, 1870.

THE KOREA.*

Nothing is wanting for the advancement of the country but the stimulus and guidance of Western religion and civilisation. It ought to be opened to European intercourse; it is the only country of any importance which remains closed against us. One party says we have no right to force ourselves upon an unwilling people, another that the Koreans are happy as they are, while a third looks partly at the evils and partly at the expenses of war. It strikes me that mankind have common interests in each other, and duties towards one another, and that it is the duty of the strong to help the weak, the intelligent the ignorant, and the civilised those who are lower in the scale of advancement. Hence, I believe it is at once the duty and privilege of such countries as Great Britain and America to lead the van and use the power God has given them to open up countries which are stupidly and ignorantly closed against them like Korea. War is a terrible evil in every aspect, but it seems a condition of progress in this fallen world, and in view of the advantages, moral, intellectual, and spiritual, which would accrue to a people brought into full contact with the blaze of true civilisation, the cost would be immeasurably counterbalanced. But the opening up of this country might be effected without war. Representations of such a character might be made through the Chinese Government as would, perhaps, accomplish the object; or negotiations might be entered into directly with the annual Korean embassy at Peking; or if diplomacy failed a resource still remains which might obviate any great loss of life, if not bloodshed altogether. Let a large force, naval and military, which clearly, in the eyes of the Koreans themselves, would be irresistible, appear at their capital, explain our motives, and demand such concessions as are consistent with natural justice. Let it be seen that we are in earnest, and let such arrangements be made as would secure

* "Journeys in North China," by the Rev. A. Williamson. Smith, Elder, and Co. London.

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peace until the natives had discerned our true motives and the advantages of dealing with us, and then intercourse would go on of its own accord. This, of course, would entail some expense, though not so much as appears at first sight; for it is just about as cheap to keep our ships on duty as laid up in idleness or stationed in unimportant quarters; and then the profit would soon appear in the shape of increased demands for our manufactures. A little additional outlay is a poor excuse for neglecting such an undertaking, and sad will it be for Great Britain if the day comes when charges of this kind will weigh against deeds of enterprise and philanthropy. If Prussia wishes territory in the East, Korea is infinitely preferable to Formosa.

LITERATURE.

A Voyage Round the World. By the Marquis De Beauvoir. London: John Murray.

The work, of which the above is the title, is in two volumes, the first being devoted entirely to Australia, while the second treats of travels in Java, Siam, and Canton. Passing to the second volume, we find the party who accompanied the author landing at Batavia, favourably impressed with their first sight of the Dutch dependency. After a description, both amusing and instructive, of the numerous races which combine to make up the population of the capital, the reader is treated to a trip into the interior of the country and to graphic accounts of the daily life of the petty potentates who govern the various districts, with episodes descriptive of Javanese domestic ceremonies, such as weddings and funerals. During his progress through the country the Marquis has not failed to perceive the miserable results which have arisen from the mistaken policy hitherto pursued by the Dutch Government with reference to commerce and native labour, and he is unsparing in denunciations of the course of action that has interposed so great a check in the way of progress and competition with other countries. A belief is expressed that the completion of the railway will effect a great change for the better, not only by opening up districts now comparatively inaccessible, but by releasing for more useful employment the large number of the inhabitants now engaged solely in the work of transporting produce. The author sums up his remarks in the following passage:—

It is a melancholy fact that no particle of the revenues has been appropriated to the moral improvement of the people. The excellence of the cultivation, the bustle of an active population, even the instinctive lightheartedness of an indigenous race born in slavery and having no hatred for it—all would have given me the idea of an earthly paradise, if the respect shown to white men had not, by its abject servility, recalled to mind the ignoble dependence of the conquered race, a humility and an indifference which have been grafted upon a people that was formerly proud, and is still intelligent and industrious. The result of three centuries of European influence seems to have been to lower—and to lower greatly—the Javanese people in the scale of civilisation. I should like to see in the beautiful fields of Java these strong men working for themselves and their families, not for the treasury of the Home Government.

Leaving Java the party continue their journey to Singapore. The most interesting feature of the visit to this place is an account of the Chinese quarter, and the many peculiarities of Celestial manners and customs displayed therein. Siam is next reached, where the arrival of an Orleanist prince—who was a member of the party—was the occasion of much trouble to the prime minister, who, desirous of doing honour to the strangers, was at the same time tormented with apprehensions lest the fact of so doing might call forth the displeasure of the French Government. In the end, however, Siamese politeness carried the day, and a most hospitable reception was accorded to the travellers. For this the author has not been ungrateful, and has little but praise to bestow upon the manner in which the public affairs of the country are conducted. The only obstacles in the path of prosperity appear to be the Government monopoly of the mineral and agricultural wealth, and the fear of European influence. The Marquis appears to have been considerably scandalised by the behaviour of his countrymen settled in Bangkok, of whom he says,

You must come to this end of the world to find anything like it; with some few exceptions, a crowd of adventurers and bankrupts, who dispute for the melancholy honour of cheating the King. One will sell false jewels from Paris, another escapes here from his creditors at Manila or Shanghai, another, while lodged here at the King's expense, will none the less charge his Government with lodging expenses at the rate of £480 a-year.

The remainder of the volume is occupied with experiences of Hong Kong, Canton, and Macao, and the author uses all his powers of rhetoric and forcible argument—and they are not small—against the coolie trade carried on in the Portugese settlement. The results of what must have been a very careful study of Chinese character may be summed up in the following extract from the concluding pages of the work:—

When the lowest coolie can, by devoting himself to literary work, obtain the mandarin's button, how is it that the officials chosen by free competition become such merciless despots, venal and unjust—ill-treating the people from whom they sprang only yesterday? The Chinese has no religion; he worships only his own interests, and is consequently the victim of blind superstition and adoration for the spirits who are supposed to preside over wealth. All extremes meet; coffins are adorned and venerated, and the new-born infant is killed without scruple. Merit is sought in caligraphy, not in ideas. How can there be any growth of thought in a country where a clever man's whole life is spent in learning the alphabet? The result is that ninety-nine hundredths of the population are unacquainted with half the signs which express ideas, and that they cannot understand the language of those who study for themselves and not for the sake of imparting knowledge. The great scholars pass their lives brush in hand, endeavouring to trace with elegance on a porous brick pious sentences which will be unintelligible to the common people, and which, dazzling in gold on their pagodas, have no meaning in the minds of their worshippers. Their literature is nothing but a stroke of the brush, and the Chinaman far advanced in material progress remains fatally backward in the field of thought.

In conclusion, we can heartily recommend a thorough perusal of the book, which has merits peculiarly its own, and far beyond the usual run of works upon travel. The author must be congratulated, among other things, upon his perfect mastery of the English language; scarcely a trace of foreign idiom, and not a single error in grammatic construction have we been able to detect. It is to be hoped that the present volumes will be followed by further records from the same pen of the habits and manners of foreign nations.

At the last meeting of the Asiatic Society a paper was read by Mr. A. Wylie, "On an Ancient Buddhist Inscription at Keu-yung-kwan, in North China," found about five miles north of the entrance of the Nankow Pass, on a limestone archway, covered with mythological and symbolic sculptures of obviously Indian origin, and supposed to have been the basement story of a pagoda. It covers the greater part of the inner facing of the structure on both sides, from the basement to the spring of the arch. Two of the parts are inscribed in horizontal lines at the top in antique Devanagari and Tibetan characters respectively; below these are four compartments, inscribed respectively in Mongol (that form known as the Bashpah alphabet), Ouigour, Neuchih and Chinese characters, all in vertical lines. A comparison of the parts showed that they were transcripts of a Sanskrit original, restored by means of a close comparison with the Chinese portion. A firm ground was thus gained from which to determine the exact equivalents of the Sanskrit sounds in the other languages. The most important transcript is that in the Neuchih character. Although the name of this writing is not unknown to Orientalists, yet beyond the name few facts have been gathered; and Mr. Wylie's inscription is the only piece yet discovered in which there is any clue to the powers of the characters; but there are hardly any of them in this transcript the sounds of which he thinks he has not ascertained. The number of signs given by him are eighty-one, probably but a small portion of the Neuchih syllabary, as the simple sounds of the Sanksrit alphabet would hardly exhaust the vocables of the Neuchih language. At the end of each of the transcripts of the Sanskrit original there are some lines in a smaller sized character; and, as in the Chinese, Tibetan, and Mongol portions, they contain pieces of compositions in those languages, not mere transcripts of foreign signs, Mr. Wylie concludes that the small-sized Neuchih is a real specimen of the Neuchih language, by which the philological value of the Inscription would of course be enhanced.

The November number of *The Phœnix* fully maintains the reputation of its predecessors. Mr. Carroll contributes another of his interesting tales of Chinese life; the *Literature and Religion of the Buddhists* is the first of a valuable series of papers by Mr. Brian H. Hodgson; and Mr. H. H. Howarth furnishes a capital description of the Calmucks. Mr. McPherson's *Note on the Manufacture of Brick Tea* is evidently the production of a practical man, and affords the editor a good opportunity of requesting similar contributions from readers in the interior of China, so that he may be enabled to collect the materials for an extended account of the whole subject of tea cultivation and preparation. The *Chinese Theory of Medicine* is full of information, and is perhaps the most suggestive paper in the number.

THE LONDON MISSIONARY SOCIETY.

(To the Editor of the *London and China Telegraph.*)

SIR,—I presume from internal evidences that the writer of a letter signed "Y." in your last issue is one of the Missionary body, and I do not wonder after reading it that some of that body are occasionally accused of indiscretion and misplaced zeal. The letter from the London Missionary Society to Her Majesty's Government—on which "Y." comments, would appear to most persons conversant with missions and missionaries in China singularly judicious and well-timed—though, of course, it must be distasteful to zealots who wish to force the Gospel on the heathen without due consideration for their ancient habits of thought and long-cherished beliefs. It is perhaps hardly necessary to remind "Y." that He who gave the command to "go into all the world and preach the Gospel" took care to *select* places for His evangelistic work—even avoiding His own home "because of their unbelief"—or that on one occasion when disturbances were imminent "He withdrew Himself from them."—Yours truly,

London, Nov. 26, 1870. G.

Monetary and Commercial.

In reference to the notice in our last issue as to the affairs of the Commercial Bank of India, the amount paid to creditors was, 17s., not 15s.; the amount called up £10, not £15; and the amount paid off the loan of £15,000 on the property at Shanghai £11,000, leaving £4,000 unpaid. As our statement that a further call would be made has created some alarm amongst the shareholders, we may mention that it will not be made for some months, as it greatly depends on the yield of the call of £10, which is not finally exhausted.

The large parcel of Mexican Dollars referred to in our last as having been shipped on board the steamer *Ismailia* at New York,

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was received in London on Friday last. Since the time when the heavy amount paid by the Chinese in Sycee silver, as indemnity for the war, was received, no train as heavily loaded with precious metal has reached London as that which brought the parcel referred to. It consisted of a special train of thirteen covered goods waggons with chests containing seventy-four tons of Mexican dollars, value nearly half a million sterling. The chests were duly checked off by the bill of lading, and the specie was cleared out of the station within three hours of its arrival. The procession to the Bank of England consisted of three detachments of goods vans of six each. Consigments of from six to twelve tons of silver are not unusual on this line, but one of seventy-four is unprecedented, excepting the China payments.

There have been a good many transactions in war risks on account of the possible danger of a Russian war. The premiums are from 5s. upwards, 10s. being taken on sailing ships from India, China and Japan, and Russian ships are hardly insurable against war contingencies at all. The contingency of a war is thus estimated very highly, but the estimated risk on English ships is not considered very great. As to any apprehension of Russo-American Alabamas, the notion is that there will be no immediate danger of their appearance at the outbreak of a war, as they must take some time to prepare; and that if they do appear, the danger of their depredations cannot be so formidable to our mercantile navy as it was to the American.

The Crown Agents have sold bills on Ceylon for last mail to the extent of £40,000.

The following on India and China Exchange Banks is from the *Economist*:—"The India Banks, in their dealings in Exchange, of course, make their profit out of the difference between the price or rate at which they buy Bills on Europe (chiefly Great Britain) and the price or rate at which they sell their own Drafts on their own head offices or correspondents. If, for example, good Document or Credit Bills can be bought at (say) 23½d., the Bank ought to be able to sell its own Drafts at a profit of between 3 and 4 per cent.—that is to say at 23d. to 22¼d. In other words, the Bank ought to sell its own rupees for (say) 23½d., and buy them back again for 23d. or 22¼d."

CHINA TRADE.—Merchandise, excluding Bullion and Specie—Averages of two periods of three years, 1864-6 and 1867-9.
In Million £'s—thus, 3.97=£3,970,000.

Countries.	Imports from: 1864-6. Mln. £	1867-9. Mln. £	Exports to: 1864-6. Mln. £	1867-9. Mln. £
Great Britain ...	... 3.97	... 7.10	... 10.74	... 11.06
Hong Kong ...	... 4.74	... 5.12	... 2.78	... 2.87
	8.71	12.22	13.52	13.93
India	... 9.07	... 7.77	... —	... —
United States...	... .39	... .30	... 1.62	... 2.53
Sundry... ...	... 2.26	... 1.80	... 1.86	... 3.06
	20.43	22.09	17.00	19.52

Hong Kong is an entrepot almost entirely of British Trade, and if we combine Hong Kong and Great Britain, we find, as above, a growth of the imports into China from 8¾ millions in 1864-6 to 12¼ milions in 1867-9—or equal to 50 per cent.—the exports from China to these places remaining stationary at 13½ millions. The imports from the United States into China are under half-a-million, but the direct exports to the United States from China were 2½ millions, and hence that profitable triangular trade by which New York and Philadelphia adjust their China indebtedness through the medium of English credits; paying for the tea and silk received in Ameria by cotton and grain consigned to England.

The submersion of the Anglo-Mediterranean Telegraph Company's duplicate cable between Malta and Egypt has been completed. In view of the political events now transpiring, the importance of such a multiplication of the facilities for submarine telegraphic intercourse between England and India can hardly be overrated. Of the alternative lines it must be borne in mind that one—that of Siemens—takes an overland route through Prussia, Russia, and Persia, while the other—the old Indo-European—passes through Turkey in Europe and Asia Minor. Both of them would, in the event of war, be exposed to danger at many points; and, as respects the first of the two, the inviolability of private messages which has been guaranteed by its convention rests on no more secure basis than the faith of a Government which, on a much more momentous question, has just shown its utter contempt for the most solemn engagements when their execution happens, in its opinion, to be inconvenient.

We take the following from the *Moscow Gazette*:—

In consequence of a direct steamboat communication having been established between India, China, and Russia, via the Suez Canal, we hear that in the coming year a commission-house is to be organised at Odessa by Messrs. Cazalet, a St. Petersburg firm. The Odessa steamers will load at Bombay (cotton, &c.) in January, and at Hankow (tea) in May, 1871. It is supposed that as the railway tariff will be decreased, the through rate of cotton from Odessa to Moscow will be 60 to 70 copecks per Russian pood. Although the South of Russia, rich in wool, has actually no cloth factories, it is expected, should cotton be landed cheap at Odessa, that cotton mills will be founded in that town. Besides standing in direct relations with the leading houses in India and China, it is reported to be the intention of the firm to introduce manufactured articles of Northern and Central Russia into more general use in Southern, or so called New Russia, in lieu of foreign goods.

The amount of bullion by the P. and O. Company's steamer *Poonah*, from Southampton on the 26th inst., was in gold, to Alexandria, £10,350; to Madras, £100; total in gold, £10,450.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SARAWAK to LONDON, per Bedfordshire, entered Nov. 19.—89 boxes cinnabar ore, 1758 bags sago flour, 217 baskets india-rubber, 890 bundles canes, 2352 bags 269 tons antimony ore—R. and J. Henderson; 1 case merchandise—Order.

From PENANG to LONDON, per Octavia, entered Nov. 21.—2 puncheons 2 hogsheads rum, 4 cases mace—M. F. Just and Co.; 4 cases merchandise—R. G. Kennedy; 47 puncheons rum, 5062 bags pepper, 20,548 (number) 249 baskets snail shells, 1208 bags tapioca flour, 2023 bags tapioca, 2171 (number) 4546 pcs. 48 bales cowhides, 89 cases fish-maws, 4752 bags sugar, 107 bales buffalo hides, 3473 slabs tin, 70 baskets india-rubber, 524 bales rattans, 520 baskets gutta-percha, 77 cases nutmegs, 1 package tea, 157 bags krangruns, 1 case tortoise-shell, 60 cases cloves, 3 bales cotton—Order.

From SHANGHAI, HONG KONG, and SINGAPORE, &c. (via Suez Canal), to LONDON, per Leith, steamer, entered Nov. 21.—From Shanghai: 1092 packages tea—L. Reiss Bros. and Co.; 14 boxes tea—D. R. Macgregor; 10 boxes tea—A. Jamieson and Co.; 1 package tea—W. Horsley; 1 box tea—W. J. E. Stewart; 122 cases merchandise—Renard and Co.; 8 cases merchandise—J. P. Hertz; 5 cases merchandise—Rodocanachi and Co.; 4 cases merchandise—R. Leinard; 1111 chests (in transit) 1226 chests 1042 half-chests 2208 packages 1723 boxes tea, 118 cases merchandise, 7 chests rhubarb, 20 casks oil, 1 packages cigars, 28 pheasants—Order. From Hong Kong: 14 cases merchandise, 10 cases silk, 2 cases preserves, 1 box tobacco—Order. From Singapore: 2 cases plants—J. M. Little; 1 case merchandise—D. R. Mann; 3030 bales 3487 bags gambier, 25 boxes 147 cases india-rubber, 394 baskets gutta-percha, 33 baskets 45 cases shells, 167 boxes nutmegs, 966 bags sago, 3110 bundles rattans, 1143 bags taploca, 399 bags pepper, 2229 bags sago flour, 326 boxes gum damar, 2180 buffalo hides, 405 bundles canes, 7 cases gamboge, 294 bales hides, 76 cases essential oil—Order. From Penang: 2361 slabs tin—Phelps, James, and Co.; 405 slabs tin, 1077 bags pepper, 38 bales cowhides, 6 cases oil, 29 baskets india-rubber, 540 bags 78 bales tapioca, 57 bales 3860 ballots coir yarn, 1 box brandy—Order; 13 packages merchandise—Hickie and Co.; remainder of cargo from Malta.

ARTICLES OF IMPORT.

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TEA.

Since our report of the 18th instant the market has been quiet, and merchants have shown more disposition to realise, even at a slight decline. This remark must only be applied, however, to the common and medium grades; better descriptions, being in short supply, are held firmly. About 3,000, chiefly boxes, sold by auction slightly over private contract prices.

SILK.

The market has been very dull since the "Russian question" has arisen to disquiet mercantile affairs, and although, owing to the firmness of importers, who do not offer their Silks, prices are nominally unchanged, still the tendency of the market is to easier rates, and any considerable business would have to be done at a slight reduction. Deliveries continue good, viz., from 1st to 23rd inst., 1,807 bales China, 323 Japan, 493 Canton, and 241 Bengal; total, 2,864 bales.

COFFEE.

A considerable quantity of Plantation Ceylon has been placed upon offer at the public sales, for which no active enquiry was manifested, and the business done has been for the most part at prices which show a decline of 1s. per cwt. upon our last quotations. Native Ceylon has been in limited request, but no great quantity having been brought forward prices are maintained. The last rates paid were Plantation triage and ordinary, 38s. to 52s. 6d.; small dull to colouny, 52s. 6d. to 59s., low middling grey to middling dull 57s. 6d. to 60s., bold ditto 61s. to 68s. 6d., middling coloury 60s. 6d. to 65s. 6d., good to fine middling 66s. to 70s. 6d., bold 74s. to 76s., peaberry 70s. to 76s. Native Ceylon, small 44s., fine ordinary 50s. 6d. to 51s., bold 53s. 6d., peaberry 54s. 6d.

In other East India kinds we note sales of 537 bags brownish Manila at 51s. to 51s. 6d., and 69 bags Singapore at 48s. mixed, at 42s. per cwt.

The landings continue large, and are nearly 400 tons larger than last year, but as the deliveries are 580 tons more, the surplus in the stock is slightly reduced. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 70,992 cwt., against 73,380 cwt. at the corresponding date of 1869; Native, 4,159 cwt., against 20,304 cwt. The quantity afloat for the Continent is 2,402 cwt. Plantation, against cwt., and 3,136 cwt. Native, against cwt. The quantity of Coffee landed in the forty-six weeks ended Nov. 19, 1870, was, of Ceylon, 38,877 tons, against 37,422 tons during the corresponding period of 1869; of all descriptions, 67,013 tons, against 66,013 tons. The quantity entered for home consumption was, of Ceylon, 9,231 tons, against 9,781 tons; of all descriptions, 16,830 tons, against 17,127 tons. The quantity exported was, of Ceylon, 27,519 tons, against 24,822 tons; of all descriptions, 45,534 tons, against 42,829 tons. The stock on Nov. 19 was, of Ceylon, 15,991 tons, against 13,814 tons; of all descriptions, 28,868 tons, against 25,377 tons.

SUGAR.

The market exhibits a further improvement, there being a good demand for all descriptions; prices exhibit an advance of 6d. per cwt. upon our last quotations, and at the close evince a tendency towards further rise. There are no public sales of East India descriptions to report, but by private contract 13,000 tons clayed Manila have been sold at 23s. 6d.; 5,000 bags fine clayed (duty 4s. 9d.) at 26s. 6d.; 100 tons unclayed Taal, at 19s. 6d.; 6,000 bags soft brown China, at 20s.; a landed cargo of 4,500 baskets (1,000 tons) good strong Java (duties 5s. 3d. and 5s. 8d.), per Scindian, at 34s. 6d.; 900 baskets Yellow

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Java, on the spot (duty 5s. 3d.), at 29s. to 33s., chiefly 31s.; and 200 tons Java syrups at 18s. 6d.

The landings for the week are larger than for several weeks past, consisting chiefly of 2,000 tons Manila and 800 tons Beetroot, and are 2,400 tons in excess of last year. The deliveries for home use show some falling off, but as a similar decrease took place last year, they are still 1,000 tons in excess of 1869; the exports are 200 tons larger, and the deficiency in the stock is now only 1,800 tons. Stock, Nov. 12, 81,818 tons, against 84,725 tons; Nov. 19, 80,208 tons, against 82,039 tons. The quantity of Sugar landed in the forty-six weeks ended Nov. 19, 1870, was, of Penang, 3,028 tons, against 3,908 tons in the corresponding period of 1869; of Manila, Java, and China, 19,189 tons, against 32,625 tons; the quantity entered for home consumption was, of Penang, 2,118 tons, against 2,474 tons; of Manila, Java, and China, 23,702 tons, against 18,944 tons. The quantity exported was, of Penang, 103 tons, against 193 tons; of Manila, Java, and China, 3,477 tons, against 1,429 tons. The stock on Nov. 19 was, of Penang, 3,137 tons, against 1,620 tons; of Manila, Java, and China, 27,800 tons, against 40,516 tons.

Coir Goods.—At the last sales the supply of yarn offered was of good amount, consisting chiefly of small parcels; there was a much better competition for all qualities, and the whole was taken off at dearer prices. Rope also found a readier sale at a slight advance; 1,490 bales Cochin Yarn all sold, low and common £18 to £20 10s., good common to medium £21 to £26 5s., good medium to good £27 5s. to £31 5s., fine to very fine £32 to £39, superior thin £40 5s. to £54; 95 tons ditto in dholls sold, very low and low coarse £14 5s. to £18 10s., common to good common £19 to £21; 26 tons in dholls of Ceylon, common £19 10s., good common to medium £21 5s. to £26, good £29 5s., fine £33 5s. to £36; 4,538 ballots (17 tons) Ceylon Fibre sold, chiefly common mattress at £13 15s. to £15, one lot £11 15s., 200 ballots bristle at £32, and 11 bales Cochin at £25 10s.

China Matting.—Of 650 rolls offered, 600 sold—3/4 red at 25s., 4/4 white, 33s. 6d., one lot 33s.; 3/4 white, 37s. to 38s. 6d.; 3/4 and 4/4 check, 35s. 6d. to 36s.

Cocoa-nut Oil.—At public sale 113 pipes and 60 hogsheads Ceylon sold at rather firmer rates, the former, of good quality, at £37 10s. to £38, and the latter, fine, at £38 15s., one lot £39. Afloat the sale is reported of 100 tons Ceylon at £38.

Cutch.—The market is quiet, but steady; 500 boxes medium Pegu have been sold at 19s. per cwt., and 100 boxes fine quality at 20s.

Galls.—An offer of 390 cases China was sold at 42s. to 42s. 6d., showing no change in price.

Hemp.—Owing to the present position of political affairs sellers of Russian have retired from the market, and their example has been followed by those of Manila; there is consequently no business to report.

Orchella.—An offer of 20 bales Ceylon was bought in at 57s.

Pepper.—The enquiry continues, and a considerable business has again been done; prices are firmly maintained, and in some instances show an advance. Black: 1,512 bags offered by auction went off as follows: 300 bags Singapore bought in at 6d.; 521 bags Penang sold, sound, 5½d., chiefly damaged at 5½d. to 5¼d.: 470 bags fair Tellicherry sold at 5⅔d.; also 221 bags Aleppy, fair, 5¼d., grey, 5¼d. Privately, about 1,800 bags have been taken off, Penang at 5⅛d. to 5¼d., Singapore at 5⅞d. to 5 13-16d. White: In auction, 579 bags were chiefly held for higher prices and bought in, 400 bags Singapore at 6⅛d.; of 179 bags Penang, 100 bags sold at 6¼d. to 6⅜d.

Plumbago.—The market for Ceylon is dull; at auction 193 barrels were offered and bought in, superior bold, at 30s.; fine, 22s. to 23s. 6d.; chips, 13s. to 13s. 6d.—except 9 barrels chips which sold at 11s. Privately 15 barrels common dust are reported sold at 4s. 3d.

Rice.—There is a better demand for all kinds, and firmer prices are obtainable especially for floating cargoes. On the spot 2,500 bags fine Bassein have been sold at 10s. 6d., a landed cargo of 11,000 bags old Necransie at 8s. 9d., and 16,000 bags Rangoon at 9s. 3d. to 9s. 9d. For arrival 200 tons Casla Bengal, October-November shipment, have been sold at 7s. 10½d. quay terms, also the following cargoes of soft grain:—The George Avery, 650 tons Necransie, at 9s. 10½d., for the Continent; the Belmont, 1,370 tons Rangoon, at 9s. 9d., landed for London; the City of Bangor, 850 tons Rangoon, at 9s. 3d. for the Continent; the Arabia, 1,300 tons Rangoon, arrived in dock, at 9s. 1½d. quay terms; and the Verdandi, 500 tons Rangoon, at 9s. 6d., Continental terms.

Spices.—Cassia Lignea: 298 cases unworked were bought in at 105s. to 107s. 6d. Nutmegs: 30 cases Penang were bought in, chiefly average 71 nuts to the lb. at 3s. 3d., 118's at 2s., except a few of the former, which sold at 3s. 2d.; 4 casks Java limed 108's sold at 1s. 10d. to 1s. 11d., and 2 boxes Tuticorin 104's at 2s. 1d., 190's at 1s. 1d. Mace: 6 cases middling Penang sold at 3s. 1d., and 1 box Tuticorin at 2s. 9d.

Shells.—The periodical sales were held on the 22nd inst., with the following results:—Mother-o'-Pearl: Moderate quantities offered were partly sold at previous rates; 41 cases good Manila partly sold at £9, and 15 cases Singapore, chiefly bold, sold at £8 15s. Tortoise: A large supply, amounting to 9,300 lbs., offered met less demand, and barely one-third was sold at about previous quotations; 3 cases (371 lbs.) Manila were bought in at 13s. 6d. to 14s., and 15 cases (1,380 lbs) Singapore at 15s. to 16s., except one lot ordinary, which was sold at 10s. Green Snail: 159 cases 136 baskets and 5,000 loose partly sold—large, 4d. to 4¼d.; medium, 3d. to 3¼d.; small, 1½d. to 2½d. each. Ear: 188 packages 3½ tons Japan and 3,740 China withdrawn.

Tin.—There is a firmer tone in the market, and in some instances rates have advanced. The current quotations are—Straits, on the spot, £125; afloat, £123 to £124; Banca, £125 to £126; Billiton, £125 per ton.

NEW YORK MARKET REPORT.

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TEA.

The following is from Messrs. Beebe's Circular, dated 4th inst.:—

Our market for Tea has shown increased firmness, with considerable business in the various descriptions, on rather more favourable terms for importers than were available at the date of our last. In Greens the transactions are limited somewhat by the absence of desirable grades of old crop, and the small supply of new now to hand. Sales are reported from first hands of 8,400 packages, chiefly new crop, part to arrive ex steamer Magdala. About 15,900 half-chests Japans have also found buyers, nearly all of old crop, leaving very few unsold of this description in first hands. For Oolongs the demand noted in our last still continues, with sales and resales, to the extent of 20,300 packages during the fortnight. Of these about 8,000 are to arrive, and include the Tamsui kinds, ex Kelso, with some additional parcels Amoy goods, ex Devana. Further sales of New Blacks to arrive have probably been made, particulars of which do not transpire. The market closes very firm for this class of tea, at prices fully sustaining the advance previously noted.

The following are the current quotations:—Greens (Moyune, Twanki and Fychow): Gunpowder, common to good, 55c. to 95c.; fine to finest, 82c. to 125c.; Imperial, common to good, 48c. to 90c.; fine to finest, 53c to 108c.; Young Hyson, common to good, 40c. to 80c.; fine to finest, 47c. to 115c.; Hyson, common to good, 47c. to 75c.; fine to finest, 50c. to 90c.; Hyson Skin, 35c. to 45c.; Foochow, Oolongs (old crop), common and good, 53c. to 58c.; superior and fine, 60c. to 68c.; finest, 70c. to 90c.; Amoy Oolongs (old crop), common and good, 52c. to 57c.; superior and fine, 59c. to 65c.; finest, 68c. to 70c.; Souchong and Congou (old crop), common and good, 40c. to 52c.; superior and fine, 55c. to 65c.; finest, 68c. to 90c.; Japans (new crop), common, nominal; medium, 70c. to 73c.; fine and finest, 80c. to 87c.; choice, 88c. to 92c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to Nov. 2, 1870, were as follows:—Greens, 20,089,475 lbs.; Japans, 9,990,210 lbs.; Souchongs, 2,919,696 lbs.; Oolongs, 8,549,796 lbs.; other sorts, 154,464 lbs.; total, 41,703,641 lbs. The stock on Jan. 1 was 9,866,167 lbs.; which, added to the above total, gives a result of 51,569,808 lbs. Subtracting from this total the exports from Jan. 1 to Nov. 2, 5,197,554 lbs., and the withdrawals for home consumption during that period, 31,568,508 lbs., there remains a total of 14,803,746 lbs., representing the stock on the last-named date. The receipts from Oct. 19 to Nov. 2 amounted to 158,189 lbs.; the withdrawals for home consumption to 816,876 lbs.; and the exports to 108,737 lbs.

Coffee.—The current quotations for East India kinds are Java Government bags 21c. to 23c.; Java mats, 21c. to 23c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c., showing no change from those last given. There are no new features to note in the market for Brazil. The trade are buying to a fair extent, their enquiry being, as before chiefly directed to the low and better grades, and for the latter an advance of one-quarter of a cent per lb. has been realised. Medium grades are in comparatively good supply, but less inquired for, though even for these the market closes firmly. Java has been very firm, and at the close shows a tendency towards a further advance; the sales since our last report amount to about 2,500 mats at the current rates. In other East India kinds there has been no business.

Coir Yarn.—We note the sale of 300 bales Ceylon on private terms.

Camphor.—China is quoted 15c. gold (in bond).

Essential Oils.—Aniseed is quoted $2.25; Cassia, $1.25 gold (in bond).

Gunny Cloth.—There is no demand, and prices are nominal.

Gambier.—The current quotation is 3¾c. gold (duty paid).

Hemp.—The market for Manila continues inactive; sales are reported of 2,200 bales superior quality at 13½c. gold, and of 500 bales at Boston at 12¾c. gold. The Horatio Harris has arrived with 6,101 bales, and the Sooloo (at Boston) with 5,000 bales. The stock of Manila on Nov. 1 was estimated at 13,731 bales, against 5,357 bales at the corresponding date of 1869, and 10,936 bales in 1868. The imports into the United States from Jan. 1 to Oct. 31, 1870, were 122,147 bales, against 123,987 bales during the corresponding period of last year, and the quantity afloat on Oct. 31 was 32,867 bales, against 13,728 bales at the same date last year.

Indigo.—There is no change in the tone of the market for Manila; the sales have been 42 cases, at the last quoted rates.

Preserved Ginger.—China is quoted $10.50 currency (duty paid).

Rhubarb.—The quotation for China is $1.18 to 1.80 currency (duty paid).

Rice.—The market for Carolina continues inactive, and prices have declined 50c. per 100 lbs.; this decline having done away with the former relative cheapness of Rangoon, there is but little demand for the latter kind, the sales being in small lots, and exclusively for exportation. To induce business holders would have to reduce quotations, and no movement of this kind has yet taken place.

Sugar.—The business in Raw Sugar is still on a very restricted scale, refiners buying merely to supply their daily necessities, the trade scarcely being on the market at all. There is very little to report in the way of actual operations, yet holders as a rule retain their firmness, insisting upon full values, and affecting indifference whether they sell at present or not, professing great confidence in the future value of the article, even after the close of the year, notwithstanding the prospective reduction of duty Jan. 1 next. The only sale to report in East India kinds is of 38,108 bags Manila, ex Asa Eldridge, at 8⅛c.

Spices.—The market for most descriptions remains firm, especially for goods in bond. In whole parcels there has not been much business, and we have only to notice the sale of 230 cases Batavia Nutmegs, ex ship, on private terms, and 200 bales Cloves, in Boston, at 7⅞c. gold, in bond. Cloves are rather higher, and have sold freely. Pepper and Cassia are also in good demand at former rates. The other kinds are quiet, dealers buying only to meet their immediate wants. Sales have been made, in lots, of Nutmegs at $1.02½; Mace, 90c. in bond; Cassia, 48c., in bond 28c.; Pepper, 25¾c. to 26c., mostly 26c., in bond 11c.; and Cloves, 26c. gold.

Tin.—There is still an entire absence of inquiry for or business in foreign descriptions; the nominal quotations are—Straits, 31½c. to 31¾c.; Banca, 36c. gold.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Beer in Bulk.	Beer in Glass.	Brandy.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£	£	Brls.	£	Cwt.	Cwt.	£
Palmerston (addl.)	Colombo	London.	Oct. 28	...	10	...	...	...	...	218	...	...	...	...	40	...	...	...	...	...	...	...	...	...	...	8	...	56	12	...	358	...	2	96 &5cs.
Galata, str., via Suez Canal	Do.	,,	Nov. 7	8	...	...	...	...	64	266	803849	54050	...	...	...	312	25	...	18	24	734	...	12	56	426	...	...	483	...	...	...	92	2	33	206 &4cwt
Cutty Sark	Shanghai	,,	,, 8	25	...	¼	100	...	...	430	5385138 &£720	362495	600	337	35	8571	...	...	...	64	250	...	...	294	464	...	190	88	...	...	...	20	...	£12	189 &2cs.
Peri	Penang	,,	,, 8	...	...	...	...	...	...	565	90966 &£69	11500	...	368	...	...	...	8000	149	18	89	2800	6	53	638	30	30	135	174	40	300	17	...	...	22
Teviot	Colombo	,,	,, 9	...	22	3	10	...	...	1150	860945	70045	...	...	...	...	...	4360	68	36	551	1236	387	422	838	380 &1cs.	78	250	255	20	...	111 &99cs.	28 &£47	£135	513 &10cs.
Clymene	Hong Kong	,,	,, 10	150	31	7	250	...	...	50	152000	27600	...	255	626	510	...	14430 &£73	38	52	...	230	19	66	641	150	30	278	375	25	...	421	£20	...	...
Cingala	Do.	,,	,, 11	175	...	4	350	...	...	13	2403240 &£600	89060	...	...	...	4520	1000	180900	38	30	...	...	...	90	223	158	62	73	170	...	...	418 & 250cs.	200	...	83
Fire Queen	Yokohama	,,	,, 11	80	...	...	...	...	...	2cs.	53900	...	...	...	...	640	...	28000	15	18	88	...	29	682	299	1400	386	...	270	580	40½	50	...	5 &£28	195
Henry Grenfell	Batavia and Sourabaya	Livrpool	,, 1	106	17	...	...	5	...	1263	870510	1142765	...	1025	...	1428	...	34436	...	...	...	...	...	...	...	4008	40	...	...	...	...	1039	254	...	20
Elisa	Manila	,,	,, 2	...	...	...	...	...	400 &2cs.	1614	1518151 &£160	449463	...	...	4712	955	286	56867 &£50	...	...	43	...	...	1 ck.	20 cs	1000	...	1397	...	55	...	785 &1cs.	...	120 &£30	130
Coldstream	Singapore	,,	,, 2	120	...	10	25	...	...	653	946019 &£2070	254993	...	...	...	531	635	38991	...	49	...	...	...	...	111	...	226	...	...	200	...	561	...	...	...
Vale of Doon	Yokohama	,,	,, 3	...	...	...	...	...	...	570	280200	6200	...	...	...	...	...	20000	...	2	...	...	...	...	...	...	...	...	...	...	...	6	235	...	...
Nestor, str., via Suez Canal	Singapore and Penang	,,	,, 9	...	...	...	...	...	...	138	1295260 &£40	128542	...	...	...	1079	...	30000	...	...	...	...	...	...	...	...	20	669	...	...	...	32	...	11	67
Do. do.	Hong Kong	,,	,, 9	...	...	...	...	...	...	370 &1cs.	2056985 &£640	588696	82	...	249	6083	...	153200	...	...	...	...	...	...	...	...	...	368	...	...	...	13 &1cs.	7	4½ &2 pks	...
Do. do.	Shanghai	,,	,, 9	...	...	...	...	...	...	...	3243400 &£50	15000	...	...	...	4915 &57cs.	...	...	...	1	...	...	...	6cs.	...	...	...	...	...	...	...	...	...	1cs.	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

	Ship	For	Preserved Provisions.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
			£	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
a	Palmerston (add.)	Colombo	...	...	46	...	137	...	...	24	...	43	...	...	...	...	...
b	Galata, str., via Suez Canal	Do.	44	193	932	30	207	216	136	43	134	...	9	...	...	641	125
c	Cutty Sark	Shanghai	166	82	169	15	129	399	99	16	...	264	282	...	140	...	...
d	Peri	Penang	43	...	...	195& 77gls.	...	...	...	68	...	...	112	25	...	...	70 & 1cs.
e	Teviot	Colombo	314	300	86	...	830	...	11	...	...	...	103& 10cs.	...	...	810	...
f	Clymene	Hong Kong	12	...	85	89	...	...	...	...	...	...	60cs.	...	46& 1cs.	...	...
g	Cingala	Do.	15	...	185	...	336	...	...	...	...	...	60& 25cs.	...	...	...	...
h	Fire Queen	Yokohama	60	45	383	...	450& 64cs.	...	20	...	20	107	...	...	...	15cs.	...
i	Henry Grenfell	Batavia and Sourabaya	...	...	16	...	...	123	40	271	...	...	...	...	...	...	...
j	Elisa	Manila	...	...	6cs.	30	376	90	26	589	...	...	2& 5cs.	...	440	...	...
k	Coldstream	Singapore	...	...	23	...	35	...	...	90	...	...	...	3	170	...	...
l	Vale of Doon	Yokohama	...	...	...	...	...	...	...	...	...	...	...	...	...	165	...
m	Nestor, str., via Suez Canal	Singapore & Penang	...	20	5	65& 7gls.	...	50	...	...	...	...	...	...	6cs.	...	...
n	Do. do.	Hong Kong	3cs.	50& 1cs.	...	...	...	...	197	...	1cs.	...	1cs.	...	3197& 21cs.	1cs.	...
o	Do. do.	Shanghai	17cs.	50	...	5gls.	...	...	...	...	...	...	...	...	...	1cs.	...

Sundries.

a Patent specification, £100; (short shipped) oil, 117 gallons; fruits, 1½ cwt.——*b* effects, £330; refined sugar, 42 cwt.; jewellery, £35; clocks, £20; slates, £6.——*c* effects, £348; india-rubber manufactures, £42; mineral water, £88; refined sugar, 23 cwt.; corks, £12; oakum, £11; matches, £90; chimney pieces, £21.——*d* jute rope, £140; cement, 26 tons; asphalte, 40 tons; perambulators, £13; matches, £750; clocks, £25; gunpowder, 2,500 lbs.——*e* refined sugar, 28 cwt.; Vermouth, 100 gallons; cement, 20 tons; manure, 20 tons; spectacles, £15; coffee machinery, £100; galvanised iron, 2 tons; ground beans, £150; marble, £30; tablets, £12; meterological instruments, £5; asphalte, 4 tons; bags, £100; spelter, 10 tons; electro and plated ware, £14; rum, 52 gallons.——*f* effects, £128; old iron wire rope £30; marble, 25 cwt.; needles, 17 cwt.; bricks, £28; silk weaving machinery, £105; briar pipes, £30; refined sugar, 29 cwt.; tin plates, 450 boxes.——*g* matches, £80 and 20 cases; effects, £57; corks, £80; tin plates, 700 boxes and £12; gunpowder, 9,350 lbs.——*h* carriages, £110; liqueurs, 143 gallons.——*i* a lathe bed, £3; coals and coke, 50 tons; electro and plated ware, £60; gunpowder, 13,450 lbs.——*j* medical instruments, £45; feathers, 2 cases; bitters, £100; pig iron, 90 tons.——*k* sheathing felt, £21; coals and coke, 256 tons; zinc, 6 tons; electro and plated ware, £72.——*l* iron rails, 800 tons.——*m* copper coin, £2,510; American clocks, £24; needles, 6 cases; compasses, £13; gold and silver thread, £5——*n* india-rubber manufactures, £112; buttons, £201; needles, 4 cases; amber, 7 cases; plain cottons, 2 cases.——*o* needles, 15 cases; mouldings, 1 case; alpaca cloth, £60.

Note.—Per Antipodes, from London to Shanghai, cleared Aug. 22.—(Short shipped) Lead, 50 tons. Per Neville, from London to Hong Kong, cleared Sept. 19 (addl.).—Soap, £144; woollens, £55; paints, £100. Per Sir Harry Parkes, from London to Hong Kong, cleared Sept. 24.—(Short shipped) Cottons and worsteds, £60; plain cottons, 77,000 yards. Per Ada (str.), from London to Singapore, *via* Suez Canal, cleared Oct. 26 (addl.).—Hardware, £192; plain cottons, 55,650 yards; effects, £20; stationery, £3. To Shanghai.—Woollens, £300. Per John Scott, from London to Batavia, cleared Oct. 28 (addl.).—Mustard, £30; hardware, £245; shot, ½ ton; earthenware, £105; soap, 461 cwt. Per Oberon (str.), from London to Singapore, *via* Suez Canal, cleared Oct. 29 (addl.).—Yarn, 12,000 lbs.; plain cottons, 59,500 yards; (short shipped) Oilman's stores, £23; copper, 10 tons. To Hong Kong (addl.).—Stationery, £85; (short shipped) coloured cottons, 22,049 yards. To Yokohama (addl.).—Plain cottons, 139,300 yards and £180; parts of needle guns, £372; twist, 800 lbs.; woollens, £2,645 and 4 cases; seeds, 2 cases; dye stuffs, 5 cwt. Per Dartmouth, from London to Shanghai, cleared Sept. 12 (addl.).—Plain cottons, 165,900 yards; long ells, £330; printed cottons, 13,000 yards; provisions, £120. Per Havelock, from London to Singapore, cleared Oct. 24 (addl.).—Plain cottons, 60,000 yards; hardware, £475; pistols, £180; furniture, £90; millboards, £30 and 60 cwt.; earthenware, &c., £78; candles, 8½ cwt.; biscuits, £40; oilman's stores, £90. Per Titania, from London to Shanghai, cleared Oct. 27 (addl.).—Plain cottons, 403,088 yards; coloured cottons, 24,800 yards; cottons and worsteds, £360; rod iron, 100 tons; camlets, £570. Per Gemini, from London to Singapore, cleared Oct. 28 (addl.).—Brasswire, £800; meteorological instruments, £10; zinc, 2 tons; soap, £10; perfumery, £20; india-rubber hose, £234; corks, £16; hats, £13; hardware, £8; drugs, £8; earthenware, £118; paper, £200; asphalte, £9. Per Marlborough, from London to Hong Kong, cleared Oct. 31 (addl.).—Plain cottons, 294,000 yards; iron wire, 20 tons; red lead, £114; blankets, £1,272; yarn, 20,000 lbs.; dye stuffs, £90; haberdashery, £20; mats, £13; perfumery, £50; toys, £11; umbrellas, £50; filters, £6; (short shipped) tin plates, 200 boxes. Per Granville, from London to Colombo, cleared Nov. 9.—Beer in glass, 2 barrels; brandy, 81 gallons; coals, 670 tons.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Nov 15	Djawa	Bakker	Batavia	Texel Roads
— 15	Paris Port de Mer	Franc	Yokohama	Rouen
— 18	Bedfordshire	Langsford	Sarawak	Dover
— 18	Leith (str.)	Burnetson	Shanghai, &c., via S.C.	Falmouth
— 15	Sadowa	Oltmann	Maulmain	Bremerhaven
— 17	Egmond and Hoorn	Locsewitz	Singapore	Flushing
— 14	Lola	Urrix	Manila	Santander
— 19	Octavia	Bristow	Penang	London
— 21	Queen's Own	—	Singapore	Liverpool
— 4	Horatio Harris	Lovett	Manila	New York
— 5	Hans	Quedens	Batavia	Do.
— 22	Kingdom of Italy	Shearer	Penang	Falmouth
— 20	Kobe	Prins	Hiogo	Texel
— 20	Schevoningen	Annokee	Patjitan	Brouwershaven
— 9	Mercur	Brandorff	Singapore	Boston
— 21	Snowdon	Carey	Maulmain	Queenstown
— 21	Braunstone	—	Manila	Liverpool
— 23	Doune Castle	—	China	Deal
— 23	Eastern Belle	Grey	Batavia, for Hamburg	Falmouth
— 23	Verdandi	Petterson	Rangoon	Do.
— 23	Leucothea	Bennett	Do.	Do.
—	Cassandra	Peters	Bassein	Queenstown
— 23	Fleur de Mourice	Gallichan	Ilo Ilo	Falmouth
— 23	Prince Alfred	—	Akyab	Liverpool
— 23	Albert Edward	Nielsen	Rangoon	Queenstown

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov. 11	Cingala	Nielson	Hong Kong	London
— 15	Kinfauns Castle	Holmes	Singapore	Clyde
— 18	Zoroaster	Baker	Sunderland & Galle	London
— 19	Grand Duchess	Consterdine	Singapore	Do.
— 19	Ilione	Rapson	Yokohama	Do.
— 21	Mic Mac	Robinson	N'castle & Hg. Kong	Do.
— 21	Sir Wm. Wallace	Taylor	Cardiff & Hong Kong	Do.
Nov. 19	Alexandra	—	Singapore	Liverpool
— 19	Evora (str.)	Raison	Colombo, &c., v. Harpl	Dundee
—	Robertus Hendrikus	Sissing	Batavia	Rotterdam
— 20	Lanercost	Eaton	China	Texel
— 7	Golden State	Delano	Shanghai	New York
— 18	Resolution	Stabell	River Amoor	Cronstadt
— 23	Celestial Queen	Watt	Shanghai	London
— 23	Serica	Innes	Yokohama	Do.
— 2	Coloma	—	Hong Kong	Utsalady
— 18	Anna	Holmblad	River Amoor	Cronstadt

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—For Yokohama: John R. Worcester, Alumina, Eliza Shaw. For Tientsin and Chefoo: Avona. For Shanghai: Forward Ho, Duke of Abercorn, Sir Lancelot, Undine, Whinfell, Norman Court, Argonaut. For Hong Kong: Cornuvia, Hopewell, Wm. Ritson, Belted Will, Ambassador. For Hong Kong and Amoy: Cissy. For Singapore: Cymbeline, Summer Cloud, Haidee. For Penang, Singapore, Hong Kong, and Yokohama (via Suez Canal): Parana (str.). For Singapore, Hong Kong, and Shanghai (via Suez Canal): Leith (str.). For Bangkok: Anita, Gleam. For Batavia and Sourabaya: Art Union, Orient. For Colombo: Boyne, Hesperia. For Colombo and Galle: River Indus. For Colombo, &c. (via Suez Canal): Ferdinand de Lesseps (str.), Excelsior (str.).

At LIVERPOOL.—For Yokohama and Hiogo: River Avon. For Manila: Gloria, Amigos, Maria. For Singapore: Prince Arthur, John C. Potter, Caradoc. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Ajax (str.), Priam (str.) For Singapore, Hong Kong, and Shanghai (via Suez Canal): Don (str.). For Batavia and Sourabaya: Cornelia. For Galle: Evelyn, Michael Scott. For Galle and Bombay: Persia.

At GLASGOW.—For Yokohama: Burmah. For Hong Kong: Ardentinny. For Singapore and Penang: Ulva. For Colombo and Tuticorin: Estrella de Chile.

SPOKEN.

ELISABETH MARIA, Rotterdam to Batavia, Oct. 6, 13 N., 27 W.
MIAKO, Canton to Monte Video, Oct. 6, 35 S., 16 E.
BRYN IVOR, Manila to London, Sept. 25, 24 S., 56 E.
XULLA, Singapore to Falmouth, Sept. 26, 25 S., 55 E.

FREIGHTS AND CHARTERS.

Freights to the East are very unsettled, owing to the possibility of further continental difficulties; rates remain at about last issue's quotations.

Current rates of freight for vessels on the berth: To Tientsin and Chefoo; 50s. weight or meast. To Yokohama: 40s. weight, 35s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 35s. weight or meast.; per steamer, via Suez Canal, 70s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast.; per steamer, via Suez Canal, 70s. meast. To Ceylon: 20s. weight, 17s. 6d.; per steamer, via Suez Canal, 60s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £40. For Hong Kong: £35. To Singapore: £27. For Galle: £26. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £2 2s. 6d. For Hong Kong: £1 12s. For Java: 17s. 6d. For Singapore: £1 7s. 6d. For Galle: £1 5s For Colombo: £1 3s.

MISCELLANEOUS.

The Woodlark, Anthony, which sailed from London Nov. 16, for Cardiff and Shanghai, is supposed to have put back to Margate Roads.

The Thomas Nickerson, of Stettin, Krause, from Cronstadt to Japan, with flour and goods, has put into Stettin for refuge on account of the war.

At PORT SAID.—Nov. 20, Oberon (str.), from London, for Singapore, China, &c.

At SUEZ.—Breadalbane (str.), Inglis, from Liverpool, and left Nov. 21, for Colombo, &c.; Nov. 21, Ada (str.), from London, and proceeded for China, &c.

At TABLE BAY.—Oct. 4, Glaslyn, Miller, sailed for Batavia, after repairing.

At SIMON'S BAY.—Oct. 6, John McKean, Francis, from Newport, and sailed, 17, for Yokohama.

A telegram from Galle, dated November 15, states that the G. F. Vorwerk, from Hamburg to Saigon, has been captured and taken into Saigon.

Advices from Toulon, dated November 11, state that the Mobil, Berg, from China, had been captured in the Atlantic by a French frigate, and brought into the roads there that morning.

CASUALTIES.

The Zaanstroom, Oepkes, of and from Amsterdam for Batavia, which went ashore Nov. 13, at high water, to the west of Shoreham, and was assisted off, arrived at Texel, Nov. 20, after having again been aground near Egmond.

Intelligence from Batavia, by telegram, from Galle, of Nov. 15, states that the Esperance (French vessel) had sailed for Havana with coolies, ex Italia, wrecked near Anjer April 21. The same telegram announces that the Ollivier (French vessel), for Callao, with coolies, had put into Batavia for repairs and provisions, having grounded on the coast of Sumatra.

The Laju, Scott, from Yokohama to New York, put into Hong Kong, with damage, and proceeded Oct. 13, after repairing; 300 packages tea were sold at Hong Kong.

The Cordova (str.), in proceeding to sea, from Falmouth, on the night of Nov. 22, fouled the Blair Atholl, Pearson, from Shields (Nov. 8), for Singapore, causing slight damage to her boats.

Intelligence from Batavia by telegram from Galle, dated Nov. 21 states that the Uncawa (? Uncowah) (Ital. coolie ship) has been burnt crew and 112 coolies saved.

The Escocesa, from Manila to San Francisco, is reported from Hong Kong, in a telegram, dated Nov. 1, to have put into Shanghai for repairs, having sustained damage in a typhoon.

The Macao, from Macao, with 400 coolies for Callao, arrived at Honolulu in distress.

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CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a banker.

HOLLOWAY'S PILLS

NOTHING BETTER.—With the shortening days and foggy atmospheres the human system will certainly be more or less deranged, and notably these invaluable Pills exert a greater and more beneficial influence over loss of appetite, dyspepsia, bilious errors, irregularity of the bowels, and nervous disorders than any other medicine. Their mode of action is thoroughly consonant with reason; they completely purify the blood, relieve both head and stomach from all faulty functions, and expel all oppressive accumulations from the bowels. With the blood purified, and all poisons purged from the system, regularity must prevail throughout the body, aches and pains must cease, healthful energy must supplant weariness, and the shaky nerves must regain their wholesome tone.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candle

CHANDELIERS in Bronze and Ormolu.

MODERATOR LAMPS and LAMPS for INDIA,

TABLE GLASS of all kinds.

ORNAMENTAL GLASS, English and Foreign

Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figure

OXFORD STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad Street Birmingham.

Established 1807.

NOTICE.

WE have OPENED a BRANCH of our FIRM at SOURABAYA, under the management of Mr. EDWIN IN'TVELD, to whom we have granted our Power of Attorney.

HUNTER, HOUGHTON, and Co.

Batavia, 15th June, 1870.

NOTICE.

I HAVE this day ESTABLISHED myself here as MERCHANT and COMMISSION AGENT. HENRY GRIBBLE.

Nagasaki, 11th August, 1870.

MY BUSINESS will in future be carried on under the style of LANGDON DAVIES and Co. C. LANGDON DAVIES.

Hong Kong, Sept. 1, 1870.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

THE CHINA DIRECTORY FOR 1871.

THE CHINA DIRECTORY for 1871 will, as usual, be issued from the office of the *China Mail* in the last week of December. It will contain the fullest and most correct information concerning all changes in the various Firms, Offices, Companies, and Professions throughout China, Japan, and the Philippines; a Calendar for the year 1871; Postal Notices, and all the other matter common to a publication of this kind. Accuracy and completeness will be the main objects aimed at; and to enable the publishers to attain these, it is requested that all to whom printed forms are sent will return them corrected as speedily as possible.

A limited number of Advertisements will be received, and early application is requested.

The DIRECTORY will be published at $2 per copy.

All communications relating to the CHINA DIRECTORY should be addressed to Mr. GEO. MURRAY BAIN, *China Mail* Office, Hong Kong.

LONDON AGENTS.

F. Algar, 8, Clement's-lane, E.C.; and *London and China Telegraph*, 2, Cowper's-court, Cornhill, E.C.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large mithy and carpenters and boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receives at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

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OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Marseilles.
GIBRALTAR	Every Saturday, at 2 P.M.	—
MALTA	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
BOMBAY	,, ,,	,, ,,
GALLE, MADRAS, CALCUTTA, PENANG, SINGAPORE, CHINA, JAPAN	Saturday, Nov. 12, 2 P.M. And every alternate Saturday thereafter.	Sunday, Nov. 20, 7 A.M. And every alternate Sunday thereafter.
AUSTRALIA, NW. ZEALAND	Saturday, Nov. 26, 2 P.M. And every fourth Saturday thereafter.	Sunday, Dec. 4, 7 A.M. And every fourth Sunday thereafter.

And all ports touched at by the British India Steam Navigation Company's steamers.

REDUCED RATES OF FREIGHT.

	To India.	To China, Japan, or Australia.
Parcels—		
1 to 12 in., or 2 to 24 lbs.	4s. to 9s. 6d.	4s. 6d. to 15s.
1 to 3 ft., or 24 to 72 lbs.	12s. 6d. to 20s.	20s. to 35s.

For the convenience of Country Shippers, Messrs. Pickford and Co.'s Agents receive Goods and Parcels on the Company's account.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES. — COMPAGNIE DES MESSAGERIES MARITIMES DE FRANCE. — FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

October 30, Nov. 27, Dec. 25 } For { Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

To Alexandria fortnightly, from the 24th of Nov.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Compagnie des Messageries Maritimes de France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW ZEALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at Honolulu, for those countries.

H. STARR and Co., Agents, 22, Moorgate-street London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 45 ,, ,,
Australia ..... in 48 ,, ,,

Passengers for California and intermediate points on this road are now booked hrough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co. Agents, 22, Moorgate-street, London.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Sing., H.K., and Shang.	Lumley Castl., s.s., via S.C.	A1 18 yr.	SWID	Dec. 20
Do.	New Steamr.	A100	SWID	Jan. 20
Hong Kong	Cornuvia	*A in A1	SWID	With des.
Do.	Burdwan	A1 14 yr.	SWID	To follow
Shanghai	Forward Ho	A1 17 yr.	SWID	With des.
Do.	D. of Abrcorn	A1 16 yr.	SWID	With des.
Do.	Everest	A1 13 yr.	SWID	To follow
Yokohama	Alumina	*A in A1	SWID	With des.
Do.	Windhover	A1 16 yr.	SWID	To follow

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai	Sir Lancelot	A1 16 yr.	E.I.D.	Qck. des.
Do.	Undine	A1 16 yr.	E.I.D.	To follow.
Hong Kong	Hopewell	A1 13 yr.	W.I.D.	With des.
Yokohama (Kanagawa)	Eliza Shaw	A1 17 yr.	E.I.D.	With des.
Do.	Chinaman	A1 14 yr.	E.I.D.	To follow

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SINGAPORE, HONG KONG, SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
Sing., H.K. Shang., & Japan	Caledonia	A1 18 yr.	1400	E.I.D.	Dec. 15
Sing., H.K. & Shang.	Abbotsfrd	A 90	1050	E.I.D.	Dec. 31
Do.	Entrprise.	A 100	1590	E.I.D.	Jan. 25
Do.	Craigfrth.	AA1	1109	E.I.D.	Feb. 25

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

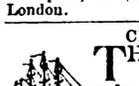
JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Date.
From LIVERPOOL.				
Yokohama and Hiogo.	River Avon	AA1	Prnce's	With des.
Batavia and Sourabaya	Cornelia	+ 3-3rds LII.	Prnce's	With des.
From LONDON.				
Do.	Orient	+ 3-3rds LII.	London	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

CHINA AND JAPAN.



THE following high-classed Clipper SHIPS will be despatched as under from the East India Docks:—

Port.	Ship.	Class.	Tons.	Last Shipping Day.
H.K. & Amoy	Cissy	A1 10 yr.	649	With des
Shanghai	Weymouth	A1 12 yr.	829	With des.
Yokohama (Kanagawa)	John R. Worcester	A1 12 yr.	844	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

DIRECT for SHANGHAI, with quick despatch, the fine river-built, clipper ship LAUDERDALE, A1 15 years (owned by Messrs. John Willis and Son), 851 tons register; J. J. SMITH, Commander; East India Docks. Has good accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.;

Steam via the Suez Canal. To sail on the 12th Dec.

FOR SINGAPORE, HONG KONG, and SHANGHAI, the splendid full-powered screw steamer, LEITH, AA1, 957 tons register, 200-horse power, nominal; J. BARNETSON, Commander; will load in the East India Docks.

For Freight or Passage apply to DONALD R. MACGREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Under engagement to the Lords of the Admiralty for the conveyance of troops. Steam via the Suez Canal. To Sail on the 30th November.

FOR PENANG, SINGAPORE, and HONG KONG, the splendid full-powered screw steamer, PARANA, 1,027 tons register, 180-horse power nominal, owned by Messrs. Malcolmson Brothers, of Waterford; DAVID WILKINSON, Commander; Victoria Docks.

For Freight, apply to A. G. ROBINSON, Esq., 20, Mark-lane; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship. To sail November 30.

FOR HONG KONG, the well-known clipper BELTED WILL, A1 14 years, 812 tons register; A. LOCKE, Commander; East India Docks. This ship has just made the passage from Canton in ninety-eight days, being the shortest this season.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship.

FOR HONG KONG, the splendid clipper ship AMBASSADOR, A1 16 years, 692 tons register, P. DUGGAN, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To sail punctually on the 12th December.

FOR SHANGHAI, the splendid new composite clipper NORMAN COURT, A1 16 years, 834 tons register; ANDREW SHEWAN, Commander; East India Docks. Has superior accommodation for passengers

For Freight or Passage apply to Messrs. BARING BROTHERS and Co., Merchants, 8, Bishopsgate-street Within; or to SHAW, MAXTON and Co., 2, Royal Exchange-buildings, London, E.C.

To follow the "Norman Court."

FOR SHANGHAI, the well-known river-built clipper ARGONAUT, A1 14 years, Liverpool Book, 1,072 tons register, A. NICHOLSON, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

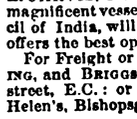
Name	Tonnage	To Sail.
Ferdinand de Lesseps	1,680	Dec. 6
Fitzpatrick	1,100	Dec. 19
Alnwick Castle ...	1,552	Dec. 31
Volante	1,261	Jan. 20, 1871

Their accommodation for passengers is unsurpassed, and they will carry a surgeon and stewardess. For Freight or Passage apply to Messrs. GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester, or 109, Leadenhall-street, E.C.

A regular trader.—Will meet with the usual quick despatch.

FOR COLOMBO AND POINT DE GALLE, the splendid clipper ship RIVER INDUS, AA1, 1,045 tons register, G. SHEARER, Commander; West India South Dock. This magnificent vessel, the highest class in Lloyd's, built in 1868, has proved herself to be one of the fastest afloat; her last passage to Colombo was made in 85 days, thus offering the best opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.



DIRECT for MANGALORE, CANNANORE, CALICUT, and COCHIN, the splendid fast-sailing ship, HESPERIA, A1 10 years, 449 tons register, E. JARVIS, Commander; West India South Dock. This magnificent vessel, being under engagement to the Council of India, will be loaded to a light draught of water, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London — Monday, Nov. 28, 1870.

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FRENCH MAIL EDITION

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 379.] LONDON, MONDAY, DEC. 5, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	Aug. 26	Oct. 12	Oct. 15
Yedo			
Osaka and Hiogo	—	—	,, 16
Hakodadi			
Nagasaki			
CHINA — Peking	—	—	,, 8
Tien-tsin	—	—	,, 12
Chefoo			
New-chwang			
Hankow	—	—	,, 13
Kiu-kiang			
Chin-kiang			
Shanghai	Sept. 2	Oct. 18	,, 18
Ningpo			
Foochow	Aug. 26	,, 10	,, 15
Formosa			
Amoy	—	—	,, 17
Swatow			
Hong Kong	Sept. 16	Oct. 25	,, 25
Canton			
Macao			
PHILIPPINES— Manilla			
COCHIN-CHINA— Saigon	—	—	,, 30
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	,, 28
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	—	—	Nov. 2
Penang			
CEYLON—Galle	—	—	,, 11
Colombo	—	—	,, 10

THE MAILS, &c.

The above mail (French) was delivered, *via* Marseilles, this morning, its due date. he next inward mail (P. and O.) is due, *via* Brindisi, on the 12th inst., and will ring dates Yokohama, Oct. 23; Shanghai, Oct. 26; Hong Kong, Nov. 1; Singapore, Nov. 8. Correspondence from Japan to the 22nd October, *via* San Francisco, will probably be delivered to-morrow.

Telegrams, *via* Galle, in advance of the mail leaving Shanghai Nov. 9, Hong Kong Nov. 15, were received on the 1st inst.; by Grant's Line, *via* Kiachta, telegrams from Shanghai to the 12th Nov. were received on the 2nd inst.

List of Passengers.

PASSENGERS INWARD.

(List of passengers by this mail not to hand.)

PASSENGERS OUTWARD.

Per P. and O. steamer *Poonah*, from Southampton, Nov. 26—To Yokohama: Mr. H. Winterling To Shanghai: Mr. J. Douglas. To Hong Kong: Dr. G. Dods, and two second-class passengers. To Singapore: Mr. L. J. Fraser, and one second-class passenger. To Batavia: Mr. T. T. de Weyer. To Ceylon: Mr. and Mrs. E. Chinery, Mr. James Weir, Mr. and Mrs. Woods, and four second-class passengers.

Per P. and O. steamer *Pera*, from Southampton, Dec. 10.—To Shanghai: Mr. W. H. Dalgleish Dr. Van L. Von Duivenbade, Mr. J. Gilfillen, Mr. E. M. Smith. To Hong Kong: Mr. R. G. Robertson, Mrs. Pedder. To Batavia: Mr. R. G. Hill, Mrs. Van Vollenhoven and child. To Ceylon: Mr., Mrs., and Miss Gibbs and three children, Mr. Wyatt.

Per P. and O. steamer *Tanjore*, from Southampton, Dec. 24.—To Shanghai: Mr. J. L. Scott. To Ceylon: Mr J. F. Churchill.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The only news by this mail is of a state review of the Imperial troops at Yedo, which was held in the presence of the Mikado and his two chief Ministers, the Prince Satsuma, Toza, Hizen, and Chosiu. Three Europeans witnessed the evolutions. Intelligence has been received that the missing steamer *Albion* has arrived at Brisbane, in ballast. The late typhoon had been severely felt.

RUPTURE BETWEEN THE FRENCH AND PRUSSIAN MINISTERS.

(Japan Herald, Oct. 15).

It is rumoured that yesterday the existing difference between the Prussian and French Ministers respecting the provisions of the Japanese proclamation of neutrality culminated in the former formally demanding the surrender of the barracks, arms, and material now in Yokohama to the Prussian forces. In the event of refusal the German war ships would cease the inaction agreed upon formerly.

The demand was rejected, and the letter shown to the Japanese Governor, who declared his intention of enforcing the Mikado's proclamation of neutrality, having first consulted the Ministers of England and America. The latter united in remonstrance against the demands of the North German Charge d'Affaires, who, it is said, assured the Japanese that France no longer existed as a Power, and that Treaty obligations no longer bound them, nor need they fear reprisals. He also threatened to fight the ships in harbour. The ships of war, three French and two German, were kept under steam during the day.

A conference of Ministers was held yesterday, and another is to be held to-day. The English and American Ministers have requested the senior naval commanding officer in honour to hold themselves in readiness to repress any attempted hostilities in violation of neutrality. It is said that the Japanese authorities are vacillating, and would probably not dare to interfere.

LATER VIA SAN FRANCISCO.

We have received dates through San Francisco to Oct. 22. The news from Japan is unimportant; the country appears to be in profound peace. The birthday of the Mikado was celebrated at Yedo and Yokohama, and, so far as is known, throughout the whole country. The shipping in the harbours was gaily dressed, and at noon the imperial flag was saluted by the various men-of-war.

Ex-Secretary Seward had arrived at Yokohama, and had an interview with the Mikado, being the first audience ever given to a private individual. The only persons present besides Mr. Seward were Minister De Long and the Secretary of Legation, Shepard. Mr. Seward's visit ro Japan was the event of the month. He was the guest of Minister De Long, at Yokohama, and Consul Shepherd at Yeddo.

Mr. T. Scott Stewart, United States Consul at Hiogo, who is on leave of absence, arrived at San Francisco by the steamship *China*, accompanied by twelve young Japanese students. The *China* brought 12,000 packages of tea; 330 packages have been sold for New York.

The French war ships had left Yokohama. Their destination is unknown.

The Danish Envoy has succeeded in negotiating with the Government of Japan for the completion of telegraphic communication between Japan and Europe. The Japanese merchants have arranged to ship 200,000 cards of silkworms to Europe. A typhoon at Yokohama and Yedo had caused great damage.

The British barque *Aikendo* was lost in Adawairna Bay, and the barques *Mary Miller* and *Royal Minstrel*, the schooner *Iantipole*, and several other vessels were damaged by a typhoon.

CHINA.

PEKING AND TIENTSIN.

(FROM OUR OWN CORRESPONDENT.)

TIENTSIN, Oct. 12, 1870.

Although it was reported here some days ago, on apparently good authority, that M. de Rochechouart, the French Chargé, had accepted the Chinese offers of so-called reparation for the massacre of June 21, this statement is now proved to have been erroneous. The Chinese offers have been rejected by M. de Rochechouart

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with the concurrence of the other members of the diplomatic body at Peking, and the embassy of Chung How to France is after all to be despatched. Chung How will leave Peking on the 20th inst., with the intention of taking the mail of Nov. 5 from Shanghai. He will be accompanied by the interpreter of the French Legation, M. Deveria, and by two young Frenchmen of the Customs' Service, Messrs. Novion and Imbert, and will have besides in his suite Mr. H. O. Brown, also of the Customs' Service, formerly aide-de-camp to Colonel Gordon during the Taiping Campaign. It will be observed that the mission of apology is flavoured with a strong Customs' element, but this latter is of a different character from that which took part in the impostures of the Burlingame promenade, and Mr. Brown, who accompanies Chung How unofficially (having served in his employ for some years as drill instructor at Tientsin) is of a character totally different from that which distinguishes his Irish namesake in the British Consular service. There is no reason to fear that any of the European gentlemen who accompany Chung How will sell the interests of their respective countries for filthy lucre, or for the prospect of ulterior advancement; nor is it probable if, on the Ambassador's arrival in France, a serious Government be found in possession of power, that the honied suavity of which Chung How is a well-known master will suffice to obliterate the just indignation which must be felt for outrages committed with deliberation and left deliberately unpunished. If by delaying a settlement of the question until the spring the mission of Chung How enables France to gain time for forming a resolution how to act for the vindication of her dignity and influence in China, a great advantage will have been gained, and we in China earnestly hope that events in Europe may by the end of the year have become sufficiently pacific to enable the Governments to give consideration to the advice which is said to have been urged by a majority of the foreign representatives at Peking—viz., a joint intervention on the part of the leading Powers to compel the adoption of a new line of conduct on the part of the Chinese.

The correspondent of the *Shanghai Courier*, under date 10th Oct., writes:—

I have just seen a gentleman who has read the last *Peking Gazette*. Attached to the *Gazette*, but not incorporated with it, is an Imperial edict, banishing the late Fu and Hsien for not presenting themselves for punishment with sufficient promptness. Twenty of the common herd are also to be banished, and fifteen executed on account of their connection with the massacre. No mention is made of Europeans in connection with the punishments inflicted.

There can be no doubt that the popular talk is based upon an Imperial edict, nor can there be any doubt that, in the main, the terms are in perfect accordance with those which have emanated from his Majesty. They need no comment. They stand out clearly and boldly as Imperial trifling with grave political events, and additional insult to the nation already so foully wronged. They further reveal the state of feeling which pervades the several legations in the capital. It is true we are in ignorance of what any one of the foreign Ministers may have said or done (the Belgian Minister excepted), or what they may have done in concert; but we may safely affirm that, had they done what justice and right demanded, such terms as the above could never have been proposed by the Emperor of China.

The report of Chung How's Embassy to France is confirmed from every quarter. Probably this also forms part of the Imperial will and pleasure! I expect to find it in the edict referred to. It makes one's blood tingle to hear of the audacity and insolence with which the ruler or the rulers of his Empire seek to bring about a settlement of affairs—sending thus a man with unclean hands to sign a document of amity and peace, if the French can be so blinded as to frame it.

All is being done that can be done to fit the troops for active service. The foreigner who drills a considerable force stated this evening that he never saw such activity on the part of soldiers or officers before; nor is attention to foreign drill confined to the troops here. Those who are best acquainted with it have been despatched to Peking and elsewhere to initiate the common herd.

SHANGHAI.

Dates are to the 18th Oct.; the outward mail of 2nd Sept. arrived on that day.

TRIAL AND SENTENCE OF MR. HARGREAVES.

The trial of Mr. Hargreaves (whose committal we reported in our issue of the 24th ult.) took place on the 14th Oct., before Mr. C. W. Goodwin, deputy chief judge. The indictment charged the prisoner, first, with converting to his own use ninety bales of goods which were entrusted to him for safe custody by the Chartered Bank of India, Australia, and China; secondly, with having sold and delivered certain other bales entrusted to him for storage in his godowns, and converted the proceeds to his own use; and, thirdly, with having falsely represented to Mr. Walker, manager of the Chartered Bank of India, Australia, and China at Shanghai, that he had in his possession certain goods, by which false representation he obtained the advance of Tls. 16,000 to Mr. R. F. Thorburn.

Mr. Bird, for the prisoner, made two objections to the second and third counts of the indictment. The first objection was in the omission in the second count of the words "without authority to sell," which were expressly given in the statute; and he urged that this objection was no mere technical one, and the force of this would be seen when he pointed out that, while the allegation contained in these words, if omitted, need not be proved, it became necessary that it should be, as part of the count, if the words were inserted. The objection he took to the third count was under the Act to Prevent Vexatious Indictments for certain Misdemeanours. By the 1st section of that Act it was enacted that no charge could be introduced in the indictment that had not also been contained in the charge on which a committal was granted," unless, *inter alia*, a Judge's order for the insertion of the count has been previously obtained." After hearing Mr. Rennie in reply, his Lordship accepted the defendant's demurrer to the second count. As to the third he felt it to be his duty to quash it. No doubt the machinery of the Court was somewhat confused and defective, but that was not sufficient to warrant a departure from form. The following jury was then empaneled—Messrs. A. T. Duval, E. C. Smith, D. L. Hunter, W. M. Warwick, and A. MacIvor.

Mr. Rennie, as public prosecutor, in summing up the evidence against the defendant, described the charge as the simplest and clearest possible. It had been proved, and the admission had likewise been made, that the defendant had the goods entrusted to him by the Chartered Bank, that he had delivered them from his godowns contrary to the directions given him, and that he had not accounted for the proceeds of their sale. The manager of the bank had deponed to the fact, and was confirmed by Mr. Price, that when moneys were paid into the bank for account of loans the particular loan was specified. Then as to the manner in which the defendant had discharged his trust. The bills of lading for the goods, placed by him with the bank as security, were handed to him on the 31st August. On the 30th of September he gives an acknowledgment of his having taken the goods into his keeping, while there was the most direct evidence that on the 28th, he had sold nineteen bales of them, and not one particle of evidence to show that any portion of the proceeds of those nineteen bales was appropriated to the loan for which they were under lien. On subsequent dates the defendant sold and delivered the remainder of those ninety bales, received the whole of the proceeds, and not one farthing is paid towards them at the Bank. It was also admitted by the defendant that goods were entrusted to him for safe custody, and on the express understanding that they were not to be delivered from his godowns without an order from the Bank; but here they found that without any order the goods were sold, delivery given, and the proceeds wholly appropriated to the use of some person other than the Bank. If his friend on the other side made any point of the power to sell, he would there be met by the simple explanation that the power to *sell* rested with Mr. Thorburn or with his attorney, the power to *give delivery* rested *only* with the Bank, as shown by letters of the 29th June.

Mr. Bird then addressed the jury for the defence, contending that, if the prosecution could not show that the goods were entrusted only for safe custody, and if he, on the other hand, could show that they were entrusted for some other purpose than for safe custody, it became the duty of the jury to find that no offence had been committed under the seventy sixth section. It was admitted by Mr. Walker that the transactions with the bank went on for over two years, that during this time large sums were advanced upon goods, and large sums were also paid into the bank by the defendant, which was one link in the chain of proof that the bank at any rate allowed the defendant to sell goods. Mr. Walker had admitted having had conversations with the defendant, in the course of which he had consulted with him on the advisability of the sale of goods. Further he (Mr. Bird) had elicited in cross-examination that, while large quantities of goods had been sold, and large sums of money realised, not one stiver of this money—as also the cashbook and other books would show—had ever gone into the pocket of the defendant. It had all been swallowed up by charges on the goods, which the bank, as owner, would sooner or later have been called on to pay. The defendant's explanation of how he came to be put in such a position, with regard to his business, was that, receiving large consignments of goods from England, with no market, and with interest and heavy charges on the goods to be met, he was compelled to force them into the market at a sacrifice. In this way a capital of £20,000, with which he had started, was swallowed up, together with the sums which are in default in the business, and he would remind them that the defendant had come all the way from England to submit himself to the very trial he was now undergoing. Would he have done so if he had thought himself to have been criminally guilty? His simple presence there was strong presumptive proof that nothing of the sort had entered into his dealings.

In addressing the jury at the conclusion of the trial, his Lordship said that a person might *bona fide* do things which *prima facie* would be wrong; but if he did them all above board and openly, however he might blunder in his business, it was not fraud. But if he attempted to conceal his action, supposing it to have been an unlawful one, there was *prima facie* evidence of fraud. In the case before them, the defendant agreed most clearly not to do certain things without reference to the Bank, which things he afterwards did, and of which he gave no

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account. The jury, after retiring for ten minutes, returned a verdict of Guilty, and his lordship sentenced the defendant to one year's imprisonment.

The following summary of news is from the *North China Herald* of Oct. 18.

The P. M. S. S. *New York*, arrived from Japan yesterday, brings among her passengers the Hon. W. H. Seward, the distinguished American statesman, who is to stay some time in Shanghai, and will also shortly visit the North.

Mr. George F. Seward, the American Consul-General, was entertained at the Club, by a number of his friends, on Monday of last week. In the course of the proceedings Mr. Seward made some very satisfactory explanations regarding his success at Washington in the direction of reorganising the United States Consular service. He also adverted to the present condition of foreign relations with China, and both he and Admiral Rodgers expressed sentiments as to the duty of foreign Governments which met with the hearty approval of those present.

On Thursday a new flag was presented to the volunteers, on behalf of the ladies of Shanghai, by Mrs. G. F. Seward.

A "Volunteer of 1854 and 1870" sends the following on the subject of the old volunteer flag:—

"The flag that was carried in the battle of Muddyfoot, in 1854, and struck terror into the hearts of more than 10,000 Chinese Imperialists, was presented by a lady of Shanghai. It should therefore be preserved carefully alongside the banner of 1870. Under this old flag the volunteers of 1860-62 did good service. Why has this fact been forgotten? For it was owing to the services of the volunteers during the severe winter of 1861-62, that the ladies then were allowed to remain in their homes with safety and the settlement was saved from destruction."

We hear that opposition is shown by the Chinese to the "Taxe Commerciale Chinoise," which was introduced into the last budget of the French Municipal Council. The object of this tax was to reach large hongs which now contribute hardly anything towards the Municipal expenses; and in reliance on it, some taxes bearing on the very poor have been mitigated and abolished. The leading Chinese were consulted beforehand, and appeared to acquiesce; but they have since been demurring. The Swatow men have had an interview with the Consul, when they refused to acknowledge the tax, and threw up the debit notes with which they had been served.

The fourth gunboat built at the Kiagnan Arsenal has been launched. She has been built from the design of Mr. G. A Lambert, and was originally intended for a despatch boat, but converted into a man-of-war. Her armament will consist of eight 24-pounders and two pivot guns. She is 208 feet long, with a thirty-two feet beam, and will, it is expected, have a speed of nine knots. The launch was very successful, but one or two men were hurt by the trigger being knocked away before the preliminary work of removing the shores had been quite completed.

The North China branch of the Asiatic Society held a meeting, when T. W. Kingsmill. Esq., read a paper on the Tertiary deposit of Northern China. According to Baron Richthofen, this extensive formation is subaereal. Mr. Kingsmill combats this view, and maintains that it is a submarine deposit. Dr. Macgowan read a note on Bull-fighting in China. It appears that in some places this is becoming a favourite amusement; but Chinamen do not fight the animal, they merely pit bull against bull.

A concert lately given for the benefit of the German and French soldiers wounded during the war has realised a sum of $1,923, of which $1,728.83 has been paid over equally to the Consul for France and for the North German Confederation.

The following items are from the *Courier*, Oct. 18:—

We observe among the passengers per *New York* to-day, Oct. 17, Hon. W. H. Seward, with his nieces, the Misses Risley, and the Hon. A. N Randall and wife. The steamer *Tsatlee* was gaily decorated, and conveyed the illustrious visitors to Kee Chung Jetty. We believe they are to be the guests of Messrs. Russell and Co.

We learn that outside of Woosung the gale, the mere skirts of which have swept over us, has been so severe that the *Manchu*, which left on Sunday morning (9th) for Tientsin, and has twice attempted to go out to sea, has on both occasions been driven back, and was still inside the lightship yesterday. The *Kiangse*, which came from the north yesterday (12th), supplied the *Manchu* with some extra provisions, rendered necessary by her detention. The *Chihli*, which left yesterday morning, went right out to sea

Ting Futai, we are told, has returned to Nanking from his murderer-hunting at Tientsin, and will shortly proceed to Soochow, and resume his duties as Governor of Kiangsu.

We have been told that Ting Futai took with him to Tientsin a Chinese gentleman named Yung Wing, who had travelled and studied in America, and is, in fact, a graduate of Yale College, and another Chinese, who was recently interpreter at the French Consulate at Shanghai, and who travelled and studied in Europe. Ting naturally considered that their knowledge of foreign character and ideas would be useful in dealing with such a crisis as that of Tientsin. And soon after their arrival they were summoned into the presence of Tseng-kwo-Fan, who questioned them long and earnestly as to the military resources and wealth of western nations. He asked the interpreter more especially about France. Finally he asked him which of *all* western nations was, in his opinion, the most powerful. The unwary linguist answered, France. "Why?" thundered the Viceroy. "Because it has a very large army and the people are very fierce." This answer so exasperated Tseng-kwo-Fan that he ordered the unfortunate interpreter to immediate execution, and the lictors at once prepared to do their stern office. It was only at the urgent entreaty of Ting and many other high mandarins, who fell on their knees before him, that he commuted the punishment into official degradation.

In Bankruptcy.

Before G. JAMIESON, Esq. (Registrar.)—OCT. 3.

RE W. HARGREAVES.

A first meeting of creditors was held to-day, when there were present—M. M. Walker, Esq., for the Chartered Bank of India, Australia and China, and R. Fergusson, Esq., for the Chartered Mercantile Bank of India, London and China. Claims on the estate had been proved by these Banks, respectively, of Tls. 20,698.83 and Tls. 14,253.00.

There not being a sufficient number of creditors present to form a quorum, the meeting was adjourned.

SECOND MEETING, OCTOBER 12.

The adjourned first meeting of creditors on the estate of W. Hargreaves was held to-day. There were present—Messrs. M. M. Walker, Chartered Bank of India, Australia and China; David McLean, Hong Kong and Shanghai Bank; R. Fergusson, Chartered Mercantile Bank of India, London and China; H. W. Hardy, of Birley, Worthington and Co., and R. F. Thorburn.

Resolutions in conformity with the provisions of the Bankruptcy Act were passed appointing Mr. M. M. Walker trustee, with Mr. Baker, of the Chartered Mercantile Bank, and Mr. McLean, of the Hong Kong and Shanghai Bank, the committee of inspection. A statement of the bankrupt's affairs was handed in by his agent, Mr. Harwood. No questions were put.

The meeting for public examination of the bankrupt was fixed for Wednesday, October 26.

HONG KONG.

The dates extend to Oct. 25. The London mail of Sept. 16 (French) arrived out on the 25th. We take the following items from the *Daily Press*:—

Sir Edmund Hornby, Chief Judge of Her Britannic Majesty's Supreme Court for China and Japan, and Lady Hornby, arrived yesterday by the steamer *Godavery* from Yokohama.

The Danish corvette *Tordenskjold* returned last evening from laying the shore end of the Hong Kong and Shanghai cable. About forty miles have been laid and buoyed, ten miles of the heaviest part, and thirty miles of the middle size. The buoy lies in lat. 22.16 N, and long. 114.50 E. Fine weather prevailed during the operation, which occupied from ten to eleven hours, the cable being paid out at about four miles per hour.

The following account of the average amount of bank notes in circulation in Hong Kong during the month ending Sept. 30, 1870, is published in the *Gazette*:—

Oriental Bank Corporation...	$429,232
Chartered Mercantile Bank of India, London and China	641,395
Chartered Bank of India, Australia and China	225,950
Hong Kong and Shanghai Banking Corporation	1,603,464
	$2,900,041

The *Daily Press* has the following letter in regard to the Hong Kong and Shanghai Bank:—As a very large amount of money is invested by persons in China and the East generally in the shares of the Hong Kong and Shanghai Bank, I desire to say a few words on the fluctuations that have taken place in that stock. The principal cause of the fluctuations in the shares of the Bank during the last few years has undobtedly been the limited number of people from whom the shareholders are drawn, and the very small amount of unemployed capital existing in the East. For steadiness in the price of shares it is necessary that there should be a considerable number of investors, whose capital is not liable to be suddenly and frequently withdrawn for purposes of business, and such investors are rather scarce in the East. The consequence is that a moderate amount of fluctuation is inevitable in the price of shares here. On the other hand, the fluctuations of the last two years have been altogether excessive, and are only to be explained by the combinations of speculators.

As I have already remarked, people who threw away their Hong Kong Bank shares lately at such absurdly low prices may justify themselves by the example that has been set by the course of the London market. Yet, after all, the quotations in London only go to show what an enormous amount of money has lately been foolishly sacrificed by persons allowing themselves to be carried away by the panic in the stocks of foreign Governments.

In the case of the late enormous fall in prices here, there is at least the justification to be offered that people here were not more foolish than they were in London. Yet, all experience of wars in which there was little or no prospect of Great Britain being involved goes to show that there are no reasonable grounds for the sacrifice of shares in banks whose business is but little affected by war, because there are some grounds for alarm as to the position of stocks that are affected by war. Taking as an example the case of the Oriental Bank shares during the Italian

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War in 1859, war having been declared about the 1st May, when Consols fell in one week from 95¼ to 88½, and peace having been concluded about 7th July, the quotations of Oriental Bank Corporation, £25 shares, were in London as follows:—

April 9,	£40¾	—prem. 63 per cent.
„ 30,	39½	
May 7,	36½	
„ 26,	36	—prem. 44 per cent.
June 4,	36¾	
July 23,	39¼	
Aug. 20,	39¾	
Sept. 17,	40½	

thus showing a fall at the lowest point of 19 per cent., without any expectation of diminution or loss in the Bank's business, and a sudden rise when the excitement of the panic was allayed by the termination of hostilities.

In the Supreme Court, on the 21st Oct., arguments were heard in the case of Melchers and Co. *v.* Kam, on the motion of Mr. Hayllar, counsel for the defendant, to set aside writ of foreign attachment issued in the suit, and to obtain the release of the ship *Maria Diederika*, detained thereunder. The facts of the case would appear to be as follows:—Certain tubs of steel were shipped on board the *Maria Diederika* at Rotterdam, consigned to Messrs. Melchers and Co. Just as the vessel was about to sail a document was handed to the captain purporting to be a notice from the unpaid vendors, who were not the immediate shippers of the steel, of stoppage *in transitu*. The steel was under all the cargo at the bottom of the ship, and was brought on here in the vessel. On her arrival Messrs. Melchers and Co. claimed delivery of the goods on their bill of lading. Delivery was refused by the captain, unless an indemnity was given him against all possibility of loss at the suit of the persons giving the notice in Rotterdam. Thi indemnity was refused, and the present action brought against the owner of the ship, under the Foreign Attachment Ordinance. Mr. Hayllar, for the captain and owner of the ship, argued that no cause of action arose within the jurisdiction of the Court, the contract on the bill of lading being overruled, so far as the carrier was concerned, by the notice served on the captain in Rotterdam, and that the person to be sued was the vendor in Rotterdam. Mr. Hayllar dwelt very much on the hardship to the shipowner of his being made liable to such an action as this, he being bound to take notice of the document given him, which he believes to be *bona fide*. The decision of the Court has not been given.

COCHIN CHINA.

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SAIGON.

We have received the first number of *L'Independant de Saigon*, a French newspaper, which it is proposed to publish on the 1st and 15th of each month. Our new contemporary advocates strong Republican opinions, and in his opening article congratulates himself on possessing an editorial staff composed of gentlemen holding absolutely the same ideas on political subjects. Notwithstanding this unanimity of sentiment it, is, however, the intention of all the members of the Editorial Committee to limit their responsibility to their own articles, all which consequently appear with signatures attached to them. There is only one item of local news. The new Procureur-General, M. Charles Dain, had arrived in the steamship *Japan*, and met with an enthusiastic reception; and, from an allusion in the notices to correspondents, we gather that the Germans in Saigon had been prohibited from receiving any letters, except open ones, before their expulsion was resolved upon.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates from this port are to Nov. 1; the French mail, with London dates to Sept. 30, due on Oct. 31, had not arrived.

There is no news of public interest. The Legislative Council met on Oct. 29, but the business was merely formal. The Municipal commissioners also met, but did little more than pass a number of accounts for payment. Among these are the commissioners' establishment, $678.45; registrar of hackney carriages, $40.00; registrar of hackney carriages contingent, $50.60; town clock, $10.00; lighting, $26.54; police, $4,295 00; interest on loan of 1864, $1,120.00; cleansing town, $655.00; gas company, $95.04; commissioners' establishment contingent, $68 73; conservancy establishment, $440 30; conservancy establishment contingent, $71.08; roads, $2,085.44; bridges, $116 15; town drainage survey' $60.00; burying town sweepings, $25.00; repairing public well, $13.39; tools for use on roads, $20.35; watering streets, $3.53.

The Sarawak steamer *Royalist* had returned from Banca Straits, where she had gone to assist the North German barque *G. F. Vorwerk*. When the *Royalist* reached there she found that a Dutch Government steamer had already succeeded in getting the vessel off. Lighters had been taken to the vessel by the Dutch steamer, and, after discharging a portion of the cargo, she was floated off and towed into Mintoh. Divers were sent down to examine the ship's bottom, and it was found that she had sustained no damage whatever, having been ashore on a mud bank; she has proceeded on her voyage to Shanghai. Great praise is due to the officers of the Dutch steamer, who worked untiringly to get the vessel off, and their services, being gratuitous, are deserving of some recognition. The master of the vessel speaks in high terms of the valuable assistance these officers have given him.

The 31st of October being the birth-day of his Majesty the King of Portugal a solemn *Te Deum* was sung in honour of the occasion at the Portuguese Church of San Joze. The service was attended by the Portuguese, French, Spanish, American, and Belgian Consuls, and a large number of the members of the Catholic community.

The Legislative Council had met on the 17th and 21st. The only measures passed by the Council are the Money Order and the Census ordinances, but it has been engaged upon matters of much greater importance. The new English Bankruptcy Act, and the law to abolish imprisonment for debt, amended and adapted to this colony, have passed their second reading, and will probably become law before the close of the session. The Council has also under consideration a Bill for the suppression of Wah Whay lotteries and gaming houses,—a measure that has been found necessary, owing to the opportunities afforded for evading the present law, and the extreme difficulty of checking these evils, which are productive of much mischief among the classes who patronise them. A Contagious Diseases Bill is also under way, and is much needed. At the meeting on the 21st instant the Estimates for 1871 were laid before the Council, and a Bill introduced to apply the sum of $1,280,676.68 to the public seruice for the ensuing year. The revenue is estimated at $1,365,592, thus showing a surplus of $84,915 22. We observe, however, that only $20,000 is set down as expected to be realised by the sale of the Government steamers; and if the other items of revenue are estimated as moderately, the figures will not, we think, be found far wrong, and there will even be a possibility of the actual revenue considerably exceeding the Estimates.

The report of the Committee to inquire into the Public Offices had not yet been made public, and it was looked forward to with much curiosity. The disturbances that appeared to be brewing between the various Chinese secret societies have been amicably adjusted, at least for the time, and there are no longer signs of turbulence—the activity and watchfulness of the police having effectually prevented any serious breach of the peace; enrolling the headmen of two clans anxious for a quarrel as special constables, and giving them a fatiguing march on "police duty," had the effect of deterring them from any further disposition to fight.

The Dutch steamer from Batavia, which arrived on Oct. 23, reported the North German ship *G. F. Vonverk*, from Hamburg for Shanghai, ashore near the second point in Banka Straits. The captain of the Dutch steamer worked ten hours endeavouring to get the vessel off, but after having parted three hawsers gave up the attempt, and brought the chief officer of the ship to this port to obtain assistance. The Sarawak steamer *Royalist*, the only available steamer in port, was to go down to endeavour to get her off.

Commercial Report.

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IMPORTS.

HANKOW.—There had been continued large sales of Piece Goods. Grey Shirtings, owing to their scarcity, had advanced 5c.; 9.10 lbs. and 7.10 lbs. had slightly declined in value.

SHANGHAI.—With the exception of an improved demand for Jeans and common 7 lbs. T-Cloths, there had been little variation in the Piece Goods market since last mail. An advance in the value of these had been established, and a good inquiry still existed for them. The latter were light in stock, and holders were asking higher rates. Considerable sales of Mexican 7 lb. T-Cloths were reported, at former low rates; and 8 lbs. goods were in rather better favour. Business in 8¼ lbs. Grey Shirtings was still impeded by the absence of supplies. Prices were unchanged. In 7 lbs. little had been done. Some large operations in the heavy makes, at very low figures, were reported as last mail was leaving, but had since been contradicted. There was no change in the market for White Shirtings or Fancy Cottons. English and Dutch Drills were wanted at former quotations; but American Cloth had received no attention during the week. The Woollen Goods market continued in the same unsatisfactory state as lately reported. The demand for Long Ells had somewhat subsided. Camlets were saleable only at a concession to buyers. Spanish Stripes and Figured Orleans had been moved off in small lots at about last quotations. In Lastings and Crapes the transactions had been few and trifling, and prices were weak. Metals.—Iron: Settlements during the week had been on a fair scale, amounting to some 14,000 bundles Nail Rods at Tls. 1.9.0 to 2.0.0 per picul. Quotations were generally about one mace per picul lower. Lead: Shipments had been made to Canton and Foochow. Sales of L.B. were reported at Tls. 4.45 to 4.50. Coals continued firm and in good demand. Quotations (duty paid):—G.E. Grey Shirtings, 7 lbs., $1.7.1 to 1.7.5 per piece; 8¼ to 8½ lbs., $2.2.2 to 2.2.7; 9 lbs., $2.2.5 to 2.3.0. G.E. White Shirtings, $1.5.0 to 2.4.0. American Drills, $3.3.5 to 3.4.5; American Jeans, 2.4.0 to 2.4.5; English Drills, $2.9.0 to 3.0.2; English Jeans, 8 lbs., $2.1.0 to 2.0.0; English Sheetings, $3.0.0 to 3.6.0; Dutch Drills, 2.7.5 to 2.9.5; Dutch Jeans, $2.1.5 to 2.2.5; T-Cloths, 6 lbs., $1.1.5; 7 lbs., $1.3.2 to 1.3.9; 6 lbs. Mexican, $1.3.0 to 1.3.5; 7 lbs., $1.4.5 to 5.5.0; 8 to 8¼ lbs., $1.7 0 to 1.8.5; X X $2.2.5. to 2.3.0. Camlets, English, S, 56 yds, $11.0.0 to 11.2.5 per piece; SS, $10.0.0 to 10.8.0; SSS, $9.0.0 to 9.5.0; GG, $10.8.0; SSG, $10.7.0.

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FOOCHOW.—The only transaction during the week had been the sale of 800 piculs Lead, at $7 (to teamen).

HONG KONG.—Since last mail transactions in all articles of import had been of the most limited nature, and little disposition was being shown by native dealers to operate. The demand for Piece Goods had been very light, and no change was noted in quotations for any article. Grey Shirtings and T-Cloths found buyers in small parcels, but Drills were neglected. Woollens were quiet, and no business had been done in them. Quicksilver had advanced $10 per picul. Lead and Tin were unchanged in value.

EXPORTS.

TEA.

YOKOHAMA.—Business continued on an extremely small scale, and quotations were still nominal.

HANKOW.—Messrs. Gordon Bros.' Circular says:—"A considerable falling-off in supplies is the main feature of interest noticeable since last mail, the excess in arrivals to date as compared with last year being now only 234,000 lbs. There is no doubt that a large quantity of leaf is still left in the Seangtam district; and it remains to be seen whether prices paid in Shanghai for this class of Tea are such as to induce Teamen to bring down further supplies, or whether (as we are informed is most probable) they will retain the leaf in the country, to mix with new Tea next season."

SHANGHAI.—Black: In the early part of the week the market was quiet, and had a lower tendency; but subsequently, owing propably to the receipt of more favourable telegrams, an active demand had existed, and an extensive business had taken place. Settlements and re-shipments reported during the week amount to 21,741 chests, and we hear of further purchases of some 10,000 chests. The stock, including the unreported settlements was reduced to 47,656 chests. Green: The inquiry for fine Teas remained good, and settlements continued at about the same extent as previously reported. The supply of finest and choice grades did not increase, and prices for these ruled very firm; but the grades immediately below, and medium kinds—of which latter qualities the bulk of the arrivals consisted—were weaker. Settlements since 11th October had been 16,632 half-chests, re-shipments 1,440 half-chests; and the stock had increased to 97,447 half-chests of all descriptions.

FOOCHOW.—The following is from Messrs. Westall, Galton and Co.'s Report:—A fair amount of business has been done during the week, and prices have a tendency to ease. Supplies of all kinds more than keep pace with the demand. Receipts of Congou showing a decrease of 122,800 chests. For the week arrivals have been:—Congou, 19,040 chests; Souchong, 400 chests; Oolong, 7,310 half-chests; Scented Teas, 2,000 boxes. While settlements comprise:—Congou, 17,590 chests; Souchong, 2,370 chests; Oolong, 1,080 half-chests; Pekoe, 100 chests; Scented Teas, 1,360 boxes. In Congous purchases have been made for all quarters; an easier feeling has tempted fresh buyers for England, but no alteration can be made in quotations. Souchongs have been bought to some extent for the Continent; prices show a slight reduction. Oolongs: Settlements consist of one lot cargo teas at former rates. Settlements of Pekoes and Scented Teas call for no remarks. Quotations are:—Congou: Finest, none; Good Medium to Fine, none; Flavoury to Medium, Tls. 16 to 24; Ordinary to Common, Tls. 13 to 15½; Dust and Broken Leaf, Tls. 8 to 12. Souchong: Finest, none; Medium Tls. 20 to 28; Common to Fair, Tls. 16 to 19. Oolong: Settlements comprise: 1,000 half-chests Cargo at Tls. 23. Quotations unaltered. Pekoe: nom. Scented Teas: Fair, Tls. 19 to 20, equal to 1s. 1½d. to 1s. 2½d. The Export to Great Britain, the Continent, and Cape of Good Hope, amounts to 27,337,713 lbs., against to same date last year, 34,652,965 lbs.; to the United States, 1,795,781 lbs., against 1,115,168 lbs.; and to the Colonies, 6,875,414 lbs, against 9,682,509 lbs.

AMOY.—No change of importance had occurred in the market. Oolongs had continued to be taken off upon a moderate scale at last quoted rates, which were firmly maintained.

CANTON.—A moderate demand had been exhibited for Scented Teas; prices were unaltered. Of Country Congous six chops had been taken off at fair rates.

SILK.

YOKOHAMA.—There had been an entire suspension of business, and no settlements are reported.

SHANGHAI.—Business had been quiet since the departure of the English mail, and barely 200 bales had found buyers. Prices were decidedly higher, and the market was firm, owing to advices from the interior reporting enhanced rates there, and a good business doing. The nominal quotation for best Chop 3 Tsatlee was about Tls. 590 to 595. The unsold stock was 3,000 to 3,500 bales. There were very few buyers in the market, and the feeling amongst foreigners was that a good decline must be established before silk could be considered to be approaching a safe investment.

CANTON.—The business during the week had been limited, but prices showed an advancing tendency.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Sept 30, 1870	10826	45977811	24113809	54509	4895758	75032713	19954
Corresponding period last season	...	47063680	32337489	1151545	7641225	88193939	17055

Shipments Since:

Sept. 20	per Flying Spur	From Foochow	895,394*	
— 23	... Carrick Castle	... Do.	...1,255,775*	
— 27	... Albatross (str.)	... Shanghai	...1,092,376	266*
— —	... Araby Maid	... Do.	...1,230,177	176*
— 29	... Ellora (ml. str.)	... Shanghai, &c.	—	774*
— 30	... Lennox Castle	... Foochow	925,561*	
Oct. 1	... Ornate	... Shanghai	966,584	32
— 4	... Leander	... Foochow	...1,136,984	
— —	... City of Aberdeen	... Shanghai	780,181	117
— 6	... Veronica	... Do.	410,786	
— 8	... Abbotsford (str.)	... Do.	242,011	143
— 11	... Eldon (str.)	... —	Cargo not reported.	
— 12	... Lahloo	... Foochow	...1,081,197	
— 16	... Abbotsford	... Hong Kong	—	85
— 18	... Emeu (ml. str.)	... Shanghai, &c.	—	780

* Included in above total.

TO THE CONTINENT.

	Bales
From June 1 to Sept. 30, 1870	82255 8374
Corresponding period last season	73984(5941

Shipments Since:

Sept. 29	per Ellora (m.. str.)	From Shanghai, &c.	—	136*
— 18	... Emeu (ml. str.)	... Do.	—	12

* Included in above total.

TO UNITED STATES.

	Pcl.
From June 1 to Sept. 30, 1870	15703018 9 8
Corresponding period last season	5210380 498

Shipments Since:

Sept. 22	per Comet	From Yokohama	62 527
— 23	... Great Republic	... Do.	331 962
— 28	... Lagu	... Do.	667,543
— 30	... Black Prince	... Do.	711,036
Oct. 1	... Lizzie Iredale	... Shanghai	783,130
— 5	... Nesutan	... Canton	29,282
— 6	... E eanor	... Foochow	223.969
— —	... Lady Elizabeth	... Shanghai	803,679
— —	... McGilvery	... Amoy	580,603
— —	... Excelsior	... Do.	422,468

TO AUSTRALIA.

From June 1 to Sept. 30, 1870	6,387,099 lbs.
Corresponding period last year	8,476,813

Shipments Since:

Oct. 3	per Rose	From Foochow	82,200
— 4	... Galilee	... Do.	269.805
— —	... Ceara	... Do.	168,264
— —	... Ayr	... Do.	293,000
— 11	... Ziska	... Do.	206,600
— —	... Odense	... Do.	309,000

SHANGHAI SILK SHIPPERS.

1st June to 8th Oct., 1870.

	Bales.		Bales.
Adamson, Bell, and Co.	683	Meynard and Co.	40
Balfour, F. H.	410	Milsom and Tod	1,010
Barnet and Co.	760	Nachtrieb, A., and Co.	513
Birley, Worthington, & Co.	837	Petrocochino and Co.	165
Birt and Co.	56	Pila and Co.	124
Bland, J.	150	Pustau, W., and Co.	10
Borntraeger and Co.	417	Reid and Co.	85
Bourjau, Hubener, and Co.	158	Reiss and Co.	88
Bovet, Brothers and Co.	220	Russell and Co.	1,102
Bower, Hanbury and Co.	1,462	Remé, Wm., and Co.	816
Brand, Monro, and Co.	1,777	Sassoon, D., Sons, and Co.	150
Bull, Purdon and Co.	20	Scheibler, Matthaei, and Co.	511
Chapman, King, and Co.	70	Seare, Essex, and Co.	472
Cumine and Co.	10	Shaw Brothers and Co.	472
Dent and Co.	125	Siemssen and Co.	623
Dickinson and Co.	5	Skeggs and Co.	1,578
Fogg and Co.	109	Smith, Archer, and Co.	107
Gamwell, F. R.	899	Textor and Co.	799
Gibb, Livingston, and Co.	293	Thorne Brothers and Co.	188
Gilman and Co.	1,186	Trautmann and Co.	63
Glover, Dow, and Co.	266	Turner and Co.	172
Heard, Augustine, and Co.	389	Westall, Brand, and Co.	107
Helbling and Co.	44	Sundries	2,257
Hogg Brothers	360		
Jardine, Matheson, and Co.	656	Total bales...	22,203
Jarvie, John, and Co.	886		

TEA SHIPPERS FROM HANKOW.

Season 1870-71.

SHIPPERS.	Chops.	Chests.	Half-chests.	Boxes.
Adamson, Bell, and Co.	5	2,070	—	—
T. F. Ballance	8	2,160	250	1,800
Beazley, Paget, and Co.	29	6,370	6,420	460
Bronsted and Luddeke	24	9,400	3,400	—
Drysdale, Ringer, and Co.	81	29,240	10,060	5,370
Evans and Rainbow	64	25,910	6,580	2,500
Gibb, Livingston, and Co.	25	8,040	4,400	770
Gilman and Co.	28	9,120	7,160	—
Gordon Brothers	85	25,510	12,980	3,040
Haminoff, Rodionoff, and Co.	10	3,190	1,400	200
A. Heard and Co.	3	1,300	360	—
Holliday, Wise, and Co.	3	1,540	—	—
Ivanhoff, Oberin, and Co.	45	17,000	2,480	—
Jardine, Matheson, and Co.	11	4,080	2,380	1,160
Major and Smith	30	10,640	1,160	—
Okooloff and Tokmakoff	54	16,240	7,600	—
Overweg and Co.	5	2,480	2,080	—
Pugh and Co.	4	1,100	560	390
D. Sassoon, Sons, and Co.	3	1,990	—	—
Shaw, Ripley, and Co.	2	420	240	—
E. Townend and Co.	30	7,470	2,150	1,090
Turner and Co.	6	3,720	—	—
Native shipments	672	256,210	—	—
Total	1,228	444,400	72,690	18,280

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TEA CARGOES EXPECTED.

Date. 1870.	Ship.	From	Cargo. lbs.
July 5	Weymouth	Shanghai	1,035.875
„ 23	Columbus	„	1,025.903
Aug. 2	Thyatira	„	1,326,833
„ 10	Zephyrus	„	874 877
„ 15	Golden Spur	„	907,458
„ 20	Geraint	„	1,293.556
„ 31	Wild Deer	„	1,259,896
Sept. 2	Huntly Castle	„	860.851
„ 8	Northampton	„	1,614,507
„ 14	City of Hankow	„	1,626.567
„ 14	Arracan	„	1,020,366
„ 15	Jas. Wishart	„	1,064.862
„ 20	Juanpore	„	586,707
„ 27	Albatross (s.)	„	1,092,400
„ —	Araby Maid	„	1,229,400
Oct. 1	Ornate	„	966,560
„ 4	City of Aberdeen	„	780,200
„ 6	Veronica	„	410,800
„ 8	Abbotsford (s.)	„	242,000
Aug. 3	Eme	Foochow	1,002,648
„ 17	Wylo	„	1,132,251
„ 27	Everest	„	715.033
„ 27	Chinaman	„	934,192
„ 29	Windhover	„	1,064,645
„ 31	Haddington	„	1,352,208
Sept. 2	Falcon	„	1,050,142
„ 4	Shun Lee	„	851,306
„ 10	Maitland	„	995,495
„ 16	Melbrek	„	1,188,242
„ 22	Flying Spur	„	911,600
„ 28	Carrick Castle	„	1,255,700
„ 30	Lennox Castle	„	925,500
Oct. 4	Leander	„	1,137,000
„ 4	Kjobenhavn (Falmouth and orders)		418,300
„ 12	Lahloo	Foochow	1,081,200
Aug. 8	Burdwan	Canton	806,000
Sept. 16	Fiery Cross	„	822,359

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd.
Shanghai Dock Company	500	500	100	6 p.c.
Shanghai Gas Company	100	100	118	12p.c.
Shanghai S.N. Company	100	100	105	12p.c.
S. Tug and Lighter Company	850	850	800	None.
French Gas Company	50	50	51	None.
Hong K. Fire Insurance Co.	$1,000	$200	$415	12p.c.
North China Insurance Co.	Tls.1,000	Tls.200	Tls.605	Trienl.
North China Steamer Company	500	500	110	20p.c.
Union S.N. Company	100	100	76	12p.c.
Yangtzee Ins. Association	500	500	650	15p.c.
Union Insurance Society	$5,000	$1,000	$2,650	—
China Traders Co. (Limited)	5 000	1,000	2,600	400p.sh

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	—	—	—
Shanghai „ „	5s. 10½d.	5s. 10¾d.	5s. 11¼d.
Canton „ „	4s. 4½d.	4s. 4¾d.	4s. 5d.
Hong Kong „ „			
Macao „ „			
Singapore „ „	4s. 5¼d.	4s. 5¾d.	4s. 6¼d.
Manila „ „	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	303 to 304	226
„ Hong Kong	24¾ to 25¼ dis.	—
Bar silver	111.5.0	6¾ prem.
Mexican dollars	76.1.5	½ to ¾ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 21; Old, 28 per cent. prem.
Hong Kong Gas Company, 45 dols. per share.
Hong Kong and Whampoa Dock, 13 per cent. discount.
China Traders' Insurance, 1,850 dols. premium.
Hotel shares, 70 per cent. discount.
Hong Kong and Macao Steamboat Company, 30¼ dols. premium.
Hong Kong Fire Insurance Company, 207½ dols. premium.
Union Insurance Company, 1,800 dols. premium, nominal.
China and Japan Marine Insurance Company, Tls. 40 premium.
China Fire Insurance Company 50 dols. premium.
Victoria Fire Insurance Company, 25 dollars premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From Liverpool, Oct. 16, Delaware (str.); 18, Alonso; from London, Diomed (str.), Lord of the Isles (str.) (reported by telegram).

At HONG KONG and CANTON.—From London, previous to Nov. 15, Holmsdale, James Shepherd (reported by telegram).

At SINGAPORE.—From Sunderland, Oct. 29 Sooloo; from Cardiff, 30, Metis; from Rotterdam, 31, Elley; from Clyde, 31, Nota: from Shields, Nov. 1, Agincourt; from London, Danube (str.), Wemyss Castle, Adura (reported by telegram).

DEPARTURES.

From SHANGHAI.—For London, Oct. 11, Eldon (str.); 18, Clara, Alonzo (str.), Hindostan (reported by telegram).

From FOOCHOW.—None.

From HONG KONG.—For New York, Oct. 23, Lagu.

From SINGAPORE.—For London, Oct. 28, Twilight.

VESSELS LOADING.

At YOKOHAMA.—For New York, Min.

At NAGASAKI.—For London, Alida, N. German vessel, partly loaded.

At SHANGHAI.—For London, Star of China. Dundonald, Tamerlane, Jumna, Glenavon; for New York, Anglo Saxon. N. P. Palmer. Dilpussund, Queen of the Age, Morro Castle, Mary Whitridge, Montana.

At FOOCHOW.—For London, White Adder, Kaisow, Guinevere, Taitsing, Magellan, Douglas Castle, Borealis; for Continent, Margaret Falconer; for New York, Caliph, Samuel Russell.

At AMOY.—For New York, Amadine.

At HONG KONG and CANTON.—For London, Tamisa, Cathaya, John Lidgett, Saida (str.); for New York, Osceola, Game Cock, John Worster.

At MANILA.—For London, Tonbridge; for Liverpool, King Harold; for Falmouth, Seawfell; for Cork, Joseph Sprott; for Cadiz, Aureliana, Maria Fidela; for New York, W. G. Russell, Glenlyon, Rattler, Ringleader, Monkchester, Elizabeth Oliver, M. of Londonderry; for Boston, Mariano, Bunker Hill.

At SAIGON.—For France, Diane, Emile Marie, Maria Gabrielle, Suzanne, Mary Falconer.

At SINGAPORE.—For Liverpool, Petchelee, Huddersfield; for Marseilles, Isaure; for Bordeaux, Malacca; for New York, White Swallow; for Boston, Lizzie Williams, Moor Hill, W. A. Farnsworth.

At PENANG.—For London, Lucayas.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, £1 15s.; to New York, £3 per ton.

At FOOCHOW.—To London £2.

At HONG KONG and CANTON.—To London, per steamer, £2 13s. per ton; sailing vessels, £2; to New York, 35s. to 41s.

At SINGAPORE.—To London, £2 to £2 10s.; quotation by telegram of 22nd Nov., Gambier, £1 15s.

CASUALTIES.

The Lismore (str.) has been lost below Woosung, crew saved, cargo partially.

LATEST TELEGRAMS.

THE TIENTSIN MASSACRE.

FOREIGN-OFFICE, DEC. 2.—A telegram has been received from Mr. Wade, dated Peking, Nov. 16, stating that M. Rochechouart has come back from Tientsin, where he considers public confidence completely restored. He expresses himself satisfied with the new Governor-General. There is no alarm elsewhere. British, American, French, and, perhaps Russian gun-boats will remain at Tientsin during the winter.

INSURRECTION IN MONGOLIA.

SHANGHAI, NOV. 12.—A Tartar insurrection has broken out in Mongolia; 20,000 rebels are marching on Ourga and Fliasutai (?). Thirty guns and 1,000 drilled soldiers, with Russian rifles, started from Kalgau on Oct. 21.

TELEGRAPHIC COMMUNICATION BETWEEN JAVA AND SINGAPORE.

AMSTERDAM, DEC. 1.—A telegram, dated Batavia, 16th ult., and despatched from Point de Galle on the 29th ult., announces that the Governor-General had received the first submarine telegram from Singapore.

COMMERCIAL.

CHINA.

(REUTER'S TELEGRAMS, RECEIVED VIA GALLE, DEC. 1.)

HONG KONG, NOV. 15.—Grey Shirtings, 6½ catties, 8½ lbs., $2.75; Water Twist, 16-24, $112½. Tea: Firm; total export (China and Japan) 92,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 4½d.

SHANGHAI, NOV. 9.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 2.25. Cotton, Shanghai, Tls. 13. Tea: Moderate inquiry. Silk: Quiet, but prices maintained; No. 3 Tsatlees, Tls. 590; settlements since departure of last mail, 450 bales; export to date (China and Japan) from commencement of season, 31,000 bales. Exchange on London: Bank bills, six m.s., 5s. 9¾d. Freights: Tea, 35s.

(RECEIVED BY GRANT'S LINE, VIA KIACHTA, DEC. 2.)

SHANGHAI, NOV. 12.—Silk: Market dull, but very strong; No. 4 Red Peacock, 25s. 9d.; stock, 5,000 bales. Tea: Total export of Black from Shanghai, 53,700,000 lbs.; export of Green 3,000,000 lbs. in decrease of last season; freights, ships 40s., steamers 60s. London telegrams to Oct. 18 received Nov. 10.

JAVA.

(RECEIVED VIA GALLE, DEC. 1.)

BATAVIA, NOV. 10.—Sugar, No. 14, f.14½ to f.15.; Gum dammar,

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f.26; ARRACK. f.65 to f.70 per cask; Maddapollams Dutch bleached, 6/4, f.5¾; Calicoes, unbleached, 6/4, f.5¾; Shirtings, Dutch bleached, 6/4 f.9½; unbleached, 6/4, f.7½; Drills, Dutch bleached, f.30, large f.8. Manufactures, little doing. Freights to Holland f.75 to f.80. Exchange on Holland, f.101 to f.102. Arrivals: Bestevaer, Elisabeth and Jacoba, Hollandia. Kosmopoliet, Noach III., Prinses Amalia. Departures: A. M. E., Gezina Maria, Haamstede, Ternate, H. W. M.

STRAITS SETTLEMENTS.

(RECEIVED VIA GALLE, DEC. 1.)

SINGAPORE, NOV. 22.—Grey Shirtings, 8¼ lbs. $2.65; T-Cloths 6 lbs. $1·57½: Mule Twist, 16-24, $87½; 40's $127. Exchange on London: bank bills, six months, 4s. 4¾d.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Nov. 28, at Cuxhaven, from Rangoon, Dorette; 24, at Cadiz, from Manila, Loyola; Dec. 1, at Brouwershaven, from Macassar, G. H. Betz; 5, at London, from China, Lauderdale.

DEPARTURES.—Dec. 1, from London, for Shanghai, Forward Ho; Nov. 29, from Penarth for Shanghai, Onward; for Singapore, Stad Middelburg; Dec. 1, from Sunderland, for Singapore, Elizabeth Ann; 3, from London, for Penang, Singapore, Hong Kong, and Yokohama (via Suez Canal), Parana (str.); from Shields, for Bangkok, Emulation.

LAID ON.—At London, for Colombo, &c. (via the Suez Canal), Atalanta (str.), Evora (str.); at Liverpool, for Hiogo and Yokohama, Bertha Marion; for Penang, Singapore, and Bangkok, Said (str.).

SPOKEN.—Mary E. Kay, Clyde to Colombo, Oct. 26, 7 N., 24 W.; Jacoba and Christina, London to Sourabaya, Oct. 13, 5 N., 23, W. Blossom (?), Manila to London, Oct. 30, 28 N., 33 W.

MISCELLANEOUS.—The Alexandria, from Liverpool to Singapore, which put back to Holyhead Nov. 28, sailed thence for her destination Dec. 1. At Malta, Nov. 20, Argus (Dutch Government steamer), from Flushing and Lisbon, for Batavia. Passed Suez Canal, Dec. 1, Nestor (s.s.).

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

COOPER—On the 4th Oct., at Sarawak, the wife of Mr. J. E. Cooper, of a daughter.

DE LONG—On the 3rd Oct., at Yokohama, at the Legation, the wife of H.E. Mr. de Long, the American Minister, of a daughter.

DEMPSTER—On the 22nd Oct., at Hong Kong, the wife of Captain Dempster, British barque *Alexander*, of a daughter.

DEVILLE—On the 15th Oct., at Hongkew, the wife of William N. Deville, of a son.

FRASER—On the 28th Nov., at Aigburth, near Liverpool, the wife of Jas. C. Fraser, Esq., of a son.

MARTIN—On the 30th Sept., at Singapore, the wife of G. E. Martin, Captain Madras Staff Corps, of a daughter.

PHIPPS—On the 29th Oct., at Malacca, the wife of Mr. A. J. Phipps, of a son.

SHEARER—On the 10th Oct., at Kiukiang, the wife of Dr. George Shearer, of a son.

SMITH—On the 29th Nov., the wife of Thomas Smith, Esq., of Vanbrugh-park, Blackheath, of a daughter.

MARRIAGES.

BROWN—GLASS.—On the 12th Oct., at Penang, by the Rev. Julian Morton, David Brown, Esq., of Penang, to Henrietta Jane, youngest daughter of the late John Robertson Glass, of the Free Church, Musselburgh, N.B.

DU PUY—VERNET. On the 12th Oct., at Batavia, James Du Puy, late Member of Council of Netherlands India, to Constance Breton van Groll, widow of A. L. Vernet.

MAYNE—DENT.—On the 1st Dec., at St. Michael's, Paddington, by the Rev. Dr. Balston, Fellow of Eton College, assisted by the Rev. Charles Dent, brother of the bride, Captain Richard Charles Mayne, R.N., C.B., eldest surviving son of the late Sir Richard Mayne, K.C.B., to Sabine, eldest daughter of Thomas Dent, Esq.

TABOR—PARSONS.—On the 4th Oct., at St. Nicholas Church, Brighton, by the Rev. J. A. Colbeck, Saml. Tabor, of Hiogo, Japan, to Fannie, youngest daughter of Robert Parsons, surgeon dentist, Boulogne-sur-Mer.

DEATHS.

MARTIN—On the 21st Oct., at Hong Hong, Edward M. Martin, aged 38, of New York, of consumption.

RUCKER—On the 21st Nov., at Rome, suddenly, Olga, widow of the late Senator Alfred Rucker, of Hamburg, formerly Minister Resident in London for the Hanse Towns.

WORTLEY—On the 27th Nov., at Wharncliffe-house, Curzon-street, the Hon. James Frederick Stuart Wortley, aged 37.

THE TRIAL OF MR. HARGREAVES.

OUR readers have for some time been prepared for the sentence which has visited Mr. HARGREAVES, of Shanghai, with a year's imprisonment for fraudulent breach of trust on the prosecution of the Chartered Bank of India, Australia, and China, reported in another column. Severe loss had been sustained by the Bank in consequence of the fraudulent transactions of the defendant, and in the interests of commercial morality it was necessary that an example should be made. While concurring, however, in the general result of the trial, there are some points in it which we think deserve more than passing attention. It appears beyond doubt that, if the goods on which the Bank made the advances to Mr. HARGREAVES had been deposited in the godowns of some independent person, he could not have had access to them, or have yielded to the temptation to dispose of them as he did when they were left in his own control. The advisability of securing the deposit of all hypothecated goods in disinterested hands cannot be too strongly urged on the attention of bank managers and others who are often called upon to make advances to mercantile men under circumstances of great risk. In the present case, it is clear that the affairs of Mr. HARGREAVES were so mixed up with Mr. THORBURN'S business that it was inconsistent to expect him to act conscientiously as the representative of both separately. It is also worthy of remark that all the money obtained by Mr. HARGREAVES was immediately devoted to propping up the tottering credit of his house. It all went in the way of speculation, and none of it was applied to the personal expenses or gratification of the prisoner. This, of course, is no excuse for breach of trust, but few will fail to see in it an extenuating circumstance which, no doubt, exercised an influence on the sentence, and which might therefore have been alluded to with advantage by the Judge when pronouncing it. His Lordship's speech in passing sentence was, however, so laconic as to be a little surprising from its brevity to those accustomed to the practice in English Courts. All that his Lordship said was—"William Hargreaves, the Jury have found a verdict of "guilty against you; and the only thing that remains for "me to do is to pass sentence upon you. I will do so very "briefly; it is that you be imprisoned for one year." It would be impossible to put the result in fewer words; but we think that a few sensible remarks would not have been thrown away on the occasion, if they had served to point out how easily commercial frauds like the present might be prevented by the strict observance of the ordinary precautions of business men.

IN anticipation of the return to Peking of Mr. MCLEAVY BROWN as Chinese Secretary (acting), Mr. ADKINS, who has filled the post during Mr. BROWN'S absence with the Burlingame Mission, has been sent to Newchwang. Mr. KING, Acting Consul at this port, comes home on leave.

MISCELLANEOUS.

THE ROMAN CATHOLICS IN CHINA.

The *Pall Mall Gazette* reminds us that the Tientsin correspondent of the *Shanghai Daily News* recently drew down upon his head the wrath of the foreign communities in China by expressing a hint in the columns of that paper that the Roman Catholic victims of the Tientsin massacre brought that catastrophe upon themselves. Nevertheless, the *Pall Mall* feels bound to say that in no civilised country in the world would such conduct be endured as that habitually practised by the Roman Catholic missionaries in China; conduct, moreover, which is faithfully upheld by the French authorities. There Ultramontanism assumes its extreme and most uninviting form. Every effort is made by the priests to withdraw proselytes as far as possible from the jurisdiction of the native authorities, and to defend them against their mandarins in all cases of dispute. It is no uncommon thing for a Chinaman desirous of gaining some particular cause in the native courts to announce himself as a convert, and then by representing to the priest that the wrong under which he alleges himself to be suffering is an act of religious persecution, to enlist his support and influence with the mandarins on his behalf. In the province in which Tientsin is situated, the Roman Catholic missionaries, rightly or wrongly, have for years been very generally accused of attempting to create an "imperium in imperio," by exempting their converts from the necessity of paying the Imperial taxes. The craving after property, and especially after pagodas, which are everywhere the objects of the people's supreme veneration, as being the dwelling places of the local tutelary deities, is one of the gravest and most universal mistakes made by the missionaries. The pagodas are the religious property of the whole district, and for the priests to occupy them, therefore, on a mandate exacted from the mandarin, or at the invitation of the Christian part of the population, cannot fail to outrage the feelings and superstitions of a large section of the people. It must be assumed that, before adopting their line of policy, the missionaries counted the cost, and looked the possible consequences of pursuing it fairly in the face. They have doubtless also been encouraged to continue it by the support they have invariably received from their Consuls and their Minister at Peking, to the prestige derived from which most of the ostensible successes of the modern race of Roman Catholic missionaries are due. If we examine into their system, the fact becomes apparent that it lacks self-sustaining power, and depends for its continued existence on a constant access of influence. Hence we find the priests compelled to assume the character rather of political partisans than of simple preachers of the Word.

ROMANISM *VERSUS* PROTESTANTISM.*

The Protestant missions cannot vie with the Catholic. It appears probable that the more free spirit of Protestantism will prove itself to be after the lapse of a few years better adapted than the Latin form of Christianity for extension among the Chinese. It encourages independence and free inquiry, and checks servility and reliance on a sacerdotal order. This the educated Chinese appreciates very highly, and when the alternative is before him he will never choose the abnegation of liberty. It has been thought that the pomp of an external ritual—beautiful pictures illustrating the evangelical history, flower-decked altars, devotional processions, ravishing music, and rich priestly robes—would dazzle the senses of the Chinese and outrival the attrac-

* "Peking," by Rev. Joseph Edkins. Chap. XVI., "Journeys in North China," by Rev. A. Williamson. Smith, Elder, and Co. London.

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tions of Buddhism. The conclusion to be drawn from this is very doubtful. The Pekingese have their own street processions, their long pilgrimages to noted shrines, their own masses for the dead. Their pen tents travel for many miles, measuring their length on the ground as they go, or with iron chains fastened on their hands and feet. They make vows when sick to devote themselves to a life of celibacy and prayer. They expend large sums in building temples in order to accumulate merit and ensure the forgiveness of sins. The multiplied repetition, by the believing votary, of the name of Amitabha Buddha, will, he is assured, bring him as much happiness and exemption from as many evils as that of Ave Maria could do should he change his creed. If the Catholic priest rely on his power to outrival the Buddhist and Taoist priests of the heathen monasteries he will find the competition a sharp one and the victory difficult to secure. In an educated country like China the prospect of success remains rather with those who appeal to reason and to Divine command.

TROOPS FOR THE FAR EAST.

The following are the details of the troops now under orders to proceed to stations in the Far East:—For Ceylon: 73rd Regt.—2 officers, 165 men, 6 women, and 6 children; Staff—2 medical officers, 1 lady, 1 child, and 1 female servant; Ceylon Rifles—1 officer; Royal Artillery—1 staff sergeant, and 1 wife; Royal Engineers—1 staff sergeant, 1 wife, and 1 child. For Singapore: 75th Regt—5 officers, 100 men, 6 women, and 6 children; Staff—1 medical officer. For Japan: 1st Batt. 10th Regt.—4 officers, 283 men, 6 women, and seven children. The orders lately given for a detachment of the 75th Regiment to proceed to Hong Kong have been withdrawn. The wings of the 75th, now stationed at Hong Kong and Singapore respectively, will probably relieve each other. The steamer *Parana*, which sailed from London this day, will call at Plymouth to embark the detachment ordered to Singapore. The *Parana* will proceed *via* the Suez Canal.

With reference to the troops which are to be despatched from India as reliefs for China we learn that the steamers Mauritius and Bellona, which have been taken up by Government, are to leave Bombay at once for Cannanore, and there receive on board the 13th Madras N.I., for Hong Kong. The headquarters consist of four officers and 450 men, with 110 followers, and the second wing comprises the same number of officers and 400 men, with 100 followers. The Mauritius and Bellona, it is expected, will bring from Hong Kong the 29th Madras N.I.

Tenders have been invited for the conveyance to Yokohama of a detachment comprising 5 officers, 284 non-commissioned officers and privates, and 13 women and children.

The Ferdinand de Lesseps, with the detachment of troops for Colombo, 175 officers and men, will sail about the 6th inst.

The Nimble, 5, screw gun-vessel, Commander Lee, which had been detained at Plymouth by heavy weather, left the Sound on the 27th ult. for the East Indies, *via* the Suez Canal. The United States screw war sloop Plymouth, Lieut.-Commander Breese, which had also been detained at Plymouth by the recent severe weather, has sailed for Lisbon. The Wolverene, 17, screw corvette, Capt. H. R. Wratislaw, sailed from Plymouth on the 29th ult. for the East Indies, via the Suez Canal.

The Ringdove (three), double-screw gun-vessel, which has lately been attached to Rear-Admiral Arthur Farquhar's squadron in the Pacific, has been ordered to join the squadron in China, under Vice-Admiral Sir Henry Kellett, K.C.B., and proceeded from Honolulu on the 10th Oct. for that purpose.

The Pearl, unarmoured screw corvette, Captain John F. Ross, has been paid out of commission at Portsmouth.

CHINA GRASS MACHINE.—In the beginning of the year, the India Council published the conditions of competition for a prize of £5,000, for the best machine or machines for preparing rheea or China grass. It is required that the machinery should produce a ton of fibre, of a value of not less than £50 per ton in the English market, at a working expense of not more than £15 per ton. Rewards of lesser amounts are offered for inventions of merit, even if unsuccessful, and specimens of the bark and fibre are placed at the disposal of the applicants to the home India-office. The time at first allotted, which would have expired on the 10th of next February, has been prolonged for another year. There are already not less than 100 competitors. At the India Museum there are now to be seen some specimens of fabrics woven from the fibre of China grass, manufactured by Messrs. Wade and Sons, of Bradford. These stuffs, says the *Engineer*, "have the appearance of very fine alpaca, with, however, a more silky gloss. They are, apparently, not so elastic as either silk or alpaca, as they more easily take and more permanently keep a crease. This objection is being overcome by working up a little wool into the fabric. Taking the possibility of making such beautiful fabrics, together with the authoritatively-stated fact that 'there is a practically unlimited extent of country in India where the plant could be grown,' it must be seen that the subject is one of vast importance, and that the material offers a wide field for work to our machinists."

INSURRECTION IN MONGOLIA.—Grant's telegram from Kiachta, Nov. 28, to be found in another column, reports a rising in Mongolia. Ourga is a city of Mongolia, lat. 47·55 North, and long 10.6 East. The population is estimated at seven thousand, of whom a fifth are priests. Its buildings are mostly of wood, and many of its inhabitants dwell in tents. It is shut in on the south by the lofty mountain Khanools, which tends to render its climate cold and damp. It has a college of Mongolian priests, and is the seat of the deified lama of the Mongols. Mongolia is comprised in the Chinese Empire, and its population is estimated at from five to fifteen million. The chiefs of the people pay tribute to the Chinese Emperor, but, in return, they receive presents to a much greater amount.

A PARTY, consisting of seventeen Japanese, one of whom was understood to be a prince of the Royal house, visited the Royal Arsenal, Woolwich, last week, by special order from the War-office, and inspected some of the works of interest and instruction in the various manufacturing departments of that establishment. The naval Commander-in-Chief at Portsmouth has received a notification that a Japanese naval officer is to be borne on the books of the *Duke of Wellington*, with the rank of sub-lieutenant.

MR. GEORGE FRANCIS TRAIN, who lately arrived in France from a tour in the Far East, and was subsequently imprisoned for some offence against the French Government, has escaped, and arrived in London on Saturday last. His first act on arrival, as we are informed, was to call at the Reform Club and inquire for Mr. Gladstone, Earl Granville, Mr. Foster, and Mr. George Odger.

The *Juno*, screw steam corvette, arrived at Malta on the 21st Nov., from Plymouth and Gibraltar, having on board the detachment of Royal Marines, under orders for China, *via* the Suez Canal, under the command of Lieut.-Colonel Richards.

LEGAL.

VICE CHANCELLORS' COURT.

NICKALLS V. EATON.

Mr. Dickinson, Q.C., and Mr. J. N. Higgins moved, on behalf of the plaintiff, Mr. Tom Nickalls, a dealer on the Stock Exchange, for an injunction to restrain an action brought against him by a Mr. William Dent to recover a sum of £1,300, which had been paid by Mr. Dent for calls on 100 shares in the Bank of Hindustan, China, and Japan, now in course of liquidation. The question of liability turned upon the rules and customs of the Stock Exchange, according to which, when a dealer or jobber passes the name of buyer and transferee to the ultimate or immediate vendor, as the case may be, ten days are allowed to elapse after settling day before the transfer is completed, within which any objections are to be taken, and the plaintiff's case was that these days having been allowed to elapse he, as dealer, was relieved of all responsibility. It appeared that Mr. Dent had sold the shares on the Stock Exchange in the usual manner through his brokers to Mr. Nickalls, as dealer, and that Mr. Nickalls had on the settling day passed the name of George Eaton, an infant, into whose name the transfer was completed. On the winding up the infant's name was removed from the list of contributories and Mr. Dent's name substituted. Mr. Dent then paid calls to the amount of £1,300 and brought an action last January against the dealer. The action stood for trial at the sittings in London after last Trinity Term, when it was made a *remanet*, and was now about to be tried at the sittings in the present month. The Bill was filed on the 13th September by Mr. Nickalls against Mr. Edward Eaton, the father of the infant, to obtain a declaration that Mr. Edward Eaton was the true owner of the shares and bound to indemnify him, and against Mr. Dent to restrain the action, and notice of motion for an injunction served on the 29th of last month.

Mr. Karslake, Q.C., and Mr. A. G. Marten, who appeared for Mr. Dent, contended that the question was a purely legal one, which had only been brought into equity at the last moment by Mr. Nickalls for purposes of delay, and that even if Mr. Nickalls had any remedy in equity, he had, by his *laches*, disentitled himself to relief.

The Vice-Chancellor, without calling for a reply, said that if complete justice could be done at law there would be no grounds for the application. But that was not the case, for there could be no doubt that the real purchaser of the shares was Edward Eaton, the father, who was not a party to the action; and it was obvious that complete justice could not be done in his absence. As to the argument of dilatoriness, no diligence appeared to have been shown by any one, nor did any one's rights appear to have been prejudiced by the delay. The injunction must, therefore, be granted in terms of the notice of motion.

BANKRUPTCY COURT.

IN RE WILLIAM HARBORD.

This was a sitting for public examination. The bankrupt was a merchant trading in Gracechurch-street as Harbord, Wilkinson, and Co., and at Bombay as Harbord and Co., but the firms consisted of the same persons, the bankrupt and Mr. Wilkinson. The case first came before the Court under the liquidation clauses, and the creditors ultimately resolved upon a bankruptcy, and this was obtained without resistance. The case, it seemed, involves large interests. Under the bankruptcy no accounts had yet been filed, but in the liquidation proceedings the liabilities were stated at about half a million sterling, and the deficiency at £105,000. An estimated loss of £86,791 had been incurred on shipments to India, China, and Japan, and by bad debts, but the exact amount could not be ascertained; indeed, the whole of the present statements were based upon estimate, and until further information was obtained from Bombay the bankrupt could not file the regular accounts. The trustees applied for a long adjournment.

The Court adjourned the further hearing until the 20th of March, the bankrupt expressing his readiness to file certain explanatory accounts required by the trustees.

IN RE GEORGE MELBOURN.

The bankrupt was a merchant in Leadenhall-street, also trading at Batavia, in partnership with Messrs. Tolson and Lichtenberg. The liabilities under the joint estate were very large, amounting to £126,000, with available assets of small amount. The bankrupt has died since the proceedings. A sitting for dividend under Mr. Melbourn's private estate was now held. It appeared that a balance of £3,000 was in hand, and it was resolved that £2,000 of the amount should be divided amongst the separate creditors. Order accordingly. Subsequently there was a sitting for public examination; but it appearing that the bankrupt was dead a memorandum of that fact was ordered to be entered on the proceedings, and the sitting was adjourned *sine die*.

IN RE H. H. SEVERS.

The bankrupt, H. H. Severs, carried on business as a merchant in Gracechurch-street. It appeared that he had made certain consignments to China and the proceeds had been remitted to him on joint account of himself and another. Those proceeds, amounting to about £1,000, were claimed by the Manchester and Salford Bank as being

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specifically applicable to the payment of bills discounted by them. The claims were resisted by the assignees, mainly on the grounds that the proceeds were not specifically applicable as alleged, and that the same were in the bankrupt's order and disposition at the period of the adjudication.

After reviewing the circumstances and the authorities upon the subject at considerable length, the Registrar decided that the bank was entitled to the proceeds of the consignments. He was also of opinion that certain proceeds which had not yet arrived on account of some further consignments ought also to be paid over to the bank, and there would be a declaration accordingly.

LITERATURE, SCIENCE, AND ART.

The History of England. By Sir Edward L. Cressy. London: James Walton.—Two volumes of this work are before us; it is to be completed in three more; and if it maintains the character of its commencement to the end, it may perhaps take its place among those historical works of no distinct speciality, for the necessity or object of which it is difficult to imagine any very good reason. That Sir Edward Creasy is a conscientious student there can be no doubt; indeed, in his preface he admits that he has altered his views on many historical questions since he began his work, and also that his present history is not strengthened by full references to the authorities which caused him either to form or alter his opinions. After a perusal of the volumes, we must confess that, whether we have regard to the value or style of argument, we find it difficult to find any good reason for its publication while Macaulay's History holds it present place in the public mind.

The Commercial Annual for China, Japan, the Philippines, and the Far East Generally: London, F. Algar.—This publication forms a valuable work of reference to all who have commercial relations with the Far East. In addition to the tariffs, tide tables, and tables of moneys, weights and measures, an amount of information is given with reference to the various treaties that regulate trade. It is well printed in clear and readable type, and is embellished with a map of China and Japan. We understand that a supply of the work will go out by the present mail.

The new monthly journal *Art*, the establishment of which we noticed some time since, seems to improve with each successive issue. The illustrations in the present number (for December) include a reproduction of an original drawing by Princess Louise, inscribed as a Portrait of a Canadian Lady. This is followed by a copy of Morland's picture, "Dressing for the Masquerade," and one of a Rembrandt in the Marquis of Westminster's collection, entitled "A Portrait of Berghem," and concluding with a fac-simile of an early Italian print on the subject of the Crucifixion. The execution of all these subjects is extremely good; in fact, as specimens of photographic art, they have seldom been surpassed.

At the last meeting of the Geographical Society, which was presided over by Sir Henry Rawlinson, in the absence from illness of Sir Roderick Murchison, a paper was read by Captain Sherard Osborn on the geography of the bed of the Atlantic and Indian Oceans and the Mediterranean Sea. Captain Osborn, referring to diagrams, showed the outline of the bed of the ocean between the Orkney Islands and Labrador, Ireland and Newfoundland, France and the United States, England and the Cape of Good Hope, Gibraltar and Egypt, and Suez and Bombay. In these, as in many other soundings, there was a remarkable absence of abrupt depths and great outlines, the contour being soft and round. He was convinced that the bed of the ocean is saved from those forces which affect the earth proper. He doubted whether ocean currents ran very deep, and, although a healthy circulation was maintained, yet there was an absence of those mighty streams which would score up the bottom of the ocean in the same way as rivers wear away the land. The bed of the sea was, in fact, more like the Desert of Sahara or the prairies of North America, both of which were probably once the bottom of the ocean. No greater depth than 3,000 fathoms, or 18,000 feet, had yet been reached in the Atlantic. In ascertaining these and further data geographers were greatly indebted to telegraphy, whose agents had up to this time laid 19,000 miles of cable, of the value of £9,000,000. Uniform climate exists in the bed of the ocean, and he had no doubt that through all those regions organic life is in some degree to be found. After some discussion, in which Professor Huxley and Mr. Gwyn Jeffreys took part, the meeting gave a vote of thanks to Captain Sherard Osborn. Previously to the reading of the paper, Sir H. Rawlinson expressed the deep sorrow with which the Fellows of the Society had received the intelligence of the serious illness of Sir Roderick Murchison. A resolution expressive of their sympathy and regret was proposed by the Council, and agreed to by acclamation.

We (the *Athenæum*) are glad to learn that the efforts of the Ceylon Government for Sanskrit, Pali, and Singhalese literature are assuming more importance. As we have mentioned, a local authority, Mr. James de Alwis, was employed in searching out and cataloguing MSS. His three most important discoveries are a fine Sanskrit poem by a Singhalese king of the sixth century, and two Singhalese religious MSS. His Catalogue, of which the first portion may be ready by the new year, will comprise three volumes of 800 pages each, and to it will be appended a classified index of the subjects, an essential portion of such a work. A library of MSS. of Buddhist work has now been formed by Government, for which the important contribution of the Tripitaka, in forty volumes, from the King of Burmah, is on its way. The Government has also applied to the King of Siam for the Burmese version. The *Ceylon Observer* justly remarks that all these copies should be closely examined, in order to see if the priests have made them conform to their own notions. One of the finest Buddhist collections is that of our India Library in London, but no sufficient effort is made to turn it to account. With the French, the study of Buddhism is a speculative exercise; for us it is of political value.

A valuable assemblage of old English porcelain, Japanese enamels, and other works of art, the property of an amateur in the country, has been disposed of at the rooms of Messrs. Christie, Manson, and Woods. Among the more important articles were the following Japanese enamels:—A pair of cylindrical match-pots, and four pairs of large two-handled vases, with fish, birds, and ornaments—£55 5s. A pair of very large dishes, with poultry, dragons, and ornaments, of unusual size and beauty, and two pairs smaller do., with birds and flowers—£63 5s. A pair of fine Satsuma vases, with birds and flowers in colours and gold, with gilt mask handles, on lacquered stands—£40. A pair of gilt panels elaborately carved with Chinese figures and landscapes brought 20 gs. A handsome Oriental dinner service, richly enamelled with peacocks and flowers, consisting of 230 pieces—£41 10s. A Chinese coffee-pot of silver, richly chased with figures and landscapes, weighing 52 oz.—£16 10s. A pair of two-handled vases, of Chinese enamel, with flowers, insects, and characters in colours on blue and crimson ground—£40.

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Nov. 29.

I have much pleasure in being enabled to communicate to-day to your Teutonic readers in the Far East the pleasing intelligence that the unification of Germany has become a great and acknowledged fact. The accomplishment of this much desired end is indirectly but mainly due to the ex-Emperor Napoleon, who, though he did all in his power to prevent it by his intrigues and selfish policy for the last four years, succeeded, no doubt much against his will, in bringing it about in one single day by means of his insane declaration of war on July 15 last, which caused all Germany to rise as one man, to resent the indignity and insult offered them, and we have already seen with what results. The Treaties which bind all Germany into one homogenous mass have been already signed, and there can be no doubt that they will be approved and ratified by the Legislative Chambers of the South German States, whilst the *Reichstag*, or North German Federal Parliament, has been convened for the same purpose, and was opened a few days ago by the Vice-Chancellor Delbruck, in the absence of the Chancellor, Count Bismark, who is still at the head-quarters of the King of Prussia at Versailles. In my last letter I stated that the King of Bavaria made some difficulties about the conditions of his joining the Confederation, and required some special stipulations as an equivalent. Some of these he has withdrawn, and one or two Count Bismark has conceded, as he thought it of much more consequence to secure the adherence of Bavaria than to risk it at the present moment, when the armies of the North and South are fighting side by side against France. Without going into details I may say that the constitution of the North German Confederation remains intact, with the exception of the few alterations indispensably required by the new state of things. Thus the Confederation is of course no longer the North German but the German, the Federal Council is to be augumented by four votes for Wurtemberg, three for Baden, and three for Hesse Darmstadt; whilst those three States will be represented in the Reichstag by a number of members elected in proportion to the population, as in the rest of Germany, viz., Wurtemberg will send seventeen members, Baden fourteen, and Hesse six new representatives for that part of the Grand Duchy south of the Maine, in addition to the six she now sends, elected in the district to the north of that river, and which already forms an integral part of the Confederation. The figures for Bavaria have not yet been published, but they will be in much the same proportion. Among the alterations in the Constitution is the addition of a new article providing for the further extension of the Confederation which has hitherto escaped public comment, at least in the press, but which is of rather an ominous nature. The new Article 79 says:—"The entrance of a German State, not already being a member of the Confederation can be effected on the proposal of the President (the King of Prussia) by a simple act of legislation." This may apply to the German provinces of Livonia, Esthonia, and Courland, situated in the Baltic, and for the last hundred and fifty-five years under the sceptre of Russia; or it may mean the Tyrol and Trieste in the south, and perhaps Moravia and Upper Austria; or else it may simply have reference to Alsace and Lorraine, which it is expected will be claimed from France and reincorporated with Germany; or, lastly, it may be intended to facilitate the entrance of that unlucky Grand Duchy of Luxemburg, hovering on the frontiers between France and Germany, owning the King of the Netherlands, from whom it is separated by Belgium, as its lawful sovereign, at one period forming a part of Germany, and even now admitted to be a member of the Zollverein, but without any veto or vote in the Council, renounced by the Dutch as aliens and foreigners, and in the undignified position of living on sufferance and under the somewhat doubtful guarantee of certain great Powers of Europe, one of which being France, who is at present certainly not in a condition to redeem her pledge of guarantee against any violation of territory or infraction of recognised neutrality. Thus, it will be seen, this new Article in the German Constitution opens the door very widely for further adhesions to the Confederation.

We have had here lately a large importation of French officers, prisoners of war, mostly belonging to Marshal Bazaine's army that capitulated at Metz, and among them is General Coffiniere, late commandant of that fortress. Having nothing else to do they are perambulating the streets at all hours of the day with their hands in their trousers' pockets, in that slovenly way the French have, and perhaps to keep their hands warm, as they are innocent of gloves. There are already about a thousand of them here, and a similar number is expected next week. Being on parole they are allowed free action, and have to make their own arrangements for their board and lodging, either at hotels or in private houses. The former are of course preferred, as most of the German waiters have at least a smattering of the French language, enough to understand what is wanted. They are under no control, except that once a week they must attend the general muster and

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answer to their names. They get their pay at regular periods, subalterns at the rate of twelve Prussian dollars per month, and officers of higher rank $25. In trusting implicitly to their word of honour, given in writing by those who can write—for experience has shown that a very considerable proportion of them are quite without education and unable even to sign their names—the French officers have been distributed over the whole of Germany, in the open towns and large villages, where it is impossible to keep a rigid control over their movements. But I regret to state that this generosity of the Germans towards their prisoners has in many cases been greatly abused, and their number has been materially diminished by breaking their parole and finding means to effect their escape. It is sad to contemplate this state of demoralisation in the French army, which lately boasted of marching at the head of European civilisation, but it is an undeniable fact. Every day the German papers teem with the details of such flagrant cases. The *Hamburgher Nachrichten* of to-day contains the following three items:—1. "During the last week eleven French officers confined on parole at Hirschberg in Silesia have disappeared, and are known to have crossed the Austrian frontier, whence they will be able to return to their native country, as Austria is not bound to deliver them up. It is to be hoped that some of them will be re-captured in France and sent back under a safe escort to Germany."—2. "A few days days ago three officers who were paroled in writing at Sedan, and recaptured at Orleans, with arms in their hands, and fighting against the Germans, passed through Darmstadt on their way to Ingolstadt, accompanied by a strong detachment of Dragoons."—3. "Last Saturday a French officer of rank—report says a colonel of Hussars—passed through Frankfort under an escort of Bavarian Jagers, *en route* for Spandau, where he is to be tried by a court-martial for having deliberately broken his parole and returned to France, where he was recaptured fighting against Germany." Here at Hamburg similar abuses are of frequent occurrence; at last week's muster fifteen were missing, and at Potsdam and other places even more have made their escape. The *Dresden Journal* of yesterday contains a *steckbrief*, or official notice, of the escape of a French officer on parole there, giving a *signalement*, or the particular description of his name, age, rank, and personal appearance, and calling upon all civil and military authorities, should they find him, to arrest and send him back under safe escort to the commandant at Dresden. It is melancholy to be obliged to chronicle such dishonourable cases, but when General Officers—General Ducrot, now second in command under General Trochu at Paris, is in a similar predicament, and special orders have been given to secure his person alive or dead when the capitulation takes place—I say, when Generals are not ashamed to set such an example, it is not to be wondered at that other officers should consider themselves justified in a similar course of action.

The King of Prussia has conferred the Order of the Royal Crown on Captain Koldewey and Captain Begemann, the respective commanders of the two ships lately returned from the German North Pole Expedition.

In the sitting of the Reichstag on the 30th a petition praying for the acquisition of the French naval station at Saigon, at the conclusion of peace, was laid on one side, and the House passed to the order of the day. The committee which had reported on the petition had expressed a desire that it should be referred to the Chancellor of the Confederation.

A letter from St. Petersburg states that an expedition sent by the mercantile firm of Butin Brothers, to discover a direct route between Wertschinsk and Tientsin, had returned to the former place, and been very successful, having found a short and practicable road. The Mongol inhabitants were very friendly, and expressed themselves pleased at being brought into intercourse with the Russians.

There are still French ships of war cruising in the North Sea and capturing harmless German merchant vessels, the crews of which are sent to France and detained as prisoners of war, against all international law and usage.

COMMERCIAL.

The Tea market is calm, and but little business has been done, as the stocks in the hands of importers are nearly exhausted, and no offers have been made for delivery. Cassia Lignea and Pepper continue in good demand, and the prices of both are again higher. Rice commands an easy sale, as the consumption in the interior of Germany, since the reduction of the duty, as well as from the failure of the potato crop in some districts, is decidedly on the increase. Nothing to report about Spelter, prices nominally without alteration.

SHIPPING.

No arrivals or departures.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Rotterdam, Nov. 30.

We are still without a Ministry. Messrs. Fock and Brocx are entrusted by his Majesty—who, notwithstanding the political difficulties which prevail, remains at het Loo with the task of reconstructing the Cabinet. Day after day we are assured by the papers that the seven wise men will be named within a very short time, but up to this moment these prophesies are not fulfilled. It has even been asserted that Mr. Fransen van de Putte had accepted the portfolio of the Colonial department, and at the same time it was stated by the *Arnhemsche Courant* that Mr. Myer would be recalled at once and replaced by Mr. Geertsema. All these rumours are *canards*. In the meantime the crisis has lasted many weeks, and this fact proves either that we have only very few capable men, or that but very few are inclined to accept under actual circumstances a seat in the Ministry. There is, indeed, something "rotten in the State;" the Liberal party gives signs of lameness,—there is no vigour, and with the Conservatives it is still work, and they cannot at all take the reins of Government in hand. It is impossible to predict the results of the endeavours of both our reconstructing ministers; but I think it will be a wonder if they succeeded in finding five persons who will be able to exercise the several opinions of our speechmaking M.P.s. It seems certain that the whole Parliamentary session may be regarded as lost. The Budgets cannot, of course, be carried before the 1st of January. Credit-laws must be passed, and the ordinary time devoted to discussing Bills it will be necessary to spend in the Budgets debates. Again next year half the Chamber must resign, to be re-elected or replaced. What we want is a man, an eminent man. Thorbecke—once the personification of liberalism, is old—so old that he has advised the King to appoint a Conservative Cabinet, notwithstanding that the majority of the Chamber votes with the Liberals. This advice was a mistake, and a proof that an eminent man can live too long to maintain his reputation. Indeed our future is all but certain; our political horizon is clouded; people are fearful of annexation, but they do not understand the enormous difficulties and divergences in our home organisation, and they are unable to perceive that there is not the least connection between disorganisation and annexation. If our nationality is endangered the first thing shown will be that we are able to rule both ourselves and our colonies wisely and well.

The reports with reference to commercial affairs are more satisfactory. The greatest activity prevails in all branches of trade. Enormous quantities of merchandise are shipped to the Rhine, so that shipping is scarce. On the Bourse, however, a sort of inactivity prevails, and in all stocks there have been large fluctuations, owing chiefly to the continued agitation of the Russian difficulty and rumours of the most unauthentic character. There have been fresh reports of armistice negotiations; it was said that the Powers would meet in a conference to settle as well the Russian difficulties as the war between France and Germany. But all these reports proved untrue. Money continues to accumulate, but the Bank rate of discount remains unaltered.

Some weeks ago I mentioned that Messrs. Kern and van Gennep had opened a public subscription on behalf of Mr. Douwes Dekker (Multatuli), the author of the "Max Havelaar." According to the *Zaanlandsche Courant* he will thankfully accept the gifts of the public, about whom he once wrote: "I despise you with sincerity." I do not know whether any large sums have been contributed to this fund, but the commission declares that the money is not sufficient to permit "Multatuli" to live in inactivity. In the first place the money will be devoted to his wife and children, who reside, I hear, in Italy.

It was stated some days ago that the mining engineer, Aquasie Boachi, of the residency Madisen, Java, had addressed to the King a proposal to sacrifice six months of his salary, at f.500 a month, on behalf of the Dutch Treasury, in consequence of the bad political state of Europe. The King was touched by this proposal, but replied that the state of the Fatherland did not necessitate his accepting it. This fact has been passed over by the press without any comment.

I hear that in a few days a pamphlet will be published by Mr. G. C. Daum, wherein the project is developed for the establishment of a steam line between Holland and America. I have reason to believe that this plan will be successful. In my next letter I will give full particulars of this book, of which I have just seen the proof-sheets. You will remember that Mr. Daum was some years ago manager of the steam-line company of Mr. Cozes de Vries, at Batavia.

On the 5th of next month a general meeting will be held at Amsterdam of creditors, shareholders, and holders of bills in the Oost Indische Maatschappy van Administratie en Lyfrenten. According to some letters published in the papers there prevails anything but a good understanding between the creditors and shareholders and the new managers. The meeting promises to be very noisy.

I hear with much regret that Princess Frederic is dangerously ill, and has most probably but a few days to live. Her daughter, the Queen of Sweden, has arrived in the Hague. I have to report the death of Baron Dujardin, formerly our Ambassador at the Court of Brussels.

The *Vaderland* spread a false report that the Empress Eugenie had passed a few days at the Hague, and had bought a villa in the neighbourhood of the residency.

Mr. W. A. van Rees has published a biography of Lieutenant-Colonel V. Fermeulen Krieger, who is well known in Java.

Mr. J. A. Philipse has resigned his post as president of the Provincial Court of South Holland.

PRODUCE MARKETS.

There is again but little alteration to report in the general feature of our produce markets, which continue to exhibit a firm appearance for most of the leading articles. The late favourable position of Sugar is fully consolidated by the result of the Trading Company's auction, held at Amsterdam. The coffee sale promises to go off satisfactorily. A material improvement is to be noticed in Tin, for which a rapid advance has developed itself since my last letter. Prices of most other articles remain unchanged, but Cotton has improved in value.

Coffee.—In the face of the Trading Company's last public sale for this season, taking place to-day, the article has continued firm, which has permitted the brokers' valuations of the quantity to be put up to be based on the full market value of 33½c. for good ordinary pale greenish Java, and of 32c. to 32½c. for good ordinary Malang and Tenger. Several small shipments of private importation have changed hands within the past few days at steady prices, viz.: 785 b. Java ex Nederland, 295 do. ex Batavia, 339 do. ex Nieuwe Waterweg II., 500 do. ex Agra, 900 do. ex Maria Louise Antoinette, 210 do. ex Fop Smit, 500 do. ex Lanercost, 3,081 b. Padang ex Tulie en Delft, at 36½c. to 39c. Stock on warrants on the 30th, 284,169 bags. Total Stock, 590,100 bags. Floating, 238,000 bags.

Sugar.—The Trading Company's public sale of 40,465 baskets Java, held at Amsterdam yesterday, went off at prices based on which the following value of the Dutch standard has been fixed by the brokers, to which I add, for the sake of comparison, the prices of the previous sales this year:—

	March.	May.	July.	Sept.	Nov.
No. 5 ...	f.30 ...	f.26 ...	f.24½ ...	f.23 ...	f.28½
„ 6 ...	31½ ...	27¾ ...	26½ ...	25½ ...	30½
„ 7 ...	31 ...	27¼ ...	26 ...	25 ...	30
„ 8 ...	32½ ...	29 ...	28 ...	27½ ...	32½

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„	9	...	34	...	31	...	30	...	30	...	34½
„	10	...	33¾	...	30¾	...	29¾	...	30¾	...	35¼
„	11	...	34¼	...	32¼	...	31¼	...	32¼	...	36¾
„	12	...	34¾	...	33⅛	...	32⅛	...	34⅛	...	38
„	13	...	35¼	...	34¼	...	33¼	...	35¼	...	38½
„	14	...	36	...	35	...	34	...	36¼	...	39
„	15	...	36	...	35	...	34¼	...	36¼	...	38½
„	16	...	36¼	...	35⅛	...	34⅛	...	36⅛	...	38⅛
„	17	...	36⅛	...	36¼	...	35	...	36⅛	...	39
„	18	...	37	...	36⅛	...	35¼	...	37¼	...	39¼
„	19	...	37¼	...	37	...	35⅛	...	37¼	...	39¼
„	20	...	37½	...	37½	...	36	...	37½	...	39½

JAVA TOBACCO.—Sales have been closed by secret tender of 883 bales Java, A. J. Walter; 43 do., B. and D.; 200 bales, Djoeley Blitar; 305 do., ex Djoemo. Important parcels will be offered for public sale in a few days. About 1,000 bales of several marks were sold to-day by private tender.

TEA.—The attention of the trade has been exclusively engrossed by the late public sales, which have gone off as follows:—

Marks.	Chests.			Prices.		Lots Sold.	Lots Bght. in.
A CB	181/4	462/12	China Kaisow Congou ...	64	71c.	36	14
Annesley.	200	—	do. finest Kaisow Congou	85	—	—	25
				Sold privately.			
$C^{B}_{F}B$	50	—	do. finest Congou... ...	80	—	—	6
CL E	—	147	do. finest Souchong ...	85	88	8	—
Tjikoppo Mayak.	152	—	Java Congou	61	75	19	—
	458	—	do. Souchong	77	94	56	—
	152	—	do. Pecco	150	170	9	10
	16	—	do Boei	—	—	3	—
	30	—	do. Pecco Souchong ...	94	—	4	—
Bought in auction April 22	158	—	do. Pecco	140	160	8	13
	10	—	do. Boei (Staub)	—	—	1	—
Madjo.	21	—	do. Congou	—	—	4	—
	182	—	do. Souchong	75	82	23	—
Nangoeng.	74	—	do. Pecco	160	—	1	6
Parakansalak.	47	—	do. Hysant...	113	—	1	5
	—	1	do. Uxim	—	—	1	—
B L	200/16	—	China finest Souchong ...	150	—	1	3
	296	—	do. finest New Seasons Scented Orange Pecco	75	—	—	12
$\frac{Q}{Y}$	81/4	—	do. fine Moning Congou...	75	—	—	9

About 700 chests Java, Residency Bagelen and Waspada, will be put up for sale by secret tender at Amsterdam on the 12th prox.

SPICES.—Prices of the different articles under this head continue to be well supported. Sales have been closed on secret terms here of 15 casks Mace, ex Catharina Maria, and of 5 casks ex Louise. Stock on warrants in the Trading Company's stores: Nutmegs, 3,408 casks; Mace, 245 casks; Cloves, 2,882 casks; Cinnamon, 29 packages.

RICE is dull, but prices are nominally supported. 1,068 b. Sourabaya sold by public auction, on account of damage, at f.5⅞ to f.6⅛, according to condition.

RATTANS.—The business done in this article since my last has been confined to the sale, by secret tender, of 100 piculs, ex Nederland, at a high price, but which remained secret.

METALS.—The reservedness of holders of Tin in the early part of last week has since been responded to by more disposition on the part of buyers to operate, and this revival in the demand soon resulted in a rapid advance of prices, sales having been made of Banca on public sales prompt at f.71½ up to f.73½, whilst f.73½ is now demanded, and for delivery ex the next spring sale at f.71⅛ and f.72, and f.73 would now have to be paid. Billiton on the spot has sold at f.71 to f.71½, and is now held for f.72⅜.

HIDES.—Beyond a public sale of about 80,000 West India, no transactions have transpired.

INDIGO.—About 100 chests have changed hands at steady prices.

DRUGS remain upon the whole neglected. I have only to report a sale of 298 p. Cassia Vera ex St. Jan, on secret terms.

SHIPPING.

ARRIVALS.—Nov. 22, at Brouwershaven, from Samarang, County of Berwick; 24, from Batavia, Noach II.; 25, at Texel, from Simonsbasi, Duke of Buccleuch, with the cargo of the Azia; 20, from Akyab, Benjamin Bangs; 24, from Akyab, City of Bangor; 28, from Batavia, Jonge Jan.

DEPARTURES.—Nov. 21, from Brouwershaven, for Java *via* Shields, Johanna; Nov. 27, for Batavia, Ægidia Paulina, Sunda, 'sGravenhage; Nov. 27, from Brouwershaven, for Batavia, Madura.

PASSENGERS INWARD.—From Java, per Noach II., Mrs. C. van Leechen and family, Messrs. C. L. G. Bressler, van Aalst and family, Schindler and family, van den Berghen, Plantema and family, Mrs. Verlegh and family.

PASSENGERS OUTWARD.—For Java, per Madura, Messrs. A. L. van Ham, C. L. J. van Ham, Mrs. C. C. Tjebbes, Mrs. A. F. van der Stok.

NEW YORK MARKET REPORT.

—o—

TEA.

The following is from Messrs. Beebe's Circular, dated 18th ult.:—Since our report of the 4th inst. a fair amount of business has been done in Oolongs and Greens, part of which are to arrive. Of the former, sales to the extent of 20,000 half-chests are reported at prices indicating a further advance of one to two cents in common to good cargo kinds. Sales of the latter reach 8,600 half-chests, with some irregularity as to prices, but on the whole without quotable change in values. 3,200 half-chests Japan have also found buyers, leaving very few of this class of goods in first hands. The market for Tea generally closes rather inactive, but with a decidedly firm tone.

The following are the current quotations (in gold, duty paid):—Greens (Moyune, Twanki, and Fychow): Gunpowder, common to good, 55c. to 95c.; fine to finest, 82c. to 125c.; Imperial, common to good, 48c. to 90c.; fine to finest, 53c. to 108c.; Young Hyson, common to good, 40c. to 80c.; fine to finest, 47c. to 115c.; Hyson, common to good, 47c. to 75c.; fine to finest, 50c. to 90c.; Hyson Skin, 35c. to 45c.; Foochow, Oolongs (old crop), common and good, 53c. to 58c.; superior and fine, 60c. to 68c.; finest, 70c. to 90c.; Amoy Oolongs (old crop), common and good, 52c. to 57c.; superior and fine, 59c. to 65c.; finest, 68c. to 70c.; Souchong and Congou (old crop), common and good, 40c. to 52c.; superior and fine, 55c. to 65c.; finest, 68c. to 90c.; Japans (new crop), common, nominal; medium, 70c. to 73c.; good medium, 75c. to 77c.; fine and finest, 80c. to 87c.; choice, 88c. to 92c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to Nov. 16, 1870, were as follows:—Greens, 20,483,696 lbs.; Japans, 10,047,008 lbs.; Souchongs, 2,919,696 lbs.; Oolongs, 8,551,511 lbs.; other sorts, 154,464 lbs.; total, 42,156,373 lbs. The stock on Jan. 1 was 9,866,167 lbs.; which, added to the above total, gives a result of 52,022,542 lbs. Subtracting from this total the exports from Jan. 1 to Nov. 16, 5,339,890 lbs., and the withdrawals for home consumption during that period, 32,283,623 lbs., there remains a total of 14,399,029 lbs., representing the stock on the last-named date. The receipts from Nov. 2 to Nov. 16 amounted to 452,734 lbs.; the withdrawals for home consumption to 715,115 lbs.; and the exports to 142,336 lbs.

COFFEE.—The current quotations for East India kinds are Java Government bags 21c. to 23c.; Java mats, 21c. to 23c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c., showing no change from those last given. The market for all kinds is dull, and the business done has been limited. Of Java, small sales have been effected at the current rates, and 3,500 mats ex Haus have been sold on private terms. In other East India there are no transactions to report.

CAMPHOR.—China is quoted 15c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.25; Cassia, $1.25 gold (in bond).

FIRE CRACKERS.—The sale is reported of 2,000 boxes extra No. 1 on private terms; the current rate is $4.

GUNNY CLOTH.—The market is very quiet, but there have been small sales of Borneo at 28c.

GAMBIER.—The current quotation is 3¾c. gold (duty paid).

HEMP.—The market for Manila is extremely dull, and no transactions have taken place since our last report; the nominal quotation is 13c. gold. The stock of Manila on Nov. 1 was estimated at 13,731 bales, against 5,357 bales at the corresponding date of 1869, and 10,936 bales in 1868. The imports into the United States from Jan. 1 to Oct. 31, 1870, were 122,147 bales, against 123,987 bales during the corresponding period of last year, and the quantity afloat on Oct. 31 was 32,867 bales, against 13,728 bales at the same date last year.

INDIGO.—There has been a slightly increased inquiry; sales of Manila to the extent of 37 cases are reported at $1.20 to $1.27½ currency.

PRESERVED GINGER.—China is quoted $10 50 currency (duty paid).

RHUBARB.—The quotation for China is $1.18 to 1.80 currency (duty paid).

RICE.—The supply of Carolina having become limited, and the attention of buyers having been exclusively directed to that description, prices have advanced. The relative low quotations for East India have not yet had the effect of inducing business, and no transactions have been effected; holders maintain former prices.

SUGAR.—There are no new features to notice in the market, which, with a very moderate inquiry for home use, remains dull but firm at previous rates. The business of the port is now reduced to a very small compass, goods out of bond, in view of the reduction in duties on the 1st January next, being taken only as immediate necessities require, and then only in the smallest possible quantities. The only sales of East India have been 12,309 bags Manila ex Horatio Harris at 9c., and 315 bags vessel not named on private terms.

SPICES.—The market for Pepper has been somewhat excited by the receipt of telegrams from Padang advising a considerable advance there, and there has been a large business at about the prices previously current. Quotations are unchanged, but the tendency is in sellers' favour. The transactions embrace an invoice of 3,000 piculs, one of 500 bags to arrive, one of 1,000 bags ex ship, and resales of 1,500 do. on private terms; 560 do., 10¼c. to 11c., in bond; and 500 do., in lots, 25⅞c. to 26c, duty paid, all sold. The demand for other descriptions has been light, the trade pursuing the hand-to-mouth policy pending the change in the scale of duties. We notice sales of 50 to 60 cases Nutmegs, $1.02½; 10 do. Mace, $1.80, casks $1.25 to $1.28; 2,000 mats Cassia, 48c.; 100 bags Pimento, 18c. to 18½c.; 75 bales Cloves, 26c.; and 250 do. in bond, 7½c.—all gold. Nutmegs are held firmly; 52½c. gold, in bond, was refused for an invoice of 250 cases Penang, per Mercur, at Boston. 53 piculs Nutmegs and 24 do. Mace, per Cyclone, at Boston, sold on private terms.

TIN.—Prices for all kinds, except Banca, continue to yield, and at the reduced rates there seems to be a little more disposition to operate, though the actual business has not been large; sales have been made of 100 slabs Straits, to arrive, and 1,000 do., in Boston, from store, on private terms: we quote Straits 30½c. to 30⅝c., and Banca 35½c. gold.

SHIPPING.

ARRIVALS.—Nov. 11, at San Francisco, from Manila, Emerald; 17, at Boston, from Singapore, Mercur; 18, at New York, from Hiogo, Edward Herbert.

DEPARTURES.—Nov. 7, from New York, for Shanghai, Golden State.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks.—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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The applications for the "LONDON AND CHINA TELEGRAPH" from the Straits China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "LONDON AND CHINA EXPRESS" in those countries. The Subscription is $10 per annum.

JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, DEC. 5, 1870.

A NEW REBELLION IN CHINA.

THE position of the Chinese Government at the present moment is by no means an enviable one; and the reflection that it has only its own duplicity and weakness to blame for the difficulties that are accumulating round it would be a salutary lesson on the necessity of adopting a more consistent and enlightened policy towards both friends and foes, if there were any hope that it would profit by its experiences. The rebellion which has so long been chronic in China has again burst forth with renewed vigour. The Tartars in Mongolia have risen once more; a rebel army of 20,000 men is reported by telegram to be under march against the Imperial Government, which is endeavouring to oppose it with a force immeasurably inferior in numbers, though no doubt far better equipped with the weapons in which the Chinese have been instructed by their European allies; and, at the very time when the Imperial arms are thus required to defend the Government against a foe which should never be unexpected, its relations with the friendly Powers of the West have been disturbed by the consequences of its own perfidy and blindness. A heavy money penalty has been paid in partial expiation of the late outrages; an envoy has been compelled to be commissioned to Europe to settle finally the consequences of the Tientsin massacre; and Tientsin itself is to be occupied during the winter by British, American, French, and perhaps Russian gunboats. So far as we are concerned, these announcements are not unsatisfactory. M. ROCHECHOUART considers public confidence completely restored at Tientsin, and expresses himself satisfied with the new Governor-General. The safety of foreigners in China does not seem more likely to be compromised now than in the long series of insurrectionary movements which we traced to their origin in our issue of the 13th June last. We then pointed out that there was a fanatical feeling at the bottom of the rebellion, which the Chinese, if they were wise, would not undervalue. This feeling is the cause of the deep-seated hatred with which the Mussulman regards the Chinese Government, and the ruthless severity with which recent Mahommedan insurrections have been repressed. "The feud between the Mahom-"medan and the Chinaman proper has deepened from gene-"ration to generation until now, when the Crescent is no "longer formidable in the West, it is constantly menacing "the integrity of the most ancient and extensive Empire of "the Far East." Thus we wrote in June; yet since that time fanaticism of another kind, but the same in spirit and intensity, has been connived at, if it has not been fostered, by the Chinese Government against the Christian Powers to which, if it had treated them with tolerance and candour, it might not unnaturally look for assistance in the protection of the integrity of the Empire. The Chinese Government will never be permanently secure until it learns to regard its treaties with ourselves as something more than mere permission to trade in its ports. The force of this argument should never be lost sight of in the dealings of our representatives with the astute Chinese officials. It may be slowly and reluctantly admitted, but it is certain to prevail in the long run; and it would save their vanity without aggravating their hatred, if they were taught to appreciate the strength of their European allies by seeing their arms turned against their rebels instead of being directed against their rulers.

THE SHANGHAI MEMORIAL TO LORD GRANVILLE.

WE have received a copy of the memorial from the Shanghai Chamber of Commerce to Earl GRANVILLE on the subject of the defence of the settlement. It draws attention to the fact that, ever since the opening of the ports by the Treaty of Nanking, the security of foreign life and property has been guaranteed by Her MAJESTY'S vessels of war; but that, of late years, attacks on Europeans have been suffered to go unpunished, till they have weakened confidence in their powers of protection or resistance. All the Consular ports in China are thus placed in a critical position, and the great value of the property owned by foreigners in Shanghai alone is a temptation to lawless bands, encouraged by the comparative impunity with which recent attacks on foreigners have been received. The value of the property of foreigners in Shanghai, exclusive of shipping, is estimated at £12,825,000, of which three-quarters is British. In addition, however, to the loss of actual property, incalculable damage would be sustained by any stoppage of the trade. One ship of war would be enough to protect the settlement, if the regulations which govern the commanders were not so stringent as practically to debar them from taking active measures until the lives and property of the resident foreigners might be destroyed. Mr. MEDHURST, H.M.'s Consul at Shanghai, states that the interference of a naval force in any emergency is not authorised, except in cases where the lives and property of British subjects would in all probability be sacrificed without it; and, even in such cases, the Government will expect to be satisfied that the alternative of saving foreigners by taking them on board was not available. "Precautionary measures," adds Mr. MEDHURST, "do not seem to be contemplated by the instruc-"tions, as now constituted, but merely the affording of such "assistance as may be necessary, in the event of an actual "attack, to the preservation of life or the protection of pro-"perty from destruction." On the principle that it is always well to know the worst, this explanation may, perhaps, be regarded as satisfactory; but it is certainly not reassuring as regards the safety of the life and property it is supposed to protect.

THE FUTURE OF THE DUTCH EAST INDIES.

WHEN it became known in Holland that a Royal decree had been promulgated in Java by which the Agrarian Bill was put in force, our Dutch correspondent protested most energetically against such an illiberal proceeding. It is not necessary to recall the enormous difficulties which the Liberal party in the Dutch Parliament had to overcome before this Bill became law; it is sufficient to state that both in Holland and in her colonies abroad general satisfaction prevailed at the fact that at last a measure had been carried which tended to annihilate the principal of the grievances imposed by the Dutch colonial policy, and that at length the tide of European capital would flow towards Java. This prospect has, however, been overturned; the Agrarian law is practically a dead letter. It is certainly a very strange system upon which to enact laws. Parliament passes a Bill, it is confirmed by Royal assent, and then wholly annulled by a Royal decree stipulating the conditions under which it is to be set in force. We have not far to seek for the origin of this proceeding. For several years past a Ministerial anarchy has prevailed in Holland—Ministers coming in and going out of power at very short intervals. This was solely caused by a division in the Liberal ranks, the Conservatives being really in the minority. These changes have exercised a bad influence. The Dutch Parliament has taken very little account of the grievances of Java, and nothing has been done to promote the welfare of that country. Samarang asks for a better harbour, the Javanese for an improved system of education, trade interests urge the adoption of a truly free trade policy, a steam communication with Australia is wished for, the penal code needs revision, railway communication advances very slowly, and last, but not least, the Dutch policy with regard to the natives remains what it has always been—to "squeeze." It is very strange that Dutch statesmen are unable to comprehend that a policy thoroughly Liberal would be the best guarantee for the future existence of that small kingdom and its colonies. A forcible argument in support of this is contained in the news brought by last mail, by which we hear not only a good deal about failures amongst the Chinese merchants,

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but also of respectable Dutch houses having stopped payment—amongst them Messrs. OVERZEE and Co., at Padang, with liabilities amounting to 1,500,000 guilders—and it was generally feared that further suspensions would ensue. We learn from the Java papers that the bad time which now seems to have set in was foreseen years ago, and it is even asserted that everyone is astonished that the crisis has been so long postponed. The Government policy has reduced the natives to the most wretched state; all the branches of revenue are monopolised by the Government, the first-class trading firms are unable to guard against the tricks of the Chinamen, who are permitted to keep their books in a language and in a manner which no one is able to decipher, and which, of course, opens the way for the greatest abuses. Indeed it is time, more than time, that a truly liberal Dutch Government should take the reins in hand and fulfil its legitimate task with energy. The present political and social condition of Java is absolutely intolerable, and it is impossible to calculate the evil effects that will ensue from a postponement of a radical change in the system of conducting affairs.

THE P. AND O. COMPANY'S NEW SERVICE.

ARRANGEMENTS have been made between the P. and O. Company and the POSTMASTER-GENERAL for running the company's steamers between Alexandria and Brindisi instead of Marseilles, and the first steamer will leave Brindisi for Alexandria on the 20th inst., corresponding with the mails leaving London on the 16th. The homeward service will commence with the Bombay mails leaving Alexandria on the 25th inst. The mails and passengers will continue to be forwarded through Egypt by rail. The rates of passage between Brindisi and Alexandria have been fixed at £12 first class, £9 second class. Mr. O. K. LEVICK has been appointed agent for Brindisi.

The report of the company, to be presented to the shareholders on the 6th, recommends a dividend of 2 per cent. for the half-year, and a bonus from the insurance fund of 2 per cent. The report states that the *Bengal* and *Cadiz* have been sold, and the *Salsette* brought on to the home line. The *Delhi* is expected home from Japan, *via* Canal, and the *Tanjore* is being refitted, and will be despatched to Bombay on the 24th, and the *Malta* is to return home. The five new vessels detailed by us last month are given, and the alteration from Marseilles to Brindisi, and the payment by Government of a fixed sum of £450,000 annually.

On the Suez Canal the report says :—

"The proprietors were informed in the last half-yearly report that as regarded the mail service the Canal could only be substituted for the Egyptian railway at a sacrifice of time, and nothing has occurred since to modify that statement. The directors must not, however, be understood to mean by this that the use of the Canal may always be confined as at present to the transfer of the company's steamers from the home to the Eastern stations, and *vice versa*, or to special trips such as that referred to above, but they feel that until the Canal may be in such a condition as to make the safe transit of the company's large steamers from end to end in from twenty to twenty-four hours a matter to be relied upon, they are not in a position to apply to Her Majesty's Government for permission to adopt it as the mail route.

"Impressed with the uncertainty of the Company's prospects in this matter, the directors have entered into a new and satisfactory convention with the Egyptian Government for the conveyance of passengers, goods, coals, &c., between Alexandria and Suez by the railway, under which the charge for first-class passengers has been reduced from £4 10s. to £3. The Company's steamers also now go alongside a quay at the Suez terminus of the railway, and the inconvenience and expense of embarking and landing passengers and cargo by small steamers has consequently ceased."

Referring to the earnings of the Company :—

"The outbreak of the war had an immediate and prejudicial effect on the receipts, inasmuch as Marseilles became almost a closed port as regarded the movement of passengers and cargo to and from the East, and this without producing a proportionate increase of receipts on the Southampton line. The magnitude and complex nature of this company's operations, and the obligations of the mail contract, render it impossible for the directors to adopt the courses that are open to the private shipowner, namely, to discontinue running ships or to place them on other lines, whenever, from any unexpected cause, their ordinary operations may become unremunerative. The line between Marseilles and Alexandria formed an important link in the great chain of the Postal Service to and from the East, but when, owing to circumstances entirely beyond the control of the directors, that link became useless and unprofitable, time and the consent of the Government were required to bring about the new arrangements necessary to meet the altered circumstances of the case. While the receipts for the year show a considerable falling off under the heads of passage-money and freight, the directors have the satisfaction of reporting a diminution in expenditure, attributable to an abatement in the price and consumption of coals, a reduction in the cost of victualling the passengers and crews of the steamers, the completion of works at Bombay and other foreign stations, and also to the unceasing efforts of the directors to effect economy without impairing the efficiency of the service. While they trust that the falling off of receipts may be temporary only, they are able to state that the diminution of expenses under some of the heads referred to will be permanent.'

TELEGRAMS have been received from Hong Kong that the telegraph ships of the Great Northern Company, under the escort of the Danish frigate *Tordenskold*, which left Hong Kong to lay the cable on to Shanghai, had put back, owing to the strength of the north-east monsoon. It is expected that the vessels will proceed to Shanghai and lay the cable from thence to Hong Kong. The shore end had been successfully laid down. The laying of the second section of this Company's line, viz., from Shanghai to Wladiwastok, in Possiette Bay, will probably commence in May, *via* Nagasaki, permission having been obtained from the Japanese Government for that purpose, as also the landing of a cable at Yokohama when required. The Russian land lines for the entire length of 5,500 miles down the Amoor to Possiette Bay are completed, and in working order. We may, therefore, conclude that in June this line will be available between London and Shanghai.

IN reference to our announcement of the proposed shipment of rails, sleepers, and material for the railways in Japan, we have to note that the *Burmah* has left Glasgow for Yokohama, with about 1,200 tons of sleepers, to be followed by the *Dunedin* and two more vessels with similar cargoes. In addition to the vessels already named, the *Allumina* is now loading in London with 300 tons of rails and 50 tons of material. The *Prince Alfred*, from Liverpool, will take 250 tons material, and the *Bertha Marion* will take the lot shipped per *Grenadier*, which vessel put back. The rails have been manufactured by the Darlington Company, and the sleepers by the Anderston Foundry Company.

THE Telegraph Construction Company have nearly completed the cable necessary for the line from Singapore to Hong Kong. A total of 1,600 miles will be despatched in January by four screw steamers, named the *Agnes*, *Belgian*, *Kangaroo*, and *Minia*, *via* the Suez Canal, and it is expected that the laying will be proceeded with in April. Should the war be concluded, and arrangements be made in time, the cable will be laid first to Saigon, thence on to Hong Kong; otherwise direct up the China Sea in one line.

THE dispute between Bishop ALFORD and the Church Missionary Society, with reference to the appointment of a missionary or North China Bishop, has been settled. Dr. ALFORD has withdrawn his opposition to the proposed scheme, at the request, it is stated, of the Archbishop of CANTERBURY. No action will, however, be taken in the matter until the arrival of Mr. RUSSELL from China, who, it is understood, has been nominated to the new post, and Bishop ALFORD'S departure for Hong Kong is consequently postponed.

WITH the commencement of the postal service by the P. and O. steamers *via* Brindisi the rates of postage upon letters to China, Japan, Straits Settlements, Philippines, and Java will be 1s. 3d. the half-ounce, being a reduction of one penny upon the rates formerly charged *via* Marseilles. Newspapers will continue to be charged threepence each, as heretofore.

NEGLECTED ESTATES IN CEYLON,

A QUESTION of great importance, one that is surrounded with considerable difficulty, and, probably on that account, has remained too long without a practical solution, has been revived by a correspondent of the *Ceylon Observer*, who inquires if there is any law in Ceylon, analogous to the Thistle Law in Australia, for preventing proprietors of neglected estates from permitting them to be overrun with weeds, the seeds of which wash and blow on to their neighbours' properties under cultivation, and, by taking root there, cause great injury and expense. Our contemporary says that there is no special local law on the subject, and that there is no remedy for the evil except by proceedings at common law. At the present time, when new districts are continually being brought under cultivation, in consequence of the increasing demand for land and the crops it is capable of producing, it is certainly unreasonable that old estates, lying in the midst of or adjacent to well-cultivated plantations, should be permitted

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to run waste and become mere forcing-beds for the growth of infectious weeds. We learn that some of the best properties in Ceylon, so far as soil is concerned, are overrun with the pernicious goat-weed, which, either from want of capital or enterprise, has been permitted to grow "as high as the coffee bushes." Divided from an estate of this kind by a river, even across the stream the wind carries the seeds of this weed into neighbouring properties newly brought under cultivation, where it strangles the young plants, and causes endless trouble and loss to the owners. It is clear that such a state of things should not be permitted to continue, that the remedy at common law is tedious and unsatisfactory, and that the Government could not long refuse to pass a law on this subject, founded upon a well-considered scheme agreed upon by the Planters' Association. We cordially endorse our contemporary's suggestion, and hope that it will not be allowed to slumber. We cannot, however, go quite so far as our contemporary in thinking that a special law should also be passed to enable proprietors to recover advances made on account of grant-in-aid roads from neighbouring owners who fail to pay their assessments. The road question differs from the weed nuisance in this important particular; the making of roads is an indefeasible responsibility of Government, and it would be bad policy on the part of the planters to disturb it. It should not, under any circumstances, be permitted to involve neighbours in litigation among themselves. The dissemination of weeds, on the other hand, is a practical injury between man and man, and as such should be put down by a peremptory statute. A Government inspectorship might be founded, by which neglected estates might be periodically visited upon due information, and prevented from destroying the fruits of the industry expended on adjacent lands, the cost of the process of exterminating noxious weeds being levied upon the defaulting proprietor. Some useful hints towards such an arrangement might probably be found in our own Contagious Diseases Act (as applied to cattle); but the subject is one so peculiarly within the province of the Planters' Association that we would rather wait to hear the course they may decide upon than offer any more definite suggestions of our own. The evil is too crying to be permitted to remain unremedied, and the proper remedy could not be applied by better hands than the Planters' Association.

ROMAN CATHOLICS IN CHINA.

(PALL MALL GAZETTE.)

Recent events in China having directed a considerable share of public attention to the Roman Catholic missions in that country, a few notes as to their present condition may be interesting. From the most trustworthy information attainable, it would appear that there are at the present time in China and its dependencies, including Mongolia, Manchuria, Corea, and Thibet, 34 bishops, 348 foreign priests, 453 native priests; 17 colleges, with 681 pupils; 1,000 day schools, attended by 15,491 scholars; 41 orphanages, in which 4,235 inmates are housed and fed; and 10 establishments of the Sisters of Mercy, including the one destroyed by the mob at Tientsin. The number of professing Christians is reckoned to be about 450,000, or one in every fifty of the entire population of the countries named. This number is probably an exaggeration, but still there can be no doubt that the Christians are to be counted by hundreds of thousands. Of these a large proportion are hereditary Christians, being the descendants of those who were brought to the faith by the early missionaries, and the priests of the present day point with pride to entire communities who from father to son for upwards of a century have held no other faith than that of Christ. That the number of conversions of late years falls infinitely short of those due to the exertions of the first missionaries is not for an instant denied. Indeed the reported success of the latter seems almost fabulous. We learn from "The Annals of the Propagation of the Faith" that on the arrival of John de Montcorvin at Peking in 1300 he found there no fewer than 6,000 Catholics, the fruit of the labours of two Italian missionaries who made their way to the capital in 1247. To John de Montcorvin succeeded Xavier, Ricci, and Adam Schaal, all of whom achieved great successes and obtained immense influence. The number of the converts made by Xavier and Ricci is not stated, but Schaal is said to have baptized—between the years 1650 and 1664, when he was thrown into prison, where he died—100,000 Chinese with his own hands. Verbiest, who died in 1668, and over whose body the reigning Emperor pronounced a panegyric, was the last of the great founders of Roman Catholicism in China. The reputation enjoyed by these devoted men was well earned. With unwearying assiduity they laboured for the general as well as the spiritual welfare of the Chinese, and produced, besides religious works, a number of books on scientific subjects, which from the information they contain and the idiomatic purity of the texts have so recommended themselves even to the fastidious taste of native scholars as to be regarded by them as classic. For the last two hundred years there has been a decided falling off in the literary achievements of the missionaries. At several of the missions there are now printing-offices directed by the missionaries; but the books which issue from them, besides reprints of the writings of the early missionaries, are of a comparatively unimportant character. At the colleges, Latin, philosophy, and theology are taught, as well as drawing, painting, Chinese literature, and various trades; but beyond turning out skilful craftsmen these establishments have proved themselves destitute of any special results.

THE LONDON MISSIONARY SOCIETY.

(To the Editor of the *London and China Telegraph*.)

Sir,—I presume from internal evidence that the writer of a letter signed "G." in your last issue, is not one of the Missionary body, and I do not wonder after reading it that some who do not belong to that body are not unfrequently accused of the lack of discretion and zeal. The letter from "Y." on the Fatshan case, on which "G." comments, would appear to most persons conversant with missions and missionaries in China singularly judicious and well timed—though of course it must be distasteful to trimmers who seek to commend themselves to the Government of the day, and who do not wish to force the Gospel on the heathen without due consideration for their ancient habits of thought and long-cherished beliefs. It appears absolutely necessary to remind "G." that He who gave the command to "go into all the world, and preach the Gospel to every creature," encouraged his servants to face difficulties of all kinds, and to preach in all places, with the only precaution that if they persecuted them in one city they were to flee to another. But the London Missionary Society are wiser in their generation; they do not give their missionaries the chance of persecution, but enjoin them to confine themselves to "select places," viz., the "sinks of iniquity" on the coast, where they may, under the muzzles of the guns of Her Majesty's men-of-war, conduct their evangelistic operations without even "inadvertently" complicating the relations between the two countries. Seriously, the letter on which "Y." commented is a blot upon the fame of that society, and the country directors ought to pull them up for it—more especially since it appears that the board are really acting upon it.—Yours truly,

P. T.

Nov. 30, 1870.

Monetary and Commercial.

It is officially announced that electrical communication is interrupted on the section of the cable belonging to the Falmouth, Gibraltar, and Malta Telegraph Company between Lisbon and Gibraltar. The fault, it is anticipated, is in shallow water, near Lisbon. The electricians are at present testing. The company's maintenance steamer *Hawk* is on its way to Lisbon from Malta.

The shipbrokers in the China and Japan trade have issued a circular, announcing that, from the 1st inst., freights will be payable immediately on the delivery of the bills of lading, and that the two months' credit hitherto in practice will be abolished That on freights payable on delivery an extra 5s. per ton will be charged, and an extra 5 per cent. primage, being 10 per cent. To these propositions the shippers of course object, as it withdraws an old-established custom of the port of London. The only result of this attempt will be that shippers must make a special agreement as to the terms on which they will give their cargo. The measure itself is a reasonable one, as we do not see on what grounds shipowners are compelled to give two months' credit. Freights should either be paid on the sailing of the vessel or on delivery, and of course a lower rate on the former.

The Board of Trade Returns show that the German shipping trade has been nearly stopped by French cruisers. It has had the effect, however, of increasing the business of British shipowners, for the tonnage of British vessels entered last month was 1,076,527 as compared with 809 499 last year. The foreign shipping entries on the whole are slightly in excess of last year's; but in both British and foreign vessels which cleared our ports there is a small diminution. There appears to have been 162 Prussian vessels leaving British ports with cargoes last month as compared with 304 last year. Schleswig-Holstein, Hanoverian, and Mecklenburg vessels were proportionately hindered in their trade. The effect of the war upon German shipping was more clearly demonstrated in the smaller number of vessels which entered our ports. Upon the whole, however, it seems that the captains of German merchant vessels manage to evade their lynx-eyed pursuers with characteristic alacrity. In the first ten months of 1870 gold and silver of the value of £24,939,580 were imported into the United Kingdom. This amount is £2,600,000 more than in the corresponding period of 1868, and seven millions more than in 1869. The ten months' export of gold and silver from this country is stated at £14,481,951 in the ten months; this amount differs little from that of 1869

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but is nearly two millions less than that of 1868. From the United States we have received this year (after deducting the exports of gold and silver thither) £8,800,000 in bullion and specie and from Australia about £5,250,000.

A report that the French Suez Canal Company would be turned into an English joint-stock enterprise, with the Duke of Sutherland as chairman, is positively contradicted.

Subjoined is an account of the quantities of the principal articles of imported merchandise (subject to Customs duties) remaining in the bonded warehouses of the United Kingdom on the 31st of October, 1870, compared with the quantities in warehouses on the 31st of October, 1868 and 1869 :—

	Quantities remaining in the Warehouses under Bond. 1868.	1869.	1870.
Coffee (lbs.)	54,109,437 ..	65,009,237 ..	73,688,755
Sugar, refined (cwts.) ..	64,715 ..	37,994 ..	95,977
Ditto, unrefined (cwts.) ..	2,966.156 ..	2,635,857 ..	3,020,105
Molasses (cwts.)	148,657 ..	323,917 ..	327,458
Tea (lbs.)	69,016,986 ..	72,095,915 ..	73,219,235
Tobacco (lbs.)	62,288,677 ..	59,499,453 ..	55,279,452

These figures give further evidence of the increased extent to which foreign and colonial produce has been directed to this country owing to the disturbance of trade in the ports of Germany and France. The stocks held in our warehouses of the above enumerated goods show in every case an augmentation over those held at the corresponding date of last year, and in most instances the augmentation is very large.

BOARD OF TRADE RETURNS.

The Board of Trade Returns for the past month again show an increase in the exportations of British goods and produce. Compared with the corresponding month of last year they present an excess of £1,095,903, or 6½ per cent., and on the corresponding month of 1868 an excess of 4 per cent., although, for the first time for a long period, there has been a considerable falling off in the shipments of iron. In those of cotton yarn there has been an increase of 22 per cent. in value, and 32 per cent. in quantity, and in those of cotton manufactures an increase of 10 per cent. in value and 23 per cent in quantity. There has also been an increase of 4 per cent. in the value of our shipments of haberdashery, 11 per cent. in linen manufactures, 84 per cent. in silk manufactures, owing to the interruption of the French trade; 1 per cent. in woollen manufactures, and 17 per cent. in the large class of articles comprised under the head of "Miscellaneous." On the other hand, there has been a decrease of 4 per cent. in the value of our shipments of coal, 11 per cent. in earthenware, 2 per cent. in hardwares, 5 per cent. in machinery, and 11 per cent. in iron. Of arms and ammunition our total consignments amounted to £336,251, against £102,776 in the corresponding month of 1869. The importations of the month comprise 3,060,794 cwts. of wheat, being about 33 per cent. less than in the same month last year; and 1,005,638 cwts. of cotton, being more than 10 per cent. in excess of October, 1869. Of our importations of wheat about 40 per cent. was from Russia. The total value of our exportations during the first ten months of the present year has been £166,184,990, being 4½ per cent. in excess of the corresponding ten months of 1869, and 10¾ per cent. on 1868.

The following is an extract from these Returns of those figures which relate to our Export trade with China and other countries in the Far East :—

COTTON YARN.

To		For the Month ended 31st Oct. 1868.	1869.	1870.
China and Hong Kong	lbs.	1,384,640 ...	813,250 ...	1,492,240
Japan	,,	128,500 ...	129,880 ...	1,007,300
Straits Settlements ...	,,	109,800 ...	262,670 ...	333,250
Ceylon	,,	21,000 ...	84,310 ..	45,600
		For the Ten Months ended 31st Oct.		
China and Hong Kong	lbs.	6,239,621 ...	3,640.322 ...	10,070,349
Japan	,,	2,729,520 ...	3,726,016 ...	8,598,600
Straits Settlements ...	,,	1,297,750 ...	1,003,115 ...	2,278,040
Ceylon	,,	382,710 ...	364,734 ...	243,262

COTTON MANUFACTURES

To		For the Month ended 31st Oct. 1868.	1869.	1870.
China and Hong Kong	yds.	39,446,394 ...	33,391,970 ...	41,149,607
Japan	,,	1,263,446 ...	470,245 ...	6,121,640
Philippine Islands ...	,,	3,326,800 ...	3,710,000 ...	1,806,900
Java	,,	2,455,784 ...	2,179,787 ...	3,589,188
Straits Settlements ...	,,	3,687.770 ...	7,366.507 ...	6,980,444
Ceylon	,,	2,008,122 ...	3.480,685 ...	2,315,930
		For the Ten Months ended 31st Oct.		
China and Hong Kong	yds.	280,168,433 ...	246.864,384 ..	299,428,853
Japan	,,	17,688,569 ...	18,177,007 ...	27,999,148
Philippine Islands ...	,,	31,835,319 ...	25,902.889 ...	24,714,610
Java	,,	23,116,667 ...	15,261,757 ...	27,598,842
Straits Settlements ...	,,	47,272,603 ...	52,598.820 ...	81,380,112
Ceylon	,,	21,783,902 ...	20,675,092 ...	23,781,750

WORSTED STUFFS.

To		For the Month ended 31st Oct. 1868.	1869.	1870.
China and Hong Kong	yds.	1,173,866 ...	1,883,066 ...	924,783
Japan	,,	180,256 ...	58,438 ...	236,990
		For the Ten Months ended 31st Oct.		
China and Hong Kong	yds.	16,884,539 ...	18,551 315 ...	14,669,538
Japan	,,	2,769,371 ...	2,931,852 ...	1,584,594

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1868.	1869.	1870.
For the month ...	yds.	67,084 ...	113,462 ...	126,639
For the ten months	,,	1,585,303 ...	1,789,077 ...	1,776,759

LEAD TO CHINA AND HONG KONG.

		1868.	1869.	1870.
For the month ...	tons	739 ...	1,720 ...	869
For the ten months	,,	8,582 ...	11,954 ...	10,911

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and nine months ended 30th Sept., 1870, compared with the corresponding periods of the two preceding years, is returned as follows :—

To	For the Month ended 30th Sept. 1868.	1869.	1870.
China (exclusive of H. Kong)	£691,615 ...	£826,262 ...	£412,847
Hong Kong	144,258 ...	92,458 ...	364,100
Japan	89,323 ...	97,177 ...	172,679
Straits Settlements	86,076 ...	81,411 ...	222,723
Ceylon	81,900 ...	83,054 ...	85,610
Philippine Islands	128,435 ...	98,437 ...	76,305
Java	47,245 ..	351 ...	66,073
Siam	— ...	— ...	25,503
	For the Nine Months ended 30th Sept.		
China (exclusive of H. Kong)	£4,689,996	£4,919.547	£4.461,096
Hong Kong	1,669,624 ...	1,439,680 ...	2,458,728
Japan	768,171 ...	1,060,018 ...	1,174,490
Straits Settlements	1,129,964 ...	1,193,519 ...	1,819,153
Ceylon	624,026 ...	565,155 ...	655,057
Philippine Islands	766,467 ...	610,231 ...	581,252
Java	578,994 ...	370,416 ...	601,733
Siam	422 ...	20,202 ...	25,653

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the three months and nine months ended 30th Sept., 1870, compared with the corresponding periods of the two preceding years, is returned as follows :—

From	For the Three Months ended 30th Sept. 1868.	1869.	1870.
China (exclusive of H. Kong)	£1,930,917 ...	£1,207,251 ...	£1,369,603
Hong Kong	18,754 ...	28,491 ...	61,969
Japan	48,748 ...	1,556 ...	6,158
Straits Settlements	478,550 ...	489,494 ...	421,809
Ceylon	1,201,631 ...	1,004,881 ...	1,034,537
Philippine Islands	502,905 ...	362,546 ...	202,587
Java	30,198 ...	136,697 ...	47,998
Siam	55,458 ...	120,049 ...	15,708
Borneo	25,568 ...	9,172 ...	39,475
	For the Nine Months ended 30th Sept.		
	1867.	1868.	1869.
China (exclusive of H. Kong)	£6,427,846 ...	£5,821,492 ..	£6,309,558
Hong Kong	97,799 ...	197,684 ...	145,575
Japan	105,290 ...	142,949 ...	80,942
Straits Settlements	1,214,918 ...	1,480,612 ...	1,377,594
Ceylon	2,807,363 ...	2,493,588 ...	2,494,614
Philippine Islands	1,195,863 ...	1,058,499 ...	886,428
Java	42,895 ...	164,437 ...	258,868
Siam	71,980 ...	349,897 ...	191,788
Borneo	37,678 ...	29,235 ...	66,557

SUNDRIES PER "GOLDEN STATE," FROM NEW YORK FOR SHANGHAI, NOVEMBER 7TH, 1870.

J. A. CUNNINGHAM.	5 half-brls. pork	
2 bxs. mackerel	516 pcs. oak plank	298,109 ft.
1 half-brls. beef	1081 pcs. plank	215,564 ft.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From MANILA to LIVERPOOL, per Braunstone, entered Nov. 23.—233 bales hemp—The Borneo Company; 820 bales hemp—Drake and Co.; 34,508 bags sugar, 4 cases cigars, 535 bales hemp—Order.

From SINGAPORE to LIVERPOOL, per Norham Castle, entered Nov. 24.—286 baskets gutta-percha, 7640 bundles rattans, 1337 bags 50 boxes pearl sago, 147 bags 189 boxes tapioca, 283 bags tapioca flour, 1261 bags pepper, 3000 bales 2536 bags gambier, 786 hides, 3595 bags sago flour—Order.

From ZEBU to LIVERPOOL, per Eleanor Wood, entered Nov. 25.—29,046 bags sugar—Holliday and Co.

From SINGAPORE to LIVERPOOL, per Howden, entered Nov. 28.—678 bales gambier, 4691 hides—Bates and Sons; 4405 bales 460 bags gambier, 2786 bags pearl sago, 2628 bags sago flour, 792 bags pepper, 3553 hides, 801 baskets gutta-percha, 1080 horns, 335 bags tapioca, 40 casks tallow, 2 cases isinglass, 225 bags seed, 118 bags tapioca flour, 59,017 bundles rattans—Order.

From SHANGHAI to LONDON, per Doune Castle, entered Nov. 24.—44 bales silk—Sassoon and Co.; 4 boxes merchandise, H. S. King and Co.; 6209 packages 1520 chests tea, 88 bales raw silk—Reiss Bros. and Co.; 61 packages tea—Smith and Co.; 4415 packages 51 boxes 845 chests 2621 half-chests tea, 43 bales raw silk, 58 bales waste silk, 50 bales silk, 9 packages merchandise—Order; 400 chests tea (in transit)—Order.

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From MANILA to LONDON per Robert Fletcher, entered Nov. 25.—1033 bags coffee, 1 case coral, 7 cases cigars, 14,421 bags sugar, 22 cases indigo, 31 cases gum copal, 117 cases gum, 740 bales hemp, 106 bales aloe fibre, 174 bags cowries, 1 case paddy, 20 tons sapan wood, 18 bales buffalo hides—Order; 18 bales hemp—Suse and Sibeth; 27 cases gum, 2 cases merchandise—Parr, Hermann and Co.; 82 cases gum—Borneo Company; 4386 bags sugar—Drake, Kleinwort and Co.; 20 cases cigars—Schultze and Mohr.

From PENANG to LIVERPOOL, per Queen's Own, entered Nov. 21.—4109 baskets 7 mats sugar, 102 bags tapioca flour, 342 bags tapioca, 8866 bundles rattans, 706 pieces hides, 91 bags pepper—Graham and Co.

BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	7½ to 8½
25	Bank of Egypt	All	40 to 42
20	Chartered Bank Ind., Aust., and China	All	14 to 14½
25	Chartered Merc. of India and China ...	All	23 to 24
20	City Bank	10	10½ to 11½
100	Colonial Bank	25	46 to 48
500fr.	Comptoir D'Escompte of Paris... ...	All	No quotation.
£28½	Hong Kong and Shanghai Bank ...	All	35½ to 37½
28½	Do. Do. new	16⅝	4⅛ to 4⅜ pm.
100	Imperial Bank	20	17½ to 18½
50	London and County	20	49 to 50
50	London Joint Stock	15	33½ to 34½
100	London and Westminster	20	63 to 64
25	Oriental Bank Corporation	All	40½ to 41½
50	Union of London	15	39 to 40
	TELEGRAPH COMPANIES.		
10	Anglo-Mediterranean	All	126 to 129
10	British Indian Submarine	All	7 to 7½
10	British Indian Extension	All	6 to 6½
10	British Australian...	5	4½ to 4 dis.
10	China Submarine	6	4 to 3½ dis.
10	Falmouth, Malta, and Gibraltar ...	All	10½ to 10¾
10	Great Northern	All	11¼ to 11⅝
10	Do. China and Japan Extension	All	2½ to 2 dis
25	Indo-European	All	12 to 14
10	Mediterranean Extension	All	4½ to 5
12	Telegraph Construction Company ..	All	25½ to 25¾
50	Indiarubr., Gutta Percha, & Tel. Works Co.	45	35 to 37
	MISCELLANEOUS.		
20	British India Tea Company	All	2½ to 3½
—	Ceylon Deb., 6 per cent., May & Nov. 1878	100	105 to 107
—	Do. Do. 1872... ...	100	100 to 102
—	Do. Do. 1882-3 ...	100	106 to 110
20	Ceylon Company	10	3½ to 3 dis.
20	Do. A shares	5	3 to 2½ dis.
50	Colonial Company	20	4 to 2 dis.
10	Credit Foncier of England	All	2 to 2½
10	General Credit and Discount Company	7½	⅝ to ⅜ dis.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	2 to 1½ dis.
—	Japan Loan, 9 per cent.	All	97 to 99
20	London and Prov. Marine Insurance Co.	2	par to ½ pm.
25	National Discount Company	5	10⅝ to 11½
25	Ocean Marine Insurance Company ...	5	13½ to 14 pm.
500fr.	Messageries Nationale of France ...	All	No quotation.
50	P. and O. Steam Company	All	48 to 50
50	Do. Do. 1867	10	3 to 1 dis.
100	Royal Mail Steam Company	60	52 to 54
20	Thames and Mersey Marine Insur Co.	2	3½ to 3⅝ pm.
20	Universal Marine Insurance Company	5	5 to 6 pm.

BULLION AND SPECIE.

GOLD.—The arrivals have been small: they comprise a total of £92,640. The Bank has not purchased anything during the week, and the exports comprise only sovereigns, to a very small amount, withdrawn for Egypt, and sent per Poonah to Alexandria. The P. and O. steamer, now due, is bringing £601,250 from Australia and India.

SILVER remains at our last quotation of 60½d. per oz. standard, the demand being principally for Holland. The arrivals during the week consisted of, £43 000, per Palmyra, from New York; 32,330, per City of London, from New York; £80,000 per Magellan, from Valparaiso; £95,000, per Shannon, from the West Indies; total, £250,330. The Overland Mail, due to-day, is bringing £110,500 from China.

MEXICAN DOLLARS.—The Shannon brought about £90,000 from the West Indies; these, together with the large amount per Ismaila have been sold at 58⅜d. per oz. for the old coinage. There being no demand for China, the coin is taken for refining purposes.

EXPORT OF SILVER FROM SOUTHAMPTON TO INDIA, CHINA, AND THE STRAITS.

Year.	India.	China.	Straits,	Total.
1862 ...	£6,890,810	£2,530,663	£669,987	£10,091,460
1863 ...	5,971,632	1,995 909	295,470	8,263,011
1864 ...	5,008.291	891,338	354,375	6,540,004
1865 ...	2,738 762	560,026	299,270	3,598,058
1866 ...	2,009,580	303,196	52,850	2,365,626
1867 ...	370,231	265,766	6,915	642,912
1868 ...	1,000,635	474,945	160,062	1,635.642
1869 ...	1,349,680	780.014	233,119	2,362,943
1870 to date ...	187,600	574,922	502,201	1,564,723

QUOTATIONS.

Bar Gold	77s. 9d.	per oz.
Bar Silver. Fine	5s. 0¼d.	per oz.
Fine Cake Silver	nominal	per oz.
Mexican Dollars	4s. 10⅜d.	per oz
Spanish Dollars (Carolus) ...	—	per oz.
Five Franc Pieces...	—	per oz.

ARTICLES OF IMPORT.

TEA.

The market has been quiet, and prices in most instances have ruled in favour of buyers. The quantity offering of good medium Teas has been larger than for some time, and as importers showed some disposition to realise a further decline of ¼d. to 1d. per lb. has been established, but at this a fair quantity has been sold. Old Teas have been neglected, but at the auctions now in progress there has been a reduction of about ¼d. per lb. in the price of fair to good common Congou, both red and black-leaf kinds. The public sales of the 29th November comprise 20,442 packages, of which 18,018 packages are printed without reserve. They are going heavily at lower prices for all common kinds. The Stock in the United Kingdom on the 30th October was estimated at 76,408,200 lbs., against 78,894,000 lbs. last year, and the quantity afloat at 37,013,790 lbs., against 47.645,170 lbs.

Red-leaf Congous: Siftings show no alteration, but the demand is very limited; broken-leaf kinds remain as before. Fair to good common have been sold from 10⅝d to 11¼d. per lb., being ¼d. per lb. lower. New season's Kaisows, of fair to good quality, have been difficult of sale at a decline of ¼d. to 1d. per lb.; fine to finest show no change. Paklin kinds: Boxes of fair to good quality have sold 1d. per lb. lower. Black-leaf kinds: The low qualities remain much depressed, and have sold ½d. per lb. lower; good common remains scarce, and prices firmly maintained. Good medium kinds, from recent arrivals, have sold to some extent, but at a decline of ½d. to 1d. per lb.; fine have been rather more in request at former prices; finest continue scarce. Amoy kinds remain heavy of sale, even at the low rates current. Ooolongs have not been quite so much in demand, and fine qualities are only saleable at 1d. to 2d. per lb. decline. Souchongs remain firm at previous quotations. Flowery Pekoes show no alteration. Scented Teas: old seasons have sold at a slight improvement in prices for good common Capers. There have been no further arrivals of new season's, which remain steady at previous prices, both for Capers and Orange Pekoes of Foochow and Canton make. Uncoloured Japans: the stock is chiefly of common kinds, for which there is little, if any demand. Green Teas: There have been some invoices of fine Ping Suey kinds placed on the market, ex Doune Castle. The fine qualities of Gunpowder, Young Hyson, and Imperial have sold readily at extreme rates, but the common to medium kinds have been less saleable at irregular prices. An invoice of common greens sold at public auction on the 29th ult. at very low prices. Canton make show no alteration.

The following is from Messrs. Sheperd, Harrison, and Rehden's Circular:—Considerable supplies have been on offer the past fortnight, and a good business has resulted in good to medium Congous at a further decline of ½d. to 1d. per lb., and at a public sale, which commenced yesterday, of 21,000 packages (18,500 without reserve), chiefly common red-leafs, which sold at a decline of ½d. per lb., making to-day's quotation for good common 11½d. to 1s. per lb. Latest advices from China tend to the belief in a full supply of common Tea, and, judging from late imports, we have received nearly all the supply of fine and finest Congou, which during the past three months has gone largely into consumption, and the current nominal decline will doubtless be recovered for the small quantity held by importers as the season advances. The export trade to all quarters shows no improvement. The new season's siftings and broken leaf, good liquoring Teas, have sold at 7d. to 10d. per lb.; old leaf has been difficult of sale, except at very low prices; inferior to good flavoury kinds have sold at 11d. to 1s. 0½d. per lb. New Amoy leaf, faint low quality, has sold at 8d. to 9d, brisk burnt kinds at 11d. to 1s. 1d. per lb., and Sayune and brisk Kaisow kinds at 1s. 2d. to 1s. 6d. per lb., showing a decline of 1d. per lb. Medium to fine Kaisow is scarce at 1s. 8d. to 2s. per lb. In finest and choice quality they have been no further supplies offered. Pakling and Tayshan leaf continue without change. Black leaf: In Old Season's the tendency has been to lower prices. New has been freely dealt in at easier rates, say 1s. 3d. to 1s. 5d. for fair to good, 1s. 6d. to 1s. 8d. for medium Pekoe flavoured kinds, and for fine and finest, quotations are nominal at 1s. 9d. to 2s. 3d. per lb. Souchong and Oolong, with increased supplies, have sold lower, still the range ruling must be remunerative to importers. Scented Teas: Canton kinds, business has been limited, at prices favouring the buyer. Foochow Orange Pekoe has been saleable at the quotations named in ours of 16th inst. Green: The market has been liberally supplied, chiefly of Ping Suey kinds, and the best grades have continued in good demand, a small invoice, of choice quality, realising extreme rates of 4s. and 3s. 7d. per lb. for the Nos. 1 and 2 Gunpowder, but ordinary invoices have sold at 3s. 7d. to 3s. 8d. per lb., while the medium and lower grades have not sold at the proportionate value. Japan leaf: No sales.

SILK.

The market has continued dull, and there is little business to report; the recent European anxiety touching the Eastern Question has naturally checked buying operations, and the month has closed with a flat market, generally at nominally unchanged prices, importers showing great fimness; what little business is doing, shows about 6d. to 1s. decline from the rates current a month ago; deliveries continue very good, being in November, 2.365 China; 440 Japan; 624 Canton; and 308 Bengal. Total 3,737 bales.

LONDON QUOTATIONS, DEC. 2.

CHINA.	
Taatlee, No. 1	31s. 0d. to 31s. 6d.
,, ,, 2	30s. 0d. to 30s. 6d.
,, ,, 3	28s. 6d. to 29s. 0d.
Red Peacock	25s. 0d. to 25s. 6d.
Yuenfaa, Nos. 1, 2, and 3	21s. 0d. to 26s. 6d.
Taysaam Keying, Nos. 1, 2, and 3	22s. 6d to 26s. 6d.
Long Reel	18s. 0d to 21s. 0d.
Canton	13s. 0d. to 21s. 0d.
Chinese Thrown	22s. 0d. to 24s. 0d.
JAPAN.	
Malbash and Sinchu, Nos. 1, 2, and 3 ...	23s. 6d. to 29s. 0d.
Idah, No. 2	26s. 0d to 27s. 0d.
Sodai, No. 2	5s. 0d. to 26s. 0d.
Oshiu, Nos 2 and 3	25s. 6d to 29s. 0d.
Koshiu, No. 1 and 2	24s. 0d. to 26s. 0d.
Eichizen	22s. 6d. to 24s. 0d.
Mashta	22s. 0d to 23s. 6d.
Hatchoji	None.

COFFEE.

Without any great amount of business doing, the market for Plan-

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tation Ceylon exhibits a steadier tone, chiefly owing to the supplies on offer being smaller than of late; prices show little or no alteration from those ruling at the date of our last report, the quotations being—triage, 40s. to 53s. 6d.; small, 50s. 6d. to 57s. 6d; low middling grey, 57s. to 59s.; bold ditto, 63s. 6d. to 67s. 6d.; middling, 60s. to 65s. 6d.; bold 70s. 6d to 71s. 6d.; peaberry 71s. to 76s. In Native Ceylon but little business has been done, at about former prices, viz., 51s 6d. to 54s. 6d. In other East India the only sale reported is of 112 bags pale Manila at 55s. per cwt.

The Dutch Trading Company's November sale was held on the 30th at Amsterdam, when 109,500 bags Java and 5,200 bags Padang were offered; a good demand was manifested for all qualities, and prices ruled 1c. to 1½c. above the valuations, in some instances 2c. above; good ordinary sold at about 34c.

As the deliveries for the week are fully 500 tons larger than last year, and the landings only 100 tons more, the surplus in the stock is reduced to 3,000 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 56,115 cwt., against 75,239 cwt. at the corresponding date of 1869; Native, 2,466 cwt., against 19,284 cwt. The quantity afloat for the Continent is nil. The quantity of Coffee landed in the forty-seven weeks ended Nov. 26, 1870, was, of Ceylon, 39,575 tons, against 38,344 tons during the corresponding period of 1869; of all descriptions, 68,165 tons, against 67,069 tons. The quantity entered for home consumption was, of Ceylon, 9,446 tons, against 10,032 tons; of all descriptions, 17,201 tons, against 17,493 tons. The quantity exported was, of Ceylon, 28,237 tons, against 25,201 tons; of all descriptions, 46,711 tons, against 43,465 tons. The stock on Nov. 26 was, of Ceylon, 15,758 tons, against 14,106 tons; of all descriptions, 28,472 tons, against 25,431 tons.

CINNAMON.

The November series of sales took place on the 28th ult.; the following report is from Messrs. Brookes and Faith's Circular:—The sales comprised a total quantity of 2,660 bales, sundry parcels and boxes, and 2,630 packages of chips. With the exception of a few lots fine quality, and about 700 bales low Sassafras kinds bought-in, nearly everything offered found ready buyers. Fine qualities at about steady prices to 1d. advance; fair and good qualities at 2d. to 3d. advance; ordinary and common qualities at 4d. to 6d. advance. Low and bastard kinds almost unsaleable, the small portion quitted showing a decline. Broken cinnamon dearer: Jungle very much dearer, and good sold at 2s. 2d. to 2s. 3d. per lb. The following assortment was offered:—

			s. d.	s. d.
About	500 bales 1sts	Firsts sold at	2 6	to 3 4
		Ordinary ditto ...	2 0	to 2 3
	850 ,, 2nds	Seconds sold at	2 5	to 3 2
	450 ,, 3rds	Ordinary ditto	1 11	to 2 3
	160 ,, 4ths	Thirds sold at	1 9	to 3 0
	700 ,, Bastard kind	Fourths sold at	1 10	to 3 8
		Ordinary ditto	0 10	to 1 8
Total	2,660 ,,	Spurious at...	0 1½	to 0 8
		Extra fine (superior quill at	3 6	to 3 9

34 bales 1sts Tellicherry sold at 2s. 10d. to 2s. 11d. } 18 bales { quilly Chips
1 bale 2nds ,, ,, 2s. 9d. } 8 cases { at 1/4½d. to 1/5½d.
1 ,, 3rds ,, ,, 2s. 8d. }

			s. d.	s. d.
A | S	1sts sold at	...	3 3	
——	2nds ,,	...	3 0	to 3 1
G | P	3rds ,,	...	2 11	to 3 0
	4ths ,,	...	2 7	to 2 8

			s. d.	s. d.
A S D	1sts sold at	...	3 1	to 3 2
Kaderane	2nds ,,	...	2 11	
Plantation	3rds ,,	...	2 9	to 2 10
	4ths ,,	...	2 5	to 2 6

			s. d.	s. d.
Adar	1sts sold at	... ...	3 1	to 3 2
Kaderane	2nds ,,	... ...	2 11	to 3 0
Plantation	3rds ,,	... ...	2 9	to 2 10
	4ths ,,	... ...	2 5	to 2 6 sup. quill at 3s. 2d.

Chips: The supply of good and fine being small, the demand for such was excellent, and a considerable advance was paid, fine selling at 7d. to 8d. per lb.; good at 4¾d. to 6¾d.; fair and mixed at 3½d to 4½d. Ordinary and low coarse bark in less demand and difficult of sale at 2d. to 2½d. per lb.; thin bark 2½d. to 3d.; of 2,600 packages at auction, about 1,500 sold. Afloat only 528 packages, against 4,031 last year. Stock 19,782 pkgs., against 9,126 pkgs. last year.

SUGAR.

There has been a steady but not active enquiry manifested for all descriptions except Manila, and prices have ruled steady at the last quoted range; in Manila there has been considerable activity, and extensive sales have been effected at a slight advance in prices; the sales reported are in public sale 20,000 bags (600 tons), and 15,000 bags clayed (duty 4s.) at 24s. to 24s. 6d., and 4,500 bags Ilo Ilo at 22s. 3d.; by private contract 6,400 bags clayed (duty 4s) import 1866, have been sold:—5,000 bags fair at 24s. 6d., and 1,400 bags superior at 25s. 6d., also 4,640 superior Ilo Ilo at 22s. The only parcel of East India sold since our last report has been 1,000 bags soft yellow Penang at 29s. to 29s. 6d. per cwt.

For home use a smaller quantity has been delivered, the falling off being chiefly in Manila, but exports are again larger, but hardly equal to last year's, and the total deliveries are 600 tons in excess of last year, the landings are 300 tons more, and the position of the stock is but slightly varied. Stock, Nov. 19. 80,208 tons, against 82,089 tons; Nov. 26, 77,740 tons, against 79,994 tons. The quantity of Sugar landed in the forty seven weeks ended Nov. 26, 1870, was, of Penang, 3,028 tons, against 4,220 tons in the corresponding period of 1869; of Manila, Java, and China, 19,212 tons, against 32,625 tons; the quantity entered for home consumption was, of Penang, 2,161 tons, against 2,542 tons; of Manila, Java, and China, 23,794 tons, against 19,707 tons. The quantity exported was, of Penang, 120 tons, against 193 tons; of Manila, Java, and China, 3,732 tons, against 1,810 tons. The stock on Nov. 26 was, of Penang, 3,077 tons, against 1,864 tons; of Manila, Java, and China, 27,476 tons, against 39,372 tons.

Cork Goods.—The last public sales of Yarn were again of good amount, but although the previous improvement has been upheld, the demand was less active; 1,190 bales Cochin Yarn all sold, low coarse and roping, £18 to £19 10s.; good roping, £20 5s. to £23 10s.; 70 bales middling Ceylon sold at £24 to £26 10s., also 88 tons in dholls, low, £18 to £18 10s.; common to good common, £19 10s. to £22 10s.; medium to good medium, £22 15s. to £27 5s.; good to fine, £27 15s. to £36; 19 bales low Bombay bought in at £15. Of Fibre, 196 bales Ceylon bristle sold at £31. Of Rope, 169 coils (8½ tons) Ceylon partly sold, 4½ to 5¼ inch at £26 15s. per ton.

China Root.—An offer of 464 bags recently arrived, per Hopewell, were chiefly retired at 29s. for good fair quality. The general biddings were much below this figure.

China Grass.—An offer of 15 tons in bundles and 14 tons in bales was bought in at £70.

Cocoa Nut Oil.—Previous prices are well maintained, the current rates for Ceylon being £38 on the spot, and £38 10s. for arrival; at auction 66 casks very inferior dark soft quality were quitted at £33.

Cutch.—There is no change in the tone of the market, there being a moderate business doing on former terms; at auction 1,600 boxes fair Rangoon sold at 19s. 6d.; of 1,000 boxes middling Pegu Fish mark offered, 100 boxes sold at 19s., and the remainder sold afterwards, price not reported. A subsequent offer of 700 boxes Pegu Fish mark were sold at 20s. Privately about 100 boxes fine Pegu were sold at 20s. per cwt.; also 250 boxes sea damaged Pegu Pagoda mark, first class at 19s. 9d., second class at 17s. 9d. to 18s. 3d.

Camphor.—The announcement of the loss of the Blue Jacket in the Gaspar Straits caused some slight speculative feeling, and small scales were effected at 70s. per cwt., which for Japan is the present nominal quotation. At the last Drug Sales the article was strongly nursed, and 249 cases China, per Priam, were held for 90s., 67s. being the highest bid. None of the Hopewell cargo has as yet been publicly offered.

Essential Oils.—Anniseed has experienced a heavy decline: 10 cases have been quitted at 8s. 9d., but this price can no longer be obtained. The highest bid in the last Drug sales was 8s. 2d. per lb. Citronelle: In limited request at 2d. to 2¼d. per oz. Fisher's retired at 2¼d.; 20 cases in auction. Lemon Grass: Improved; of 27 cases offered, 13 sold at 3d. for good quality, rest held for 3½d. Cassia: 5 cases placed at 4s. 6d.

Gambier.—For Block the demand is not active, and being more freely offered, and fresh arrivals per Joseph Haydn and Leith Steamer taking place, the market has again slightly given way; 2,569 bales partly sold at auction at 15s. 9d. for fresh landing; import 1868 offers at 15s. 3d., landing weights. No business has been done in floating parcels, but sellers are offering at 15s. 9d. without at the moment finding buyers. Pressed Cubes are also easier; 769 bales partly sold from 16s. 3d. to 17s., according to quality.

Galls.—China: The market is very steady, but the trade shew no disposition to buy beyond actual orders. Of 952 cases offered, per Serica. Forward Ho and Ethiopian, all sold; the first two parcels at 42s. (one lot), remainder 42s. to 42s. 6d., few lots 43s. for fair quality rather dull; the latter shipment 41s. 6d. (one lot), 42s. to 42s. 6d. for rather small dull and dusty. Yesterday of 387 cases ex Whinfell offered, the greater portion was sold at 42s. Japan are very scarce, and fine bold sifted in enquiry: 26 bales of old import sold at 42s. 6d. for fair stalky.

Gums.—Benjamin: Siam, 34 cases offered, but meeting no demand were all retired; brown block at £10; dull drossy, free tear, at £20; very good clean and bright small and medium size, with a little No. 1 tear, at £18, being cheap; siftings, hard run, at £9. Sumatra—Of 61 cases seconds offered only 16 sold, at £8 to £8 2s. 6d. per cwt. for greyish but good marbly; ordinary dark, £6 17s. 6d.; 80 cases thirds, old and new split, chiefly good glassy and marbly, held for 85s., 5 cases inferior selling at 72s. 6d. Damar: Batavian—120 cases pale but small and dusty were retired at 52s. 6d., but mostly sold since at 48s. 6d. per cwt. Singapore—Of 141 cases good pale bright part sold at 45s., being a decline. Gamboge has been in superabundant supply; of 84 packages offered 64 sold; good fair rather blocky, £11 5s.; preferable and bolder, £12 7s. 6d.; ordinary, £8 17s. 6d. to £10 5s.; fine held for £14 10s.; extra bold fine looking pipe, but apparently mixed with other flowery ingredients, £11 to £12 7s. 6d.

Gutta Percha.—The market is dull for all qualities excepting good and fine genuine, for which there is some demand. Quantities brought to auction have been heavy, 785 baskets and 15 tons; only the genuine sold: good bright, slightly genuine, 2s. 8½d. per lb.

Hemp.—Prices for Manila keep steady; the principal sale has been 1,008 bales damaged, which realised good to fair roping, £51 10s. to £52 10s. for 1st class; ordinary, £48; coarse brown, £40 to £40 10s. Superior Boluzan, £58.

Hides.—Singapore and Penang Ox and Cow Hides have so ratherld heavily of late, and at easier rates, but at the last auction prices recovered and are now about the same as on the 31st Oct. The sales comprise 17,361 Hides: Dry, best light, 10d.; seconds, 7d. to 8½d.; heavy, 6d. to 7½d.; extra heavy, 6d. to 7½d.; thirds, 5d. to 5½d.; fourths, 3¾d. to 4½d.; brined, light and small, 10d. to 10½d; heavy, 7d. to 8½d.; extra heavy, 7½d. to 8d. per lb. Singapore, Penang, &c. Buffalo Hides.—A small parcel of prime slaughtered has been sold at extreme prices, but other descriptions are in exceedingly limited demand, and exhibit no sign of improvement in value. 2,231 hides have been sold: Prime slaughtered, 46¾ lb. 7d.; seconds, 6d.; ordinary best heavy, 4½d.; seconds, 3¾d. to 4d.; light, 5⅞d. to 6¾d.; Rangoon best heavy, 4½d.; seconds, 3¾d.; light, 5d. per lb. The stock is unusually large, being 23,722 hides.

Japan Wax.—There is a fairly active business doing, at 73s. for fine quality, and 70s. for medium.

Musk.—Fine quality is in demand, but other kinds are slow and difficult of sale; 34 caddies offered, and about half sold, good sightly pods at 30s. 6d. to 32s. 6d.; ordinary, 16s. to 16s. 6d.; and dry skinny, pile 2, of fair shape, 15s. 6d. to 16s. Of 13 caddies Cabardine 2 only sold at 15s. 6d. for very good shape, dry, well-trimmed pods.

Plumbago.—There is generally more doing, and a much better feeling in this market, especially for good and fine qualities, which have

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lately been more dealt in; 1,517 barrels at auction partly sold, lump: small bright, 15s.; middling, 10s. to 10s. 6d. Chips: fair, 9s. 6d. Dust; fine, 9s. 6d.; fair, 7s. 3d.; low, 4s. 6d. to 5s. Privately, fine lump has realised 23s. per cwt. There are afloat 414 tons, against 2,190 tons.

PEPPER.—Black: Athough transactions have been less extensive than during the period last reported on, prices have been well maintained; at auction 651 bags Penang sold at firmer prices, West Coast 5½d., a few lots 5⅝d., privately about 250 bags have sold at 5⅝d. for Singapore, and 5¼d. for Penang, also 400 bags Allepey at 4⅞d. to 4¼d.; for arrival 500 bags West Coast Penang, August sailing, have been sold at 5 3-16d., and 1,500 bags distant at 5 1-16d. White: There is no business to report, 68 bags Penang offered at public sale were bought in at 6¼d.

RICE.—The activity noticed in our last report continued for some days subsequently, but has now given way to a quieter tone; there is but little doing, but previous rates are firmly upheld. The sales on the spot have included 3,535 bags old Rangoon at 9s. 6d., 3,151 bags damaged second and third-class at 7s. 3d. to 7s 9d., 500 tons broken at 7s.; ex quay, about 31,400 bags good to fine Rangoon and Bassein at 10s 1¼d. to 10s. 6d., and 3,000 bags Moulmein, now landing, at 10s. 1½d., quay terms. For arrival, 200 tons Ballam have been sold at 8s. 7½d., ex quay; also the following floating cargoes: The Leucothea 1,550 tons Rangoon at 9s. 10½d. landed for London; the Camilla 650 tons Rangoon at 9s. 6d. Continental terms, and the Clara 820 tons Moulmein at 9s. 10½d. quay terms for London. The majority of the sales detailed above were effected previous to the 30th ult., since which date the business has been limited.

RHUBARB.—The last auctions of China went off at full value; of 177 cases offered, 40 cases sold; selected bold root but dull fracture, 4s. 3d. to 5s. 8d.; rather small and dull pale fracture 2s. 5d. to 2s. 9d. per lb. Beyond these no business is reported.

SPICES.—Cassia: The news of the capture of the Mobile, with a large quantity, has attracted the attention of buyers, and privately parcels of unworked have been sold at 105s. Auctions have embraced 808 cases, about half of which were sold at 112s. per cwt. for fair pile 1; 110s. to 111s. good pile 2, and 107s. to 109s. middling and fair mixed second quality, called pile 1. Buds: Higher; 7 boxes brought £9 15s. to £10 per cwt. at auction. Nutmegs firm: Of 62 cases Penang at auction, half sold at 3s. 2d. for 71's, 2s. 7d. to 2s. 8d. 80's, and 2s. 1d. and 2s. 109's and 115's; 10 casks Dutch also offered and retired. Mace steady: 10 cases sold at auction at 3s. 2d. to 3s. 3d. per lb. for good pale but rather old, and 3s. 1d. small broken pale.

SAGO.—Steady, with a fair private trade done in the interim at 16s. to 17s. per cwt.; the former price for bags, and the latter for boxes, fair quality. At auction half of 706 bags offered found buyers at 19s. for good medium, and 16s. to 16s. 3d. good small. Flour: Sales to arrive at 15s.

SHELLS.—Mother-o'-Pearl: The market is firm; the only parcel of good Manila offering, about 50 cases, sold at auction at £9; 15 cases very grubby and wormy at £8 15s. Tortoiss: The offers have embraced 11 cases Singapore and 3 cases Manila, which were all retired. Good qualities generally command fair prices. Common sorts are at present quite neglected.

STICKLAC.—The market is very firm, and all parcels offering are taken up. 603 cases Siam sold at auction, bold, free from wood, 60s.; slightly inferior, 57s. 6d. to 58s. This article is likely to improve in value in the spring, as no supplies are on the way.

SAPANWOOD.—Very quiet; no business reported.

SOY.—Without demand; 60 cases China offering at auction were withdrawn.

TAPIOCA.—The market is quiet; 759 bags Singapore, and 111 bags and 137 boxes Pearl offered at auction, and only a small proportion, damaged, sold at the previous value. Scarcely anything has been done privately.

TURMERIC.—There are no transactions to report; prices for Java are nominally lower.

TIN.—The improvement noticed in our last report has gained strength, and a further advance has been established; quotations are Straits £126 10s.; afloat, £124 to £125; Banca, £126 10s.; Billiton, £126 per ton.

VERMILLION.—The market is firm; private business is being done in China at 8s.; no public sales.

ARTICLES OF EXPORT.

—o—

METALS.

IRON.—Welsh: Rails, £6 5s. to £6 10s.; Bars, £6 10s. Staffordshire Best: Bars, £7 15s. to £8 5s.; Nail Rods, £7 12s. 6d. to £8; Hoops, £8 15s. to £9; Sheets, £9 15s. to £10; Scotch, Pig No. 1, £2 11s. 6d. to £2 14s.; Swedes, Bars, Hammered, nominal; Swedes Steel in kegs, ½ and ⅝ in., £14 15s. to £15 5s.

YELLOW METAL.—Sheets, 4 by 4 ft., 6½d.; Sheathing and Rods, 6½d. to 7d. per lb.

TIN.—English Refined, £131. Tin Plates: Charcoal I C, per box 27s. to 30s.; Coke, 22s. to 25s.

LEAD.—Pig, L.B., £18 5s.; W.B., £19 5s.; do., other brands, £18 to £18 5s.; Spanish, soft, ex ship, £17 12s. 6d. to £17 15s.; Sheet, £19 to £20. Shot, kegs, extra, £20 10s. to £21; White, do., £27; Red, do., £19 15s. to £20 10s.

SPELTER.—Silesian, £17 15s. to £18; English, smelted from ores, £17 15s. to £18.

The following is from Messrs. French and Smith's Circular:—The Metal markets during the past month have been very steady, and in most cases prices were well supported by consumers, who, having reduced their stocks to a minimum, have been forced into the market. Speculation has failed to give much life, but the low prices now ruling of some metals, coupled with a growing disposition to view political complications in a more favourable light, are begining to attract the attention of operators. Iron: Welsh and Staffordshire has continued quiet, but with little change in price. Scotch Pigs are attracting more attention. Copper: Values have been maintaine throughout the month, with fair enquiry for speculation and consumption; but business has been difficult, owing to the pretensions of holders. Chili Bars have changed hands at £62 to £63, closing at the best, and for 3 months prompt £64 has been paid. The Smelters have supplied themselves with Regulus at 12s. 3d. to 12s. 6d. per unit, while for tough there has been good demand from Birmingham, at something under current rates. Tin Plates are still quiet. The shipments during November were 107,000 boxes, against 90 000 in November, 1869. Lead is rather improving. We quote WB., £19 5s. to £19 7s. 6d.; LB. and Co., £18 5s.; other good brands, £18 to £18 2s. 6d. Spanish Soft, £17 12s. 6d. to £17 15s. Spelter: The demand is rather improved, and Foreign about 5s. per ton higher in price. Quicksilver is now quoted £10 per bottle. Antimony without change.

EXPORT OF WOOLLEN GOODS.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London and Liverpool:—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Spanish Stripes, Broad Cloth, &c.	Pieces Stuffs.	Pieces Inferior Woollns.
Shipped to this date during the present year	To Hong Kong	21,540	6,696	7,067	55,405	39,903
	,, Shanghai	112,180	55,620	53,532	261,763	29,296
	,, Japan	200	1,640	17,182	50,875	10,209
Total...		134.220	63,956	77,781	368,043	79,408
Shipped to same date last year	To Hong Kong	24,120	18,250	13,683	34.100	54,216
	,, Shanghai	151,400	56,020	65,587	329,883	54,880
	,, Japan	2,000	7,140	15,823	79,586	93,263
Total...		177,520	81,410	95,093	443,569	202,359
Total shipped during the year 1869 ...	To Hong Kong	25.120	18,570	13,803	35.920	54,836
	,, Shanghai	159,000	60,050	70,253	355,193	56,180
	,, Japan	2,000	7,240	15,823	82,556	96,206
Total...		186,120	85,860	99,879	473,669	207,222
Do do. 1868	To Hong Kong	21,460	7,190	15,989	46.000	18,581
	,, Shanghai	125.080	64,710	51.510	304 520	33,560
	,, Japan	—	8,290	3,055	73,460	33,906
Total...		146,540	80,190	70,554	423,980	86,047
Had arrived out when the last accounts left of this year's shipments	To Hong Kong	12,980	4,836	5,498	37.945	26,371
	,, Shanghai	74,600	39.720	34,361	179,578	15,526
	,, Japan	—	120	6,439	18,985	4,511
Total...		87,580	44,676	46,298	236,508	46,408

QUOTATIONS.

	s.	d.		
HH Long Ells	28	6	per piece	Scarlet
HH Spa: Stripes	2	8½	,, yard	,,
HH SS Camlets	57	0	,, piece	,,
HH Lastings (6 reed)	51	6	,, ,,	Gentian
LL ,, (5 reed)	46	6	,, ,,	,,
HH Crape Lastings	40	0	,, ,,	,,
LL Do. do.	36	6	,, ,,	,,
HH China Figures	19	0	,, ,,	Scarlet
LL Do. do	16	9	,, ,,	,,
HH Crape Lustres	18	0	,, ,,	Black
China Blankets	1	6	,, lb.	Scarlet

The above prices (except for Blankets) include tilleting and packing, and are subject to a discount of 1½ per cent. for cash.

MANCHESTER GOODS.

The tone of the market has considerably improved during the past few days, and there is in all departments more disposition to do business, wherever transactions can be arranged a shade under so-called current rates. The engagements of sellers, however, compel them to ask full values, and consequently business is kept within moderate compass.

Very little actual change can be noted in the position of any description of Yarns; fractionally higher rates are quoted in some cases, especially for India Mule, but so little business has been offered for any quality that any advance required is quite nominal; the dearer tendency of American cotton in Liverpool compels spinners, who have to buy there, to remain firm. Water Twist remains steady, and in some cases rather more money is required, but all buyers have been very quiet. There has been some demand for China Shirtings, but the offers have been mostly 1½d. per piece under the requirements of producers; still modifications by both parties resulted in business being concluded. Indian qualities are neglected, but producers are generally firm at fully 1½d. per piece over last week's quotations. Madapollams remain quiet but firm. Jacconetts and Mulls neglected but steady in price. T-Cloths meet with only a comparatively retail demand, but prices remain very firm.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. 8.8.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality.	No. 4.	7	10	13	14	16	—	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×13	16×16	16×15
Price.....	5s. 10½d.	6s. 9d.	7s. 4½d.	7s. 9d.	8s. 0d.	8s. 3d.	8s. 9d.	9s. 3d.

Width ...	39 in	...	...	...	...	...	44/45 in.	
Quality...	No 21	22	24	26	25	28	31	
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	
Price.....	9s. 6d.	9s. 9d.	10s. 3d.	11s. 3d.	10s. 4½d.	11s.10½d.	6s. 10½d.	

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Width ...	44/45 in	...	...	...	...	49/50 in.	...
Quality...	No. 33	35	36	39	—	46	49
Weight...	7 0	7 0	8 0	9 0	10 0	9 0	10 0
Count ...	12×12	14×10	14×12½	16×15	16×18	14×13	16×15
Price.....	7s. 10½d.	7s. 10½d.	9s. 0d.	10s. 3d.	12s. 3d.	10s. 3d.	11s. 6d.

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	16×15	18×18	18×18	18×18	18×18
Price	5s. 9d.	5s. 10½d.	6s. 9d.	6s. 10½d.	7s. 10½d.	9s. 1½d.	9s. 4½d.

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 9	—
Maddapollams	3 4½ to	3 5½
Long Cloths	9 4½	—
White Spot Shirtings ... (nominal) ...	10 10	—
,, Brocade ... ... do. ...	11 1	—
,, Damasks ... ... do. ...	19 6	—
Cotton Yarn, Nos. 16-24 China	1 0 to	1 0½
Nos. 28-32 do.	1 0½ to	1 2
No. 40 do.	1 1 to	1 2
No. 40 Mule Twist	1 0½ to	1

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Nov 24	Robert Fletcher	Pittendrick ...	Manila	London
— 24	Aredit (?).....	Van Nes.....	Rangoon	Deal
— 24	Patrician	Steward	Ceylon, &c.....	Do.
— 24	Winlow.....	Waters	Do.	Do.
— 23	Norham Castle	Marshall	Singapore	Liverpool
— 24	Eleanor Wood.....	—	Zebu	Do.
— 20	Kobe Marie	Prins	Osaka	Texel*
— 22	County of Berwick .	McLean	Samarang	Brouwershaven
— 25	Australia	Jungell	Rangoon.....	London
— 25	Lloyds	Robinson	Akyab	Deal
— 25	Manfred.....	Lemmon	Do.	Plymouth
— 25	Adriana.....	Davies	Rangoon	Do.
— 25	Continental	Schnehagen ...	Do.	Falmouth
— 26	Viscount Canning ...	Mathews	Do.	Do.
— 24	Napier	—	Do., for Liverpool .	Queenstown
— 24	Noach II.	van Looyen ...	Batavia	Brouwershaven
—	Balaklava.....	—	Rangoon	Queenstown
— 28	Howden	—	Singapore	Liverpool
— 28	Talavera	—	Akyab	Queenstown
— 28	Chanticleer	Purdy.....	Japan.....	Scilly
— 28	Lady Douglas	—	Rangoon	Liverpool
— 29	Landerdale	Smith	Shanghai	Portsmouth†
— 20	Mendana	Leludec	Akyab	Belle Isle
— 28	Jupiter	Klewit	Batavia, for Amstdm.	Off the Wight
— 28	Helena Henriette.....	—	Do.	Texel
— 23	A Spanish Ship	—	Manila	Cadiz

* Not the "Kobe," as before reported. † Short of provisions.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov 24	Avona.....	Gibson	Tientsin and Chefoo	London
—	Zeebloem	Gollards.....	Samarang	Amsterdam
— 26	Priam (str.)	—	Sing., China, &c.,—C.	Liverpool
— 27	Tiber	—	Singapore	Milford
—	Isonmrond(Russ.frg.)	—	China	Copenhagen
— 28	Evelyn	—	Galle	Liverpool
Oct. 1	Callao	—	China	Callao
— 9	Pacific	Hammaren ...	Hong Kong	Valparaiso
—	'sGravenhage	—	Batavia	Rotterdam
Nov 28	Echo	Cummins	Singapore	Cardiff
— 28	Ocean	Hoyer.....	Hong Kong	Do.
— 29	Michael Scott	—	Galle	Liverpool
— 27	Burmah	—	Yokohama.....	Glasgow
Oct. 24	Invincible.....	Famolaro	Batavia	Buenos Ayres
Nov 24	Excelsior (str.).....	Mahy	Colombo, &c., via Cl	London

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: John R. Worcester, Alumina, Eliza Shaw. For Shanghai: Forward Ho, Duke of Abercorn, Sir Lancelot, Undine, Whinfell, Norman Court, Argonaut. For Hong Kong: Cornuvia, Hopewell, Wm. Ritson, Belted Will, Ambassador. For Hong Kong and Amoy: Cissy. For Singapore: Cymbeline, Summer Cloud, Haidee. For Penang, Singapore, Hong Kong, and Yokohama (via Suez Canal): Parana (str.). For Singapore, Hong Kong, and Shanghai (via Suez Canal): Leith (str.), Lumley Castle (str.). For Bangkok: Anita, Gleam. For Batavia and Sourabaya: Art Union, Orient. For Colombo: Boyne. For Colombo and Galle: River Indus. For Colombo, &c. (via Suez Canal): Ferdinand de Lesseps (str.).

At LIVERPOOL.—For Yokohama and Hiogo: River Avon, Prince Alfred. For Manila: Gloria, Amigos, Maria. For Singapore: Prince Arthur, John C. Potter, Caradoc. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Ajax (str.), Sarpedon (str.). For Singapore, Hong Kong, and Shanghai (via Suez Canal): Don (str.). For Batavia and Sourabaya: Cornelia. For Galle and Bombay: Persia.

At GLASGOW.—For Hong Kong: Ardentinny. For Singapore: Nigota (str.). For Singapore and Penang: Ulva. For Batavia and Sourabaya: County of Bute. For Colombo and Tuticorin: Estrella de Chile.

SPOKEN.

NEVILLE, London to Hong Kong, Oct. 20, 11 N., 28 W.
MIKO (Dut.), Amsterdam to Batavia, Oct. 25, 15 N., 28 W.
A Vessel, showing 1st d p. 08, Liverpool to Ceylon, Oct. 24, 15 N., 26 W.
CARLISLE CASTLE (?), Sgpre. to Lvrpl., 78 days out, Oct. 15, 5 S., 18 W
MENZALEH, Shanghai to London, Oct. 15, 5 S., 18 W.
PRIDE OF THE THAMES, London to Japan. Oct. 18, 1 N., 23 W.
MARY E. RAY (of London), Clyde to Colombo, Oct. 22. 9 N., 25 W.
NEDERLAND, Amsterdam to Batavia, Oct. 18, 9 N. 22 W.
TERTIE (Fr. barq.), Singapore to Marseilles, Sept. 22, 34 S., 18 E.
SPARKLER (ship), Cardiff to Singapore, Nov. 8. 11 N., 26 W.
OCEAN GEM, Amoy to New York, Aug. 11, 14 N, 132 E.
MIKADO, Canton to Monte Video, Sept. 21, 28 S., 47 E.
CORINGA, Singapore to London, Sept. 16, off Pedro Branca.
JAN V. BRACKEL (Dut. brq.), Batavia to Flushing, Oct 23, 12 N., 24 W.
VJAMES SHEPHERD, London to Hong Kong, 50 days out.
IAJANTE (Portuguese ship), Foochow to Lisbon, Oct. 13. 3 N., 102 E.
JOHN AND MARY, Bangkok to Zanzibar, Oct. 15, 3 N., 103 E.
KITTY, Amsterdam to Java, Oct. 17, 9 N, 2 W.
CAPIOLANI, Cardiff to the Philippine Islands, Oct. 18, 2 N., 22 W.
DARTMOUTH, London to Shanghai, Oct. 13, 3 N., 23 W.

FREIGHTS AND CHARTERS.

Berth freights remain unaltered; coal freights from the Northern outports are firmer at the undermentioned quotations.

Current rates of freight for vessels on the berth: To Tientsin and Chefoo: 50s. weight or meast. To Yokohama: 40s. weight, 35s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 35s. weight or meast.; per steamer, via Suez Canal, 70s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast; per steamer, via Suez Canal, 70s. meast. To Ceylon: 20s. weight, 17s. 6d. meast.; per steamer, via Suez Canal, 60s. meast. At New York, to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £40. For Hong Kong: £33. To Singapore: £26. For Galle: £26. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £2 2s. 6d. For Hong Kong: £1 12s. For Java: 17s. 6d. For Singapore: £1 7s. 6d. For Galle: £1 5s. For Colombo: £1 3s.

The Admiralty have invited tenders for the conveyance of 302 rank and file, with officers, from Kingstown to Yokohama by steamer, via Suez Canal, or by sailing vessel via Cape of Good Hope.

CASUALTIES.

The Cordova (str.), in proceeding to sea, from Falmouth, on the night of Nov. 22, fouled the Blair Atholl, Pearson, from Shields (Nov. 8), for Singapore, which latter vessel received slight damage to bows, and lost cathead, rails, stanchions, and covering board, not boats, as before reported.

Advices from Mauritius, dated Oct. 20, state that the Belle Marguerite, Dussausay, from Cardiff to Galle, which put in there July 9, with damage, had been condemned, and sold at public auction for f.3,600. A letter from Lloyd's agents at Mauritius, dated Oct. 21, announces the sale of this vessel, but does not state that she had been condemned.

The Clymene, Morgan, from London to Kong Kong, put into Plymouth Nov. 24, with loss of fore and aft stays, having been struck by lightning, but sailed 28th, after repairing, for her destination.

Advices from Batavia, dated Oct. 13, state that according to intelligence from Anjer, the Gladstone (ship), from Samarang to Rotterdam, had got aground on the Brocuver Sand, Oct. 2, but was subsequently floated off.

The Kingdom of Italy, Shearer, which arrived at Falmouth Nov. 22 from Penang, reported that during heavy weather, Nov. 17, 46 N., 19 W., she had deck-house smashed in, strained, and made water. She has since arrived at Liverpool.

The G. F. Vorwerk (German barque), from Hamburg to Shanghai, was announced as having got ashore in the south part of Banka Straits. (The above vessel had been reported from Singapore, under date Nov. 8, as having been captured by the French and taken to Saigon.)

MISCELLANEOUS.

The Cingala, from London to Hong Kong, put back to the Downs Nov. 18, with crew refractory, but sailed on the evening of the 28th for her destination, after having shipped a fresh master and crew.

The remainder of the cargo ex Estafette, Oepkes, from Tjilatjap to Amsterdam, which vessel was condemned at Algoa Bay, was being transhipped into the Amity, Shearer, for London.

The Alexandra, which sailed from Liverpool, Nov. 19, for Singapore, put back, 28, to Holyhead.

The Duke of Buccleuch, Johns, from Simon's Bay, arrived at Texel, Nov. 25, with the remainder of cargo ex Asia, Boncker, from Tjilatjap.

SUEZ CANAL.—Nov. 23, Glengyle (str.), from Liverpool, for Colombo, &c.; Oberon (str.), from London, for Singapore, China, &c.

At SUEZ.—Nestor (str.), from Liverpool, and left, Nov. 28, for Singapore, China, &c.

NEW STEAMERS FOR THE CHINA AND JAPAN TRADE.

A fine screw steamer has been built and launched by Messrs. W. Simons and Co., Renfrew, on the Clyde, for the China and Japan trade, named the Magoto, commanded by Captain Grange, late of the Coila, running in Japan waters, who has a share in her. On her trial trip she attained a speed of twelve knots. She will proceed out by the Suez Canal in a few days.

Messrs. Hall, Russell, and Co., Aberdeen, have launched the Emerald, screw, 560 tons, 75-horse power, to consume 6 tons of coal per day, with a speed of 10 knots. She has a spar deck and fine lower deck.

A screw-steamship of 1,500 tons burthen has been launched from the shipbuilding yard of Messrs. Stephen and Sons, Linthouse, Govan. The Glendarroch is the first vessel which has been launched from Messrs. Stephen's new building yard. She is owned by Mr. Ross, Aberdeen, and is intended to ply between London and China.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Thread, Twist and Yarn.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	Brls.	£	Cwt.	Cwt.	£	£	£	£
Sharpshooter, str., via S. C.	Singapore and Penang	Livrpool	Nov. 11	...	...	...	...	...	85	15	1590018 &£720	30423	...	...	...	936	70000	...	...	...	...	...	...	...	...	164	...	...	...	...	2	...	...	90	30
Kinfauns Castle	Singapore	Glasgow	,, 14	...	...	...	...	...	...	200	363000 &£350	288900	1780	...	130	...	52934	...	104	...	...	...	55	...	130	...	...	...	£20	1390	...	...	...	...	...
Teviot (addl.)	Colombo	London.	,, 9	...	...	...	...	...	...	206	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	140	...	...	280	...	£53	...	93	...
Ilione	Yokohama	,,	,, 19	103	17	...	...	...	...	475	...	...	...	...	...	300	...	...	...	...	...	...	...	...	88	...	...	...	...	10cs.	...	...	...	...	...
Celestial Queen	Shanghai	,,	,, 23	400	35	...	30	1	...	810	1502015 &£7174	24000	400	...	163	4095	1120	65	18	486	298	720	1246	...	...	147	...	...	20	13	143	...	14	...	...
Serica	Yokohama	,,	,, 23	50	...	...	14	...	...	146 &8cs.	689640 &£3200	47250	...	...	...	505	117200	43	...	51	8	670	1096	...	65	...	...	450	...	...	...	...	152 &2cs	...	...
Excelsior, str., via Suez C.	Colombo	,,	—	...	...	...	...	...	12	...	1562451	50040	...	...	...	77	5000	...	...	...	...	...	13	...	...	120	...	...	...	...	...	4½ &£94	...	...	20
Avona	Chefoo	,,	,, 4	101	...	...	100	...	...	...	4090700	84000	...	...	...	...	...	...	...	255	...	...	...	...	...	...	...	...	...	...	...	...	...	206	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	lbs.	£
a Sharpshooter, str., via Suez Canal	Singapore & Penang	58	17 & 20gls.	142	...	79	...	...	64	...	340	235	...
Kinfauns Castle	Singapore	123	...	...	...	...	...	...	...	...	350	...	...
b Teviot (addl.)	Colombo	...	...	95	...	...	5	...	50	...	...	...	...
c Ilione	Yokohama	...	...	...	20	...	...	...	...	...	...	...	...
d Celestial Queen	Shanghai	91	28	9cs.	...	...	50	...	50& 10cs.	...	...	...	...
e Serica	Yokohama	30	...	10cs.	240	...	...	160	...	...	130	...	...
f Excelsior, str., via Suez Canal	Colombo	20	...	...	36	13	...	10	...	...	...	1153	46
g Avona	Chefoo	...	...	...	...	...	65	160	...	...	...	...	...

SUNDRIES.

a Silver plate, £10; jewellery, £8; saddlery, £25 —*b* (short shipped) oil, 200 gallons; zinc, ¼ ton.—*c* rail iron, 600 tons; railway materials, £3,529; cement, £15; matches, £400.—*d* iron wire, 13 tons; galvanised iron, 2 tons; tracing cloth, £13; bath bricks, £8; ice chests, £20; carriage, £200; mineral water, 25 gallons; pig iron, 65 tons; zinc, 1 ton; rum, 365 gallons.—*e* fire engine, 1 case; rail iron, 150 tons; lucifers, 10 cases; geneva, 500 gallons.—*f* part of steam engine, £15; india-rubber hose, £28; beef and pork, £3. *g* Lighthouse apparatus, £2,600; sugar, 2 cwt.; effects, £142; tin plates, 500 boxes; coals and coke, 150 tons.

NOTE.—Per Victoria, from Liverpool to Manila, cleared Sept. 15 (addl.).—Linens, £2,700. Per Achilles (str.), from Liverpool to Yokohama, *via* Suez Canal, cleared Oct. 8.—(Short shipped) Woollens, 15 cases. To Penang (addl.).—Coloured cottons, 12,000 yards. To Hong Kong (addl.).—Cotton drills, £900. Per Grenadier, from Liverpool to Japan, cleared Oct. 14 (addl.).—Plain cottons, 249,000 yards; canvas, £128; woollens, £765; saddlery, £35; hardware, £30; bar iron, 95½ tons; plate iron, 12¼ tons; bitter beer, 2 barrels; coloured cottons, 16,450 yards; coal, 43 tons. Per Breadalbane (str.), from Liverpool to Colombo, *via* Suez Canal, cleared Oct. 15 (addl.).—Haberdashery, £157; printed cottons, 18,500 yards; hats, £10; boots and shoes, £100; tinware, £32; stationery, £67; provisions, £100; galvanised iron manufactures, £1,022. Per Glengyle (str.), from Liverpool to Ceylon, *via* Suez Canal, cleared Oct. 31 (addl.).—Plain cottons 134,213 yards; coloured cottons, 10,520 yards; sewing cottons, 200 lbs.; hardware, £30; galvanised iron, £97; toys and fancy goods, £25; haberdashery, £480; boots, £12; soap, 1 cwt.; apparel, £15. Per Goodell, from Liverpool to Hong Kong, cleared Nov. 1.—Coal, 1,172 tons; rope, £31; galvanised iron wire rope, £90. Per Sophia, from Liverpool to Galle, cleared Nov. 4.—Coal, 1,087 tons. Per Nestor (str.), from Liverpool to Batavia, *via* Suez Canal, cleared Nov. 9.—Printed cottons 36,410 yards; woollens, £333; haberdashery, £35. To Japan.—Plain cottons, 386,700 yards; woollens, £880; yarn, 40,000 lbs.; wine, £55; stationery, £40; umbrellas, £600. Per Eastern Chief, from London to Yokohama, cleared Sept. 20 (addl.).—Paint, £117. Per Havelock, from London to Singapore, cleared Oct. 24 (addl.).—Matches £20. Per Galata (str.), from London to Colombo, *via* Suez Canal, cleared Nov. 7.—(Short shipped) Plain cottons, 25,175 yards. Per Cutty Sark, from London to Shanghai, cleared Nov. 8 (addl.).—Plain cottons, 20,000 yards. Per Grand Duchess, from London to Singapore, cleared Nov. 19.—Coal, 750 tons; tobacco, 168 lbs. Per Breadalbane (str.), from Liverpool to Colombo, *via* Suez Canal, cleared Oct. 15 (addl.).—Hardware, £54. Per Glengyle (str.), from Liverpool to Colombo, *via* Suez Canal, cleared Oct. 31 (addl.).—Lard, £14; stationery, £67; hardware, £53. Per Henry Grenfell, from Liverpool to Batavia and Sourabaya, cleared Nov. 1 (addl.).—Glass, £120; patent fuse, £115; (short shipped) hardware, £30. Per Coldstream, from Liverpool to Singapore, cleared Nov. 2 (addl.).—Yarn, 8,000 lbs. Per Elisa, from Liverpool to Manila, cleared Nov 2 (addl.).—Yarn, 8,000 lbs.; coloured cottons, 9,600 yards; (short shipped) pig iron, 60 tons. Per Nestor (str.), from Liverpool to Singapore and Penang, cleared Nov. 9 (addl.).—Yarn, 6,420 lbs.; plain cottons, 147,400 yards and £20; haberdashery, £23; furniture, £60. To Hong Kong.—Plain cottons, 310,800 yards; coloured cottons, 21,500 yards; yarn, 104,400 lbs.; haberdashery, £160. To Shanghai.—Plain cottons, 3,168,015 yards; coloured cottons, 22,650 yards; woollens, £635; stationery, £31; haberdashery, £16; hardware, £40. Per Sharpshooter (str.), from Liverpool to Singapore, cleared Nov. 11 (addl.).—Plain cottons, 25,000 yards; coloured cottons, 33,672 yards. Per Alexandra, from Liverpool to Singapore, cleared Nov. 12.—Coals, 605 tons. Per Persian, from Liverpool to Colombo, cleared Nov. 21.—Printed cottons, 15,700 yards.

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THE COMMERCIAL ANNUAL, 1871

FOR

CHINA, JAPAN, THE PHILIPPINES, AND THE FAR EAST GENERALLY.

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THE PHŒNIX

A MONTHLY MAGAZINE

FOR

CHINA, JAPAN, & EASTERN ASIA

EDITED BY

THE REV. JAMES SUMMERS,

Professor of the Chinese Language in King's College, London.

No. 1. JULY, 1870.

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ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Sing., H. K., and Shang	Lumley Castl., s.s., via S.C.	A1 18 yr.	SWID	Dec. 20
Do.	New Steamr.	A100	SWID	Jan. 20
Do.	Erl King, s.s.	S in A1	SWID	Feb. 20
Hong Kong	Cornuvia ...	*A in A1	SWID	With des.
Do.	Burdwan ...	A1 14 yr.	SWID	To follow
Shanghai ...	Duke of Abercorn	A1 16 yr.	SWID	With des.
Do.	Everest	A1 13 yr.	SWID	To follow
Yokohama	Alumina ...	*A in A1	SWID	With des.
Do.	Windhover	A1 16 yr.	SWID	To follow

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ..	Sir Lancelot	A1 16 yr.	E.I.D.	Qck. des.
Do.	Undine	A1 16 yr.	E.I.D.	To follow.
Hong Kong	Hopewell	A1 13 yr.	W.I.D.	With des.
Yokohama (Kanagawa)	Eliza Shaw..	A1 17 yr.	E.I.D.	With des.
Do.	Chinaman ...	A1 14 yr.	E.I.D.	To follow

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, Ge- -yard, Lombard-street, E.C.

SINGAPORE ...G KONG, SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
Sing., H. K. & Shang.	Abbotsford ...	A 90	1050	E.I.D.	Dec. 31
Do.	Enterprise ...	A 100	1590	E.I.D.	Jan. 25
Do.	Craigforth ...	AA1	1109	E.I.D.	Feb. 25

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

DIRECT for SHANGHAI, with quick despatch, the fine river-built, clipper ship LAUDERDALE, A1 15 years (owned by Messrs John Willis and Son), 851 tons register; J. J. SMITH, Commander; East India Docks. Has good accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Date.
From LIVERPOOL.				
Yokohama and Hiogo.	River Avon	AA1	Prnce's	With des.
Batavia and Sourabaya	Cornelia.....	+ 3-3rds LII.	Prnce's	With des.
From LONDON.				
Do.	Orient	+ 3-3rds LII.	London	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

CHINA AND JAPAN.

THE following high-classed Clipper SHIPS will be despatched as under from the East India Docks:—

Port.	Ship.	Class.	Tons.	Last Shipping Day.
H.K.&Amoy	Cissy	A1 10 yr.	649	With des
Shanghai ...	Weymouth ..	A1 12 yr.	829	With des.
Yokohama (Kanagawa)	John R. Worcester	A1 12 yr.	844	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal. To sail on the 12th Dec.

FOR SINGAPORE, HONG KONG, and SHANGHAI, the splendid full-powered screw steamer, LEITH, AA1, 957 tons register, 200-horse power, nominal; J. BARNETSON, Commander; will load in the East India Docks.

For Freight or Passage apply to DONALD R. MACGREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship.

FOR HONG KONG, the splendid clipper ship AMBASSADOR, A1 16 years, 692 tons register, P. DUGGAN, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To sail punctually on the 12th December.

FOR SHANGHAI, the splendid new composite clipper NORMAN COURT, A1 16 years, 834 tons register; ANDREW SHEWAN, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage apply to Messrs. BARING BROTHERS and Co., Merchants, 8, Bishopsgate-street Within; or to SHAW, MAXTON and Co., 2, Royal Exchange-buildings, London, E.C.

To follow the "Norman Court."

FOR SHANGHAI, the well-known river-built clipper ARGONAUT, A1 14 years, Liverpool Book, 1,072 tons register, A. NICHOLSON, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name	Tonnage	To Sail.
Ferdinand de Lesseps...	1,680	Dec. 6
Quito	1,496	Dec. 20
Alnwick Castle ...	1,552	Dec. 31
Fitzpatrick	1 100	Jan. 15
Volante	1,261	Jan. 25

Their accommodation for passengers is unsurpassed, and they will carry a surgeon and stewardess. For Freight or Passage apply to Messrs GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester, or 109 Leadenhall-street, E.C.

A regular trader.—Will meet with the usual quick despatch.

FOR COLOMBO AND POINT DE GALLE, the splendid clipper ship RIVER INDUS, AA1, 1,045 tons register, G. SHEARER, Commander; West India South Dock. This magnificent vessel, the highest class in Lloyd's, built in 1868, has proved herself to be one of the fastest afloat; her last passage to Colombo was made in 85 days, thus offering the best opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

DIRECT for MANGALORE, CANNANORE, CALICUT, and COCHIN, the splendid fast-sailing ship, HESPERIA, A1 10 years, 449 tons register, E. JARVIS, Commander; West India South Dock. This magnificent vessel, being under engagement to the Council of India, will be loaded to a light draught of water, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.: or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 380.] LONDON, MONDAY, DEC. 12, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	Aug. 26	Oct. 12	Oct. 22
Yedo			
Osaka and Hiogo	—	—	„ 19
Hakodadi			
Nagasaki	—	—	„ 16
CHINA — Peking	—	—	„ 12
Tien-tsin	—	—	„ 14
Chefoo			
New-chwang			
Hankow	Aug. 26	Oct. 14	„ 20
Kiu-kiang			
Chin-kiang			
Shanghai	Sept. 9	„ 23	„ 25
Ningpo			
Foochow	„ 2	„ 19	„ 24
Formosa			
Amoy	—	—	„ 27
Swatow			
Hong Kong	Sept. 16	Oct. 25	Nov. 1
Canton			
Macao			
PHILIPPINES—			
Manila	„ 9	„ 23	„ 25
COCHIN-CHINA—			
Saigon			
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	Oct. 31
Samarang	—	—	„ 28
Sourabaya	—	—	„ 26
MALACCA STRAITS—			
Singapore	Sept. 30	Nov. 2	Nov. 8
Penang	Oct. 7	„ 7	„ 10
CEYLON—Galle	—	—	„ 17
Colombo	—	—	„ 16

THE MAILS, &c.

The above mail (P. and O.) was delivered, *via* Brindisi, this morning, its due date The next inward mail (French) is due, *via* Marseilles, on the 19th inst., and will bring dates Yokohama, Oct. 30; Shanghai, Nov. 2; Hong Kong, Nov. 8; Singapore, Nov. 16. Correspondence from Japan to the 22nd October, *via* San Francisco, was delivered on the 7th inst.

Telegrams, *via* Galle, in advance of the mail leaving Shanghai Nov. 16, Hong Kong Nov. 22; and by Grant's Line, *via* Kiachta, from Shanghai to the 18th Nov. were received on the 7th inst. A telegram dated Peking Nov. 26 was received yesday at the Foreign Office.

List of Passengers.

PASSENGERS INWARD.

By last mail to Marseilles, per Messageries steamer *Ava*.—From Yokohama: Messrs. Pollaw, Loveria, Chiapello, Golletti, Sir E. Hornby, Lady Hornby. From Shanghai: Messrs. Milsom, De Bauourt. From Hong Kong: Messrs. Boissonnier, Salimos, San Jose, Atew, Jones, Cross, Champenoir, Garaime, David. From Saigon: M. Ricard. From Batavia: Messrs. De Burlet, De Rochemont, Cornelius, Doere. From Singapore: Messrs. Bonard, Ginolax, Bigot, Godefroy, Dupas, Cavasse. From Galle: M. Vogel Joseph.

Per Pacific mail steamer *China*, *via* San Francisco.—From Japan and China for San Francisco: Rev. J. A. Davis and wife, J. Gifford and wife, John Lindsay, Capt. J. H. Hallett, Capt. C. H. McCaslin, A. O. Cook, J. L. Kirkland, Yokoyama Kimaisi, M. Richter, B. F. Hess, Dr. Martin, T. S. Stewart, Dr. J. H. Kidder, U.S.N.; Lieut. Com. H. E. Mullan, O. W. Farnbolt. For New York: Rev. E. B. Inalee, wife and child; Capt. S. Nichols, U.S.N.; F. A. Edwards. E. T. Young. R. Newell, Mrs. J. B. Eames and two children, J. G. Purdon, wife and three children, G. Jones, Y. Mac Rivers, Capts. Wake, Hailgoun, Negato, Matumato, C. A. Smith and wife, Yamanday Kerro, Mrs. Allmond and two children. For Europe: J. Mackeller, M. Theototsy, H. Cliff, G. M. Gordon, H. Meynard, K. Chus, H. Monadala, Krobey, D. C. L. McDermott, Mori Naita, Takairo.

By this mail, to Marseilles, per P. and O. steamer *Massilia*, arrived Dec.—From Yokohama: Signor A. Fraschino. From Shanghai: Count M. A. Fee and servant. From Hong Kong: Mr. A. L. Pearey.

To Alexandria.—From Yokohama: Signor C. Antongini, Signor P. Malugani Signor P. Facchi, Signor G. Venturi.

To Suez.—From Hong Kong: Mr. Ladage, Mr. Pullan, Mr. R. G. Head. From Singapore: Mr. J. T. Van der Plas. From Galle: Mr. S. Cresswell.

To Southampton, per P. and O steamer *Ceylon*, expected to arrive Dec. 17.—From Yokohama: Mr. R. Anderson, Mr. J. Dobbie, Mr. R. Park, Mr. and Mrs. Bourman, and two children. From Shanghai: Mr. J. A. Handy, Mr. F. G. White, Mr. C. N. G. Webb, Mr. A. R. Burkill. From Hong Kong: Mrs. Lamb, two children and servant, Lieut. E. C. Phillips, R.N., Mr. and Mrs. Shadgett and child, Capt. J. S. Kleucke, Capt. M. Lloyd From Galle: Lieut. D. R. Falkiner, Mr. H. Humphreys, Mr. J. E. Mitchell, Mr. Sam. Dagworthy, Mr. Smeaton.

PASSENGERS OUTWARD.

Per P. and O. steamer *Pera*, from Southampton, Dec. 10.—To Shanghai: Mr. W. H. Dalgleish, Dr. Van L. Von Duivenbade, Mr. J. Gilfillan, Mr. E. M. Smith. To Hong Kong: Mr. R. G. Robertson, Mrs. Pedder, Mr. C. D. Kerr. To Batavia: Mr. R. G. Hill, Mrs. Van Vollenhoven and child. To Ceylon: Mr. Wyatt.

Per P. and O. steamer *Massilia*, from Brindisi, Dec. 20.—To Batavia: Mr. T. van Gennep.

Per P. and O. steamer *Tanjore*, from Southampton, Dec. 24.—To Shanghai: Mr. J. L. Scott. To Ceylon: Mr. J. F. Churchill.

Per steamer *Aiax* (Holt's Line), Captain A. Kidd, from Liverpool, Dec. 8.—To Suez: Captain W. Stapledon. To Singapore: Mrs. and Miss Willan, Messrs. W. H. Treacher, H. S. French, A. P. Adams, C. E. Volge. To Hong Kong: Miss Strickland, Messrs. E. J. B. Bird, J. P. Reid, W. C. Baird, Mr. and Mrs. E. G. Mayers, Mr. Ede. To Shanghai: Dr. Lorimer.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates by this mail (P. and O.) are to the 23rd Oct., and *via* San Francisco we have dates to the 22nd October by the steamer *China*, which brings 1,700 tons cargo.

The English mail, with dates to 26th August, arrived on the 12th October. The following items are from the *Japan Mail*.

A misunderstanding of a serious nature has arisen between the French and Prussian Ministers, on the subject of the Japanese proclamation of neutrality, and caused very unusual excitement here during the whole fortnight. A North German steamer called the *Rhein*, belonging to Messrs. Textor and Co., of this port, and which had been hired to haul a stranded vessel off the spit on which she was lying, got up steam and proceeded on her errand. No sooner had she left her anchorage than the French war steamer *Linois* steamed out to the entrance of the bay, betraying — if one may infer anything — the general object of her departure, by firing a gun across the bows of a British ship which was entering the bay without showing her colours. M. Von Brandt upon this immediately represented to M. Outrey that such acts were inconsistent with his views of the neutrality which should be preserved in Japanese waters, and out of harmony both with his interpretation of international law and the terms on which they had mutually agreed to stand. M. Outrey, however, concluded that the action of the *Linois* was justified both by the Japanese proclamation of neutrality and the acknowledged rights of belligerents, and on his refusal to concede the required point to M. von Brandt, the latter went to Yedo, and, by representing the matter to the Japanese Foreign Minister, and adducing the authority of writers of unquestioned eminence on international law in support of his position, he persuaded him to insert two clauses which would give to German shipping the required protection. The French Minister seems to have been much irritated at this, but most of the rumours to which it has given rise are either wholly untrue or grossly exaggerated. We have heard of challenges, beating to quarters, running out guns, &c., among the vessels of the respective fleets in the harbour, all which reports are absurd, though the existence of great excitement among the crews on both sides cannot be denied. It may be hoped that the friendly offices of one or all of the neutral Ministers will be urged so as to bring the matter to a satisfactory termination.

A notification has been issued by the Japanese Government to

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the Chinese residents, informing them that they must not smoke opium under pain of banishment.

The British barque *Mary Miller*, from Newchwang, met with very severe weather. During the gale on the 12th she lost all three of her masts, and the water rose several feet in her hold. Eventually the barque was towed into port by the French war steamer *Dupleix*. The British barque *Minstrel* has also been dismasted, and the British schooner *Rantipole* has stranded in Odawarra Bay, and it is feared that the whole or part of the crew has been lost. The *Akindo*, from Hakodadi, was also totally wrecked in the same place.

The Japanese steamer *Bahama*, which went ashore during the recent typhoon at Kawasaki point, has been got off, apparently without serious injury to her hull, since she was towed into port on the 14th. She has evidently lost a great deal of her upper works, and both the main and mizen topmasts are gone.

The mail brought two assistant engineers and fourteen mechanics, consisting of platelayers, stonemasons, &c., for the service of the railway. Much of the plant is under way. The rails will be 68 lbs. to the yard, the chairs of cast iron, with timber sleepers. It is to be regretted that the platelayers should have arrived before the material, but in all probability some employment will be found for them in the meantime. The arrival of the assistant engineers will enable the surveying party under Mr. England to start at once on the overland survey to Osaka.

The departure of Messrs. Bryant and Lane, two assistant engineers, who arrived out by the American mail, has been made the subject of much conjecture, in some instances hostile to the Government railway undertaking. It will, however, have no bearing whatever on the progress of the work, and was owing to circumstances which could only be explained by a knowledge, not now in our possession, of questions which have arisen between the Government and their Commissioner—questions which by this time have probably been settled in England.

The Japanese steamer *C. J. Textor* has been sold to Messrs. Walsh, Hall, and Co., and now flies the American flag. Her name has been changed to the *Morotau*.

HIOGO.

Dates are to the 19th October.

We take the following from the *Hiogo News*.

The seventeenth birthday of his Most Gracious Majesty the Mikado was celebrated in Kobe in a most suitable manner. The Japanese man-of-war the *Fujiyama*, fired salutes at sunrise, noon and sunset, and a salute was also fired from the forts at Temposan. The majority of the foreign ships in port were gaily dressed, several of them firing salutes at noon. In the evening the principal thoroughfares were illuminated in the usual Japanese fashion, and a continuous beating of drums testified in the loudest manner the loyalty of the inhabitants. A tiffin was given by the native authorities in celebration and honour of the occasion, to which the consular body were invited. The Vice-Governor presided, the Consuls sitting at his right and left according to seniority, Japanese officials and interpreters sitting at the lower end of the table. The toast of the day—"The Mikado's health"—was proposed by Colonel Stewart (all the guests standing), who expressed his good wishes towards the Japanese Government. After tiffin, photographs of different groups of hosts and guests were taken, and a number of the well-known cars were taken inside the gates of the Saibansho, when the attendants paid their respects to the Government officials.

One of the latest "signs of the times" is the decision of the Pacific Mail Steam Ship Company to run four steamers per month between Yokohama and Shanghai, *via* the inland sea. The progress of this line of steamers has been truly astonishing. Starting originally with one steamer—the *Costa Rica*—the company quickly found profitable employment for a second and third, and now a fourth is to be added to the line. The *Costa Rica*, *New York*, *Golden Age*, and *Oregonian* are fine steamers, and all who travel by them are loud in their praises of the accommodation afforded, and the obliging disposition of the officers. We hear that up to the present the best paying part of the line has been to and from Kobe. Doubtless the steamers would be much more patronised by foreigners were the somewhat high rates of passage-money reduced, and we think this is a question well worthy the consideration of the company. They would certainly find a lower rate more profitable in the long run.

It is rather strange that while Kobe has progressed, Osaka has literally become a deserted city, and this equally to the surprise of natives and foreigners. Buildings originally erected there have been pulled down, brought to, and re-erected at Kobe. Only three or four buildings are now on the Concession, and some land-renters are asking to be released for the present from paying taxes, considering their land as valueless. "How have the mighty fallen!"

The *Hiogo* (late *Foh-kien*), to which the accident happened in Osaka some time ago, has now again come to grief. During the night she filled and sunk at her moorings opposite the workshops on the west side of the bay, where she had been moved for repairs.

The final trial of the dredgers has been held, when, everything working satisfactorily, they were handed over to the Japanese. It is not yet decided whether Europeans will be employed, but it is believed their present owners will engage one skilled workman for each, at any rate for the present.

The telegraph between this and Osaka appears to be pretty well patronised, both by foreigners and natives. The operators appear to work with a system far from perfect, however, in despite of the active superintendence of the foreign director. We have seen two telegrams this week which no Japanese could be found to translate in a manner that they could be understood. The receivers had consequently to remain satisfied with guesses as to the meaning of the messages.

NAGASAKI.

(FROM OUR CORRESPONDENT, VIA SAN FRANCISCO.)

OCT. 15, 1870.

The English mail of August 12 arrived here on the 5th inst. by the steamer *Sunshine*, from Hong Kong, fifty-four days; that of the 26th arrived on the 13th inst. by H.M.S. *Salamis*, from Shanghai, forty-eight days; arrived from Cardiff on the 9th inst., with coals for H.B.M. fleet, *Monte Rosa*.

The following movements have taken place here in the war vessels:—Russian: Sept. 28, *Boyarin*, from Hobart Town; Oct. 4, from Shanghai, *Vsadnick*; Oct. 4, H.M.S. *Elk*, from Hiogo, and left on 15th idem for Tientsin *via* Chefoo; Oct. 13, H.M.S. *Salamis*, from Shanghai and left 15th idem for Newchwang; 10, H.B.M. troopship *Adventure*, from Yokohama, &c. Vessels in port—British, *Adventure* and *Ocean*; Russian, *Almaz*, *Boyarin*, *Haydamack*, and *Vsadnick*.

Messrs. V. and L. Pignatel have announced by circular that they will continue the business lately carried on by their deceased father under the same name, Pignatel and Co.

The mineral springs at Simabara have been thrown open to Europeans, and those who are willing to submit to certain restrictions can visit them if they feel so inclined. H.B.M. Consul made public the rules on the 10th inst., which are as follows:—"It is not allowed to overstep the boundary of the hot spring, nor to go out in the night. Should anything be wanted during the day, it should be applied for to the officer in charge; nobody should buy anything by himself. The provisions will not be provided in an European manner, but Japanese. Visitors to the hot-spring should go from here to Obama (village of Simabara) by water." The above is a copy of the Japanese document, but I hear that a passport from the Japanese authorities, countersigned by the applicant's Consul, is also required. From persons who have used the baths I learn this so-called boundary of the hot springs consists of a very large garden which surrounds the Temple, set apart for the accommodation of the visitors; the charge for board and residence is one rio, equal (in English money at the present rate of exchange) to about 4s. 6d. per day each person. A bath when engaged by any person is kept exclusively for his use, or of that of his party *ad libitum*, for which a charge of three rios per day is made. About the premises are chambers fitted up as vapour baths. Those used by Europeans are separated from those used by the natives, and great attention to cleanliness is paid to those of the former, which are emptied on every occasion after they have been used. I hear that samples from each different spring have been submitted to Dr. van Mansvell, the superintendent of the Japanese Hospital at this port. If the Japanese were less fickle I have no doubt they could derive considerable profits from their mineral springs in different parts of the empire; but I expect to hear of those at Simabara being closed again, like those at Hozen were in 1869.

The summer here was brought to a close by a typhoon, which visited our port on the evening of the 1st instant, and lasted about twelve hours. Although the wind during this time blew with great violence, no damage was done; the natural protection our port has with the islands at the entrance forming breakwaters, together with the hills on both sides of the harbour, affording great shelter, makes accidents to the shipping events almost unknown here. The past summer has been a warm one, temperature during the entire months of July, August, and September having averaged 84 deg. 78 min. by day, and 72 deg. 71 min. by night—the extreme range by day being from 75 2-10 deg. on the 3rd July, to 93 2-10 deg. 24th July, while that by night was from 60 1-10 deg. on the 3rd July, up to 79 2-10 deg. on the 11th Aug.

The Japanese festival, or "Odori," was carried to an extent which, according to the statements made by some of the oldest residents, exceeded all they had ever seen in extravagance; and the *Nagasaki Express* states that the street processions alone cost, at the lowest estimate, $20,000, and that the natives are compelled to subscribe to these festivals; the present is only one of many which occur in the course of the year. I was not prepared to think the cost was so great—although it was well known that one street (or at least one-half of it) contributed a "dragon boat and fittings," which cost considerably over $1,200—not so bad for people who are continually pleading poverty as an excuse for not buying piece goods.

Exchange on London nominal. Nebus 402 to 408. No vessel loading for London.

P.S., Sunday, 16th.—*Salamis*, it is said, has taken up twelve marines and one sergeant for the protection of the British residents at Newchwang. It may interest your German readers to know that the North German barques *Alexandra II.* and *Papa* have arrived here (14th inst.); one of them reports that the masters of the North German vessels at Newchwang had determined to put to sea and run the risk of capture by French men-

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of-war rather than get fixed up. To-day (although it is Sunday) the English, Russian, and Japanese men-of war dressed ships and fired a salute at noon, to celebrate the anniversary of the birth of H.M, the Mikado. The Government battery also saluted the flag.

CHINA.

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TIENTSIN.

The correspondent of the *Courier* writes on Oct. 17 :—Since my last the city has been thrown into the greatest state of excitement. Friday, the 14th, was appointed for the execution of those fifteen poor wretches condemned to die for their participation in the massacre of June 21. On Monday it was discovered that Tls. 500 had been given to each of the families of the condemned, and that silk robes had been given to the criminals themselves, in which to be executed, and after death they were to be placed in most costly coffins and handed to their friends for burial. A further sum of money was distributed among the families of those to be banished, some say each family received Tls. 300, while others name Tls. 100 as the amount.

For some reason the execution has been delayed, and there have been great efforts made to get the money returned—this being found no easy matter. Orders have been given to the banker to stop payment of all notes, drafts, &c., until after the execution. The mandarins have thus taken even the very appearance of punishment from the appointed death of these fifteen men, nay, have even turned into something deserving of reward. Report says that the officials say that neither the Emperor nor themselves desire their death, but the foreigner insists upon it or declares war. Thus even the death of the guilty, if guilty they be, will be made an instrument to foster hostile feeling against us, while no one can predict the effect of the money giving—upon the "roughs" of the place.

Intelligence of fresh outbreaks have just reached us. At one of the country stations of the A. B. C. F. M. Mission here a chapel has been looted, and some of the converts injured. But more serious news comes to us from Ta-san-tawang, in Wu-ching-hsien, between this city and Peking. A mob, led on by a gong, attacked a Roman Catholic chapel there, which was utterly demolished, as were, also, some houses of the converts. Foreigners were inquired for, but the infuriated mob being told there were no foreigners there, the attack was directed against the converts, several of whom were left (by the man who fled here to give the alarm) in a dying state, their heads cut open, and other deadly wounds inflicted. Another report speaks of the death of three. The Roman Catholic priests here have communicated with the mandarins, who of course promise to see into it. Great fears are entertained of the safety of neighbouring stations, where there are two foreign priests and over a thousand converts.

SHANGHAI.

Dates are to the 25th Oct. The outward mail of 9th Sept. (P. and O.) arrived on the 23rd Oct., with telegrams to 30th Sept.

The following items are from the *North China Herald* :—

A snake, measuring four feet ten inches, was killed on Friday, in Messrs. Coutts and Co.'s compound, situate in the heart of the Settlement. Two more of nearly equal length have lately been killed in the same neighbourhood.

M. Le Soullier, of the French Circus Company, is rapidly rearing his canvas structure, and the arrangements of the interior are in a forward state. The place is comfortably and substantially galleried. The pole of the tent is, with its flagstaff, fifty-one feet high.

Messrs. Kohler and Birch gave performances at the Lyceum Theatre, under the title of "Variety Entertainments." The mimetic, descriptive and vocal powers of Mr. Birch, with the surprising command which Mr. Kohler has over a number of instruments, enabled them to carry through their varied programme with great success. Messrs. Kohler and Birch leave for India by this mail.

The committee of the Gibson Memorial Fund have published a statement of their intromissions. From the amount realised by subscription, £1,098 19s. 8d. has been remitted home, and invested in a Government annuity on the joint lives of the late Mr. Consul Gibson's mother and sister, which will give them an income of about £70 per annum.

A Hankow correspondent writes :—The health of the foreign members of the large community, which has suffered from the annual flood, is good. Insurance offices may be assured that the physical condition of their clients here scarcely suffers from any ill influence positively engendered by the inundation which makes Hankow peninsular for some weeks or months. The British church has apparently not suffered from the flood, although such freedom can hardly be insured for it in future years. The missionaries of the London and Wesleyan Societies have arranged to conduct a single service on the Sunday for the present, according to the English ritual. This is economy for certain, but the presence of several families in the community seems to call for the exercise of the pastoral office in their midst, as well as the mere preaching function.

A Chefoo correspondent writes :—There was quite an excitement here yesterday (October 16th) over the arrival of a North-German ship from Passiet. She had escaped the French cruisers which are said to have been looking out for her, and are now watching four other North-German ships lying in Newchwang; these must run the gauntlet soon, or submit to be frozen up for the winter. H.M. *Dwarf* left here for Newchang on the 10th, having on board Mr. Adkins, who goes to take over charge of the British Consulate from Mr. King.

We have little to notice from Tientsin. It is quite settled that Chung How is to go to Paris, and the Chinese wish that further negotiations should take place there. This is a course thoroughly consistent with the evasion and procrastination peculiar to Chinese diplomacy, but doubtless the mediator will be received very coolly, perhaps not at all. Chung How was to start on the 20th inst. Four gunboats are to be kept in the Peiho, a force which Mr. Wade considers sufficient to keep down trouble till the spring. It is not thought that any of the Ministers will withdraw from Peking during the winter. The Italian Minister has left for Japan, there to remain till spring, and has appointed M. le Chevalier Vignale Chargé d'Affaires.

By the *Shantung*, which arrived on the 20th, we have the news confirmed that the gun-boats are to remain at Tientsin during the winter; and that the proceedings of the Chinese at the Taku Forts are under observation, but of the precise nature of their operations there we are not at present informed.

The Hon. W. H. Seward, the eminent coadjutor of the late President Lincoln in the U.S. Cabinet, his nephew, Mr. G. F. Seward, U.S. Consul-General in China, and lady, together with Admiral Rodgers and suite, and a party of ladies, have gone North, to visit Tientsin and Peking.

As we go to press we hear, per *Chihli*, from Tientsin, that in Shantung a Protestant chapel has been destroyed, and also another situate between Tientsin and Peking, and three converts killed.

A correspondent of the *Courier* writes from Tientsin Oct. 14 :—The execution of the fifteen criminals (?) was to have taken place to-morrow, but has been officially postponed for some days. In Tientsin city it is reported in every street that the families of those about to be executed have already received coffin money, and that they are further to receive Tls. 300 each family. This will no doubt show every one but the wilfully blind what a farce the whole thing is in the eyes of the Chinese. From this, too, we may judge what the banishment of the others will amount to.

On the 19th October the third ordinary meeting of the shareholders of the North China Insurance Company took place. Present: Mr. F. H. Bell in the chair; Messrs. A. Michie, E. H. Lavers, J. F. Brand, E. C. Smith, and F. Porter, Directors; H. S. Morris, Secretary. Shareholders: Messrs E. J. Hogg, R. Francis, Hardy, Hubener, Claussen, Jos. Thorne, M. S. Gubbay, J. F. H. Trautmann, A. E. Littledale, J. F. Seaman, jun., C. H. F. Schutze, G. Bovet, &c. The minutes of the last meeting having been read and confirmed, the Chairman said that the business before the meeting was very simple, and would, he believed, be satisfactory. He might, indeed, almost repeat what he had said at last meeting, for during the past year the progress of the company had been equally remarkable. The year 1869 had indeed been one of exceptionally heavy losses. Still, as would be observed, the result on the whole was not unsatisfactory. The losses of the last eighteen months had been less than those of the previous eighteen months. The premiums had been larger, and the business generally greatly extended. The report had been for some time in the hands of the shareholders, and he thought they might, as usual, hold it as read. He did not know that he had any further statement to make.

The report was as follows :—

"The directors have the pleasure of laying before the shareholders the accompanying balance-sheet and statement of accounts for the half-year ended June 30, 1870. The surplus shown by the working account of Tls. 117,434 being transferred, makes a total amount at the credit of the company on that date of Tls. 724,319.79, in addition to capital paid-up, of Tls. 300,000. It is satisfactory to notice from the present report a continued increase of business, the net premia earned from January 1 to June 30 being Tls. 468,734.54, against Tls. 427,249.63 for the corresponding period of 1869. Owing to a succession of losses of an exceptional character during the past year, amongst vessels of high class, outward bound to China and Japan, the settlements have been unusually heavy. The item of Tls. 333,372.58 for losses and claims, refers principally to payments on account of policies issued in 1869, all of which risks have now terminated. In accordance with clause 91 of deed of settlement, estimates of the result of the business of the company for the year 1869 have been prepared, and the directors are enabled to propose the declaration of an interim dividend of Tls. 100 per share in respect thereof. After payment of claims settled on the underwriting account for that year, up to 30th September last, a balance remains of Tls. 349,789, of which Tls. 150,000 will be absorbed by the above dividend, and setting aside Tls. 80,000 as bonus to contributing shareholders, will leave Tls. 119,780 reserve to meet claims which may come forward hereafter. During the temporary absence of Mr. Rowley Miller from Shanghai, Mr. Augustus White has been appointed auditor of the accounts."

The Chairman moved and Mr. Michie seconded,

"That the accounts for the half-year ending 30th June, 1870, together with the report of the directors, be passed as printed; and that the payment of an interim dividend of Tls. 100 per share, in respect to the estimated profit arising from the business of the company for the year 1869, be sanctioned by the present meeting."

This having been carried unanimously, Mr. Joseph Thorne pro-

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posed a vote of thanks to the chairman, which was carried by acclamation, and the meeting separated.

The first annual meeting of the American Presbyterian Synod was held on 20th inst. at South-gate Chapel, which was handsomely decorated for the occasion, the walks being hung with lanterns, and altogether presenting a very cheerful appearance.

The following is from the *News Letter*, an American organ:—

We have, perhaps, no right to expect that the American Minister to China should have either ability or experience, but we have a right to expect that he will not be guilty of gross negligence and a wanton disregard of duty. It is, of course, possible that Mr. Low is perfecting some secret policy, and that, for this purpose, the quiet of his retreat at the hills is necessary; but of this we have no evidence, and while he remains at the hills our interests are suffering. Whether his course has embarrassed his colleagues or not, it has certainly strengthened the hands of the Chinese. But for the absence of the Minister, the Chinese officials never could have imagined that one of the great Western Powers would treat the torture and murder of a score of innocent and deserving men and women, to say nothing of the destruction of property, as too trivial for notice. Great allowance is to be made on account of the evil influences to which Mr. Low has been subjected; but a Minister who is not superior to such influences will not be likely to accomplish much at Peking.

The first meeting of creditors of Messrs. Glover, Dow, and Co., was fixed for the 9th inst.

HONG KONG.

The dates extend to the 1st Nov. The London mail (French) of 16th Sept. arrived out on 25th Oct., with telegrams to 9th Oct.

The following items are from the *China Mail*:—

The French barque *Nuevo Penelope*, with about 300 coolies on board, left Macao for Callao on the 4th ult. She had a crew, exclusive of officers, of eighteen men. On the 10th, when about 150 miles to the southward of the Ladrones, the emigrants rose, murdered the captain and mate, and all hands except six, who were spared to navigate the ship into port. The watch on deck were all killed, except two, who were in the rigging at the time. Some females who were on board were thrown in to the water and drowned. Six of the watch below were spared and compelled to work the ship into the harbour of Tinpack, where she now lies at anchor. The news arrived at Macao on the 24th. About thirty of the coolies left the vessel, the remainder are still on board. The charterers of the ship, we learn, purpose sending a steamer to tow her back to Macao. The coolies who remain on board are said to declare that they were deceived by the representations made to induce them to emigrate.

AID TO THE SICK AND WOUNDED.

The appeal which has been made in the local journals in behalf the National Fund for the Relief of the Sick and Wounded in the war, is, we are glad to learn, likely to meet with a hearty response. The manager of the Hong Kong and Shanghai Bank has intimated his willingness to receive subscriptions, and we understand that he is already in receipt of money to the credit of the fund. A large amount—our contemporary says $12,000—has been sent from Hong Kong by Frenchmen and Germans, but as yet there has been no effort to identify the colony at large with the generous efforts that are being made at home, irrespectively of any national feeling, to alleviate the miseries which the war has inflicted and is inflicting upon many thousands of men. This omission, it is gratifying to learn, will shortly be rectified. It is proposed that a public concert shall be given under the auspices of his Excellency the Lieutenant-Governor, and of other gentlemen of high position, and that the amateur and professional talent available in Hong Kong shall be invited to assist in it

The case of the official assignee of Lyall, Still, and Co., Hong Kong, bankrupts, *v.* Comptoir d'Escompte de Paris and Chartered Bank (of India, Australia, and China has been decided by Chief Justice Smale in Chambers. The assignment of 22nd December, 1866, made by the bankrupts, is declared to be fraudulent (in a legal sense) and therefore void; defendants are ordered to account for everything received under it, with interest accruing and profits; and the official assignee's costs are ordered to be paid by the defendants.

There is an unpleasant rumour in circulation that one of our colonial officials took French leave of his functions and the colony at the same time, departing for Australia last week per *Marquis of Argyle*. It is further rumoured that his accounts obstinately refuse to balance, a hiatus of four figures in dollars existing.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates are down to the 8th Nov. The French mail of 30th Sept., which arrived on the 2nd Nov., brought no English letters. Telegrams from London extend to the 25th Oct. We learn from the *Straits Times* that the Legislative Council met on the 27th and 29th Oct. and the 3rd Nov. The estimates were still under consideration, the Supply Bill having as yet only passed its second reading. At the last meeting some slight corrections and a few alterations and additions were made. Of the estimates we will merely say that some $12,000 to $14,000 have been added to the general expenditure, which will decrease the estimated surplus very materially. Under the head of "Education," the Hon. W. Adamson moved the withdrawal of the provision of $1,380 for an Inspector of Schools, which was unanimously agreed to, and then proposed that this sum be added to the grant to the Raffles Institution, which was also unanimously adopted—a very practical suggestion, and likely to be of far more utility. The Raffles Institution has a strong claim for consideration upon the local Government, being deprived of the lands with which it was endowed, and awarded a yearly money compensation instead. Hence, though the grant it will receive during the ensuing year is apparently out of proportion to that awarded to other schools, yet in reality it is but only fair. The Bankruptcy Bill, and the Bill for abolishing imprisonment for debt, are still under consideration by the council in committee. This colony, it is to be remarked, has taken the lead of all others in following the example of the home Government and adapting these two Acts of Parliament of 1869 to its local requirements. The Debtors Bill, however, has had a very material amendment in the addition of several sections providing for registration of bills of sale, in order to prevent debtors from defrauding their creditors by making over or disposing of their personal property. The Wah Whay Lottery Bill has been amended so as to include all gambling houses, and has passed into law; consequently there has already been a very perceptible check in these nuisances, which were exerting a very baneful influence among the class who patronised them. The Census Bill has also passed into law.

The question of the reintroduction of convict labour into the colony is one on which there exists considerable difference of opinion in the community. On the score of economy there is certainly a great deal to be said in favour of the resolution proposed by the Hon. W. R. Scott and adopted by the Council on the 3rd October—that the reintroduction of a limited number of convicts from India and elsewhere, under the existing arrangements would be advantageous to the colony.

The French cruisers do not appear to have effected much in this part of the world, most of the North German ships being laid up in port. We hear, however, of the capture of the *G. F. Vorwerk*, from Hamburg for Shanghai, with a general cargo. This vessel was reported ashore in Banka Straits in our last issue, but she got off through the assistance of a Dutch gunboat, and being found to have sustained no damage proceeded on her voyage. The Dutch steamer *Singapore*, however, reports having seen her taken in tow by a French cruiser, after having got out into the China Sea. She will of course be taken into Saigon.

The only arrival from home, *via* the Suez Canal, was the steamer *Mindora*, on the 4th of November. The departures were the *Abbotsford*, on the 27th of October, and the *Eldon*, on the 2nd of November. The *Saida*, from Macao, was still at Singapore, homeward bound, and to leave shortly.

PENANG.

Dates are down to 10th Nov. The English mail of 7th Oct, arrived on the 7th Nov., with telegrams from London to Oct. 30.

The returns show a surprising coincidence in the revenue for the three last years, the amounts standing respectively at $1,331,000, $1,312,000, and $1,348,000. That for the present year is exclusive of the sale of the Colonial steamer *Rainbow*, which is expected to produce $30,000.

The suggestion made for a collection in aid of the widows and orphans bereaved by the loss of H.M.S. *Captain* has happily taken effect, and the result is a contribution of $162.50, obtained by the circulation of a subscription paper bearing the sanction of the Manager of the Chartered Mercantile Bank. The thanks of the community are due to Mr. Bishop for thus giving an opportunity which every generous heart will gladly use to help the sufferers.

We believe that the Rev. Julian Moreton intends leaving for London, if possible, by the first mail in March, on fifteen months' leave. Mr. Moreton has been nine years out from Europe, and gave up fifteen months' leave he was entitled to on his transfer from Labuan, because it was desirable that he should take up his duties here immediately.

The result of the Court of Inquiry upon the matter of a late inquest has been that Mr. Earl has been suspended from the offices of Commissoiner of Police and Coroner, Mr. M. Thomas, of the Master Attendant's office reprimanded, as also Mr. Parkins, Coroner's clerk. We also understand that Mr. Hogan, Chief Clerk in the Court of Requests, has been also reprimanded for something amiss in his office, but particulars have not yet been published. In consequence of this, Captain Dunlop, of the Artillery, has been appointed acting Commissioner of Police and Coroner.

A meeting of merchants has been held in the Chartered Mercantile Bank to consider a question of great importance to trade in Penang. The Chetties, it is well known, are generally speaking, not principals, but representatives or agents of other Chetties on the Madras coast, &c., and it has been often found that, though using the house name or chop of their principals, they have no proper power to act as agents for the parties they assume to do, and inconvenience and loss, as may well be believed, has sometimes accrued from this, as has happened this year in Ceylon. It was, therefore, agreed at this meeting that no transactions should in future take place with any Chetty, save upon the production of a properly accredited power to him to act as agent for his assumed principal.

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Commercial Report.

IMPORTS.

YOKOHAMA.—The improvement which was noticeable at the date of our last advices from this port had given way to dulness in all staples except Grey Shirtings, which had been readily saleable. The Lorton and Ada had arrived. Cotton Yarn: The demand had quite subsided, and prices were weaker. Quotations: 16 to 24, $42 to 43 per picul; 28 to 32, $43 to 44; 38 to 42, $45 to 46. Grey Shirtings of all weights had met with a fair inquiry, and moved off readily. 7 lbs., $2.40 to 2.42½; 8¼ lbs., $2.90 to 2.95; 9 lbs. 44 inch, $3.40 to 3.45. Black Velvets: A few hundred pieces inferior quality placed at $7.50. Best worth $8.75. In other cotton goods nothing had been done. In Woollens a small business had been transacted, in Orleans figures at $4.50 and Black Lastings at $12.50. A lot of Alpacas realised $7.75. Metals exceedingly dull, supplies being excessive; Nail Rod Iron, $2.40 to 3 per picul; Lead, $5.25 to 6; Tin Plates, $5.25 to 5.50 per box; Coal, $8.50 to 9 per ton.

HANKOW.—Business had been disorganised by the stoppage of several native banks. Grey Shirtings: Notwithstanding that holders had been very firm and supplies short, only 2 to 3 candareens per piece advance, on the lighter weights, had been obtained; no desire to purchase, except for immediate requirements, and but few sales made. Heavy goods again lower and very quiet. Quotations: Tls. 1.75 to 1.80 for 7 lbs.; Tls. 2.25 to 2.29 for 8¼ lbs.; and Tls. 2.30 to 2.42 per piece for 9¾ lbs. White Shirtings: Small sales reported showed no change. T-Cloths: Had proved a slight exception to the prevailing dullness, low ruling rates having induced fair purchases; demand for chiefly 7 lbs. Mexicans at Tls. 1.50 to 1.55; a small quantity of "extra" quality had been sold at Tls. 1.60 to 1.65 per piece; no change in the value of 36 inch. Drills: Prices of Dutch and English unchanged, but less inquiry; American declined 5 candareens, and quoted Tls. 3.15 per piece. Fancy Cottons: Not asked for; quotations nominal. Woollens and Worsteds:—Camlets and Long Ells: Almost unsaleable. Lastings: Only small sales of well known chops at previous rates. Spanish Stripes: Good assortments taken to limited extent, at Tls. 0.49 to 0.52 per yard. Figured Orleans: A few lots of fine found buyers, sales of ordinary impracticable. Metals:—Lead: No inquiry at a decline of about 5 candareens per picul on last mail's rates. Quicksilver: At the high rate of Tls. 61.00 per picul buyers were holding off for a decline, and contracts were only entered into for positive requirements.

SHANGHAI.—The business generally in imports continued dull, and rates depressed. For 8¼ lbs. Grey Shirtings, ordinary quality, demand had been steady, but business was still confined to godown cargo, and to the supply on board ships in harbour. Goods to arrive had found few buyers. Dewhurst's Eagle chop continued at a discount; price of ordinary unchanged, but Dewhurst's a candareen per piece lower. 7 lb. in more request, at last rates; 9 lbs. and 9¾ lbs., from their cheapness, attracting more attention; but only a small trade reported. White Shirtings in no demand; quotations nominal. T-Cloths: Common counts of 7 lbs. improved in value, and a decidedly better feeling apparent for "Mexicans." Deliveries very large, stock reduced to under 800,000 pieces. 8 lbs. in fair request, at an advance on last mail's rates. 6 lbs. T-Cloths also been dealt in to some extent, and firmer. Drills: English and Dutch sold to the extent of 35,000 to 40,000 pieces at last quotations, and were still wanted; of American only 1,200 pieces placed; market steady. Jeans: Little doing, but holders generally withdrawing their goods from the market, electing to hold until spring rather than accept the offers tendered. Fancy Cottons, with the exception of Dyed Brocades, had not been wanted, and had been taken in small lots only. Chintzes and Turkey Reds easier; in other kinds no change. Woollens: Of Plain and Figured Lustres some 12,000 pieces had changed hands, and for good assortments and patterns better prices had ruled. Long Ells, Lastings, and Crapes as last quoted, with little doing. Camlets sold at a decline; moderate inquiry. Spanish Stripes quieter, without change in value. Metals—Lead: A few sales, at Tls. 4.45 for L. B. Coals: Market unaltered; the absence of arrivals tended to firmness in price.

FOOCHOW.—Sales are reported of 650 pieces 8 lbs. Grey Shirtings at $3.15, 1,800 pieces 7 lbs. T-Cloths at $1.30 to 2.35, and 800 pieces 6 lbs. T-Cloths at $1.95.

HONG KONG.—Messrs. Oliphant and Co. report as follows, under date Oct. 31:—Cotton Yarns: Fairly large quantities of Nos. 16/24 have been received of late, and as importers, in the face of these receipts, have shown considerable anxiety to move their parcels, dealers have been induced to operate fairly freely at a decline in prices of $5 to 7.50 per bale. Nos. 28/32 are but little wanted, and a further concession of $2.50 per bale has not been an incentive to other than very small purchases. Stocks of Nos. 38.42 are still small, and values are unchanged; Eagle chop finds favour while Lion is neglected. Piece Goods: A very moderate business has been transacted during the past fortnight, and prices generally have ruled lower for the staple goods. 7 lb Grey Shirtings have again been comparatively neglected, and a decline of 2 cents per piece is noted; 8.4 lb goods of favourite chops maintain last values, but the less known marks can only be placed at a reduction. Previous quotations for White Shirtings are repeated, though all qualities of these goods are difficult of sale. Prices of Drills are unchanged; 14 lb. and 15 lb. English and Dutch manufactures find buyers at current figures, but 13 lb. and 13½ lb. weights are not wanted. No further sales of American Drills have been made, and the market is very quiet for such goods. Sheetings are dearer. Demand for common 6 lb. T-Cloths has entirely subsided, and as stocks of this weight are large, a drop of 5 cents in value has taken place; Mexicans continue unchanged and altogether neglected; 7 lbs. goods have been moderately bought, but prices of Mexicans have not been maintained, and slightly lower figures have ruled; 8 lbs. have continued to receive some attention, but holders have not been able to maintain the advance last noted. Turkey Red Shirtings are saleable at an advance of 5 cents. Supplies of Chintzes are large, and rates are lower. Woollens: Small sales only have been effected, and values for most articles are weaker. Long Ells are quoted 10 cents lower. Spanish Stripes, though less wanted, are unchanged in value. Prices of 7 lbs. and 8 lbs. Blankets have fallen 30 cents per piece; 10 lbs. are unaltered. Lastings can only be placed at a reduction of 25 cents, and Crape Lastings at a fall of 50 cents per piece. Camlets have attracted no attention, as natives still hold a greater portion of the large purchases made during the previous interval. Coals: There have been no arrivals, and the only sales have been, 988 tons Australian at $7, and 200 tons Cardiff (ex godown) at $10 per ton. The latter description is in good demand at full currencies. Anthracite Coal has not been enquired for. Metals.—Iron Nail Rod is nominally unchanged, but purchases could doubtless be made upon easier terms than those last ruling. Soft Bar Iron is wanted at an advance of 10 cents. The stock of Wire is small, but sales have been made at prices 10 to 25 cents lower. Lead and Steel are quoted as before. Tin is 50 cents lower. A rise of $15 is noticeable in values of Quicksilver. The current quotations are:—Cotton Yarn, Nos. 16 to 24, $112.00 to 120.00 per bale; Nos. 28 to 32, $125.00 to 130.00; Nos. 38 to 42, $135.00 to 145.00. Grey Shirtings: 7 lbs., $2.22½ to 2.25 per piece; 8.4 lbs., $2.75 to 2.82½; 9.12 to 10 lbs., $3.30 to 3.50. White Shirtings, 52 to 66 reed $2.10 to 2.80. T-Cloths, 6 lbs., ordinary, $1.60 to 1.65; Mexicans, $1.75 to 1.80; ordinary, $1.85 to 1.95; Mexicans, $2.05 to 2.32½; 8 to 8.4 oz., 36 in., $2.45 to 2.60. Spotted Shirtings: White, $2.50 to 2.55; Dyed, $3.50 to 3.60. Turkey Red Shirtings, 3 lbs., $2.40 to 2.75. Brocades: Dyed, $3.60 to 3.85; Damasks, $5.75 to 6.10; Chintzes: Scarlet, 1.80 to 1.85; Assorted, 1.85 to 1.90. Velvets: Black, 22 in., $0.21 to 0.22 per yard; Velveteens, 18 in., $0.17 to 0.18; Handkerchiefs: Blue, $0.65 to 0.75 per dozen; Brown, $0.60 to 0.70; American Drills, $4.40 to 4.50 per piece; Dutch, $3.60 to 3.70; English, $3.95 to 4.05; Woollens—Spanish Stripes, Scarlet, $0.65 to 0.70 per yard; Assorted, $0.60 to 0.66; Cloths, $1.40 to 3.35; Long Ells: Scarlet, $7.25 to 7.40 per piece; Assorted, $6.80 to 7; Camlets, SS Scarlet, $14 to 14.75; Assorted, $13.50 to 14.25; Lastings, 30 yds., 31 in., $12.15 to 14.25; Crape Lastings, $9 to 10; Orleans—Figured, $4.25 to 4.75; Plain, $4 to 5; Blankets, $0.36 to 0.51 per lb.; Iron—Nail Rod, $2.60 to 2.75 per picul; Round, Square, and Flat Bar, $2.40 to 2.60; Lead, $5.65 to 5.90.

BATAVIA.—Maddapollams: Dutch white in moderate request, a slightly reduced rates; Grey, moderate sales, 4½/4 scarce; English white 31 inch. 48 reed, declining; Grey, 32 inch., 3 lbs., heavy arrivals Shirtings: Dutch white 6/4, lower; English white, 45 inch., heavy stocks; 36 inch. fine in better request; Grey, full supplies, and prices weak. Cambrics: All qualities dull, and offered at lower rates. Drills: Both Dutch and English lower. Jaconets: Little wanted. T. R. Cloth: Unsaleable. Dyed Cloth: Orange offered at lower rates. Prints: Large supplies, and with few exceptions saleable only at lower rates. Mule Twist: Demand at declining rates. T. R. Twist: Good quality firm in price; common sorts offered at low rates. Sewing Thread: Saleable to a small extent. Batticks: Show no improvement in price. Wove Goods: Unsaleable. Blankets: Woollen heavy, saleable; light, neglected, also coloured; Molton still in heavy stock. Iron: Swedish, in some demand; English, overstocked and unsaleable.

SINGAPORE.—The following is from Messrs. Boustead and Co.'s Circular:—39-inch Grey Shirtings: Still a fair inquiry for 8¼ lb., but at lower rates; sales reported at $2.65 to 2.60, the lower quotation only obtainable; demand for 7 lb. very limited at $2.20, stocks heavy; 6 lb. almost unsaleable. 45-inch: 9 lb. moderate demand at $2.85 to 2.87½; stocks light; transaction reported in 8 lb. at $2.55, but lower offers made; 6 lb. and 7 lb. quite out of demand. 32-inch Grey T-Cloths: Moderate business in 5 lb., but at declining prices; sales at $1.40 to 1.37½; 6 lb. quiet at $1.57½ to 1.55; 7 lb. very dull at $1.85 to 1.87½. Light weights not in much request, a few 4½ lb. placed at $1.29. 32-inch Grey Madapollams very dull, sales only at low rates; 3,000 pieces 2¾ lb. forced on the market at $17½; 3 lb. quoted nominally $19 to 19½, stocks large. Grey Long Cloths unsaleable, prices nominal. 36-inch White Shirtings: Fair demand for medium and fine of favourite makes, prices fairly maintained; ordinary not in much inquiry, and to effect sales lower prices submitted to. Stocks of all kinds heavy. 45-inch in small stock, not much inquiry at $3.65 to 3.67½. White Spots in no demand. Brocades: Stocks light but no enquiry. 45 inch Cambrics: Fine qualities in less enquiry, prices lower, sales of 15/16s at $27 to 28½. Low kinds quite out of demand. Jaconets: Quotations nominal, stocks small. White Madapollams in very limited demand—29 inch sold at $18 per corge. Dyed Shirtings: Plain and Figured only saleable to a small extent. Turkey Red Cambrics: Stocks very heavy, sales at low rates—2½ lb. $2. 10. Turkey Red Mulls: A small sale reported of 1¼ lb. at $26½, demand very limited. No improvement in Woollens, all descriptions being very dull and quotations nominal. Grey Yarns: 40s in fair demand, but at lower prices, last transactions at $126. Stocks moderate, other Nos. in heavy supply and little demand. Small sales of 18/22s at $88. Nothing doing in 30s. Turkey Red Yarn: 12 lb. in little request; 10 lb. wanted; stocks small. Sales of Imperial Red and dark Green at lower rates. Metals—Iron: Brisk demand for large-sized Govan Flat-bar, 50 tons 3 to 4½ in. placed at $2.60; smaller sizes only fetching $2.42½, other brands of Flat-bar selling at $2.30 to 2.40. Round Iron in good request. Square very dull. Nail-rods less enquired for. Swedish scarce and wanted. Lead: Offered at rather lower rates, stocks very heavy and some importers anxious to realise; but buyers holding off, quotations continued almost nominal.

PENANG.—The market had been very dull indeed during the fortnight, more so than for a long time previously. The demand had weakened considerably, and prices of almost all articles had declined. No further fall was anticipated, but there was little prospect of a favourable reaction until the beginning of next year. Grey Shirtings: Unimportant sales; 6 lbs at $39 and 38; 7 lbs, $45 and 44½; 8¼ lbs at $54 and 53 per corge. In 45 inch no business reported. Long Cloths scarcely moved; small sales of 12 lbs at $75 and 76 per corge. Grey Maddapollams: Trifling sales of 2¾ lbs at $18 and 18½ per corge. Grey T-Cloths in limited inquiry; 6 lbs at $33 and 33½ per corge; 7 lbs

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at $38; a sale of 7 lbs. superior at $42½ per corge. White Shirtings very dull of sale. A few cases disposed of at prices ranging between $54 and 81 per corge, according to quality. Dyed and Figured Shirtings, Mulls, and Brocades altogether neglected. Yarns of all descriptions very languid; only small operations; sales reported of Grey Mule, No. 30, from $116 to 113, and No. 40 at $127 per bale of 400 lbs. Turkey Red; small sales of No. 40 at $140, and retail sales at $144 per bale of 200 lbs.

EXPORTS.

TEA.

YOKOHAMA.—For the fortnight after the departure of the last Pacific mail only a very small business was done, amounting to about 500 piculs, but subsequently several purchasers entered the market, and had increased settlements to about 4,500 piculs for the month. Unfavourable advices received *via* San Francisco from New York almost entirely suspended business during the early part of the month, and consequently dealers with large and increasing stocks became anxious sellers at a decline on last quotations. Afterwards several large settlements were made of good medium to fine Teas, which show a decline on our last quotations of $2 to 4 for good medium, and about $2 on fine and choice grades, which were becoming scarce and inferior in quality. Quotations:—Common, $23 to 26; good common, $28 to 30; medium, $31 to 34; good medium, $36 to 38; fine, $40 to 43; finest, $45 to 48; choice, nominal, $50 upwards. Detailed export: For New York, Sept. 23, Great Republic, 49,130 lbs.; Sept. 28, Laju, 667,543 lbs.; Sept. 30, Black Prince, 711,036 lbs. For San Francisco, Sept. 22, Comet, 62,527 lbs.; Sept. 23, Great Republic, 282,832 lbs.

HANKOW.—The following is Messrs. Drysdale, Ringer, and Co.'s Report:—The business has been but limited, and is characterised by the almost entire absence of shipments to Shanghai on native account. Parcels have come down one or two at a time, and in nearly all cases have found ready sale here. The teas are of very low character, prices, however, show little or no change, one or two small chops having realised up to Tls. 14¼. The customs' returns show a slight decrease in the total export compared with last year; there will, however, probably not be much falling off at the close of the season. Quotations remain about the same. Sales of fair leafy Oopack teas have been made at from Tls. 13½ to 14¼, and of Shuntam kinds at Tls. 11½ to 11.60.

SHANGHAI.—Black: Owing to the receipt of slightly more favourable advices from London, many buyers had entered the market, and the result had been a very large business at gradually stiffening prices, the advance on nearly all kinds being from half to one tael per picul. The tone of the market at the close was, however, quiet. The stock had been considerably lessened Settlements for the fortnight, 37,500 chests; reshipments on owners' account, 4,500 chests; stock, 93 chops, or 29,000 packages. Quotations (duty paid, exchange for credits, 5s. 10¾d., freight at £2):—Hohow, low to fair, Tls. 13½ to 18¾, equal to 9½d. to 1s. 0¼d.; Oonam, common to fair, Tls. 15 to 17½, equal to 10½d. to 1s.; Ningchow, common to fair, Tls. 17 to 19½, equal to 11½d. to 1s. 1d.; Oopack, common to fair, Tls. 16½ to 21, equal to 11¼d. to 1s. 2d. Green: A considerable business had been transacted. Settlements for the fortnight amounting to 36,200 half chests. There had been a further decline of about Tl. 1 per picul on fair medium chops, but all fine parcels were if anything firmer, as the market was almost cleared of these grades. The stock had again increased, and amounted to 86,000 half-chests, a large portion being common and fair Teas. Quotations:—Fair to finest Moyunes and Teenkais, Tls. 34 to 44½; Fychow, Tls. 26 to 35. Settlements for the fortnight, 36,230 half-chests; Re-shipments on owners' account, 2,170 half-chests. Stock, 164 chops, or 77,360 packages of Fychow, Moyune and Teenkai Teas; 17 chops, or 8,360 packages of Pingsuey and Shanghai-packed Teas.

FOOCHOW.—A large business had been done for London in consequence of more encouraging news of that market. Considerable settlements had also been made for Australia. For the United States no purchases of Oolongs were reported. The settlements of Congou and Souchong had been 33,472 chests; arrivals, 17,557 chests. Congou: Attention of buyers chiefly turned to Common Congou and the flavoury kinds, and for these an advance of one tael had been established. The lower grades, of which a large proportion of the stock consisted, remained at the former value. The following were the current quotations (cost at which Teas lay down in London calculated at exchange 4s. 5¾d., freight £2):—Dust and siftings, Tls. 4¾ to 7½; broken leaf to ordinary, Tls. 8 to 11½; fair to good common, Tls. 12½ to 14½; flavoury to fair flavoury, Tls. 15 to 17½; good flavoury, none on the market. Souchong: Large business, and prices well maintained; quotations:—Common, Tls. 13 to 16; medium, Tls. 17 to 22. Oolongs: No settlements made; quotations nominal. Scented Teas: A few purchases made at previous rates. Flowery Pekoe: No business had been done.

AMOY.—The season for Congou may be considered finished. Holders of the small stock on offer were not prepared to meet the views of buyers, and no settlements had been made. Some 9,000 packages Oolongs had been taken at in some instances an advance of $1. This had particularly been the case with the fine grades, as much as $38.50 having been paid for the finest. Quotations:—Common to fair, $15 to 24; good, $25 to 27; superior, $28 to 30; fine, $31 to 34; and finest, $35 to 38½. The season's crop was estimated at from 132,000 to 135,000 half-chests.

CANTON.—The principal business of the fortnight had been confined to the settlement of six chops Country Congous at prices which, although slightly over last London quotations, were considered fairly moderate. It was probable that further purchases would be made from the remaining stock. In Scented Teas, both Medium and Fine kinds maintained their former value, while Common descriptions were neglected. The departures of the fortnight had consisted of the Cathaya, Tamesa, and str. Saida for London, and the Game Cock for New York. Settlements from 13th to 27th October: Country Congous, 6 chops or 2,585 chests and 585 boxes, at Tls. 15 to 23; Canton District Congous, Nil; Scented Orange Pekoe, 3,200, at Tls. 16½ to 26; Scented Caper, 6,000, at 13 to 24; Canton Greens, 1,000, at Tls. 14 to 17; Young Hyson, Nil; Country Greens, No stock. Stocks estimated at 12 chops or 4,429 chests Country Congous; Canton District Congous, 1,000 boxes; Scented Orange Pekoe, 18,000 boxes; Scented Caper, 20,000 boxes; Gunpowder, 15,000 boxes; Imperial, 1,000 boxes; Young Hyson, 3,000 boxes.

SILK.

YOKOHAMA.—During the interval a few transactions had taken place, but owing to the inferiority of the parcels purchased, most had been rejected on inspection. Arrivals had been very small, and unsold stock was only about 2,300 bales. Settlements to date, 4,670 bales, against 6,430. Stocks 2,300 bales. Quotations nominal. Silkworms' Eggs: Total arrivals to date about 1,500,000 cards, of which about 700,000 had been settled; prices were quoted $4 for the best annuals on offer, and $2.50 to 3.25 for good medium; Bivoltinis were quite neglected.

SHANGHAI.—Messrs. C. J. Skeggs and Co.'s Circular is as follows:—Latest London telegrams are *via* Galle to 3rd October, reporting chop, 3rd, 29s. 6d. Red Peacocks, 26s. 6d. Market firm. We have to report a very quiet business in Silk during the past fortnight, settlements in all not amounting to more than 300 to 400 bales, consisting mostly of No. 4 and 5 Tsatlee at Tls. 460 to 510, equal to 23s. 7d. to 26s. 1d.; 4 and 5 Kahing at Tls. 400 to 420, equal to 20s. 7d. to 21s. 7d., and some few Long reels at Tls. 380, equal to 19s. 7d. No transactions have taken place in Chop Silks. Prices in interior are about the same as those ruling here; dealers consequently are less disposed to sell, and any desire on the part of Europeans to buy would be sure to cause an advance in prices. The French mail left on the 19th Oct. without taking any Silk.

CANTON.—In the early part of the fortnight a few bales of Tsatlee reels were secured at prices which showed an advance of $15 to 20 per picul over last quotations, but the news brought by the mail of Sept. 9 checked further business, and since then nothing had been done. Several failures among Indian firms had also had a quieting effect upon the market. For America, beyond a small quantity of contract Silk, there was no tendency to operate. The stock was estimated at 120 bales Loongkongs, 1,200 bales Tsatlee reels, 65 bales Kowkongs, 540 bales Cumchucks, Lacklows, &c., and 400 bales of inferior descriptions.

JAVA AND STRAITS PRODUCE.

SINGAPORE.—During the fortnight there has been a fair demand for most staples, the market had continued firm, and an average amount of business had transpired. Gambier opened higher, $3.05 per picul being paid in the early part of the fortnight, but the price soon receded to $3.02½ and $3, at which rates the bulk of the business had been done, the market closed firm, about 1,550 tons had been contracted for. Tin slightly easier, a moderate business had transpired. Bontyne Coffee: Fair demand, price firmer; market nearly cleared. Bally Coffee: Offering, but no business transpired. Pearl Sago advanced in value; fair demand; moderate business done. Sago Flour also risen, demand brisk. India Rubber rather easier. Gutta Percha in fair request at about previous prices. Black Pepper arriving in very small lots, which were readily taken up. Supplies of White Pepper trifling; higher prices paid. Hides lower. Horns bought at a decline on last quotations.

PENANG.—There had been a fair supply of most of the principal articles of export during the fortnight. Tin had come forward pretty freely and had been purchased at prices ranging from $29.80 to 30.05 per picul. There was still a considerable quantity offering in the market. Intending purchasers were not inclined to go beyond $30, but sellers were holding for an advance. Black Pepper: West Coast had come forward in small quantities, a part of old import taken at $9.25 and 9.35 per picul; what remained offered at $9.50 per picul—no purchaser at that figure. East Coast and Acheen in restricted supply, arrivals taken at $9 to 9.15 per picul. White very scarce, only one purchase reported at $12.05 per picul. Sugar in fair inquiry—sales of Penang No. 1 at $6½ and 6¾, No. 2 at $4¼ and 4.90, prices with a rising tendency. In Sugar of Chinese manufacture there had been no operations. Cloves in moderate supply, and taken at $6½ for Zanzibar, and $18 for Penang. Small parcels of Coffee offering and taken at $12 per picul. Cutch in free supply; purchases at $4.18 and $4.17½ per picul, in boxes. Gum Benjamin offering, but no purchasers; quotations nominal. Gutta Percha $20 to 50 per picul, according to quality. Hides in moderate supply; Buffalo taken at $9, Cow at $13.10 per picul. Horns scarce; arrivals secured at $9. India Rubber: No transactions. Mace: No. 1 taken at $80 to 82 per picul, picked. Nutmegs: Transactions reported in 66 nuts per lb. at $80, and in 78 per lb. at $59¼ to 60 per picul; also purchases at private prices.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5d.	4s. 5⅛d.	4s. 5¼d.
Shanghai ,, ,, ...	5s. 10¼d.	5s. 10⅜d.	5s. 10⅜d.
Canton ,, ,,	4s. 4½d.	4s. 4½d.	4s. 5d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 4⅜d.	4s. 5d.	4s. 5⅛d.
Manila ,, ,, ...	4s 1d.	4s. 1⅛d.	4s. 1⅛d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	302 to 303	225½ to 226
,, Hong Kong	24⅞ to 25¼ dis.	—
Bar silver	111.5.0	7 prem.
Mexican dollars	76.3.0	1½ prem.

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Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Oct. 15, Lorton; 16, Ada.
At HIOGO.—From London, Oct. 17, Pegasus.
At NAGASAKI.—From Cardiff, Oct. 6, the Monte Rosa.
At SHANGHAI.—From Liverpool, Oct. 19, Alonso.
At FOOCHOW.—None.
At HONG KONG and CANTON.—From London, Oct. 18, Erl King (str.); 28, Cella.
At MANILA.—None.
At SINGAPORE.—From Newport, Oct. 25, Favorite; from Southampton, Australia (P. and O. str.); from Glasgow, Oct. 31, Nola, Nov. 3, Mindora; from Swansea, 6, Empress of India; from Cardiff, 3, Ellen; from Liverpool, previous to Nov. 30, Achilles (str.), Bengal (str.) (reported by telegram).
At PENANG.—From London, Nov. 8, Scanderia (str.), Acantha (str.)
At BATAVIA.—From London, Nov. 1, Hyburnia (str.); from Liverpool, Oct. 19, Noord Brabant; 29, Chateau Briand; from Newcastle, 22, Ottolina; from Rotterdam, 21, Bali, Jeddo, Erasmus.

DEPARTURES.

From YOKOHAMA.—None.
From HIOGO.—None.
From NAGASAKI.—None.
From SHANGHAI.—For London, Oct. 22, Star of China; 24, Glenavon, Carricks; for New York, 22, Dilpussund; for London, Nov. 18, Erl King (str.) (reported by telegram).
From FOOCHOW.—For London, Oct. 22, Kaisow, Magellan (cleared); for Falmouth, Oct. 22, Margaret Falconer.
From HONG KONG and CANTON.—For Havre, Oct. 18, Taffarette; for New York, 23, Laju.
From MANILA.—For Liverpool, Oct. 11, Newcastle; for Boston, 22, Mariano.
From SINGAPORE.—For London, Oct. 27, Abbotsford; 28, Twilight; Nov. 1, Mary Falconer, Eldon (str.).
From PENANG.—For London, Nov. 2, Abbotsford (str.), Lucayas.
From BATAVIA.—For Holland, Oct. 18, Anna Johanna; 22, Cornelis Adolph, Hurtje, and Marie; 24, Zuid Holland; 27, Henrietta Adriana; 29, County of Lancaster.

VESSELS LOADING.

At YOKOHAMA.—For London, Rollo; for New York, Min, Abby Bacon.
At HIOGO.—For New York, Latona.
At NAGASAKI.—For London, Alida, N. German vessel, partly loaded.
At SHANGHAI.—For London, Dundonald, Tamerlane, Alice, Hindostan, Tyburnia, Alonzo (str.), Queen of the Age, Jason, Jumna; for New York, Anglo Saxon, N. P. Palmer, Morro Castle, Mary Whitridge, Montana.
At FOOCHOW.—For London, White Adder, Guinevere, Taitsing, Magellan, Douglas Castle, Borealis; for Continent, Margaret Falconer; for New York, Caliph, Samuel Russell, Espeigle.
At AMOY.—For New York, Amadine.
At HONG KONG and CANTON.—For London, Fairleader, Corea, John Lidgett; for New York, Osceola, Game Cock, John Worster.
At MANILA.—For London, Tonbridge; for Liverpool, King Harold, Gateshead; for Cork, Joseph Sprott, Lord Macaulay; for Cadiz, Maria Fidela; for New York, Glenlyon, Rattler, Ringleader, Monkchester, Elizabeth Oliver, M. of Londonderry; for Boston, Bunker Hill, White Swallow, Mindora.
At SAIGON.—For France, Diane, Emile Marie, Maria Gabrielle, Suzanne, Mary Falconer.
At BATAVIA.—For New York, Astrea; for Boston, Susannah Johanna, Aurelie; for Amsterdam, Glenco, Granite City, Arabia, Sirius; for Rotterdam, Somerset.
At SINGAPORE.—For London, Magdala, Palestine, Valkyrien; for Liverpool, Sooloo, Petchelee; for New York, White Swallow, Agincourt; for Bordeaux, Malacca; for Marseilles, Isaure.
At PENANG.—For London, La Plata.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, per sailing ship, £1 10s. to £2, per steamer, £3; to New York, £2 10s. to £3.
At FOOCHOW.—To London, £1 15s. to £2 per ton of 50 feet; to New York, £2 10s. per ton of 40 feet.
At HONG KONG and CANTON.—To London, £2.
At SINGAPORE.—Rates for London and Liverpool, per steamer, are £3 per ton Rattans, £1 15s. Gambier; per sailing ship, £1 15s. dead weight, £2 5s. light freight.
At PENANG.—The only charter effected has been that of the Maxima, 499 tons, Captain Stockdale, to Sourabaya, there to load for United Kingdom, at £3 2s. 6d. per ton, and £3 7s. 6d. if ordered to the Continent.
At BATAVIA.—For United States, £2 10s. to £3 10s. per ton for general cargo.

The steamer Erl King, from Shanghai to London, was at Galle on the 6th inst.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks.—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

LATEST TELEGRAMS.

THE TIENTSIN MASSACRE.

SHANGHAI, Nov. 18.—The Shanghai Chamber of Commerce has addressed a letter to the London Committee of China merchants, taking strong objection against Chung How's mission to Europe. Chung How is expected to leave Hong Kong on the 6th of December. Mr. Seward is still at Peking.

TIENTSIN, Nov. 22.—There have been further hostile demonstrations against Christians.

FOREIGN-OFFICE, DEC. 11.—A telegram, dated Peking, Nov. 26, has been received from Mr. Wade, stating that all was quiet in China, and that the foreign residents remained to winter at Peking as usual.

THE INSURRECTION IN MONGOLIA.

KIACHTA, DEC. 5.—The Khan of Mainnoin has been taken prisoner by Tartar rebels at Ulliasseita.

COMMERCIAL.

CHINA.

(RECEIVED BY GRANT'S LINE, VIA KIACHTA, DEC. 7.)

SHANGHAI, Nov. 18.—Silk: Firmer, owing to peace proposals; fair demand; No. 4 Red Peacock, 26s.; No. 5, 23s. 9d.; stock, 5,000 bales. Tea: Market very quiet, but firm. Shirtings: Fair business. Exchange on London: Bank bills, six m.s., 5s. 10d. London Telegrams to Oct. 25 received Nov. 13.

(REUTER'S TELEGRAMS, RECEIVED VIA GALLE, DEC. 7.)

HONG KONG, Nov. 22.—Grey Shirtings, 6¼ catties, 8¼ lbs., $2.75; Water Twist, 16-24, $110. Tea: Total export (China and Japan) 94,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 4½d.

SHANGHAI, Nov. 16.—Grey Shirtings, 6¼ catties, 8¼ lbs., Tls. 2.25. Silk: Quiet; no change; export to date (China and Japan) from commencement of season, 31,000 bales. Exchange on London, Bank bills, six m.s., 5s. 10d.

STRAITS SETTLEMENTS.

(RECEIVED VIA GALLE, DEC. 7.)

SINGAPORE, Nov. 30.—Grey Shirtings, 8¼ lbs. $2.60; 7 lbs., $2.15; T-Cloths, 6 lbs., $1.55; Mule Twist, 16 24, $87½; 40's $123. Exchange on London: bank bills, six months, 4s. 4½d.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—At Texel, from Batavia, Jan v. Brakel; Dec. 6, at Bremerhaven, from Rangoon, Armin; 10, at London, from Foochow, Everest; 9, off Dungeness, from Rangoon, for Newcastle, Viscount Canning; at Falmouth, from Rangoon, Cordillera, India; at Scilly, from Akyab, Sepia; 10, at Queenstown, from Maulmain, Clara; at Scilly, from Shanghai, Weymouth; 11, at Penzance, from Akyab, for Havre, City of Tanjore; at London, from Foochow, Wylo; 12, off Torbay, from Foochow, Chinaman; at London, from Foochow, Erne, had been ashore at Dungeness the previous night.

DEPARTURES.—Dec. 8, from London, for Colombo and Rangoon (via Suez Canal), Evora (str.); for Hong Kong and Amoy, Cissy; from Glasgow, for Colombo, Estrella de Chili; 6, for Hong Kong, Ardentinny; 4, from Penarth Dock, for Singapore, Inflexible, Sapphire.

LAID ON.—At London, for Yokohama, Windhover.

SPOKEN.—Oceana, Batavia to Amsterdam, Oct. 27, 1 S., 20 W.; Corn. Wernard Eduard, Rotterdam to Batavia, Oct. 30, 3 N., 24 W.

LOSS OF THE "CARADOC."—Advices from Queenstown state that the Caradoc, from Liverpool to Singapore, was in collision, off Tuscar, on the 8th inst., with a barque (name unknown); both vessels foundered. The captain and eight of the crew of the Caradoc were landed at Queenstown. The Caradoc, 499 tons, Captain Needham, was built by Messrs. Pile and Co., Sunderland, and was owned by Messrs. Gray Brothers, and Co., of that port.

PASSAGE OF THE "WINDHOVER."—The Windhover, which left Foochow on the 30th of August, arrived in dock on the 8th inst., thus making the passage in one hundred days, the quickest this season from that port. The Windhover, 847 tons, Captain Orr, was built by Connell and Co., of Glasgow, and the owners are Messrs. Findlay and Co., also of Glasgow

TROOPS FOR THE FAR EAST.—With reference to the troops for the Far East, the details of which were given in our last issue, the *Silver Eagle* is now being surveyed, and will probably take the detachment of the 10th regiment ordered to Yokohama. The *Parana*, with the troops for Singapore, left Plymouth on the 10th inst., and the *Ferdinand de Lesseps*, with the detachment of the 73rd, for Colombo, leaves on 12th.

TESTIMONIAL TO CAPTAIN PENRICE.—The passengers who were on board the steamer *Diomed*, of Holt's Liverpool line, during her last homeward voyage, presented a most flattering testimonial to the commander, Captain Penrice, in acknowledgment of the manner in which their safety and comfort had been studied throughout the passage. The address was accompanied by a handsome gold chain.

QUITE a fleet of ships has arrived from China during yesterday, and will be found in our Shipping Postscript.

THE *Sanspareil*, steamtug, has been despatched to Bangkok for service on the Memam river.

A sale of damaged goods, ex *Shakspere*, for China, lost off Boulogne, was held on the 9th, and another is announced on the 16th.

The will of William Phillips, Esq., shipowner, late of Phillips, Shaw, and Lowther, has been sworn under £70,000. The will of Thomas Thornton, under £900,000.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.
Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The London & China Telegraph.

LONDON: MONDAY, DEC. 12, 1870.

THE JAPANESE LOAN AND RAILWAYS.

IN our issue of October 31 we stated that the powers entrusted to Mr. LAY had been transferred to the Oriental Bank; this is now confirmed by a notice in *The Times*. It would be satisfactory to know the reasons which have caused this transfer. We have already given the shipments of railway material—for which the Loan was raised—and we believe the contracts have been all made on the most advantageous terms. In the appointment of Mr. WHYTE, C.E., as consulting engineer of the railway, Mr. LAY secured a gentleman of known ability and integrity. Mr. WHYTE has long held the appointment of Consulting Engineer to the Indian Council, and it was under his direction that Mr. LAY entered into contracts for the requisite material for the proposed railway. For the small sections of railway decided upon as a commencement—viz., from Yedo to Yokohama, and from Osaka to Kobe—it was natural that the selected contractors should use every effort to supply material of the best quality, and at the lowest rates, with the view of securing the contracts for the great line which we hope ere long to see traversing Japan from Yedo to Osaka. We believe that the entire cost of the plant and material is £1,300 per mile, which is very considerably under the average.

DECLINE OF FOREIGN PRESTIGE IN CHINA.

IF there be one point more than another which the Foreign Plenipotentiaries in China should be watchful of, it is in maintaining the *prestige* secured by their predecessors at the Court of Peking. Circumstances have transpired, in consequence of the Tientsin Massacre, which lead us to infer that the *prestige* of the Legations has seriously declined since they were first established. This, however, refers more to the British and French Embassies than those of Russia, America, and other Treaty Powers; and it is to them that our remarks more immediately apply. After the millions of treasure that have been spent, and the thousands of lives sacrificed to secure direct diplomatic relations with the central Government, it would appear that the advantages thereby gained are rapidly fading away. The Ministers who inaugurated a vigorous policy, and took up their residence within the precincts of the Imperial Court in 1860, have been succeeded by Plenipotentiaries in 1870, whose mild diplomacy, during momentous times, is bringing the nations which they represent into contempt.

We have no desire to deal harshly with the French Minister under the exceptional position of affairs in which he is placed. M. ROCHECHOUART committed a serious error in threatening to draw down his flag upon a certain day if his terms were not complied with, and allowing it to fly ingloriously afterwards without any sign of action to enforce his claims. In like manner it would appear that Mr. WADE, the British Chargé d'Affaires, has allowed himself to be cajoled by the Chinese Government when he telegraphs to the Foreign Office that he does not expect military force will be required anywhere to protect the lives and property of our countrymen. Yet it is notorious that the Chinese are concentrating their forces at the expected points of attack, and have augmented their fleet of war vessels after the European model. Moreover, it would appear that his first telegrams, *via* Kiachta, announcing the Tientsin Massacre, were tampered with, and stopped in transmission, doubtless through the underhand work of the Chinese. If so, this would show that the officials are becoming every day more emboldened in their plans of thwarting the actions of our Plenipotentiary. From these and other significant indications we may infer that the British and French Legations have lost much of their *prestige* at the Court of Peking. From being the leading foreign authorities in communication with the Tsung li Yamen, they are rapidly taking secondary and third-rate positions. Under these circumstances, it behoves our Government to accredit a Minister to the Court of Peking, who will restore the *prestige* we have lost by inaugurating a dignified and vigorous policy, which does not at present obtain, through the Philo-Chinese diplomacy of Mr. WADE.

NEUTRALITY IN JAPAN.

A RATHER undignified dispute, in which Western civilisation does not appear to advantage beside Eastern "barbarism," has occurred between the German and French Ministers at Yokohama, *apropos* of the Japanese Government's proclamation of neutrality, on which we lately expressed the hope that it would have the effect of preventing any unseemly display of hostile feeling between the representatives or men-of-war belonging to the belligerent nations stationed in Japanese waters for the general protection of European interests. As both Ministers had been consulted, and had agreed upon the terms of the proclamation, which was very clearly expressed, and had for its object only the prevention of hostilities, which would be repugnant to a friendly Government, while they could exercise no appreciable influence on the events of the war, it required nothing more than mutual forbearance and a liberal interpretation of its regulations to secure the non-interruption of peace in the Japanese ports frequented by both Powers. This, however, seems to have been jeopardised by the conduct of M. OUTREY, the French Minister, in connection with a North German steamer, the *Rhein*, belonging to Messrs. TEXTOR and Co., of Yokohama. No sooner had she left her anchorage than the French war steamer *Linois* steamed out to the entrance of the Bay, betraying, as we are informed, the general object of her departure by firing a gun across the bows of a British ship.

M. VON BRANDT, the German Minister, naturally astonished at this proceeding, lost no time in representing to M. OUTREY that such acts were inconsistent with his views of the neutrality which should be preserved in Japanese waters, and opposed both to the principles of international law and the terms on which they had mutually agreed. M. OUTREY, however, refused to concede the point; and M. VON BRANDT therefore proceeded to Yedo, and by representing the matter to the Japanese Foreign Minister, persuaded him to insert two additional clauses, which would give German shipping the required protection. This step M. OUTREY appears to have felt as a slight to himself, and the consequence was some excitement in the fleets of the two belligerent nations. We must confess that we can see no reason, and very little excuse, for M. OUTREY'S resentment, giving him credit, of course, for the wish to preserve the broad principles of neutrality as laid down in the proclamation. No sort of advantage that was not strictly mutual was involved in the addition of the clauses suggested by M. VON BRANDT. On the contrary, the German Minister's action seems to us to have been thoroughly open, practical, and, coming as it did from the representative of the victorious Power, peculiarly graceful and high-minded. It proved beyond doubt that he was thoroughly in earnest, not only not to take advantage in his turn of the omitted clauses, but also to prevent his countrymen from involving themselves in the ungracious position towards the Japanese Government which had been assumed by the French. It is clear that M. VON BRANDT'S sole object was the preservation of local peace; and, as that was precisely the object of the proclamation of neutrality, M. OUTREY'S objection to the terms of the proclamation being made more explicit appears so frivolous as to suggest a doubt of his having been sincere in the assistance he rendered in drawing it up.

AT the meeting of the P. and O. Company, held on the 6th, the directors' report—noticed in our last—which recommended a dividend of 4 per cent. for the half-year, was adopted, after the usual criticism and discussion, which, as a rule, generally misses the mark. Although the new contract fixing the subsidy at £450,000 was cavilled at, the shareholders seemed to have entirely overlooked the advantageous bargain the directors obtained, in receiving the same subsidy for running the mails to Brindisi as to Marseilles, the difference in the sea passage being about one-half.

The P. and O. steamer *Delhi*, from Yokohama with silkworms eggs, is expected to pass through the Suez Canal about the 18th inst., and will proceed direct for Genoa and Marseilles. After landing her cargo at these ports she will return by the Canal to Bombay, and take up her station on the Hong Kong line.

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THE FUTURE OF THE DUTCH EAST INDIES.

WHEN it became known in Holland that a Royal decree had been promulgated in Java by which the Agrarian Bill was put in force, our Dutch correspondent protested most energetically against such an illiberal proceeding. It is not necessary to recall the enormous difficulties which the Liberal party in the Dutch Parliament had to overcome before this Bill became law; it is sufficient to state that both in Holland and in her colonies abroad general satisfaction prevailed at the fact that at last a measure had been carried which tended to annihilate the principal of the grievances imposed by the Dutch colonial policy, and that at length the tide of European capital would flow towards Java. This prospect has, however, been overturned; the Agrarian law is practically a dead letter. It is certainly a very strange system upon which to enact laws. Parliament passes a Bill, it is confirmed by Royal assent, and then wholly annulled by a Royal decree stipulating the conditions under which it is to be set in force. We have not far to seek for the origin of this proceeding. For several years past a Ministerial anarchy has prevailed in Holland—Ministers coming in and going out of power at very short intervals. This was solely caused by a division in the Liberal ranks, the Conservatives being really in the minority. These changes have exercised a bad influence. The Dutch Parliament has taken very little account of the grievances of Java, and nothing has been done to promote the welfare of that country. Samarang asks for a better harbour, the Javanese for an improved system of education, trade interests urge the adoption of a truly free trade policy, a steam communication with Australia is wished for, the penal code needs revision, railway communication advances very slowly, and last, but not least, the Dutch policy with regard to the natives remains what it has always been—to "squeeze." It is very strange that Dutch statesmen are unable to comprehend that a policy thoroughly Liberal would be the best guarantee for the future existence of that small kingdom and its colonies. A forcible argument in support of this is contained in the news brought by last mail, by which we hear not only a good deal about failures amongst the Chinese merchants, but also of respectable Dutch houses having stopped payment—amongst them Messrs. OVERZEE and Co., at Padang, with liabilities amounting to 1,500,000 guilders—and it was generally feared that further suspensions would ensue. We learn from the Java papers that the bad time which now seems to have set in was foreseen years ago, and it is even asserted that everyone is astonished that the crisis has been so long postponed. The Government policy has reduced the natives to the most wretched state; all the branches of revenue are monopolised by the Government, the first-class trading firms are unable to guard against the tricks of the Chinamen, who are permitted to keep their books in a language and in a manner which no one is able to decipher, and which, of course, opens the way for the greatest abuses. Indeed it is time, more than time, that a truly liberal Dutch Government should take the reins in hand and fulfil its legitimate task with energy. The present political and social condition of Java is absolutely intolerable, and it is impossible to calculate the evil effects that will ensue from a postponement of a radical change in the system of conducting affairs.

POSTAGE TO THE FAR EAST.

WITH the commencement of the P. and O. service *via* Brindisi, on the 16th inst., the rates of postage to Straits, China, and Japan will be 1s. 3d. per ½ oz. on letters; to India and Ceylon, 1s.; to Australia, 9d.; and 4d. (not 3d., as was printed in our last) on newspapers not exceeding 4 oz.; books 7d. per 4 oz. Much surprise is felt that the reduction of rates on letters should not have been accompanied by a corresponding reduction in the newspaper postage. It is altogether contrary to the spirit of the age to throw any impediment in the way of the press, and, besides being utterly indefensible on economic grounds, the present rate—fourpence for each paper—is simply prohibitory. The feeling of the English public will scarcely be satisfied until "ocean penny postage" is an accomplished institution. In the meantime, to reduce the postage of newspapers 50 per cent. in the United Kingdom, and to raise it 25 per cent. to our greatest dependencies, is a glaring contradiction, and we trust that the matter will form the subject of a deputation to the POSTMASTER-GENERAL.

WE call attention to a very able article in *Macmillan's Magazine*, to be found in another column, which, with some exceptions, exhibits an amount of knowledge of the subject entitled "Missionaries and Mandarins." As a rule, magazine contributions on China exhibit lamentable ignorance.

THE P. AND O. COMPANY'S MEETING.

The annual meeting of the shareholders in this company was held at the offices, Leadenhall-street, on the 6th inst., under the presidency of Mr. P. DOUGLAS HADOW. The report of the directors, which gave the results of the operations of the company, and which appeared in our last, was taken as read.

The CHAIRMAN, in moving its adoption, said he looked upon the report with almost unmixed satisfaction, and begged in the first instance to offer his congratulations to the proprietors upon the fact that, bad as the year had been, the company had passed through it without a single accident to its fleet. Though the company's ships had traversed over 1,500,000 miles, and had encountered many storms, typhoons, and such like, yet not a single ship had been lost. (Hear, hear.) This simple fact spoke volumes as to the efficiency of the commanders and crews of the vessels, and he was desirous of taking that the earliest opportunity of paying that well-merited compliment to the captains and officers in command. (Loud cheers.) But the board were not quite content to let things remain as they were, and though they thought they had every reason to be satisfied with the efficiency of the fleet, and those who commanded it, yet they had endeavoured, in the interests of the company generally, to improve it as far as possible, so as to make it not only comparable, but superior to any similar navy, and put it in a position to compete with the best fleet which modern science could produce. Having that end in view, the board had during the past year parted with four of the company's ships with an apparent loss. He said "apparent loss" because, though those ships had been sold, yet the company was replacing them with ships of a more modern build, which would have the maximum of speed with the minimum consumption of fuel, and they, with all recent scientific improvements, could be built at the present time at a price which was at least twenty per cent. less than that at which the old ships of the company were constructed. (Loud cheers.) They would cost less, consume less fuel, run at a greater speed—having equally as great a capacity for cargo, or greater—than those which were displaced, and he hoped would in the end earn considerably larger dividends for the shareholders. (Renewed cheering.) The *Australia*, which was one of the new ships, and was but the precursor of others, had gone out to India. The company had heard of her arriving at Singapore, having maintained an average speed of 10¼ knots per hour, whilst the consumption of coal was only thirty-five tons per diem. That, he thought, would be as satisfactory to the shareholders to hear as it was to himself and the court of directors to be in a position to make that statement. (Hear, hear.)

THE NEW CONTRACT.

The contract with the Post-office—entered into three years and a half ago, when the company was compelled to enter into a kind of *quasi*-partnership with the Government—had been revised. There had been a very long—not to say a tedious—discussion between the officials of the Government and the directors of the company upon this subject, and as each party took different views as to the interpretation of certain clauses of the new contract, and both took counsel's opinion, the result was to strengthen and confirm each side in its own views. Nothing loomed in the future but a reference to arbitration, but eventually the Gordian knot was cut by the company accepting a certain fixed payment of £450,000 from the Government, and that was, he thought, upon the whole, a very satisfactory arrangement for the company. (Hear, hear.) The Postmaster-General was equally well satisfied with the new arrangement, and the report stated very fully the reasons that functionary of the Government assigned for his satisfaction. The board were equally well satisfied, because they not only got rid of some vexed questions in dispute, but the company also was freed from the inspection of the accounts by Government officials, who seemed systematically to take different views from those of the board as to certain charges. Now, however, the board had only themselves to consult, and, as managing partners, were at liberty to take their own views and do the very best for the shareholders generally. (Loud cheers.)

THE WAR AND THE SUEZ CANAL.

In common with every Englishman he deeply regretted the war raging on the Continent, but the more so as it had inflicted great injury upon the company of which he was the head and mouthpiece. Singularly enough, many shareholders had imagined—very foolishly, to his mind—that the breaking out of the war would benefit this company, because the Messageries Imperiales, which was a highly subsidised company, would have to cease running. But the reverse was the case. The effect of the declaration of war had been really to paralyse trade in the Orient, and he read a number of extracts from various correspondents of the company in India and China tending to bear out that statement, and to show that the effect of the declaration of war by France had been to produce a total cessation of traffic between India and Marseilles. Coming to the alteration of the route of the ships he said the company was in the hands of the Government. The board could not alter the route of the mail steamers without Her Majesty's Government sanctioned or ordered it. At present the company could not use the Suez Canal. Heavy ships might have used and no doubt did use it, but then it did not matter to them if they had to lie upon a sand-bank for a few days, but such a detention would make a very great difference to this company, whose ships had to meet others at certain ports at regular times and bring home the mails within a given time. Ultimately, perhaps, the company's ships might go *via* the Canal when its navigation had been considerably improved; but at present there was no quicker way of sending the mails than by the overland route. (Cheers.)

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THE BRINDISI ROUTE.

As to the Brindisi route, the Government had been sending mails by it for the last ten months. This company found itself—shortly after the outbreak of the war—with steamers running from Marseilles with nothing in them; and that fact having been duly represented to Her Majesty's Government, the Post-office had agreed that this company should change its route, and run its steamers *via* Brindisi, which it would commence doing within the next fortnight, on the same subsidy as now existing. (Loud cheers.) The capital of the company remained as it was before, and though the year, taken as a whole, had not been a good one for the company, yet he considered that in such troublous times as the present a total dividend of 7 per cent. was no mean return upon the capital embarked, and one which the shareholders had every reason to be satisfied with. He concluded by moving the adoption of the report.

Mr. ALLEN briefly seconded the motion, and Mr. LYNDE supported it with a great deal of pleasure, and thought the directors deserved the best thanks of the meeting for having done so well.

Mr. MURRAY was glad to see so large a saving effected in the working expenses, the more so as he found it was principally due to the diminished cost of coal, through the company having used more Indian and Australian coal instead of Welsh. The Indian railways were using native coal now, and the fire-bars of the locomotives had been widened to admit of its use. Some time ago the chairman stated that the company was trying experiments as to the use of Indian coal, and he would be glad if the chairman would tell the meeting the results. He was glad to notice that though the company had run 46,000 miles more in the year, it had consumed 3,786 tons of coal less, and that the cost appeared to be 4s. 10d. per ton less (owing perhaps to reduced freight). He quoted the more detailed way adopted by the Royal Mail Company in making up accounts for the shareholders, and suggested that the directors should do the same.

Mr. GLIDDON did not consider the new arrangement with Government, by which the subsidy was fixed at £450,000 per annum, was satisfactory, and he complained of the heavy loss on ships sold, being £80,000 on two steamers taken over by Caird and Co., who were now building new ones. With regard to the saving of £5,000 on provisions, as they had earned £55,000 less passage money, it was no doubt caused by the diminished number of passengers. He found that they had received from Government £110,000 more than in 1868.

Mr. JONES, as usual, favoured the meeting with a long and humorous speech, passing in review the altered conduct of the directors, whom he thought deserved much credit for earning a dividend of 7 per cent. with such strong opposition. He remembered when it was quite useless suggesting any changes to meet the altered state of things; they would go on in the old grand style. Now, they carried goods to India at 50s. per ton, and he expected soon to see them bringing home corn. He urged the board to use every effort to get Government to make Galle a safe harbour. He was glad to see that the insurance fund had yielded them 2 per cent. of their dividend, and he suggested that the Board should increase their profits by insuring cargo carried in their steamers. He believed their experience of underwriting their own vessels was that it cost 25s., while current rates showed a considerable margin for profit.

Mr. FRANKS, who claimed to know something about Indian coal, said it was much more easy to use it by land, where stations for coaling locomotives could be made frequent, than at sea, where it was necessary to carry a very great quantity, often to the displacement of most valuable freight.

Mr. CAMPBELL was of opinion that the accounts should be rendered so as to show the nature of the earnings and expenditure more in detail, and he considered that such an important matter as a new arrangement with Government should be first submitted to the shareholders before closing. He would like to have some particulars as to the loss the company sustained in an action by the family of a passenger lost in the *Carnatic*.

The CHAIRMAN, in reply, said the board were using both Indian and Australian coal as far as practicable, especially the latter, which was found to be remarkably good, and to improve in quality as the cuttings in the mines went deeper. As to the publication of the accounts, it was a question entirely in the hands of the shareholders. The board had nothing to conceal, and not only had the shareholders the statement in the report, but the accounts were prepared in very great detail, and laid on the table for every shareholder to see; and any additional information which might be required was always most cheerfully accorded by the gentleman who was especially in attendance for that purpose. With regard to the loss on the sale of old ships, he quoted a statement made by Mr. Burns on the sale of the *Persia*, belonging to the Cunard Company, owing to her large consumption of fuel, on which they lost £60,000, and considered themselves well off even at that sacrifice; he considered the Cunard Company good judges of the matter. With respect to the Galle Harbour, they had continually urged on the Government to build breakwaters. As to insuring cargo by their vessels, they were not authorised by their deed. As to concluding contracts without referring to the shareholders, such matters formed part of their duties as directors enjoying the confidence of the shareholders. (Hear, hear.) With regard to the verdict against them on behalf of a passenger lost in the *Carnatic*, they considered the award arbitrary, and the case was under appeal. He could not say whether it would be for the interest of the company to remove their vessels from Southampton to Liverpool—certainly not for the present, and, like the use of the Suez Canal, it was a matter for the future.

Mr. HOWELL, the secretary, read a statistical statement, from which it appeared that in 1862 the company had forty-two ships, aggregate tonnage 60,442 tons, and they stood in the company's books at £35 14s. per ton; in 1869 the company had forty-six ships, and the aggregate tonnage amounted to 83,000 tons, and they stood in the company's books at £35 10s. per ton. In 1862 the company had nine ships only under five years old, and in 1869 they had twelve ships under five years old.

The report was adopted *nem. con.*, and the dividend declared. The proceedings closed with votes of thanks to the chairman, directors, secretary, and officers.

MISSIONARIES AND MANDARINS.

(MACMILLAN'S MAGAZINE.)

The whole point of the conflict between the mandarin and the missionary lies in the fact that the former knows full well that he and Christianity cannot co-exist. If Christianity were to establish itself in China as the religion of the country, the mandarin would become an extinct animal. Confucianism being the State religion, and the Confucian books being the basis upon which the statecraft of China is founded, the mandarin, whose stock in trade as a ruler and politician consists of a deep knowledge of those books, cannot afford to see the "Analects" and the "Great Learning" replaced by the Gospel. When the misrule of the mandarins shall have reached such a pitch that it can be no longer borne—when other nations, wearied out of all patience, shall interfere to blot out the hideous mass of corruption, and shall force upon the country a new system of government—then, and not till then, may we hope to see some signs of progress and reform; then, and not till then, may the missionary hope to reap where he sows. Your Chinaman may be irreligious, but he is eminently practical, and if he saw good governing depending upon a new religion he would soon become a convert.

It is a fallacy to suppose that the intelligent Chinese operative is averse to progress: does he show himself to be so when he arrives in America or in Australia? Is not the fact of his consenting to emigrate a proof of a desire to advance? But we have all read of the firm of Spenlow and Jorkins. Is any concession wanted? Mr. Spenlow would be only too delighted to yield, but he is restrained by the inexorable Jorkins. Mr. Spenlow is all affability, all pliancy; but there is Jorkins in the background, whose feelings and prejudices must be consulted. This is precisely the case in China. Every time that there is a proposal for the construction of a railway or a telegraph, the mandarins, with the Prince of Kung and his *fidus Achates*, Wen Siang, at their head, are as conciliatory as possible; they will be delighted to witness any experiment to which they may be invited, and will talk in the most glowing terms of the beauties of Western science. Nothing would give them more pleasure than to see railroads and telegraphs intersecting China from one end of the land to the other. They are burning with good intentions, but they are unhappily so situated that they cannot carry out their wishes; they have to deal with a very peculiar people, a people devoted to the traditions of the past, and jealous of any innovations; above all, there is a certain mystery, called the Fung Shui, which must not be disturbed; now, inasmuch as the lines to be followed by railroads and telegraphs must be guided by the laws of engineering, and would certainly take no notice of the Fung Shui, the establishment of such constructions, although they would be of undoubted utility and benefit, would lead only to disturbances and difficulties, of which it would not be easy to foretell the issue. And so poor Jorkins gets the blame, and foreign capitalists are told that the country is not yet ripe for the introduction of new inventions. But who is it that encourages the people in their absurd belief in the Fung Shui, or "wind and water"—a system of divination in accordance with the laws of which all buildings and roads and works of any kind must be made? Who but Mr. Mandarin Spenlow, who knows that railroads and telegraphs mean progress, and that progress means an end of him and of his monopoly of government?

It is much to be regretted that better use should not have been made of the vantage-ground in argument which we held in 1860, when Mr. Loch took home the Treaty of Peace: there would have been little talk of the fitness or unfitness of the country for progress when the gates of Peking were thrown open to our troops. Unfortunately, the year was far advanced, and the allied commanders, dreading the severities of a winter almost as cold as that of Russia, were eager to remove their armies southwards as fast as possible. The negotiations for peace were hurried through, and a golden opportunity was lost. Since that time we have been losing ground steadily: it would be impossible for Western diplomacy to show a single advantage gained during the last ten years, while the Chinese, on the other hand, may point with triumph to many a victory of wit and cunning, culminating in the mission of Mr. Burlingame as the herald of peace and goodwill, and the preacher of the great doctrine of the equality of men. It is not a little significant that, while that remarkable orator, now deceased, was stumping upon every platform of Europe and America, evidence of the strongest feeling against foreigners was cropping up at almost every port in China; and while his legation, no longer graced by the presence of its chief, was still disporting itself at some European Court, to the great profit of certain interpreters, decked out in the peacock's feathers of Secretaries of Legation, the very mandarins whose virtues they were paid to preach were preparing that revolting massacre, the horrors of which have been sufficient to attract the attention of Europe, even when she was absorbed by the terrible tragedy which was being acted at home.

We have been very patient and long-suffering with these Chinamen, but there are limits to all powers of endurance. The cup of their iniquities is full even to overflowing, and it is time that they should be made to kiss the rod. Our missionaries have been murdered, our trade has been hindered and obstructed in every way, and each succeeding telegram brings us the news that the lives of our merchants are threatened at some fresh place. The winter is at hand, and, by the time these lines appear in print, our countrymen at Tientsin, Peking, and Newchwang will be cut off from all help from without by the ice of the Gulf of Pechili, and at the mercy of mobs hounded on by ruffians without ruth or mercy.

It is not easy to imagine a more disagreeable position than that in which the representatives of European Government at the Court of Peking are placed. If they determine to remain for the winter at Peking or Tientsin, they will do so evidently at the peril of their lives

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and of the lives of those committed to their charge. If, on the other hand, they agree to retire southward to Shanghai, they will in all probability find the Peiho barred to them on their return in the spring; and, this time, the Taku Forts, which even in 1859 were sufficiently strong and well manned to beat back Sir Frederick Bruce and the British Admiral, will bristle with the best guns that Western science can invent, served by men drilled by European officers. For all of which great thanks are due to Mr. Robert Hart, an Irishman, who serves the Chinese Government as Inspector-General of Customs, and to whose account may be laid most of the grievances of which Europeans have to complain.

Mr. Magniac has written a letter to *The Times*, enclosing a letter received by him from the Foreign-office, in which he is informed that "a battalion of Marines will be shortly sent to China to be at the disposal of the Admiral; and if he and Mr. Wade should be of opinion that British interests at Shanghai are in danger, they are instructed to draw from Hong Kong or Japan a detachment of infantry, which, in case of emergency, might be landed for the purposes of protection." We shall indeed be agreeably disappointed if these means suffice to effect the punishment of the past, or to avert the evils which we cannot help foreseeing in the future. The troops at Hong Kong consist of half a battalion of infantry of the line and half a battalion of Indian native infantry, with a small force of artillery, while at Yokohama we have one battalion of the 10th Regiment; at any moment it might become inexpedient to remove these troops from their present quarters, so that the only reinforcement to be depended upon is one battalion of Marines. It is true that at the present moment affairs in Japan wear a very promising aspect; but there is a strong anti-foreign party still leavening the opinions of the country, and it is very doubtful whether it would be wise to withdraw a wholesome demonstration of force: and no one, we should imagine, would wish to weaken Hong Kong at a time when our interests in the South of China are threatened no less than those in the North.

Our fear is lest the Chinese, seeing the inability of the French to avenge the murders of Tientsin, should take courage and attack other foreigners as well. In that case we shall have no alternative but to engage ourselves in a new Chinese expedition. Should this unfortunately prove to be the case, there can be no doubt that the European Powers, making a common cause, will be successful in the end, and will bring the mandarins to reason; and this time we hope that the past will be a lesson for the future, and that such conditions will be imposed as will secure our commerce and our countrymen, be they laymen or missionaries, from outrage, and will prevent China from remaining the one bar to the progress and civilisation of the world.

It is not within the province of a magazine article to suggest what those conditions should be; but we cannot help hinting that if the Treaty Powers were to treat China as Peter the Great did Russia, and transplant the capital and Court from Peking back to Nanking, whence it was removed by the Emperor Tai Tsung, who reigned under the style of Yung Lo at the beginning of the fifteenth century, the headquarters of obstructiveness and mandarinism would be destroyed, the power of the viceroys would be brought under the control of the Central Government, and a new era might be inaugurated which should be as conducive to the welfare and happiness of the Chinese people as to the safety and profit of the European trader. Above all, the representatives of European Powers, instead of being boxed up in Peking like rats in a trap, would, in the not improbable event of their having from time to time certain demands and requisitions to make of the Chinese Government, be backed up by the presence of their men-of-war on the spot. It is wonderful how distance weakens a threat, and how wholesomely the sight of power acts upon the Oriental mind. Had the capital been at Nanking it may be doubted whether the Cabinet of China would have appointed such a man as Tseng-kwo-Fan, the chief enemy of foreigners, to succeed the friendly Viceroy Ma; and it is not too much to say that with a few French and English ships in the river, orders would have been given which would have insured the immediate punishment of the perpetrators of the Tientsin outrage.

One thing is certain, and that is, that if our trade with China is to continue it must be protected. Do not its statistics show that it is worth paying a high insurance for? In China, above all other countries, does the old proverb hold good, "Si vis pacem para bellum."

ARRIVAL OF THE "MAGDALA" FROM SHANGHAI.

(NEW YORK HERALD.)

"Seventy days from China, eh, captain?"

"No, not exactly; ninety-five days from Shanghai. I could have made the passage in seventy days but for my ill-luck. We encountered very heavy weather in the Red Sea, a cyclone and hurricane in the Atlantic, and head winds all the way."

This interrogatory and sufficient answer were the commencement of an interesting conversation that took place between Captain Davidson and a *Herald* reporter. The *Magdala* arrived at this port, direct from Shanghai, China, *via* the Suez Canal and Red Sea route. She is the first ship from the East, which, passing through the newly-opened channel between the oceans, has arrived in New York or some other port of the United States. The event, therefore, is both interesting and important. It marks a new era in our commercial history, and points to a new field of enterprise. But, unfortunately, there is nothing connected with it in which Americans can rejoice. The gallant ship is English; the profits of her cargo are for the benefit of English enterprising merchants, and when she leaves these shores the wealth of our commercial city will not have been added by one dollar. So, while the arrival of the *Magdala* direct from the Flowery Land by the Suez route demands attention as an historical event, there is no room for America rejoicing over it.

THE VOYAGE OF THE "MAGDALA"

was an eventful one. Leaving Shanghai on the 16th of August, she touched at Hong Kong; on the 20th coaled, and left the following day. Singapore was reached on the 29th of the same month. The next day she put to sea again, arriving at Galle on the 8th of September, which port she left on the 9th, arriving at Aden on the 22nd. On the 23rd she left Aden. Up to her arrival at the latter port she had a favourable passage, but she encountered very severe weather in the Red Sea, and owing to this circumstance, which, of course, could not have been avoided, she did not reach Suez until the 8th of October. Had the weather continued as favourable after she had left Aden as it had prevailed previous to her leaving that port she would have accomplished the distance to Suez in five or six days. The *Magdala* passed safely through the canal in the manner hereafter described by Captain Davidson himself and left

PORT SAID FOR MALTA

on the 14th of October, where she arrived five days later. There was but a short delay here, the ship's head being turned toward the sea and the island of Malta the same evening. The Rock was sighted on the 25th, and on the 28th the gallant vessel steamed out of Gibraltar and headed for New York.

"What sort of weather did you have, Captain?" asked the reporter, when some of the foregoing facts were elicited.

"Well, the weather was very severe in the Red Sea, but after passing the Isthmus moderate enough until the 28th of October, when the weather was awful, you know."

The reporter intimated that he did not know, but anxiously waited the captain's

DESCRIPTION OF THE STORM.

It blew furiously on the 28th. We were in the middle of a cyclone, which lasted until the 10th of this month. We lost several sails, and at one time I thought we should go to the bottom. It blew a perfect hurricane the first six hours of the storm. A succession of heavy gales from the north-west to the south-west followed, but we managed to weather them without damage. On Saturday last, off Cape Hatteras, in latitude 38, longitude 71, we had another tough gale, which continued to howl in our wake long after we had passed that dangerous locality. The weather moderated on Sunday, much to our relief, and we arrived to-day safe and sound, as you are already informed.

Reporter: What was your experience in passing the Suez Canal, Captain?

Captain Davidson: Highly satisfactory. Beyond a slight detention, caused by the bad steering of a fellow ahead of us, there was no delay. We steamed through in sixteen hours going, steaming from five to six knots an hour. There is

PLENTY OF WATER FOR VESSELS

drawing from twenty-one to twenty-two feet of water, all reports to the contrary notwithstanding. The *Magdala* never touched bottom once from Suez to Port Said. It is now the route for the Peninsular and Oriental ships and those of the French Oriental Mail line. The traffic in the Canal is increasing; improvements are constantly going on, and it is without doubt a great success. Fears were entertained that the sides of the Canal would fall in, but there is no sign of any such catastrophe. The mud of the embankments has hardened in the sun, and in many places vegetation shows itself. Where vegetation is there is solidity. The width of the Canal is 175 feet, but it is not considered safe for vessels to pass one another. In fact, the numerous harbours on the route render it unnecessary that they should. The enterprise is entirely in the hands of the French, and is well managed. There are telegraph and signal stations all the way from port to port, which renders navigation easy and safe. The dues are, for cargoes eight francs per ton and for passengers eight francs per head. We carried no passengers, yet paid £500 in dues.

Reporter: Cheap, no doubt; but does it pay to bring cargoes from China to America by that route?

Captain Davidson: Pay! Certainly it will. In having the opportunity of paying £500 we save twice as much; not perhaps in time but in another respect. After the teas are well packed on board in China they are not again touched until landed here on your docks, and that

THIS IS NO SMALL MATTER

importers know full well, if the public does not. This tea I have brought is of the finest green—a quality that comes in to the China seaports from the interior in August. To bring it by ship to San Francisco and from thence by your new railroad would cost more, would scarcely be quicker, and certainly the damage to the herb would be certain. This is understood in England. Messrs. Turnbull and Co., of Leith, commenced the construction of a line of steamships for this very trade, and the *Magdala* is the first of the fleet. Messrs. Charles L. Wright and Co., of No. 56, Water-street, are the agents.

IN RE THE BANK OF HINDOSTAN, CHINA, AND JAPAN.

This company has been for some time past under liquidation. The present case arises upon an adjourned summons taken out by the liquidators for the purpose of having the register of members, or list of contributories, rectified by inserting the name of Mr. Charles Harrison as a member or contributory in respect of 640 shares (which were on or before the 28th of September, 1866, standing in his name, but which were then transferred by him into the name of Mr. Chas. John Johnson) in lieu of the name of Mr. Johnson, and for costs of the application. It appeared that soon after the transfer a call was made of £3 per share, and Mr. Harrison advanced £1,920, the amount of the call made on Mr. Johnson as transferee. The question to be decided was upon what terms did the directors sanction the transfer.

The Vice-Chancellor said that the evidence of three directors of great respectability left no doubt on his mind of the nature of the transaction, and he could arrive at no other conclusion than that the transfer was sanctioned by the directors on the distinct understanding that Mr. Harrison was to be made liable for all calls, not for one call only. He therefore made an order that Mr. Charles Harrison was liable to pay calls, which practically amounted to allowing the official liquidator to substitute his name for that of Johnson on the list of contributories.

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Monetary and Commercial.

A meeting of shipowners was held on the 9th instant, to consider the desirability of making an alteration in the present terms of freight outwards by sailing ships, which give shippers a credit of sixty days after the delivery of bills of lading, and leaves the owner with no lien on the goods. Mr. John Willis proposed that the freight should be due and payable on the delivery of bills of lading. After a long discussion it was agreed that, if any change was effected, freight per sailing vessels should be made payable in exchange for bills of lading, according to the present custom with steam vessels.

The report of the Falmouth, Gibraltar, and Malta Telegraph Company (Limited), to be presented on the 14th inst., shows a net profit of £15,496 for the three and a-half months from the opening of the line on the 12th of June to the 30th of September last, and recommends a dividend of 4s. per share of £10 each, which will absorb £13,200, and leave £2,296 to be carried to reserve. The company have obtained from the Post-office the exclusive use of a wire between London and Penzance, together with permission to open an office at 74, Old Broad-street, where messages are received by the company's own officers, and transmitted direct by wire to their destination, and from the Portuguese Government an exclusive concession has been obtained of the right to establish submarine telegraph lines between Portugal, England, Gibraltar, and Malta for twenty years. It is added:—

Since the last report the cables of the British-Indian Company from Suez to Bombay and a duplicate cable from Malta and Alexandria have been successfully laid. Three other companies have also been formed in connection with this company's line to Malta—viz., the British-Indian Extension Company from Madras to Singapore, the China Submarine Company from Singapore to Hong Kong, and the British Australian Company from Singapore to Java and Australia. The shareholders will be glad to learn that the line from Madras to Singapore is now being laid, and will, it is expected, be completed by the end of the year. The China and Australian lines are expected to be completed in the course of next year, thus bringing England and her Eastern dependencies into direct telegraphic communication, and opening up new sources of revenue to this company. The directors have unanimously elected Lord Alfred Paget (late a director of the Electric and International Telegraph Company) to the vacant seat at the Board.

The directors of the British Indian Company state that experience has shown that the reduced rates of £2 17s. to Bombay instead of £3, and £2 17s. to Calcutta instead of £3 10s. 6d., are unremunerative, and it is therefore the intention of the directors, at the Telegraph Conference to be held in May, 1871 (if the requisite permission cannot be obtained sooner), to apply, in conjunction with the Indo-European Company, for permission to increase them.

The tenders for £400,000 in bills on India were allotted—to Calcutta, £297,800; to Bombay, £100,000; and to Madras, £2,200. The minimum price was fixed, as before, at 1s. 10d. on all the Presidencies, and tenders on Calcutta and Madras, at 1s. 10¼d., will receive about 43 per cent.; on Bombay, at that price, about 72 per cent.; and above in full. These results show a slight diminution in the demand for means of remittance for the East.

A return of the Liverpool Dock revenue for the year ended the 24th June last has been issued. Vessels from the East Indies, China, and Japan paid dock rates and tonnage dues to the amount of £65,948; from New South Wales, New Zealand, and the Australian colonies, £4,828; from the west coast of South America, £22,203; from the Brazils and east coast of South America £31,716; from the West Indies and Gulf of Mexico, £24,773; from the United States, £192,276; from British America and Newfoundland, £42,893; from the west coast of Africa and Cape of Good Hope, £10,510; from the Mediterranean, £76,924; from Baltic ports, £2,351; from other European ports, £28,980; from coasters, £32,316. The total tonnage of the vessels using the Liverpool and Birkenhead Docks was 5,139,488 tons; the total dock rates received on goods amounted to £253,429; and the total tonnage dues received on vessels to £282,293.

It appears that the French Atlantic Cable, upon which, for the present, our telegraphic communication with America entirely depends, is working satisfactorily both ways. The temporary fracture of the other two Cables has led to reports of renewed attempts to get up competing concerns of the character of those which the investing public have hitherto refused to entertain. When the existing Cables are in order their capacity is far beyond the amount of work required from them, so that there can be no prospect of profitable rivalry on the part of fresh ones. On the other hand, if, as there is not the slightest reason to conjecture, the broken lines should prove to be irrecoverable, the temptation hastily to embark in new ventures exposed to a similar risk would be proportionably affected.

The *Ferdinand de Lesseps*, which was despatched to-day by Messrs. Gellatley, Hankey, Sewell, and Co. for Colombo *via* Suez Canal, with a general cargo and a detachment of the 73rd Regiment, will be followed by a fortnightly steamer for that port.

The new steamer *Sarpedon*, of 1,619 tons, one of Holt's line of steamers to Straits, China, and Japan, is announced to leave Liverpool on the 28th inst. This line now includes fifteen steamers.

The amount of bullion by the P. and O. Company's steamer *Pera*, from Southampton on the 10th inst., was in gold, to Alexandria, £59,300; in silver, to Shanghai, £3,000; total in gold, £59,300; in silver, £3,000.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SHANGHAI to LONDON, per Lauderdale, entered Dec. 5.—504 packages 7687 chests 4630 half-chests tea, 96 bales raw and 6 bales waste silk, 5 packages merchandise—Order.

From PENANG to LIVERPOOL, per Kingdom of Italy, entered Nov. 29.—1992 baskets sugar, 686 bags tapioca flour, 91 bags tapioca, 3324 bags pepper, 550 pieces hides, 4630 bundles rattans—Order.

From FOOCHOW to LONDON, per Windhover, entered Dec. 8.—Tea—307 packages—Brown, Shipley, and Co.; 640 packages—Kenneth, Dowie, and Co.; 1 package—Emanuel; 1 package—Fleming; 22,116 packages tea, 14 packages lychees, 1 case sundries, 1 case cigars, 2 packages dried lychees, 4 cases sweetmeats—Order.

From SHANGHAI to LONDON, per Thyatira, entered Dec. 8.—Tea—4 packages—R. Percival; 1 package—J. Withering; 738 chests (in transit)—F. Huth and Co.; 26 bales raw silk—D. Sassoon and Co.; 74 bales silk—Benecke, Souchay, and Co.; 555 half-chests 220 boxes 17,096 packages tea, 31 bales silk, 2 cases preserves, 5 cases ginger, 2 cases curiosities, 20 packages silk pongees—Order.

ARTICLES OF IMPORT.

TEA.

The market shows no change; arrivals have been small. The advent of Christmas tends to limit business, the country dealers being occupied in their fruit department.

The Laudedale cargo is the only one on offer since our last report. The sales reported, say 3,000 to 4,000 packages (mostly half-chests), range at 1s. 6d. to 1s. 9½d. per lb. for good medium to fine quality, Ningchow kinds chiefly. Other blacks no change. Japans and greens sell easier, with a view to close invoices, and owing to the knowledge that ample supplies are at hand.

SILK.

The market continues very dull, business during the week having been very dragging; Importers, however, are not pushing their Silk; prices consequently have been sustained, and in China Silk anything offering at any approach to easier rates is at once taken. For Japans the demand has entirely ceased, and at the moment there is nothing doing. Cantons are selling daily in moderate quantities, and the good deliveries prove that this Silk finds a ready consumption. From Dec. 1 to 6 inclusive the deliveries were 584 bales China, &c., and 53 bales Japan.

COFFEE.

There is no alteration to report in the market for Ceylon; the supply of both Native and Plantation has been moderate, and has gone off at steady rates; the last prices paid were—Plantation, triage and ordinary, 41s. to 53s.; small grey, 52s. to 53s. 6d.; low middling to middling grey, 58s. to 60s.; bold ditto, 61s. 6d. to 69s. 6d.; small coloury, 54s. to 59s.; middling to good middling coloury, 61s. to 70s. 6d.; fine middling to good bold, 71s. to 80s.; superior bold bright, 87s. 6d. to 89s. 6d.; peaberry, 71s. to 76s. Native, small, 46s.; good ordinary, 52s. to 52s. 6d.; fine ordinary, 54s.; bold, 55s. 6d. to 56s.; peaberry, 55s.; by private contract about 700 bags Native have been sold at 52s. 6d. to 53s. 6d. for good to fine ordinary. In other East India descriptions no business has been done.

The landings for the week do not differ materially from those in the corresponding week last year, as the deliveries maintain their former rate, and are 500 tons more than in 1869, the surplus in the stock is further reduced, being now 2,500 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 56,115 cwt., against 75,239 cwt. at the corresponding date of 1869; Native, 2,466 cwt., against 19,284 cwt. The quantity afloat for the Continent is nil. The quantity of Coffee landed in the forty-eight weeks ended Dec. 3, 1870, was, of Ceylon, 40,205 tons, against 39,040 tons during the corresponding period of 1869; of all descriptions, 68,920 tons, against 67,888 tons. The quantity entered for home consumption was, of Ceylon, 9,642 tons, against 10,231 tons; of all descriptions, 17,566 tons, against 17,833 tons. The quantity exported was, of Ceylon, 28,924 tons, against 25,587 tons; of all descriptions, 47,929 tons, against 44,188 tons. The stock on Dec. 3 was, of Ceylon, 15,505 tons, against 14,217 tons; of all descriptions, 27,644 tons, against 25,187 tons.

SUGAR.

A quieter tone pervades the market than was shown a week since; the active inquiry for Manila which we then reported has wholly fallen off, and for other kinds only a moderate inquiry has prevailed. The business done has consequently been limited, but holders have not pressed sales, and prices have steadily maintained the range last quoted. Penang: Of 3,103 baskets date sort (duty 4s.) offered at auction 820 baskets sold low at 18s., one lot 17s. 6d., washed at 17s., common at 19s. to 19s. 6d., the remainder, common to medium, being bought in at 19s. to 21s. Java: In auction 1,990 bags low dark quality syrups were bought in at 18s. 6d. to 19s. Manila: There have been no offers at the public sales; privately 1,800 bags unclayed Taal have been sold at 19s., and 4,000 bags Zebu at 20s. 6d.

The landings for the week are slightly above those in the previous year, one-half consisting of Beetroot; deliveries for home use are again larger, including 900 tons of Beet, and are 1,600 tons in excess of last year; the exports, although amounting to 600 tons, chiefly

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foreign kinds, are but little above last year's. The stock is now nearly 4,000 tons less than last year. Stock, Nov. 26, 77,740 tons, against 79,944 tons; Dec. 3, 74,962 tons, against 78,713 tons. The quantity of Sugar landed in the forty-eight weeks ended Dec. 3, 1870, was, of Penang, 3,028 tons, against 4,722 tons in the corresponding period of 1869; of Manila, Java, and China, 19,902 tons, against 32,935 tons; the quantity entered for home consumption was, of Penang, 2,243 tons, against 2,602 tons; of Manila, Java, and China, 24,067 tons, against 20,457 tons. The quantity exported was, of Penang, 152 tons, against 193 tons; of Manila, Java, and China, 3,850 tons, against 2,191 tons. The stock on Dec. 3 was, of Penang, 2,963 tons, against 2,306 tons; of Manila, Java, and China, 27,775 tons, against 38,551 tons.

COIR GOODS.—At the last public sales a good supply of Yarn met with a good demand, and the whole was taken off at full rates to a further advance of about £2 per ton. Fibre and Rope sold without material alteration. 1,408 bales Cochin Yarn sold, roping, £21 5s. to £22 10s.; common to good common mixed kinds, £21 10s. to £23 10s.; medium to good medium, £24 5s. to £29 5s.; good, £30 to £32; fine, £33 10s. to £37 5s.; 21 tons in dholls sold, low, £18 10s.; common, £20 to £20 15s.; 75 bales Ceylon sold, common, £20 15s.; middling, £26 5s.; fine, £40 5s.; superior, £45 to £52 5s.; 62 tons ditto chiefly sold, low coarse, £19 to £19 5s.; common to good common, £20 15s. to £23; medium to good, £24 to £30. 47 bales Cochin Fibre sold at £19 10s. to £20 5s.; 11 bales Ceylon partly sold at £27, 3 tons in ballot sold at £16 15s. to £17 5s. 1,434 coils Cochin Rope chiefly sold, 1½ in. at £27 5s.; 2¼ in. to 3 in. at £23 15s. to £24; 2¾ in. to 4 in. at £25 5s.

CHINA GRASS.—An offer of 14 bales inferior quality was bought in at £139 5s.

COCOA NUT OIL.—The market for Ceylon has improved; at public sale of 47 pipes offered 38 pipes sold, fine nearly 19 per cent. tare at £38 5s., one lot £38 10s., middling just over 19 per cent. £38, yellowish £37 10s., fine in hogsheads tare 21 to 22 per cent. at £39 5s., yellow £39, inferior £38; 97 casks Cochin more or less off quality were bought in at £43, fine is quoted £44 to £45; privately 10 tons Ceylon in pipes 19 per cent. tare have been sold at £38 10s., and 50 tons very fine Cochin at £45.

CAMPHOR AND GALLS.—No business in either China or Japan.

HEMP.—There have been no transactions in Manila since our last report.

JAPAN WAX.—The market continues steady at 73s. for fine, and 70s. for medium.

PEPPER.—Black: The market is fairly active at unaltered prices; at auction 161 bags Singapore sold at 5⅛d., 1,695 bags Penang, sound common at 5¼d. to 5⅜d., damaged 5¼d. to 5⅜d., and 250 bags Aleppy at 5⅜d. to 5½d.; privately about 300 bags Penang have been sold, common 5¼d., fair 5 5-16d.; for arrival 2,500 bags Penang have been sold at 5d. to 5 13 16d., including damaged. White. A large supply at public sale met a moderate demand, and only a small portion sold at previous rates; of 705 bags Singapore 150 bags sold at 6¾d.; of 282 bags Penang 82 bags sold at 6½d. to 6⅝d., one lot fine 7d.

RICE.—The market for soft grain kinds has improved, and there has been a fair amount of business at former rates. At auction 9,759 bags Necransie, per P Somawatty, were bought in at 10s. 3d., and 3,971 bags damaged Rangoon at 9s. 6d. to 9s. 9d.; privately 8,500 bags Necransie sold at 9s. 7½d. to 9s. 10½d. quay terms, and 7,500 bags good Rangoon at 10s. 3d. For arrival 200 tons Soolie Ballam have been sold at 8s. 10½d. quay terms; 300 tons Moulmein, per Glenara, at 10s. 3d. ex ship for London; the cargo per Polyxina, 950 tons do., at 10s. 1½d. ex ship for London; the cargo yer Talavera, 1,425 tons Necransie, at 9s. 9d. Continental terms; the floating cargo, per Continental, 1,900 tons Rangoon, at 9s. 7½d. quay terms, or 10s. landed for London; also the G. R. Guiseppe, 900 tons Moulmein, at 10s. 1½d. ex ship for London.

SPICES.—Cinnamon Chips: Of 160 bags Ceylon offered, 62 bags common bark sold at 2½d. Cloves: 36 cases good fresh Penang were bought in at 1s. 3d., and 6 casks 22 bags Amboyna at 6d.; 25 bags ordinary ditto sold at 4½d. Nutmegs: A large supply of Penang, amounting to 89 cases 60 boxes was offered at auction, chiefly of fresh import, but with only a moderate demand the bulk was bought in, 67 to 63 nuts to the lb. at 3s. 10d. to 4s. 2d., 71's at 3s. 3d., 81's at 2s. 7d. to 2s. 8d., 115 to 100's at 2s. 1d. to 2s. 3d.. only 30 cases being sould, 67's at 3s. 6d., 81's to 79's at 2s. 7d. to 2s. 8½d., 100 and 103's at 2s. 2d. 7 casks Java 108's bought in at 2s., 2 cases Grenada sold at 1s. 8d.; 554 bags Singapore and Penang wild were withdrawn, except 10 bags, which sold at 3d. Mace: Of 11 cases Penang 5 cases sold, middling reddish, 3s. 2d. to 3s. 4d., good palish, 3s. 8d.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
Nov28	Dorette	Schomer	Rangoon	Cuxhaven
— 24	Loyola	de Castro	Manila	Cadiz
Dec. 1	G. H. Betz	Schaafma	Macassar	Brouwershaven
—	Thyatira	—	Shanghai	Off Plymouth
— 6	Larnax	Anderson	Batavia	Falmouth
Nov19	Mary Bangs	Arthur	Hong Kong	San Francisco
— 18	Delaware (U.S. frg.)	—	Singapore	New York
— 21	Magdala (str.)	Davidson	Shanghai	Do.
— 15	Asa Eldridge	Baker	Manila, &c.	Boston
— 22	Midnight	Brock	Singapore	Do.
Dec. 5	Jupiter	Klevit	Batavia	Texel
Nov25	Nardoo	Paul	Colombo	New York
— 26	Christal	Drummond	Penang	Do.
Dec. 8	Windhover	—	Foochow	London
— 8	Adriana	—	Rangoon	Deal

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec. 1	Forward Ho!	Hossack	Shanghai	London
Nov 29	Onward	Morrison	Do.	Penarth
— 29	Stad Middleburg	De Vries	Singapore	Do.
Dec. 1	Elizabeth Ann	Coates	Do.	Sunderland
— 5	Parana (str.)	Wilkinson	Peng., Sing., &c.—C.	London
—	Emulation	Watkins	Bangkok	Shields
—	Aldebaran	Meyboom	Batavia	Amsterdam
—	Waterloo	Abrahamsz	Do.	Do.
— 4	Aleppo	Fleming	Singapore	Cardiff
— 4	Mogul	Deuchart	Hong Kong	Do.
— 6	Rosalie	Nilsen	Cardiff and do.	London
— 4	Ystavat	Bloom	Hong Kong	Cardiff
Nov 26	Webfoot	Sturrock	Do.	Penarth
— 26	Cashmere	Kingman	Do.	Do.
— 27	Herald	Gardiner	Singapore	Do.
— 28	Fredericka	Fagerstrom	Do.	Do.
Dec. 3	Magoto (str.)	Grange	Do.	Broomielaw
— 7	Belted Will	Thompson	Hong Kong	London
— 7	Voorlichter	Buch	Singapore	Cardiff
— 3	Ocean Mail	Wawn	Hong Kong	Penarth
— 7	Caradoc	—	Singapore	Liverpool
— 7	Grenadier	—	Yokohama	Do.
— 6	Louisa Augusta	Constantine	Batavia	Sunderland
— 6	Sansparell (s. tug)	—	Singapore	Do.
— 7	Ajax (str.)	—	Peng., Sing., &c.—C.	Liverpoo

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—For Yokohama: John R. Worcester, Alumina, Eliza Shaw. For Shanghai: Duke of Abercorn, Sir Lancelot, Undine, Whinfell, Norman Court, Argonaut, Lauderdale. For Hong Kong: Cornuvia, Hopewell, Wm. Ritson, Ambassador. For Hong Kong and Amoy: Cissy. For Singapore: Cymbeline, Summer Cloud, Haidee. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Leith (str.). For Singapore, Hong Kong, and Shanghai: Lumley Castle (str.). For Bangkok: Anita, Gleam. For Batavia and Sourabaya: Art Union, Orient. For Colombo: Boyne. For Colombo and Galle: River Indus. For Colombo, &c. (via Suez Canal): Ferdinand de Lesseps (str.), Evora (str.), Atalanta (str.).

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SPOKEN.

LOUISA (ship), bound to Canton, Oct. 24, 15 N., 29 W.
INSULINDE, Batavia to Amsterdam, Oct. 11, off Princes Island.
XULLO (brq.), from Singapore, Oct. 18, 30 S., 12 E.
LICHTSTRAAL (Dut. ship), Batavia to Rotdm., 30 days out, 8 S., 30 W.

FREIGHTS AND CHARTERS.

Rates are somewhat firmer for ships loading on the berth for the East; coal freights from the Northern outports are at present quoted as under:—

Current rates of freight for vessels on the berth: To Tientsin and Chefoo: 50s. weight or meast. To Yokohama: 40s. weight, 35s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 35s. weight or meast.; per steamer, via Suez Canal, 70s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast; per steamer, via Suez Canal, 70s. meast. To Ceylon: 20s. weight, 17s. 6d. meast.; per steamer, via Suez Canal, 60s. meast. At New York, to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £40. For Hong Kong: £33. To Singapore: £27. For Galle: £27. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £2. For Hong Kong: £1 12s. For Java: 17s. 6d. For Singapore: £1 7s. 6d. For Galle: £1 5s. For Colombo: £1 3s.

The Admiralty have ordered the Silver Eagle to be surveyed for the conveyance of troops to Yokohama.

CASUALTIES.

The Jan van Brakel (Dutch barque), de Roever, from Padang to Amsterdam, put into Cowes Dec. 5, having lost both anchors and chains, off Dungeness; she was being supplied.

A telegram received from Hamburg, dated Dec. 6, states that the Eastern Belle (ship), from Batavia, had stranded on Shaarhorn, but after discharging into lighters had been got off, and towed to Krautsand.

The Midnight, which arrived at Boston, Nov. 22, from Singapore, dragged foul of Tudor's Wharf, after anchoring, and lost bowsprit and head gear.

The following is a telegram from Shanghai, dated Nov. 18, received at Liverpool Dec. 7—"Chusan ashore, badly, result doubtful."

MISCELLANEOUS

At MALTA.—Nov. 20, Argus (Dutch Government str.), from Flushing and Lisbon, for Batavia.

At PORT SAID.—Abbotsford (str.), from China, &c., and proceeded Dec. 4 for London.

SUEZ CANAL.—Galata (str.), from London, for Colombo, &c.; Nestor (str.), from Liverpool, for Singapore, China, &c.

At ADEN.—Ada (str.), from London, for Singapore, China, &c., and would proceed Dec. 1.

The Alexandria, from Liverpool to Singapore, which put back to Holyhead Nov. 28, sailed thence for her destination Dec. 1.

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Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

CANTON INSURANCE OFFICE

GENERAL AGENTS IN CHINA.
Messrs. Jardine, Matheson, and Co.

BRANCH AGENTS.

Messrs. Matheson and Co.	...	London.
Messrs. Jardine, Skinner, and Co.	...	Calcutta.
Messrs. Remington and Co.	...	Bombay.
Messrs. Arbuthnot and Co.	...	Madras.
Messrs. B. A. Barretto and Co.	...	Manila.
Messrs. Daniell King and Co.	...	Sydney.
Messrs. Jas. Henty and Co.	...	Melbourne.
J. F. Crockett, Esq.	...	Singapore.

Insurances are effected by this office on goods from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.

All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

MATHESON and Co., Agents in London.
No. 3, Lombard-street.

TRITON INSURANCE COMPANY

GENERAL AGENTS IN CALCUTTA.
Messrs. Jardine, Skinner, and Co.

BRANCH AGENTS.

Messrs. Matheson and Co.	...	London.
Messrs. Jardine, Matheson, and Co.	...	China.
Messrs. Remington and Co.	...	Bombay.
Messrs. Binny and Co.	...	Madras.
Messrs. Guthrie and Co.	...	Singapore.
Messrs. Armitage Brothers	...	Colombo.
Messrs. Todd, Findlay, and Co.	...	Rangoon.

Insurances are effected by this Company on goods from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.

All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

MATHESON and Co., Agents in London.
No. 3, Lombard-street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

ong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

HAMBURG-BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.,
Hong Kong and Shanghai.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB
YOKOHAMA.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures.
OXFORD STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad Street Birmingham.
Established 1807.

NOTICE.

WE have OPENED a BRANCH of our FIRM at SOURABAYA, under the management of Mr. EDWIN INTVELD, to whom we have granted our Power of Attorney.

HUNTER, HOUGHTON, and Co.
Batavia, 15th June, 1870.

NOTICE.

I HAVE this day ESTABLISHED myself here as MERCHANT and COMMISSION AGENT. HENRY GRIBBLE.
Nagasaki, 11th August, 1870.

MY BUSINESS will in future be carried on under the style of LANGDON DAVIES and Co. C. LANGDON DAVIES.
Hong Kong, Sept. 1, 1870.

JOSEPH TREVITT HUDSON, of Shanghai, China, who died at Hankow on the 19th January last, is supposed to have executed a will subsequent to 22nd August, 1863. Anyone being in POSSESSION of such WILL, or able to give information respecting it, is requested to COMMUNICATE with T. A. GIBB and CO., 72, Old Broad-street, London, E.C. or GIBB, LIVINGSTON, and CO., Shanghai, China.

LIEBIG COMPANY'S EXTRACT OF MEAT.

FOUR GOLD MEDALS.

CAUTION.

Require Baron Liebig's signature on every Jar and Tin.

5 lbs. Tins supplied in enormous quantities to both French and German troops in the field, and this size specially recommended to Relief Committees.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of
EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

ubscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram,
Brindisi	AGENTS FOR BRINDISI STRS.
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	WHITE & BAUER, 413, Washington-street.
Alexandria	DAVID ROBERTSON & Co
Suez	S. W. HOSKASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	RIBEIRO & Co.
Batavia	HUNTER, HOUGHTON, & Co.
Samarang	JACOBSON & Co.
Sourabaya	HUNTER, HOUGHTON, & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	
Osaka and Hiogo	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM.)

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OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR	From Southampton.	From Brindisi.
MALTA	Every Saturday, at 2 P.M.	—
ALEXANDRIA, ADEN, BOMBAY	,, ,,	Every Tuesday, at 2 A.M. Commencing Dec. 20.
GALLE, MADRAS, CALCUTTA, PENANG, SINGAPORE, CHINA, JAPAN	Saturday, Dec. 10, 2 P.M. And every alternate Saturday thereafter.	Tuesday, Dec. 20, 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA, NW. ZEALAND	Saturday, Dec. 24, 2 P.M. And every fourth Saturday thereafter.	Tuesday, Jan. 3, 2 A.M. And every fourth Tuesday thereafter.

And all ports touched at by the steamers of the British India and the Nethelands India Steam Navigation Companies.

REDUCED RATES OF FREIGHT.

	To India.	To China, Japan, or Australia.
Parcels—		
1 to 12 in., or 2 to 24 lbs.	4s. to 9s. 6d.	4s. 6d. to 15s.
1 to 3 ft., or 24 to 72 lbs.	12s. 6d. to 20s.	20s. to 35s.

For the convenience of Country Shippers, Messrs. Pickford and Co.'s Agents receive Goods and Parcels on the Company's account.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

BRINDISI LINE.—

Under arrangement with the Postmaster-General, the Peninsular and Oriental Company's steamers carrying H.M.'s Mails will, until further notice, leave Brindisi for Alexandria every Tuesday at 2 A.M., commencing 20th December, and Alexandria for Brindisi every Sunday on the arrival of the Mails from India, &c, commencing 25th December. The fares between Brindisi and Alexandria will be—First Class, £12; Second Class, £9.

STEAM TO CHINA, via

SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW EALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at Honolulu, for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 45 ,, ,,
Australia ..... in 48 ,, ,,

Passengers for California and intermediate points on this road are now booked hrough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

OVERLAND ROUTE VIA MARSEILLES.—

COMPAGNIE DES MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

Dec. 25, January 22, February 19 } For { Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

To Alexandria fortnightly, from the 8th of Dec.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Compagnie des Messageries Maritimes de France in Paris, Lyons, Bordeaux, and Marseilles or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL

ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO.

will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Sing., H. K., and Shang	Lumley Cstl., s.s ,via S.C.	A1 18 yr.	SWID	Dec. 20
Do.	New Steamr.	A100	SWID	Jan. 20
Do.	Erl King. s.s.	B in A1	SWID	Feb. 20
Hong Kong	Cornuvia ...	*A in A1	SWID	With des.
Do.	Burdwan ...	A1 14 yr.	SWID	To follow
Shanghai ...	Duke of Abercorn	A1 16 yr.	SWID	With des.
Do.	Everest	A1 13 yr.	SWID	To follow
Yokohama ...	Alumina ...	*A in A1	SWID	With des.
Do.	Windhover ..	A1 16 yr.	SWID	To follow

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

SINGAPORE, CHINA, and

JAPAN.—The following splendid first-class STEAMERS and SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Sing., H. K., & Shang.*	Sea Gull, s.s.	100 A1	E.I.D.	Jan. 10
Do.	Vnguard, s.s.	90 A1	E.I.D.	Feb. 5
Shanghai ...	Undine	A1 16 yr.	E.I.D.	With des.
Hong Kong	Hopewell	A1 13 yr.	W.I.D.	With des.
Yokohama (Kanagawa)	Eliza Shaw..	A1 17 yr.	E.I.D.	With des.
Do.	Chinaman ...	A1 14 yr.	E.I.D.	To follow

* Via Suez Canal.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SINGAPORE, HONG KONG, SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
Sing., H.K. & Shang.	Abbotsford ...	A 90	1050	E.I.D.	Dec. 31
Do.	Enterprise ...	A 100	1590	E.I.D.	Jan. 18
Do.	Craigforth ...	AA1	1109	E.I.D.	Feb. 25

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

CHINA AND JAPAN.

THE following high-classed Clipper SHIPS will be despatched as under from the East India Docks:—

Port.	Ship.	Class.	Tons.	Last Shipping Day.
Shanghai ...	Weymouth ..	A1 12 yr.	829	With des.
Yokohama (Kanagawa)	John R. Worcester	A1 12 yr.	844	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO.

intend despatching the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Date.
From LIVERPOOL.				
Yokohama and Hiogo.	Prnce. Alfred	A1	Prnce's	With des.
Batavia and Sourabaya	Cornelia.....	+ 3-3rds LII.	Prnce's	With des.
From LONDON.				
Do.	Orient	+ 3-3rds LII.	London	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

Steam via the Suez Canal. To sail on the 16th Dec.

FOR SINGAPORE, HONG

KONG, and SHANGHAI, the splendid full-powered screw steamer, LEITH, AA1, 957 tons register, 200-horse power, nominal; J. BARNETSON, Commander; loading in the East India Docks.

For Freight or Passage apply to DONALD R. MACGREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship. With despatch.

FOR HONG KONG, the splen-

did clipper ship AMBASSADOR, A1 16 years, 692 tons register, I. T. DUGGAN, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To sail punctually on the 16th December.

FOR SHANGHAI, the splendid

new composite clipper NORMAN COURT, A1 16 years, 834 tons register; ANDREW SHEWAN, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage apply to Messrs. BARING BROTHERS and Co., Merchants, 8, Bishopsgate-street Within; or to SHAW, MAXTON and Co., 2, Royal Exchange-buildings, London, E.C.

To follow the "Norman Court."

FOR SHANGHAI, the well-

known river-built clipper ARGONAUT, A1 14 years, Liverpool Book, 1,072 tons register, A. NICHOLSON, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

STEAM from LONDON to CO-

LOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:

Name	Tonnage	To Sail.
Quito	1,496	Dec. 20
Alnwick Castle ...	1,552	Jan. 5
Fitzpatrick	1,100	Jan. 15
Volante	1,261	Jan. 25

Their accommodation for passengers is unsurpassed and they will carry a surgeon and stewardess. For Freight or Passage apply to Messrs. GRINDLAY and Co. 55, Parliament-street, S.W.; or to GELLATLY, HANKEY SEWELL, and Co., 8, York-street, Manchester, or 109 Leadenhall-street, E.C.

A regular trader.—Will meet with the usual quick despatch.

FOR COLOMBO AND POINT

DE GALLE, the splendid clipper ship RIVER INDUS, Aa1, 1,045 tons register, G. SHEARER, Commander; West India South Dock. This magnificent vessel, the highest class in Lloyd's, built in 1868, has proved herself to be one of the fastest afloat; her last passage to Colombo was made in 85 days, thus offering the best opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

DIRECT for MANGALORE,

CANNANORE, CALICUT, and COCHIN, the splendid fast-sailing ship, HESPERIA, A1 10 years, 449 tons register, E. JARVIS, Commander; West India South Dock. This magnificent vessel, being under engagement to the Council of India, will be loaded to a light draught of water, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Dec. 12, 1870.

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FRENCH MAIL EDITION

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 381.] LONDON, TUESDAY, DEC. 20, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN— Yokohama	—	—	Oct. 30
Yedo			
Osaka and Hiogo	—	—	„ 25
Hakodadi			
Nagasaki	—	—	„ 24
CHINA — Peking	—	—	„ 20
Tien-tsin	—	—	„ 24
Chefoo			
New-chwang			
Hankow	—	—	„ 25
Kiu-kiang			
Chin-kiang			
Shanghai	Sept. 16	Nov. 1	Nov. 1
Ningpo			
Foochow	„ 9	Oct. 25	„ 3
Formosa			
Amoy			
Swatow			
Hong Kong	„ 23	Nov. 2	„ 8
Canton			
Macao			
PHILIPPINES— Manila			
COCHIN-CHINA— Saigon	„ 30	„ 6	„ 13
SIAM — Bangkok	„ 23	„ 1	„ 4
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	„ 12
Samarang	—	—	„ 12
Sourabaya			
MALACCA STRAITS— Singapore	Oct. 7	„ 9	„ 16
Penang	„ 7	„ 7	„ 14
CEYLON—Galle	—	—	„ 24
Colombo	—	—	„ 23

THE MAILS, &c.

The above mail (French) was delivered, *via* Marseilles, this morning, only one day late. The next inward mail (P. and O.) is due, *via* Brindisi, on the 26th inst. and will bring dates Yokohama, Nov. 6; Shanghai, Nov. 9; Hong Kong, Nov. 15 Singapore, Nov. 22.

Telegrams, *via* Galle, in advance of the mail leaving Shanghai Nov. 23, Hong Kong Nov. 29, were received on the 19th inst., and by Grant's Line, *via* Kiachta from Shanghai to the 23rd Nov., on the 13th inst.

Telegrams from Japan to Nov. 22, *via* San Francisco, are now due.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per Messageries Maritime steamer *Peiho*, arrived at Marseilles Dec. 13.—From Yokohama: Messrs. Andreossi, Grassi, Melancelli. From Shanghai: Messrs. Touset, Joubert, Mazzoldi, Giron, Veron, Boscolo, Durand, Bertone, Savio, Simon, Didier, Thomas, Caffin, Argenson, Fouviere, Bastiani. Cassaginac, Berthegene, Botto, Andrico, Bouchard, Nicolas, Meazza, Jouret Cacanieve, Quatrefages. From Hong Kong: Messrs. Remond, De la Torre, Morreno, Jabalbietta, Evenous, Pellan, Tolmond, Bellior, Madame Del Pilor, Mr. and Mrs. Wellings. From Saigon: M. Laborde. From Singapore: M. Breymon.

PASSENGERS OUTWARD.

Per P. and O. steamer *Pera*, from Southampton, Dec. 10.—To Yokohama: Mrs. Dick and child, Mr. Marcus. To Shanghai: Mr. W. H. Dalgleish, Dr. Van L. Von Dulvenbade, Mr. J. Gilfillan, Mr. E. M. Smith. To Hong Kong: Mr. R. G. Robertson, Mrs. Pedder, Mr. C. D. Kerr, and two second class passengers. To Batavia: Mr. R. G. Hill, Mrs. Van Vollenhoven and child. To Singapore: Mr. John Lanyon. To Ceylon: Mr. Wyatt, Mr. and Mrs J. Whyte.

Per P. and O. steamer *Massilia*, from Brindisi, Dec. 20.—To Batavia: Mr. T. van Gennep.

Per P. and O. steamer *Tanjore* from Southampton, Dec. 24.—To Shanghai: Mr. J. L. Scott. To Ceylon: Mr J. F. Churchill.

Per P. and O. steamer *Salsette*, from Brindisi, Jan. 3.—To Shanghai, Mr. Maitland.

Per P. and O. steamer, from Southampton, Jan. 7.—To Singapore: Mr. H. L. Porteous. To Ceylon: Mr. and Mrs. J. Halliday.

Per P. and O. steamer, from Brindisi, Jan. 17.—To Shanghai: Mr. and Mrs. J. H. Evans.

Per Pacific Mail steamer, to leave San Francisco Jan. 1.—For Yokohama: Mr. W. Cargill, Mr John Markham.

THE CHINESE MISSION.

CHUNG HOW, accompanied by Mr. Brown, Mr. Junbert, and Mr Norion, with Chinese interpreters, servants, &c., has not arrived by this mail, as expected.

THE memorial to the Postmaster-General for a reduction of postage on newspapers, prices current, and circulars now lies for signature at the office of this Paper, 2, Cowper's-court, Cornhill.

Summary of News from the Far East.

JAPAN.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

OCT. 24, 1870.

The English mail of September 9, due at Shanghai on the 25th inst., is expected here on the 27th idem by H.M.S. *Zebra*, and on her arrival H.B.M.S. *Ocean*, it is said, will go out on a cruise.

Only nine days have elapsed since my last, on the 15th instant, and sent via San Francisco; since then very little news of interest has occurred. The local authorities have received instructions from Yedo to suppress opium smoking amongst the Chinese residents at this port, and are carrying out the instructions after a fashion which is likely to defeat the good intentions of the Government, who take the measures in consequence of the evil spreading to their own people, which is much to be regretted. It is a matter of surprise that the authorities have such a fondness for the pigtail race, who are continually doing something or other by which they set a bad example to the Japanese. It was only three months ago they were engaged in dealing in children, and now we hear they are charged with spreading opium smoking amongst the natives, and yet the authorities take no steps to get rid of them—indeed they seem to favour them, for we have a novelty in this settlement in the person of a semi-crazy Chinese beggar woman; as if we had not enough native mendicant cripples.

H. M. S. *Adventure* left this for Hong Kong via Shanghai on the 17th instant. U. S. gunboat *Monocacy* arrived from Hiogo on the 23rd intant; with these exceptions I have no change to note in the men-of-war in harbour. The bands of the *Ocean* and *Almaz* each come on shore once a week, so that the residents have plenty of music just now.

I omitted to say in my last that the Portuguese Consulate has been handed over to Mr. W. P. Mangum, U.S. Consul, until further orders from Portugal. Mr. Jose Loureiro goes home very shortly; likewise does Mons. E. Rousset, French consular agent, and Mons. W. F. Gaymans, who fills the same post for Italy, leaves for Europe about the commencement of next month. I have not yet heard who are to succeed them. Consulate appointments are not sought after much now, and as there is no exchange obtainable, the post is considered to be one producing more plague than profit.

An official notice issued by H.B.M. Acting Consul, 19th inst., makes publicly known that F. P. Tombrink, Esq, has been appointed, and is hereby declared to be trustee, under the liquidation of Glover and Co.. Messrs. Julius Adrian, S. Howard Church, and William Robertson are appointed a committee of inspection. The above is simply a repetition of what I informed you on the 1st inst., now officially declared.

The Chinese have lately been shipping considerable quantities of chow chow articles to Taku, which is rather an unusual thing at this time of the year; it is being done, no doubt, in anticipation of foreign vessels not being allowed to go there in the spring, as most of the Cantonese here believe that war is certain to take place then, and even go so far as to tell you, with a serio-comic semi sarcastic grin, "if you foreign men no begin that Peking man darin will!" I hear that the Chinese have instructed foreign r

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to buy up firearms at the various ports in Japan, and that the persons operating are taking means to place the Chinese in possession of arms likely to make them different opponents to what they were in 1860-1861 ; in fact this is one of the reasons why the Celestials have got so cheeky and openly tell you that they can lick foreigners now as they savey fighting, judging very well just now.

Coals lately have formed a considerable item in the exports from this place to the ports of Taku, Chefoo, and Shanghai.

No vessel is on the berth for London, and the rate of freight is quite nominal. Exchange on London is nominally quoted at 4s. 5d. to 4s. 6d., and to account for quoting a nominal rate for Exchange on London I may add that these are generally negotiated at Shanghai or Yokohama, to which places the drafts are usually sent if the amount is large and a very slight demand exists at Nagasaki.

Nebus—400 when sold by the native money changers to foreigners, 400 to 406 is the price transactions are taking place at among Europeans.

CHINA.

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PEKING.

We hear that Count Rochechouart has definitely accepted on behalf of France the terms of settlement for the Tientsin outrage offered by Li-Hung-Chang. These conditions are :—

1. An indemnity of Tls. 50,000 for the cathedral, and a like sum for the orphanage and Consulate.

2. Tls. 1,500 for each of the Sisters of Charity murdered on the 21st.

3. Banishment of the Fu and Hsien Prefect and Magistrate, decapitation of fifteen ringleaders, and banishment to the Amoor of thirty more.

The question of indemnity to the French Government for the expenses of maintaining gunboats in the Peiho during the winter is reserved for after discussion.

TIENTSIN.

The correspondent of the *Courier* writes on Oct. 23 :—

The *Kiushu* is outside the bar at Taku and cannot get in, owing to the very low neap tides ; the *Chihli* is ashore on the bar, the *Shansi* ashore in the river. The *Manchu* has not water enough to come up to Tientsin, so has to tranship into the *Millet* at Taku. Even the latter took the ground coming up, drawing only nine feet four inches ; and, worst of all, no money in the Imperial Treasury to buy a dredging machine, nor likely to be for years to come. It is devoutly to be wished that the next spare money will be applied to the purchase of dredgers, or, better still, the construction of railways, instead of another Embassy to the "outside nations." I was glad to see your article on dredgers for the Woosung bar and river. They are greatly needed for all the rivers debouching on the coast of China.

A few days ago we had a strong example of how the tides are influenced by the winds in the Gulf. The tide at Taku had flowed, and high water showed twelve feet on the bar. It then ebbed to ten feet and a-half ; but a strong wind from the east then sprang up, and sent the tide in again up to thirteen feet. I did not notice at the time that the wind was particularly strong at Tientsin ; but I saw on the following morning, by the barometer, that it had risen two-tenths.

According to information got from a Chinese friend just returned from Peking to Tientsin, strips of paper with the following *spirituel* verses are everywhere posted on the walls of Peking.

In Chinese :—Tseng-sun, Ch'ung-sun, Ch'en-hung-sun.

Ying-tsu, O tsu, Ta-fa-tsu.

Or in English :—Oh grandson Tseng-kwo-Fan, oh grandson Ch'en-chung.

Oh our English ancestors,
Oh our Russian ancestors,
Oh our ancestors from glorious France.

Ch'en-chung is a mandarin (expectant Taot'ai), who came up with Tseng-kwo-Fan for the investigation of the Tientsin affairs. The meaning of grandson and ancestors as words of abuse have been already explained by me in a former letter, the contents of which I have since seen published in the *Courier*.

The *Grasshopper* left here this morning for Newchwang, and the *Elk* arrived to take her place here for the winter. Count Rochechouart was to leave Peking for the South in a few days. To calm the troubled minds of the residents there he said he would be back before winter : this is greatly doubted. It is reported that H.E. Chung How since he has heard that Earl Granville proposed to take common action with France does not half like it.

The Chinese have begun to rebuild some of the premises in the city belonging to the A. M. C. F. Missions. The British missionaries have not yet made up their estimates ; and I don't see how they can make more than approximate estimate until they are really to work again. They certainly cannot do so at present.

OCT. 26.

Telegrams arrived here yesterday morning up to the 12th Oct. They state that communication with Paris is only possible in balloons, it is so closely invested. Gambetta, the Minister of the Interior, left Paris by this aerial conveyance, and has arrived at Amiens. The bombardment of Paris had not commenced. Garibaldi had arrived at Tours to aid the French. Rome is incorporated with Italy, the Pope to receive an annuity of one million florins.

Rochechouart is hourly expected here from Peking, and Chung-How also, the latter *en route* for Paris.

There was a fire last night, in the city of Tientsin, but the fire brigade did not turn out to extinguish it. Soldiers had to be called in instead, who by pulling down the houses succeeded in putting a stop to the conflagration. It is said that the mandarins went to the fire brigade and begged them to come to the fire, but the latter told them that they would not do so, lest it should again happen that their lives should be taken simply for doing the bidding of the mandarins.

It was at first said that 100 houses had been destroyed, but foreigners who have visited the spot say that 700 chang have been laid bare, which at an average of 4 chang to each house gives 175 houses. Yet the Futa, when he is paying an official visit, in answer to a question on the subject, coolly said that there were a dozen houses burned ! A fair specimen of the veracity of the high officials.

LETTER FROM CONSUL LAY.

TIENTSIN, Oct. 19, 1870.

Sir,—Referring to your letter of the 3rd instant, addressed to H.B M's charge d'Affaires, on the subject of the protection of the British settlement at Tientsin during the approaching winter, I am instructed by Mr. Wade to state that he has received your letter. It does not appear to Mr. Wade essential that he should re-traverse, step by step, the ground taken by you ; but he thinks that you and the community are fairly entitled to an answer to the question : What guarantee is there against danger to the lives and property of British subjects at Tientsin during the winter ? The one danger, in Mr. Wade's opinion, to be apprehended is from the action of the dangerous classes, who might be induced, were there nothing to deter them, to attempt the pillage of the foreign settlement. He thinks that they will be sufficiently deterred by the naval force stationed at Tientsin. This will consist of a gun-vessel and gunboat of our own navy, four gunboats of the French navy, and probably two other vessels of war under other flags. Besides this, it is the intention of the Government to keep the new Governor-General, Li-hung-Chang, at Tientsin until the spring ; and the presence of a man of his known energy and capacity would be, Mr. Wade says, to him, were he a resident at Tientsin, of itself a sufficient guarantee against an invasion of the ill-disposed.

As to the occupation of forts and other precautions suggested, Mr. Wade states that, without at all under-estimating the gravity of recent events, and in these he includes the fact that nearly four months have elapsed between the massacre of the 21st June and the award of the Supreme Government which has just been published—he does not consider that the present position of British interests at Tientsin is such as to call for an occupation of Chinese territory by the forces, military or naval, of Her Majesty.

As to war, such as you appear to apprehend, I am directed to state that this could not be undertaken without the express authority of the Central Government ; and that it must be war, not with one Power, but with several of the largest Powers in the world. The representatives of these reside in Peking, and as I am informed by Mr. Wade, it is to be doubted whether any of them will leave the capital this winter.

This circumstance and the fact that an Imperial Commissioner of the Chinese Government is about to start for Paris should, Mr. Wade thinks, avail something towards satisfying the Tientsin community that aggressive operations are not contemplated by the Imperial Government.

The aggressiveness of the ill-conditioned classes of the Tientsin population is, Mr. Wade states, a contingency entirely apart ; and I am informed by him that, did he conceive the community insufficiently secured against it, he would not hesitate about the acceptance of any additional responsibility in their behalf.

(Signed) W. H. LAY, Acting Consul.

J. Henderson, Esq., Chairman of the Municipal Council, Tientsin.

SHANGHAI.

Dates by this mail are to Nov. 1. The London mail (French) Sept. 16 arrived out Nov. 1, with telegrams to Oct. 9, and *via* Kiachta dates reached to Oct. 11.

The well-known clipper screw steamer *Erl King*, Captain Steel, arrived on the 27th October. This fine vessel has just accomplished a feat unprecedented in the history of the China trade. On the 8th June last she left Shanghai, racing with the *Diomed* which would take the first new season's teas to England. and she was in London two days before that vessel. Her cargo was discharged, and another full general cargo shipped for Singapore, Hong Kong, and Shanghai ; and now, having discharged her cargo at the two former ports, she is here again, having accomplished the round voyage in 141 days, which not so long ago would not have been an intolerably long single passage A most interesting account of the outward voyage appeared in the *China Mail* on the arrival of the *Erl King* in Hong Kong, the main facts of which we summarised shortly afterwards. Among other important notes, was the record that between London and Port Said

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the average speed was 10 1-7th knots; while from Suez to Galle it was 9 14-15ths. Getting bad coal at Galle, her speed from that point was much reduced.

The first ordinary half-yearly meeting of the China and Japan Insurance Company was held on Oct. 28. The balance-sheet to June 30 shows an amount of net premia taken of Tls. 35,424.72. More shares were applied for than the directors deemed it advisable to allot, and the whole of the company's stock has been taken up, with the exception of 212 shares, which they reserve for the present. The report was adopted unanimously, and the qualification of the directors was fixed at ten shares.

The majority of the American missionaries returned to Tungchow on the 19th Oct. on board the U.S. man-of-war *Benicia*, Captain Kimberly. Mr. Solbe, interpreter for the English Consulate at Chefoo, accompanied them, and kindly acted as interpreter for Captain Kimberly. On the evening of their arrival these two gentlemen called on the Chifu, and had a long interview with him on the subject of the residence of the missionaries and their protection from violence. The Chifu said he was both able and willing to protect them under all circumstances.

The British community are again, by the departure of the *Zebra*, bereft of the protection of the inevitable gunboat. As against this, however, we have to place a statement we have heard, that telegrams have gone to the Legation at Peking, which will, probably involve the wintering of the British fleet at Shanghai.

In our commercial article last week we stated we had heard, from a reliable source, that Mr. Hart would shortly retire from the position of Inspector-General of Customs. Circumstances to a certain extent contradict this.

MEETING OF THE MISSIONARY CONFERENCE.

The monthly meeting of the above conference was held at the residence of Rev. J. Wherry, a number of missionaries from other ports being also present. Rev. Mr. Nelson read a paper, drawing attention to the importance of the missionary body giving expression to their views regarding the Tientsin Massacre and the present crisis. Pointing out that considering the amount of capital which the various missionary societies have invested in China; the perilous posts occupied by their missionaries all over the country; and the interest which from the nature of their calling they take in the Chinese people, it was but their plain duty to make themselves heard at a time like the present

A general discussion then ensued, in which several of the missionaries took a prominent part, and almost all fell in with the views expressed in the paper which had been just read.

The Rev. Mr. Muirhead differed somewhat from the opinions of his missionary brethren, who wished to address their societies on the subject, and said that so far as the London Missionary Society was concerned he did not think they desired any further information. He was content to leave the matter in the hands of Providence, who would no doubt bring good out of evil. The majority, however, leaning to the views of Mr. Nelson, a committee was appointed consisting of the Revs. Messrs. Nelson, Syle, Mateer, and Allen, to draw up a statement of their views for transmission home. Measures are to be taken to secure for it as great publicity as possible.

HONG KONG.

Advices by this mail are to Nov. 8; the London mail (P. and O.) of Sept. 23 arrived Nov. 2 with telegrams from London to Oct. 17.

There is but little local news; the papers are filled chiefly with the European war.

The Chinese gunboat *Tching-tsing* from Ticupak reports having found thirty-three of the pirates who were at the capture of the French barque *Nouvelle Penelope*. The Portuguese Government have seized eighteen coolies who were on board the above ship as passengers. His Excellency the Governor of Macao has placed all the miscreants at the disposition of the Consul for France. H.M. gunboat *Starling* and the gunboat *Tienpo* are still engaged in making a further search. The gunboat *Tching-tsing* has also been on the same expedition with the French Consul from Canton, Mon. D'Abry.

The rebellion which has broken out in Hoonan is headed by a number of revolted troops or braves, and in fact is the repetition of the old story in China of soldiers turning against their leaders. The outbreak of hostilities in Hoonan is noticeable at the present time, as that province is the birthplace of Tseng-kwo-Fan, and it has long been suspected among the Chinese that his hardly disguised disagreement with the Imperial authorities might result in disturbances in that direction. The feeling that this magnate is deeply engaged in intrigues seems at present to be more widely spread than ever.

The *Daily Press* says:—"The question of the desirability of appointing a bishop for Ningpo to take charge of the various missionary stations and of the chaplaincies in the North has been again revived. The measure, as might be expected, was vigorously opposed by the Bishop of Victoria, who, doubtless, regards a step which will deprive him of a great deal of his influence with natural aversion. But really, when it is remembered how Hong Kong bishops, as a rule, perform their duties, it may fairly be considered that any change will be for the better. Abusing their flocks at home, instead of improving them in China, is the form in which Christian zeal is, as a rule, manifested by those who enjoy episcopal dignity in this colony; and if a suitable bishop were appointed for the duties of superintending matters connected with the missions and the various Consular Chaplaincies, the step would probably prove to be one in the right direction; and further, if when it was accomplished, Hong Kong were supplied with a really energetic and earnest parish clergyman, perhaps we should not be much the worse off for the withdrawal of the bishops, whose connections with the colony for any practical purpose is for the most part confined to the pension list.

The American ship *Adelia Carleton*, which left Yokohama bound for this port on Oct. 6, has not since been heard of, and fears are entertained that she has met with some accident during the late typhoon, to which from the probable course steered she must have been exposed.

A cricket match was played on the 1st and 2nd inst., between the merchants and the bankers and brokers, and after a well-contested tussle the mercantile element prevailed (as it ever has in all matters of moment in China), and they were declared the victors by fourteen runs. The account current of the former footed up 70 plus 87-157. The balance-sheet of the latter only exhibited 80 plus 63-143. The weather was unusually favourable, the night showers keeping down the dust, and the cool north-easters tempering the scorching heat of the sun. The band of the 75th Regiment supplied excellent and exhilarating music, and everything passed off very pleasantly.

The coolie emigration, says the *China Mail*, to the United States has to struggle against unusual difficulties, which have at last assumed an aspect more serious that any with which it has previously been threatened. A San Francisco paper says—"Suits have been commenced in the Twelfth District Court, by District Attorney Byrne, against the steamships *Montana* and *America*, for violation of the Passenger Act; to recover against the *Montana* $7,000 damages, and against the *America* the sum of $437,000 damages." In the latter case, if the plaint should be legally established, a heavy blow will be dealt at the interests of the P. M. S. S Co.

We regret to learn the death of one of the pioneers in Hong Kong, Captain James B Endicott, formerly of Salem, Mass., who visited China first about thirty-five years ago, when quite a young man, as mate of a tea ship. He entered the employ of Messrs. Russell and Co. as commander of their opium hulk, until in connection with the late Thomas Hunt and Mr. J. B. Cook he founded the well known house of Thomas Hunt and Co. at Whampoa. A branch of this firm was established at Hong Kong, soon after the cession of the island. Captain Endicott resided principally at Macao, and established and maintained a line of steamers between that city and Canton. He was one of the largest stock holders in the Hong Kong, Canton, and Macao Steamboat Company, and chairman of the Board. He was very generally respected, and his sound and shrewd counsels will be missed by many who have profited largely by them.

ESTIMATED REVENUE AND EXPENDITURE FOR THE YEAR 1871.

The following is an abstract of the probable revenue of the Colonial Government of Hong Kong for the year 1871:—

Land revenue	$131,550.00
Rents, exclusive of lands	46,000.00
Licenses	157,100.00
Taxes	285,000.00
Postage	65,000.00
Fines, forfeitures, and fees of courts	14,500.00
Fees of office	40,650.00
Sale of Government property	500.00
Mint	5,000.00
Reimbursement in aid of expenses incurred by Government	68,680.00
Miscellaneous receipts	17,000.00
Special receipts	10,000.00
Total	$840,980.00

Subjoined is an abstract of sums, exclusive of Civil List and Pension, required to defray the expenses of the Colonial Government of Hong Kong for the year from 1st January to 31st December, 1871:—

Civil Departments:—

Governor	$740.00
Colonial Secretary	11,156.00
Colonial Treasurer	4,940.00
Auditor General	14,087.00
Clerk of Councils	100.00
Surveyor General	20,060.00
Postmaster General	34,134.00
Registrar General	11,238.00
Harbour Master	29,947.60
Collector of Stamp Revenue	4,450.00
Judicial Departments	9,948.00
Registrar of Companies Department	192.00
Ecclesiastical Department	1,134.00
Educational Department	14,292.00
Medical Department	25,276.00
Police Magistrates Department	6,748 00
Police Department	172,395.20
Gaol Department	42,041.00
Fire Brigade Department	7,276.00
Charitable allowances	1,256.00
Transport	4,5 0.00
Works and buildings	118,000.00
Roads, streets, and bridges	31,000.00
Miscellaneous services	29,000.00
Military contribution	94,000.00
Total to be voted	$687,910.80

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NOTE.

Amount of Civil List already provided for by Ordinance No. 13 of 1860	$133,104.00
Probable expenditure on pensions, gratuities, &c., under authority of Ordinances Nos. 10 of 1862, and 11 of 1868	19,000.00
Amount to be voted as per present estimates ...	687,910.00
Total probable expenditure for 1871 ...	$840,014.80

The foregoing expenditure may be classified as follows:—

Ordinary expenditure	$597,014.00
Public works	149,000.00
Military contribution	94,000.00
Total	$840,014.80

COCHIN CHINA.

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SAIGON.

Dates are down to the 13th November. The nomination of a municipal commission, to carry on the business of the city pending the reconstruction of the Municipal Council consequent on the change of Government at home, was almost the only local subject of interest. Several persons were, however, announced to be returning to France, in order to enlist in the army, for which purpose they were allowed free passages home. From the interior the reports are that trade is very good. Some new dye-works were being established at Cangioc; a second sugar-factory was being built at Bien-hoa; and the prospects of the crops both of rice and sugar were generally very good. Wood-cutting was greatly on the increase in Baria, and large quantities were exported to all parts of the colony, handsome public buildings being erected in many villages at their own expense. The fifth list of subscriptions for the sick and wounded was published, and raised the total sum subscribed in Saigon to f.54,567.

Messrs. Kaltenbaich, Engler, and Co., of Saigon, notify by circular that the order of the Governor, compelling all Germans to leave Saigon, will not affect them, in consequence of the various nationalties of their firm, and their business will consequently be carried on as usual.

SIAM.

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BANGKOK.

Dates extend to the 4th Nov.; the London mail of 23rd Sept. had been received.

The following items are from the *Bangkok Summary*:—

A Royal command has been issued from the Throne, by H.M. the Wang Hluang, to widen the street called Tanon Bumrong Muang, constructed during the reign of H.M. Somdet Pra Chawm Klow, the late King of Siam. This great thoroughfare is to be widened twelve or fourteen feet, making it straight throughout its whole length.

The new laws for regulating and clearing the canals in the kingdom of Siam having been issued, those in charge of the business are losing no time in putting them into force. A thorough clearing is going on around the city, and the alteration is even now so great that they appear like new canals.

His Majesty the Supreme King commenced the annual visitation of the Wats on the 15th Oct., and was to continue it daily till the whole of the Royal Wats have been visited.

There is now in course of erection at Wat Kok a substantial wharf whereat to land and ship the cargoes of the British steamer *Bangkok*. The wharf is to be at the present landing leading into the market at the stores of the klings.

At the auction sale on the 19th Oct., in the Consulat de France, the barque *Jasmin* was bought for the sum of $4,000, by Chowsua P'ow.

The heavy and incessant rains have ceased, the weather has become somewhat settled, and the N.E. monsoon begins to assert her sway. The river has overflown its banks, and the water from up country is now running to join the waters of the gulf at the mouth of the Menam Chow Phya. So strong is the current in the river, that the influence of the flood tide is scarcely felt; vessels at anchor continue to head up stream, and this, too, with a rising tide, whilst boats bound up stream have the whole force of the current to contend against. Owing to the quantity of water in the river at high tide the city has been completely inundated.

BORNEO.

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LABUAN.

We gather the following from the *Sarawak Gazette* of the 3rd Nov.:—

The Rajah has been pleased to appoint Mr. George Gueritz to extra service in the Sarawak Residency, to date from 25th Sept., 1870, and Major F. A. Walter, late 97th Foot, Commandant, to date from 1st Oct. 1870.

The absence of the Rajah, and uncertainty as to his return to Sarawak, induced the Commander of the "Kapuas" to ask Mr. Crookshank, the Resident of Sarawak as to the advisability of the "Kapuas" awaiting his Highness's return. Mr. Crookshank, though reluctant to shorten the stay of such a guest as Captain Vander Egk proved himself to be, considered it would be indiscreet to keep the "Kapuas" here, and mentioned that the Rajah could proceed to Pontianak in the gunboat *Heartsease*; at the same time he much feared that the impending attack on the Katibas Dyaks would delay, if it did not prevent his Highness accepting the friendly invitation of the Resident of Pontianak, but that a suitable reply would be forwarded as soon as possible after he had communicated with the Rajah. The "Kapuas" then left, carrying the good wishes of our small community, as although their stay had been short they had proved themselves to be most pleasant and agreeable guests.

The revenue collector in charge of Sadong has reported that the Dyak tribes of Engkias or Muallang belonging to the Netherland's India, have again made a head-hunting excursion into the Sarawak Territory, at Milikin on the Sandong-river. The Sadong tribe are peaceable and inoffensive. We trust the Dutch officer in charge of those tribes will see the necessity of ordering them to make reparation.

The Resident of Bintulu writes, under date October 25th:—

Our relations with Brunei remain in the same unsatisfactory state, and the continued enquiries of the natives as to the prospect of a cessation of insult on the part of people under the rule of the Sultan of Brunei, living on the rivers between Barram and Bintulu, have caused me some uneasiness. The Bintulu people are, I believe, as a rule, loyal, but they naturally feel that such shame should not be given them, living, as they do, under the Sarawak flag; and many have openly said that, had they not trusted in the Government to redress their wrongs, long ere this they would have taken the case into their own hands.

A telegram has been received this morning, dated Batavia, the 6th Dec., stating that Wankang, a native chief, had attacked Bintulu, but was repulsed. Sixty Dyaks and four Europeans were killed, and two officers wounded.

With the view to spread cattle on the coast to be reared by natives, the Government have distributed about sixty head within the last six months; some given with the engagement that one-fifth of the produce belongs to Government, and the rest to be handed over to the most deserving natives, with the understanding that the cows are not to be killed or sold for food.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates by this mail are to Nov. 16; the London mail of Oct. 7 was received on Nov. 9, with telegrams to Oct. 31.

Captain Langlois, master of the steamer *Fair Singapore*, writes from Klang, that two men, part of the crew of a Dutch schooner, have been picked up by some Langat people. All that can be learned from them is, that the schooner was commanded by a Dutch officer, a baron (name unknown), who was Commandant of the N.E. coast of Sumatra. The schooner was on her way from Klang to Rhio, and either capsized or sunk, and these men were saved.

Captain Suckling, of the British barque *Lota*, reports that on the 13th Nov. he saw a full rigged ship ashore off Brackett Point, Bintang Island. The distance was too great to make out the vessel's colours, if any were flying. She seemed to be bumping very heavily among the breakers.

A number of cases of small-pox have occurred in the pilgrim lodging-houses in the Campong Glam district, but owing to the timely action of the police and the Government medical officers in providing for those already suffering, the sanitary precautions taken, and the system of compulsory vaccination established here, the ravages of this pestilence cannot in any event be so serious as might otherwise have been the case.

The quarrel between the Ghee Hok and Seh Tan Kongsees, reported some time ago as settled, has again broken out afresh, and but for the vigilance of the police might have resulted in a serious disturbance. This, however, was prevented, and eventually the preservation of the peace ordinance was put in force in this settlement by a proclamation of the Governor in Council. All the headmen of the two Kongsees were enrolled as special constables, and after doing police duty for some days, were on Saturday last bound over to keep the peace for six months. It is to be hoped, this will deter them from any further hostile demonstrations.

The opium farmers of this Settlement have effected an arrangement by which they will be able to materially increase their profits, and at the same time greatly reduce the opportunity for smuggling. This arrangement is, we learn, the amalgamation of the Singapore, Rhio, Malacca, and Johore farms into one, and they have, we hear, admitted Mr. Tan Seng Poh, former Singapore farmer and present holder of the Rhio farm, into their partnership. By this means they will be able to establish a uniform price for chandoo at the four farms, thus removing the opportunity of purchasing chandoo at one Settlement and selling it at a profit in another; and in securing the co-operation of the former farmer, who possesses great influence among the Chinese, they have gained a valuable assistant in crushing out the organised system of smuggling.

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PENANG.

The following is from the *Penang Gazette*:—The estimates of the revenue and expenditure of the Straits Settlements for the year 1871 have been laid before the Legislative Council by the Colonial Secretary, and show a considerable surplus in favour of the colony.

The revenue of the three Settlements is estimated at $1,365,592
And the expenditure at 1 280,676

Surplus $84,916

The sources from which the revenue of 1871 are to be derived are stated as follows:—

	Singapore.	Penang.	Malacca.
Land Revenue	... $33,420	... $13,957	... $15,319
Rents, exclusive of land ...	... 21,000	.. 216	... 300
License Farms	.. 500,800	... 193,260	... 68,080
Stamps	... 96,150	... 54,330	... 70,600
Post and Harbour Dues ...	... 21,300	... 2,295	... 200
Postage	... 60,396	... 12,756	... 730
Fines and Fees of Court ...	... 670	... 210	... 191
Fees of Office	... 1,050	... 1,040	... 485
Reimbursements, P. W. D.	...	...	...
and Convict Department...	... 61,470	.. 34,200	... 26,349
Do. Miscellaneous ...	... 64,050	... 40,749	... 13,069
Sale of Government Property	... 20,150	... 50	... 25
Interest	... 400	... 1,000	... 10
Miscellaneous	... 200	... 51	... —
Total ...	...$879,056	$354,187	$132,349

The expenditure is estimated as under:—

	Singapore.	Penang.	Malacca.
Establishments	...$270,541	...$130,113	... $63,255
Pensions	... 6,110	... 17,587	... 8,351
Revenue Services ...	... 3,900	... 430	... 1,109
Administration of Justice ...	... 820	... 570	... 95
Ecclesiastical	... 60	... 40	... 90
Charitable allowance	... 2,000	... 950	... 300
Education	... 11,282	.. 4,540	... 3,902
Medical	... 17,110	... 1,640	... 1,495
Police and Gaols	... 28,590	... 19,555	... 7,420
Convict Department	... 58,300	... 21,950	... 20,280
Marine Department	... 27,870	... 3,925	... 4,485
Conveyance of mails... ...	... 45,839	... 320	... 175
Rent	... 200	... 300	... 591
Transport	... 5,500	... 5,025	... 4,078
Interest	... 1,700	... 850	... 200
Miscellaneous services ...	... 25,180	... 2,080	... 400
Works and buildings... ...	... 61,179	... 27,969	... 10,027
Roads, streets, and bridges ...	... 15,372	... 41,069	... 10,707
Military contribution... ...	... 279,060	... —	... —
Total	...$861,185	$278,975	$140,515

The total cost of the Governor, Colonial Secretary (including Councils and printing press), Treasurer, Auditor-General, Colonial Engineer, Surveyor-General, and Government vessels, amounting in all to $143,278, are debited exclusively to Singapore, as is the military contribution of $279,060.

The estimated revenue of Singapore for 1871 is reckoned at... ... ... $879,056
And the expenditure... 851,014

Surplus $28,042
The estimated revenue of Penang is $354,187
And the expenditure 271,615

Surplus $82,572
The estimated revenue of Malacca is $132,349
And the expenditure... 140,515

Deficiency $8,166

The returns show a surprising coincidence in the revenue for the three last years, the amounts standing respectively at $1,331 000, $1,312,000, and $1,348,000. That for the present year is exclusive of the sale of the colonial steamer *Rainbow*, which is expected to produce $30,000.

Commercial Report.

IMPORTS.

SHANGHAI.—The market continued very dull, and prices for all imports showed but little change, with the exception of Coals in which there had been a slight improvement. Business had been interfered with by the regatta and the races, which commenced on the 2nd Nov., and no resumption was expected for a week or a fortnight. Piece Goods: There is little to add to our report for last mail; 8¼ lbs. Grey Shirtings were still wanted for immediate delivery at the quotations then given, ordinary chops being still preferred. In White Shirtings business was reported at Tls. 1.80 to 2.16 per piece for 56 R. and 64 R., but the market was weak. T-Cloths: The improvement noticed in our last continued; common 7 lb. makes, from their scarcity, had commanded a further advance, and the few remaining in stock were firmly held for higher rates. The prices for Mexicans showed little change, but the low rates ruling had led to a large trade in them. Of 8 lb. goods the stock was light; they had been in moderate request, and prices tended upwards. Drills were unchanged. For Jeans there had been a fair inquiry, but owing to the firmness of holders only a small quantity had changed hands. In Fancy Cottons or Woollen Manufactures there was nothing interesting to report. Camlets had been sold at last mail's rates. The market for Long Ells was quiet; C.P.H. Scarlets nominally worth Tls. 5.35 per piece. In Figured Orleans and Spanish Stripes there was less doing. The quotations for Coals were—Cardiff, per ton, Tls. 9.5; English, Tls. 7.2 5; Anthracite, Tls. 9.5. Metals.—Iron: Only a trifling business had been transacted during the week, at about former rates. Nail Rods were quoted Tls. 1.90 to 2.0 for small sizes, and Tls. 1.86 for good assortments. Lead: Nothing doing; stock considerable, and rates without change.

HONG KONG.—Messrs. Oliphant and Co. report as follows:—Very little business has been transacted in Imports since the despatch of the English mail, and prices of most staple goods are now lower. In Yarns, Nos. 16 to 24 and 28 to 32 have declined $1 to 1.50 per bale and are now difficult to move; Nos. 38 to 42 are firmly held at maintained figures. 7lb Grey Shirtings are lower and are little wanted; 8.4lb are weak and difficult to place at a reduction of 5 cents per piece for well known chops; a sale "to arrive" of 10,000 pieces of this weight is reported at $2.65 per piece. 6lb T-Cloths have declined 2½ cents, and 7lb and 8lb goods attract but little attention at former figures. In Drills, only some small sales of Dutch have been effected, at low rates; Americans have not been enquired for, and no offers are reported. Woollens are very quiet, and offer no new feature for comment.

SAIGON.—At the beginning of the month a somewhat better feeling prevailed on the market, but a general improvement cannot take place as long as prices in neighbouring ports remain so extremely low. A few lots Grey Shirtings 8¼ lbs. had changed hands at $2.87½, and 7 lbs. could be placed at $2.45-50. Closing quotations were, Grey Shirtings, 8¼ lbs., $2.87½; ditto, 7 lbs., $2.45; Grey T. Cloth, 4 lbs., $1.32; ditto, 4½ lbs., $1.42; ditto, 5 lbs., $1,55; White Irishes $1.95.

EXPORTS.

TEA.

SHANGHAI.—Black: There had been a very small business done during the week, and the settlements recorded were partly made before the departure of last mail. There was no change in prices. Teamen were firm, and buyers not anxious, so that there was a slight pause in the market. Settlements and shipments 7,800 chests; stock 24,000 chests. Green: A considerable business had been done at about previous rates for fine kinds, and at some small concessions for lower sorts. One chop "Yooke Ga" had been taken at Tls. 47. Stocks were large, and Teamen were stating that 3-4ths of the crop had come to hand. Settlements 24,000 half-chests, stocks 96,000 half-chests.

FOOCHOW.—Owing to the intelligence by the mail of September 9th being disappointing to shippers of new season's teas, the market had been dull, and the business for England during the week had been small. Purchases of Oolongs for the United States had been resumed. The settlements of Congou and Souchong had been 14,360 chests, and the arrivals 11,061 chests. The arrivals of Oolongs had been 5,622 half-chests. Congou: Buyers had shown little disposition to operate, and the teamen were firm in asking former rates. There was no change to quote in the price of Congou. The transactions had been chiefly in fair to good common at Taels 12 to 14½. The following were the current quotations to which Taels 2.8 must be added for duty. The (cost at which teas lay down in London calculated at an exchange of 4s. 5½d., freight £2) per ton:—Dust and siftings, Tls. 4⅜ to 7½; broken leaf to ordinary, Tls. 8 to 11½; fair to good common, Tls. 12⅜ to 14½; flavoury to fair flavoury, Tls. 15 to 17½; good flavoury, none on the market. Souchong: Small purchases continued to be made at previous quotations. The stock consisted principally of common quality. Oolongs: The only reported transaction was a purchase of 140 half-chests. 7,000, to 8,000 half-chests were said to have been settled privately, but the price had not been declared. Quotations were as formerly given, but were quite nominal. Scented Teas: Settlements 3,125 boxes at previous rates, viz.:—Common to fair, Tls. 16 to 17; Medium, Tls. 18 to 20; Flowery Pekoe, 191 chests had been bought at Tls. 24½ to 52.

AMOY.—The Oolong market had been comparatively quiet. The demand for fine Teas had continued steady however, and about 1,500 half-chests of this description had been settled at prices ranging from $33 to 40; of the common kinds about 1,000 half-chests had been taken at $18.25 per picul. The stock comprised 10,000 half-chests. Four chops of Congou had found buyers at $17.50 to 19 per picul.

SIAM PRODUCE.

The following is from Messrs. Markwald and Co.'s report, dated Bangkok, Nov. 4:—

RICE.—Our market maintained during the past month a firm aspect, notwithstanding the unfavourable accounts from China and Japan. Our natives evinced much reluctance to sell at lower rates, and kept the market from time to time insufficiently supplied with grain, which has tended to keep prices up. The weather, however, has been very favourable, and the prospects for the new crop are so propitious that there is every probability of an early decline of our prices. To-day's quotations are, for Steam Mill Namuang or Field Rice, $1.35 per picul; Steam Mill Nasuan or Garden Rice, $1.55; Native Cleaned Garden Rice, resifted, $1.55; Native Cleaned, White, No. 1, Tls. 63 per covan; ditto No. 2, Tls. 60; good cargo Rice, Tls. 46.

SUGAR.—The season is now approaching its end, and stocks are much reduced. Sugar of the new crop cannot be expected before January or February. To-day's prices are for White, superior, Tls.11½ per picul; do., No. 1, Tls.11; No. 2, Tls.10½; No. 3, Tls.10.

BLACK PEPPER.—The active demand for Hong Hong, where high prices ($10 per picul) have been paid for the article, has drained our stocks, and the market is now cleared.

SAPANWOOD.—Without alteration; 3 to 5 pieces per picul, Ticals 3 per picul; 5 to 6, Ticals 2½; 6 to 7, Ticals 1¾. Cut Sapanwood (roots dressed off), for shipment to Europe, Ticals 2 per picul—equal to £6 15s. 9d. per ton of 20 cwt. f.o.b.

TEAKWOOD.—Ticals 10¾ per yoke, equal to £6 12s. 3d. per ton of 50 cubic feet f.o.b.

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COW HIDES.—Tls. 16 per picul, equal to 4.40d. per pound f.o.b.

BUFFALO HIDES.—Tls. 10 per picul, equal to 2.87d. per pound f.o.b.

BUFFALO HORNS—Tls. 13½ per picul, equal to 33s. 1d. per cwt. f.o.b.

DEER HORNS.—Tls. 11½ per picul, equal to 28s. 4d. per cwt. f.o.b.

GUM BENJAMIN.—No. 1, Tls. 120 per picul, equal to £14 17s. per cwt. f.o.b.; Inferior, Tls. 45 per picul, equal to £5. 19s. 19d. per cwt. f.o.b.

TEELSEED.—Is in moderate supply at the following prices:—No. 1, Tls. 7½ per coyan, equal to 35s. 3¼d. per quarter of 384 lbs. f.o.b.; No. 2, Tls. 68, equal to 34s.

STICKLAC.—In good demand; none in the market at present:—No. 1, Tls. 19 per picul, equal to 52s. 9d. per cwt. f.o.b.; No. 2, Tls. 16½, equal to 46s. 10d.

GAMBOGE.—Tls. 88 per picul.

IVORY.—Large teeth, Tls. 350 per picul; small teeth, 20 pieces, Tls. 256.

SAIGON PRODUCE.

RICE: The downward tendency had made further progress and $1.46 to $1.44 were successively accepted for about 30,000 piculs round grain. Vinlong was at the same time offered freely at $1 34-33 and still lower rates were expected for both qualities. Through scarcity of arrivals and reports of a slight improvement in the Hong Kong market, this retrograde movement was not only stopped, but $1.53 have since been paid for 28,560 piculs round and $1.38 for 7,500 piculs long grain. Nothing has been done for European account, Chinese asking again higher prices say 1.57 Gocong and $1.45 for Vinlong, which may be considered as closing quotations. Close to the new crop and with fair prospects in China and Japan, these prices will certainly give way as soon as new rice, of which a few hundred piculs are already shipped for Singapore, becomes more abundant. Exports for the month amounted to 180,085 piculs.

PADDY was worth 90 cents. to $1 per picul, according to quality.

FISH: The stock on the market was exhausted, and no further arrivals were expected during this season. About 700 piculs had been exported during the month.

COTTON: Several lots of uncleaned were in the market, the demand, however, was limited and prices declined to $6.50 per picul. Cleaned No. 1 quoted $21.50; No. 2, $18 per picul. The export for the month amounted to about 500 piculs.

PEPPER: The Marie Gabrielle had sailed with about 1,700 piculs, and with small quantities still coming forward, there was hardly any doubt, that the total export of this season will not reach 10,000 piculs.

BATAVIA.—Arrack, f.65 to 70 per leaguer, without transactions. Cloves, f.25 per picul, nominal. Coffee, f.27, for ordinary quality. Cubebs, f.15 per picul, no stock. Gutta Percha, f.190 to 150 per picul, in less request. Gum Dammar, f.25 to f.26 per picul. Hides—Cow, f.30 to 40; Buffalo, f.22 to 26 per lb., in little demand. India Rubber, f.96 to 100 per picul; sales to a small extent. Indigo, nominal. Mace, f.175 to 190 per picul—sales. Nutmegs, f.90 to 105, according to quality. Pepper—Black, f.21 to f.22 per picul—sales. Rice—Table, f.198, without transactions; first quality, f.145 to 160 per coyang—sales; second quality, f.125 to 135; cargo, f.100 to 110. Rattans—Borneo, at f.11 to 13 per picul; Padang, f.8 to 9.25. Sapan Wood: Manila, no stocks. Java, f.2.50 to 3. Sugar, f.13.50 to 14.20; according to quality. The Government auction on 29th Oct. averaged as follows:—26,000 piculs No. 20, f.13.66.; 38,500 No. 19, f.13.74; 23,500 No. 18, f.13.94; 9,000 No. 17, f.13.97; 3,500 No. 15, f.14.46; 16,500 No. 14, f.14.45; 6,500 No. 13, f.14.47; 1,500 No. 12, f.14.53. Total 125,000 piculs. Tin—Billiton: None in the market.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cases
From June 1 to Sept. 30, 1870	10826	45977811	24113809	54509	4895758	75052713	12054
Corresponding period last season	...	47063660	32387469	1151645	7641225	88293999	12015

Shipments Since:

Oct. 15 per Clara	From Shanghai	...	1,235 777	
— 21 ... Star of China	... Do.	...	923,752	
— — ... Kaisow	... Foochow	...	1,087,112	
— 22 ... Carricks	... Shanghai	...	1,190,716	342
— 24 ... Cathaya	... Canton	...	716,185	
— 27 ... Tamesa	... Do.	...	879,492	
— — ... Saida (str.)	... Do.	...	406,246	

TO THE CONTINENT.

							Bales.
From June 1 to Sept. 30, 1870	...	...	...	...	...	82755	3874
Corresponding period last season	...	...	...	...	...	739840	5942

Shipments Since:

Oct. 4 per Kjobenhaon	From Foochow	...	448,332
— 19 ... Margaret Falconer	... Do.	...	508,143

TO UNITED STATES.

							Pcls.
From June 1 to Sept. 30, 1870	...	...	...	...	...	15703048	938
Corresponding period last season	...	...	...	...	...	5210380	498

Shipments Since:

Oct. 13 per Golden Age (str.)	From Shanghai	...	164,170
— 22 ... Amadine	... Amoy	...	605,768
— — ... Dilpussand	... Shanghai	...	324,865

TO AUSTRALIA.

From June 1 to Sept. 30, 1870	...	...	...	...	6,387,099 lbs.
Corresponding period last year	...	...	...	...	8,476,813

Shipments Since:

Oct. 17 per Johanna Maria	From Foochow	...	316,610
— 21 ... Ellen Morris	... Do.	...	262,597
— — ... Marquis of Argyle	... Hong Kong	...	90,120
— 22 ... Wodonga	... Foochow	...	330,290
— 23 ... Memento	... Hong Kong	...	12,900

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	—	—	—
Shanghai ,, ,,	5s. 9¼d.	5s. 10d.	5s. 10¼d.
Canton ,, ,,	4s. 4¼d.	4s. 4¼d.	4s. 4¼d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,,	4s. 4¼d.	4s. 5d.	4s. 5¼d.
Manila ,, ,,	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	302 nominal	227
,, Hong Kong	25 to 25¼ dis.	—
Bar silver	111.5.0	7 prem.
Mexican dollars	75.175	1½ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 20; Old, 25 per cent. prem.
Hong Kong Gas Company, 48 dols. per share.
Hong Kong and Whampoa Dock, 1½ per cent. discount.
China Traders' Insurance, 1,800 dols. premium.
Hotel shares, 70 per cent. discount.
Hong Kong and Macao Steamboat Company, 34 dols. premium.
Hong Kong Fire Insurance Company, 225 dols. premium.
Union Insurance Company, 1,850 dols. premium, nominal.
China and Japan Marine Insurance Company, Tls. 50 to Tls. 55 premium.
China Fire Insurance Company, 55 dols. premium.
Victoria Fire Insurance Company, 25 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par.

SILK SHIPPERS FROM YOKOHAMA.—SEASON 1870-71.

	England.	France.
Aspinall, Cornes, and Co.	—	—
Aymonin and Co.	—	—
Abegg and Co.	—	—
Bavier and Co.	121	15
Batto	—	—
Bolmida	—	7
Comi, V.	—	—
Davison, James	—	—
Deveze and Co.	—	—
Eccard and Raud	—	—
Fraser, J. C., and Co.	—	—
Facchi	—	—
Gilman and Co.	—	17
Grosser and Co.	—	—
Gutschow and Co.	23	—
Goddard, B.	—	—
Heard, A., and Co.	—	10
Hecht, Lilienthal, and Co.	—	—
Hooper Brothers	5	—
Hudson, Malcolm, and Co.	81	—
Jacquemot, J. M.	—	—
Jardine, Matheson, and Co.	—	12
Kingdon, N. P.	—	—
Kniffler, L., and Co.	22	—
Leggett, C. E., and Co.	—	—
Macpherson and Marshall	—	—
Morf, H. C., and Co.	12	—
Petrocochino, P. E., and Co.	—	—
Prate and Co.	—	—
Pistis and Co.	—	—
Parth, E.	—	—
Ravel, Blanc, and Co.	—	—
Reise and Co.	27	—
Sitwell, Schoyen, and Co.	11	—
Schultz, Reis, and Co.	—	28
Shaw, Winstanley, and Co.	—	—
Seyd, E., and Co.	—	54
Siber and Brennwald	—	—
Smith, Baker, and Co.	—	—
Stephenson, Dallas, and Co.	—	—
Strachan and Thomas	—	—
Schmidt, E.	—	—
Textor and Co.	204	—
Thorel and Co.	51	117
Valmale, Schoene, and Milsom	—	32
Van der Tak	—	3
Wilkin and Robison	22	—
Walsh, Hall, and Co.	33	—
Zieseler and Co.	9	—
Sundries	2	—
Shipment to England and France	623	276
Other Ports	916	
Shipped per P. and O. Co.	556	
Shipped per M.I. Co.	327	
Shipped per P.M.S.S. Co.	21	
Shipped up to the same time year 1869-70		3,826 bls.
Do. do. do. 1868-9		6,431 bls.

Oct. 22, 1870.

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TEA CARGOES EXPECTED.

Date. 1870.	Ship.	From	Cargo. lbs.
Aug. 10	Zephyrus	,,	874 877
,, 15	Golden Spar	,,	907 458
,, 20	Geraint	,,	1,293 556
,, 31	Wild Deer	,,	1,259,898
Sept. 2	Huntly Castle	,,	860 851
,, 8	Northampton	,,	1,614,507
,, 14	City of Hankow	,,	1,626.567
,, 14	Arracan	,,	1,020,366
,, 15	Jas. Wishart	,,	1,064.862
,, 20	Juanpore	,,	536,707
,, 27	Araby Maid	,,	1,229.400
Oct. 1	Ornata	,,	966.500
,, 4	City of Aberdeen	,,	730.200
,, 6	Veronica	,,	410,800
,, 8	Abbotsford (s.)	,,	242.000
,, 12	Eldon (s.)	,,	306,200
,, 15	Clara	,,	1,236,700
,, 21	Star of China	,,	993,800
,, 22	Carricka	,,	1,190,700
Aug. 31	Haddington	Foochow	1,352 208
Sept. 4	Shun Lee	,,	851,306
,, 10	Maitland	,,	995.495
,, 16	Melbrek	,,	1,188,242
,, 22	Flying Spur	,,	911,600
,, 28	Carrick Castle	,,	1,255,700
,, 30	Lennox Castle	,,	925,500
Oct. 4	Leander	,,	1,137,000
,, 24	Kaisow	,,	1,085,500
,, 4	Kjobenhavn (Falmouth and orders)		418,300
,, 24	Margaret Falconer	,,	495,000
,, 12	Lahloo	Foochow	1,081,200
Sept. 16	Fiery Cross	Canton	822.359
Oct. 24	Cathaya	,,	716,200
,, 27	Tamesa	,,	879,500
,, 27	Saida (s.)	,,	406,200

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company	500	500	115	6 p.c.
Shanghai Gas Company	100	100	120	12p.c.
Shanghai S.N. Company	100	100	108	12p.c.
S. Tug and Lighter Company	850	850	300	None.
French Gas Company	50	50	51	None.
Hong K. Fire Insurance Co.	$1,000	$200	$412	12p.c.
North China Insurance Co.	Tls.1,000	Tls.200	Tls.605	Trienl.
North China Steamer Company	500	500	110	20p.c.
Union S.N. Company	100	100	76	12p.c.
Yangtsze Ins. Association	500	500	665	15p.c.
Union Insurance Society	$5,000	$1,000	$2,650	—
China Traders Co. (Limited)	5,000	1,000	2,600	400p.sh

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Oct. 27, Erl King (str.); from Liverpool, 26, Waverley. From London, previous to Nov. 23 (reported by telegram), Acantha.

At HONG KONG and CANTON.—From London, Nov. 8, Lord of the Isles (str.).

At SINGAPORE.—From London, Nov. 11, William Cory, Acantha (str.); 13, Hibernia (str.); from Cardiff, 10, Reine d'Anjou; from London, Joseph Kimbro (reported by telegram).

At SAIGON.—From Bordeaux, Oct. 31, Y. F. V.

DEPARTURES.

From SHANGHAI.—For London, Oct. 25, Delaware, Alice; 29, Tamerlane; 30, Jumna; for New York, 27, N. B. Palmer, Morro Castle, Anglo Saxon (cleared). For London, previous to Nov. 23 (reported by telegram), Hindustan, Anselis, John Lidgett, Diomed (str.), Europa, Borealis.

From FOOCHOW.—For London, Oct. 27, Magellan, Douglas Castle, Guinevere, Taitsing (cleared).

From HONG KONG and CANTON.—For New York, Nov. 5, Marathon.

From SINGAPORE.—For London, Nov. 8, Saida (str.), Magdala; for Boston (via Penang), 10, Rocket.

From SAIGON.—For Bordeaux, Oct. 17, Diana; Nov. 11, Suzanne.

FREIGHTS AND CHARTERS.

At SHANGHAI.—The Erl King (str.) has been laid on the berth for London at £3; for sailing vessels, £1 10s. to £2; New York, £2 10s. to £3.

At FOOCHOW.—To London the rate remains at £1 15s. to £2, with upward tendency; to New York, £3.

At HONG KONG.—There is no change to report.

At SINGAPORE.—By telegram of Dec. 6 rates are quoted 35s. for Gambier to London.

VESSELS LOADING.

At YOKOHAMA.—For London, Rollo; for New York, Min, Abby Bacon.

At HIOGO.—For New York, Latona.

At NAGASAKI.—For London, Alida, N. German vessel, partly loaded.

At SHANGHAI.—For London, Dundonald, Hindostan, Tyburnia, Alonzo (str.), Queen of the Age, Jason; for New York, Mary Whitridge, Montana.

At FOOCHOW.—For London, White Adder, Borealis; for New York, Caliph, Samuel Russell, Espeigle.

At AMOY.—For New York, Amadine.

At HONG KONG and CANTON.—For London, Fairleader, Corea, John Lidgett; for New York, Osceola, Game Cock, John Worster.

At MANILA.—For London, Tonbridge; for Liverpool, King Harold, Gateshead; for Cork, Joseph Sprott, Lord Macaulay; for Cadiz, Maria Fidela; for New York, Glenlyon, Rattler, Ringleader, Monkchester, Elizabeth Oliver, M. of Londonderry; for Boston, Bunker Hill, White Swallow, Mindora.

At SAIGON.—For France, Emile Marie, Maria Gabrielle, Mary Falconer.

At BATAVIA.—For New York, Astrea; for Boston, Susannah Johanna, Aurelie; for Amsterdam, Glenco, Granite City, Arabia, Sirius; for Rotterdam, Somerset.

At SINGAPORE.—For London, Palestine, Valkyrien; for Liverpool, Sooloo, Petchelee; for New York, White Swallow, Agincourt; for Bordeaux, Malacca; for Marseilles, Isaure.

At PENANG.—For London, La Plata.

REPORTS AND CASUALTIES.

The Humberstone, Hong Kong, to Foochow, in ballast, has been totally lost off Formosa.

YOKOHAMA.

The P. M. S. S. Company's lighter No. 9 arrived from San Francisco, sixty-one days out. She is built of iron, schooner rigged, and 100 tons burthen.

The British barque Violette reports having left Hong Kong September 9th, experienced fresh N.E. monsoon till 16th; then light northerly winds and calms, from thence variable winds and calms, passed through the Bashee Channel, from thence strong N.E. monsoon till 23rd at 8 A.M., when wind veered to S.E., strong gale, with falling barometer, took in all sail and laid ship to under bare poles; noon blowing a furious gale, with fearful high confused sea. 24th wind moderated a little, set fore and mizen staysails; 4 P.M. wind hauled to E., wore ship, stood to N.E.; 6 P.M., wind increasing, took in sail; 7 P.M. blowing a furious gale with heavy squalls, accompanied with rain; midnight wind moderated, and hauled to S.E. with heavy sea, shipping great quantities of water. Barometer rising; 29th wind N., with heavy S.E. sea. Barometer falling rapidly, and other indications of an approaching typhoon. Wind suddenly flew into the S.E., and blew with unabated violence for five hours, veering westerly at about a point an hour. During the height of the typhoon barometer stood at 29.00, Anneroid 29.15; shipping great quantities of water; midnight moderated, still under bare poles; 30th, heavy S.E. gale, a tremendous sea broke over the starboard quarter, washing away skylight, filling cabin, storeroom, and officers' berths full of water, and doing other damage. Oct. 1st, still blowing from N.E.; 2nd, S.W. strong gale; 3rd, moderate S.W. wind; 4th, northerly winds and moderate, and from thence till arrival moderate northerly wind.

P. and O. steamer Sunda reports having left Hong Kong on the 3rd Oct. at 5 P.M. Experienced strong N.E. winds up the coast as far as Checakoff; from thence strong E.N.E. winds till noon of the 11th, when the barometer began to fall rapidly, showing indications of an approaching typhoon; wind E.N.E., with heavy sea, barometer 29.15. At 9.30 P.M. the typhoon was at its height, blowing furiously, everything invisible through rain and spray; a lifeboat and cutter were washed away and the decks swept of the benecops, &c., barometer 28.36. At 10 P.M. the barometer began to rise, wind S., the centre of the typhoon passing to the westward. At midnight the wind moderated, and from thence the Sunda had fine weather till her arrival. She saw no vessels, but passed large quantities of wreck.

The Mary Miller, from Newchwang, was towed in on the 20th Oct. by the French war steamer Dupleix, having lost her fore and main lower masts, heads, and all gear.

The British barque Lorton, from London 147 days. Left May 20th (had mostly fine weather all the passage to Anjer); crossed the Equator June 27th, passed Cape of Good Hope July 23rd, and had variable wind and fair weather, running down the Easting in lat. 38 to 39 degrees S. Had strong S.E. trades and arrived at Anjer Aug 31st. Had changeable weather with heavy squalls and much rain up the China sea as far as north end of Luzon Island, but encountered a severe typhoon off the south end of Formosa on Sept. 24th and 25th (bar. 29.32), but which did not do much damage to the ship. Encountered another typhoon between Formosa and Foochow (S.W.), which lasted about eighteen hours, but having plenty of sea room were enabled to keep clear of the vortex. Had easterly wind and fair weather till Oct. 11th, and when Omae Saki bore East, distant about twenty miles, it commenced to blow from E.N.E. with a high bar. (30.10), ther. 76, wind increasing as fast as sail could be reduced. Hove to under a lower maintopsail, and at daylight passed a barque supposed to be Mary Miller (spoken two days previous), heading north under a close-reefed maintopsail; gale and sea increasing rapidly, barometer very irregular, falling three to four tenths of an inch, then rising a tenth and falling again till nine P.M. on the twelfth, when it was down 28.03. It had then been blowing a terrific typhoon for about ten hours, every hour increasing in violence, with a fearful high and turbulent sea, and the atmosphere so thick with rain and foam that we were not able to see twenty yards from the ship. Wind during the whole time hauling from E.N.E. to S.E.S. and S.W. At eleven, gale abating perceptibly, we wore ship to northward to avoid a lee shore. At daylight, wind W.S.W., moderate gale, gradually decreasing, we kept away and made sail. At noon Fusiyama bore N.N.E. At six P.M. passed Rock; at seven P.M. on the 14th arrived in the bay.

SHANGHAI.

The Chasen has gone ashore badly; result doubtful.—By telegram dated from Shanghai, Nov. 18.

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VESSELS PASSED ANJER.

Date.		Ship.	From	To.
Oct.	17	Elizabeth	Batavia	Amsterdam
,,	—	Cornelis Smit	,,	Rotterdam
,,	—	City of Hankow	Shanghai	,,
,,	—	Mipkelmawigg	Hong Kong	London
,,	—	Huntly Castle	Shanghai	Cape of G. H.
,,	—	Bali	Rotterdam	London
,,	—	Sir Robert Sale	Singapore	,,
,,	—	Sidonie	Saigon	,,
,,	—	Salado	Singapore	Liverpool
,,	18	Anna & Joanna	Batavia	Rotterdam
,,	20	Ortelius	,,	Amsterdam
,,	—	Mikado	Shanghai	New York
,,	—	Erasmus	Rotterdam	Batavia
,,	21	Hedwig	Batavia	New York
,,	—	Radama	Glasgow	Bangkok
,,	—	Java	Newcastle	Order
,,	—	Benefactress	Japan	New York
,,	—	Ferdinand Marie	Macao	Callao
,,	24	Jung Fry	Foochow	New York
,,	—	Northampton	Shanghai	London
,,	—	Melbreck	Foochow	,,
,,	25	Tanjore	Macao	Callao
,,	—	Cornelia Adolphina	Batavia	Amsterdam
,,	—	Gurtje Maria	,,	Falmouth
,,	26	Cornelis Gips	,,	Rotterdam
,,	—	Aracan	Shanghai	London
,,	—	Maria	Saigon	Mauritius
,,	28	Henriette Adriana	Batavia	Rotterdam
,,	—	Siefra	Whampoa	New York
,,	—	Zuid Holland	Batavia	Rotterdam
,,	—	Amie	Shanghai	New York
,,	30	Staatsraad v. Eyk	Batavia	Amsterdam
,	—	Helene	Saigon	Bordeaux

LATEST TELEGRAMS.

THE INSURRECTION IN MONGOLIA.

SHANGHAI, Nov. 23.—Grave disturbances have occurred in Hunan, (? Honan).

NATIVE DISTURBANCES IN BORNEO.

BATAVIA, DEC. 6.—The native chief Wankang has attacked the town of Bintulu in Borneo, but was repulsed. Sixty Dyaks and four Europeans were killed; two officers were wounded.

COMMERCIAL.

CHINA.

(RECEIVED BY GRANT'S LINE, VIA KIACHTA, DEC. 13.)

SHANGHAI, NOV. 23.—Silk: Prices firm, owing to peace prospects; fair demand; export from Shanghai since commencement of season, 24 000 bales; stock, 5,000 bales. Tea: Market very quiet, but firm; settlements very small; fair common Congou, 11½d.; export of Black in excess of last season 4,300,000 lbs.; of Green, in decrease of last season, 2 500,000 lbs. Shirtings: Eagle Chop, 8½ lbs. Tls. 2.24, fair business. Exchange on London: Bank bills, six m.s., 5s. 10d. London Telegrams to Oct. 25 received Nov. 13.

STRAITS SETTLEMENTS.

(REUTER'S TELEGRAMS, RECEIVED VIA GALLE, DEC. 19.)

SHANGHAI, NOV. 23.—Grey Shirtings, 6½, 8½ lbs. Tls. 2.27; Cotton Shanghai, Tls. 12½. Tea: Black, fair quality advancing, Green quiet but steady. Silk: Firm and active; No. 3 Tsatlee, Tls. 590; settlements since departure of last mail, 2,000 bales; export to date (China and Japan) from commencement of season, 32,000 bales; stock Shanghai 3,000 bales, Japan 1,900 bales. Exchange on London: Bank bills, six m.s., 5s. 10d. Freights: Tea, 45s.

HONG KONG, Nov. 29.—Grey Shirtings, 6½ catties 8½lbs. $2.70, no inquiry. Cotton Yarn, 16-24, $110. Tea: Total export (China and Japan), 101,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 4¼d.

JAVA.

(RECEIVED VIA GALLE, DEC. 7.)

BATAVIA, NOV. 16.—Java Coffee, f.29; the Government sold 9,000 piculs Padang at f.32. Manufactures dull. Arrivals: Graafstroom, India, Jan Pietrszoon Koen, Juno, Leopold Graaf van Limburg Stirum, Sophia, Koningen der Nederlanden. Departures: Dordrecht II., Elshout. Hollands Trouw, Vrede.

BATAVIA, NOV. 24.—Java Coffee, f.29; Sugar, No. 14, f.15 to f.15½; White Rice, first quality, f.155; Gum Damar, f.27. Manufactures inactive; freight to Holland, f.75, exchange on Holland, f.101 to f.102. Arrivals: Frisco, Pauline Constance Eleonore, Senior. Departures: Bato, Burgemeester van Middelburg, Hendrika, Jacob Roggeveen, Nieuwland, Passaroeang, Sourabaya Packet.

(RECEIVED VIA GALLE, DEC. 13.)

SINGAPORE, Dec. 6.—Grey Shirtings, 8½ lbs. $2.60; 7 lbs., $2.15; T-Cloths, 6 lbs., $1.55; Mule Twist, 16 24, $87½; 40's $122. Exchange on London: bank bills, six months, 4s. 4½d.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks.—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

COMMERCIAL POSTSCRIPT.

Messrs. J. C. Sillar and Co.'s Circular says:—The chief feature in the trade has been the large "Rummage" sale, which commenced on the 5th instant and terminated on the 8th, at which upwards of 3,000 packages passed the hammer. These Teas as a rule fetched high prices considering their age; some Bohea, however, of 1837 import, unfit for consumption, sold for four shillings per lot of six chests, or less than half a farthing a pound; Congou of 1838 import for £19 5s. per lot of 9 half-chests, of 1839 import £20 to £24 10s. per lot of 6 chests; Hyson, of 1856 import, £42 10s. per lot of 9 half-chests. Unless the authorities interfere, the above "Bohea" will, doubtless, be mixed with Muloo Mixture, and eventually be consumed by the sick in our hospitals and workhouses, or purchased by the poorer classes. The duty upon every eight pounds weight of this rubbish due to Her Majesty's Government is equal to the cost of six chests.

THE P. and O. steamer *Delhi*, has on board 1650 cases silk worms eggs, for Genoa, and 650 cases for Marseilles.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—Dec. 15, at London, from Moulmain, Ida; 14, at Liverpool, from Akyab, Eriminta; 13, off Cape Clear, from Maulmain, for London, Polyxene; Nov. 21, at Pernambuco, from Japan, Chloris; Dec. 1, at New York, from Hiogo, Arabella; 2, from Batavia, Ida; at Clyde, from Maulmain, Margaret Galbraith; 14, at Texel, from Batavia, Gelderland; 17, at London, from Colombo, Southern Belle; 16, at Deal, from Java, Oceana; 17, at London, from Colombo, Cresswell; 16, off the Wight, from Colombo, Monarchy; off Scilley, from Singapore, Roslin Castle; 19, at Deal, from Foochow, Falcon; 17, at Falmouth, from Singapore, for Hamburg, Hulla; from Manila, Merse; 18, from Rangoon, Camilla; 19, at Queenstown, from Akyab, Francisco Curra; from Maulmain, Cameo; 16, at Hamburg, from Batavia, Eastern Belle; at Bremerhaven, from Rangoon, China; 20, at London, from China, Falson; from Rangoon, Alfred the Great; at Deal, from Singapore, Roslin Castle; 4, at New York, from Colombo, Amoy.

DEPARTURES.—Dec. 16, from Shields, for Singapore, Yeavering Bell; 15, from Galle, Loochoo; Nov. 19, from Rio de Janeiro, for Singapore, Batavia; Dec. 17, from London, for Singapore, Cymbeline; 13, from Lerwick, for River Amoor, Spirit of the Age; 1, from Boston, for Batavia, Humboldt; 14, from Shields, for Galle, Adelphoi; 18, from Plymouth, for River Amoor, Vitias, Toungous (Russian war steamers); 16, from Sunderland, for Penang, Contest.

SPOKEN.—Sarah Nicholson, Liverpool to Shanghai, Nov. 6, 9 N., 21 W.; Harwich, Batavia to Amsterdam, Oct. 22, 34 S., 16 E.; Prince Victor, Liverpool to Galle, Oct. 8, 12 N., 27 W.; an English barque, showing No. 0 961, Penang to Falmouth, 90 days out, Oct. 25, 15 N., 28 W.; an English barque, showing No. 9,021, Singapore to Liverpool, 69 days out, Oct. 26; Californie, Batavia to Amsterdam, Oct. 8,35 S, 22 E.

LAID ON.—At London, for Shanghai, Weymouth; at Liverpool, for, Singapore, Blencathra; at London, for Yokohama, Silver Eagle; for Hong Kong, Burdwan; for Penang, Frances Milly; at Liverpool, for Galle, Napier; for Singapore, Panic.

MISCELLANEOUS.—At Callao, Oct. 29, Merrie England, McMahon from Yokohama, and sailed, Nov. 1, for Guana, &c. The Sanspareil (steamtug), which sailed from Sunderland Dec. 6, for Singapore (via Suez Canal), put back to Falmouth 16th.

At SUEZ.—Priam (str.), from Liverpool, for Singapore, China, &c., Excelsior (str.), from London, and left Dec. 15, for Colombo, &c.

At ADEN.—Nov. 26, Eldon (str.), Aaker, from China, &c., and left, 27, for London.

At ST. HELENA.—Oct. 30, a barque, supposed the Bryn Ivor, from Manila, for Falmouth.

At MAURITIUS.—Nov. 7, William, Le Mesurier, from Colombo, Sidonie; Bourge, from Saigon; 10, Anais, Leguineau, from Singapore; Oct. 20, Sea Pink, McKenzie, sailed for Galle; 11, Annie Marie, Endel, sailed for Galle; 15, Buston Vale, Sauvage, sailed for Colombo; Nouveau, St. Michel, Lemee, sailed for Galle.

CASUALTIES.—The Oceana (brq.), of Sunderland, with a general cargo, from Java to Amsterdam, was in collision during the night of Dec. 15, and carried away her head gear, lost bulwarks, and received other damage, she was supposed to be leaky.

The Sunda, Overgaauw, from Rotterdam to Batavia, put into Falmouth very leaky.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CABELDU—On the 17th Oct., at Hiogo, the wife of P. S. Cabeldu, Esq., of a son.
CAMERON—On the 3rd Nov., at Singapore, the wife of John Cameron, Esq., of a son.
COGHILL—On the 5th Dec., at Heriot-row, Edinburgh, the wife of J. G. S. Coghill, Esq., M.D., of a son.
COOPER—On the 4th Oct., at Sarawak, the wife of Mr. J. E. Cooper, of a daughter.
DAVIDSON—On the 7th Dec., at 42, Portsdown-road, Maida-vale, the wife of Wm. M. Davidson, Esq., of a son.
DE LONG—On the 3rd Oct, at Yokohama, at the Legation, the wife of H.E. Mr. de Long, the American Minister, of a daughter.
DEMPSTER—On the 22nd Oct., at Hong Kong, the wife of Captain Dempster, British barque *Alexander*, of a daughter.
DEVILLE—On the 15th Oct., at Hongkew, the wife of William N. Deville, of a son.
GILLSON—On the 20th Oct., at Green Mount, Hong Kong, Mrs. William Moore Gillson, of a daughter.
HAGEDORN—On the 10th Nov., at Eskbank-cottage, Singapore, the wife of Egmont Hagedorn, Esq., of a daughter.
JAMIESON—On the 28th Oct., at Shanghai, the wife of K. A. Jamieson, M.D., of a son.
KESWICK—On the 20th Oct., at Shanghai, the wife of Wm. Keswick, Esq., of a son.
LITTLE—On the 19th Oct., at Shanghai, the wife of Louis Stromeyer Little, Esq., of a son.
MYBURGH—On the 9th Dec., at 8, Grosvenor-terrace, Prince's-park, Liverpool, the wife of Philip A. Myburgh, Esq., barrister-at-law, of a daughter.
PHIPPS—On the 29th Oct., at Malacca, the wife of Mr. A. J. Phipps, of a son.
ROWELL—On the 9th Nov., at View-place, Singapore, the wife of T. Irvine Rowell, Esq., of a daughter.
SHEARER—On the 10th Oct., at Kiukiang, the wife of Dr. George Shearer, of a son.
THOMSETT—On the 15th Dec., at Dolton-house, Lewisham, the wife of H. G. Thomsett, Esq., R.N., Harbour-master, Hong Kong, of a daughter.

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MARRIAGES.

BREDEMEYER—EVANS.—On the 1st Oct., at the Roman Catholic Church, Nagasaki, Wilhelm Gustave Joseph Bredemeyer, D.M., of Cologne, to Annie Mary Savary, of Liverpool, relict of Thomas Evans, late of Calcutta.

BROWN GLASS.—On the 12th Oct., at Penang, by the Rev. Julian Morton, David Brown, Esq., of Penang, to Henrietta Jane, youngest daughter of the late John Robertson Glass, of the Free Church, Musselburgh, N.B.

CREASY—LLOYD.—On the 5th Nov., at Point de Galle, Ceylon, by the Rev. Dr. Schrader, Edward Becket Creasy to Mary Latham Lloyd.

DU PUY—VERNET.—On the 12th Oct., at Batavia, James du Puy, late Member of Council of Netherlands India, to Constance Breton van Groll, widow of A. L. Vernet.

JEREMIAH—HILDON.—On the 11th Nov., at the Church of the Good Shepherd, Singapore, by the Rev. P. Borie, Mr. Reinhard Gregory Jeremiah, of Penang, to Emily Hildon, of Singapore.

LEISK—CUPPAGE.—On the 29th Oct., at St. Andrew's Church, Singapore, by the Rev J. Alleyne Beckles, M.A., William R. Leisk, Esq., of Singapore, to Ellen Davoren, youngest daughter of William Cuppage, Esq., Acting Postmaster-General, Straits Settlements.

PUGH—JONES.—On the 10th Dec., at Welshpool, Montgomeryshire, by the Rev. J. E. Hill, William Pugh, Esq., of Hankow, China, to Sarah Jane, youngest daughter of Thomas Jones, Esq., Welshpool.

DEATHS.

BAXTER - On the 13th Nov., at the General Hospital, Singapore, John Baxter, late Deputy Inspector of Police, aged 43.

BEDWELL—On the 16th Oct., at Yokohama, Japan, Thomas, second son of the late Frederick Bedwell, Esq., of East Moulsey, Surrey, aged 33.

EDWARDS—On the 17th Oct., at Swatow, Captain T. Edwards, commander of the Chinese gunboat *Chento*.

JEFFREY—On the 19th Oct., at Shanghai, James Jeffrey, of Edinburgh, Scotland.

HARPER—On the 27th Oct., at Shanghai, Elizabeth Harper, infant child of William and Elizabeth Harper.

HARRIS—On the 9th Nov., at Sarawak, Borneo, William Harris, of Cornwall, commander Sarawak Government steamer *Royalist*, aged 53.

JENKINS—On the 13th Dec., at Cardigan, South Wales, aged 36, Griffith Richard Jenkins, M.D., of H.B.M.'s Legation, Japan, formerly of the Royal Navy, youngest son of the late Jonathan Jenkins, Esq., of Cilbronne, Cardiganshire.

LITTLE—On the 30th Oct., at Shanghai, the infant son of Dr. L. S. Little.

MARKHAM—On the 26th Oct., at Ronceval House, Trempealeau County, Wisconsin, U.S., the residence of his son, George Markham, John Markham, Retired Commander, Royal Navy, aged 73.

MARTIN—On the 21st Oct., at Hong Hong, Edward M. Martin, aged 38, of New York, of consumption.

MATHESON—On the 13th Dec., at 9, Eastern-terrace, Brighton, George Charles, aged three years, youngest son of Alexander Matheson, Esq., of Ardross, M.P.

PEARCE—On the 3rd Nov., at Hong Kong, William Edwin Pearce, aged 2.

ROBINSON—On the 13th Dec., at Cornwall-road, Westbourne-park, Heaton Boyd Robinson, aged 29, youngest son of Rear-Admiral C. G. Robinson.

SCOTT—On the 29th Oct., at Bangkok, Mr. R. S. Scott, formerly of the firm of Scott and Co., of that place.

RECENT TELEGRAMS FROM CHINA.

(THE GLOBE.)

The news brought by the last mail from China, that Chung How, the late Governor of Tientsin, was about to start on a mission to Paris, to negotiate terms with the French Government with regard to the massacre at the former place, reads almost like a piece of mockery in view of the present condition of the capital of France. As is usually the case with all telegrams from China, those received lately have been very contradictory. On the one hand we have the messages sent to the Foreign-office by Mr. Wade, and on the other those despatched by members of mercantile firms and newspaper correspondents. The former have invariably represented the aspect of affairs as being, on the whole, satisfactory, and the latter have with equal persistency drawn an exactly opposite picture. This conflict of testimony is doubtless perplexing, but it is to some extent susceptible of explanation. China is at the present moment torn asunder by two opposing parties. One is in favour of the faithful fulfilment of the obligations entailed on the Government by the foreign treaties—not from any real love for the foreigner or of progress, but because they are far-sighted enough to see that it is the interest of the Government to act honourably towards us,—and the other advocates without ceasing the expulsion of all Europeans from the country. These two parties are, as far as power is concerned, very evenly balanced. This the result of the inquiry into the Tientsin Massacre proves, for while it was there found impossible to bring to justice the real instigators of the outrage, protected as they were by the war party, the advocates for peace had still influence enough to smooth down the passions which had been aroused, and to prevent the mischief from spreading further. It is with the leading members of this latter party that Mr. Wade holds official intercourse, and to the support accorded to them by the English Government, acting mainly on his advice, they are in a great measure indebted for the powerful position they now hold. Thus they are in a sort of way his *proteges*, although they have for some years thrown off the leading strings imposed upon them by the foreign Legations, and as such are in no fear of having their conduct viewed by him in a harshly unfavourable light. Further, Chinese statesmen are proverbially the best diplomatists in the world; and it is quite conceivable that, removed as Mr. Wade has been from the scenes of the recent outrages, and having had by the necessity of his position more prominently brought before him the Chinese gloss put upon those local outbreaks than the evidence procurable anent them, he has been more inclined to accept the protestations of innocence and promises of amendment made by the Government than to realise the legitimate importance of the movements. The merchants, missionaries, and consular body, on the other hand, being to a great extent ignorant of the efforts made by the Peking Government to maintain friendly relations with us, and being fully cognisant of the local hostile movements resulting from the machinations of the war party, are naturally disposed to attach greater weight to these unfriendly ebullitions than a more perfect knowledge of the situation would lead them to do.

The English public are thus left to judge, between the two opposite colourings given to every event which occurs in China, of the real position of affairs. And in this as in every case the middle course is the safest. To accept wholesale either the official or the mercantile versions would be to adopt on either hand the views of partisans. There is no doubt that our relations with China have recently passed through a very trying crisis. The balance of power between the two great parties of the empire is so evenly divided that, after the massacre at Tientsin, the least additional weight thrown into the scale of the anti-foreign following would have been sufficient to have caused the proclamation of a war of extermination against foreigners. Happily, the imminent peril has for the time being passed away, and Mr. Wade considers that there is now no fear of a recurrence of hostilities. But it should never be forgotten that China is a country of surprises. It was when Sir Frederick Bruce was on his way to the capital at the express invitation of the Emperor, to exchange the ratifications of the treaty, that our gunboats were treacherously attacked at the Taku Forts, and it was after a night spent in arranging the terms of a Convention of Peace with the Imperial Commissioners that Sir Harry Parkes and his escort were, in violation of all the known laws of war and honour, made prisoners. We have no wish to take a gloomy view of things, but the gradual spread of hostile feeling which, commencing with the Yangchow affair, has now made itself apparent in a greater or less degree at every treaty port, combined with the increasing activity displayed by the high officials of the empire in collecting war material and in organising their troops, force upon us the conviction that our peaceful relations with the Celestial Empire stand upon a very precarious footing.

THE UNITED STATES AND CHINA.

The full text of the President's Address at the assembling of Congress on the 5th inst. has been received. The Speech contained the following allusion to affairs in China:—"The massacres of French and Russian residents at Tientsin, under circumstances of great barbarity, were supposed by some to have been premeditated, and to indicate a purpose among the populace to exterminate foreigners in the Chinese Empire. The evidence fails to establish such a supposition, but shows a complicity between the local authorities and the mob. The Government at Peking, however, seems to have been disposed to fulfil its Treaty obligations so far as it was able to do so. Unfortunately, the news of the war between the German States and France reached China soon after the massacre. It would appear that the popular mind became possessed with the idea that this contest, extending to Chinese waters, would neutralise the Christian influence and power, and that the time was coming when the superstitious masses might expel all foreigners and restore mandarian influence. Anticipating trouble from this cause, I invited France and North Germany to make an authorised suspension of hostilities in the East (where they were temporarily suspended by act of the commanders), and to act together for the future protection in China of the lives and properties of Americans and Europeans."

A collection of diplomatic correspondence which has recently been published at Washington, shows that Mr. Fish announces to Minister Low, in China, that the United States will co-operate with the European Powers to repress Chinese piracy.

NAVAL AND MILITARY.

The Ellenborough, Captain Robb, which left Hong Kong on the 22nd May, arrived at Spithead on the 13th inst. with the following officers and troops:—Capt. Carr, 1st batt. 10th regt., in command of military; Lieut. Gambier, late of H.M.S. Sylvia, in naval command; Dr. Kinahan, assistant-surgeon military staff, in charge of military invalids, and Mrs. Kinahan; Dr. Featherstonhaugh, assistant-surgeon R.N., in charge of naval invalids; Assistant-Surgeon Reman, Lieut. Clabburn, 75th regt.; two midshipmen, invalided from China squadron; three staff sergeants, and 159 privates. The Ellenborough reached Singapore on the 9th of July, passed Anjer on the 2nd of Aug., and arrived at Simon's Bay, Cape of Good Hope, on the 21st of Sept. She sailed from Simon's Bay again on the 3rd of Oct., arrived at Ascension on the 20th, and left again on the 21st. The troops were landed at Portsmouth, the invalids being forwarded to the Royal Victoria Military Hospital at Netley, and the time-expired men to the depot at Chichester. The few naval invalids were transferred to the flag and receiving ship in Portsmouth harbour—the Duke of Wellington, Captain Hancock.

The reinforcements for the 73rd Regiment, under the command of Captain W. Gordon, have embarked at Gravesend for Ceylon on board the screw steamer Ferdinand de Lesseps. The troops consist of the following:—73rd Regt.—2 officers, 165 men, 6 women, and 6 children; Staff—2 medical officers, 1 lady, 1 child, and 1 female servant; Ceylon Rifles—1 officer; Royal Artillery—1 staff sergeant, and 1 wife; Royal Engineers—1 staff sergeant, 1 wife, and 1 child.

Captain S. Dunlop, of the Royal Artillery, has been appointed Acting Deputy Commissioner of Police for the Island of Penang, subject to the approval of his Royal Highness the Field Marshal Commanding-in-Chief.

A DRAUGHT of the 1st battalion 10th Regiment is expected at Plymouth this day, per steam troopship *Orontes*, from Dublin, and will be quartered at Milbay Barracks preparatory to embarkation at Plymouth, in the hired troopship *Silver Eagle*, for Japan.

MR. E. T. BIRD, Chief Engineer, who was lately appointed to Her Majesty's ship *Ocean*, on the China Station, sailed from Liverpool last week on board the steamer *Ajax*, for passage to Hong Kong.

LIEUTENANT H. R. E. GREY, in command of the *Algerine* on the China station, has been advanced to the rank of commander.

THE steamer *Great Republic*, which sailed from San Francisco for Yokohama on Dec. 1, had on board 563 passengers, all but sixteen of whom are described as "Chinese going home to spend the winter."

THE will of Mr. Albert L. Freeman, formerly a partner in the firm of Messrs. Fogg and Co., of Shanghai, but afterwards domiciled in England, and late of Bath, has been proved in the principal registry under £60,000 in England.

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LITERATURE.

The English Governess at the Siamese Court. By Anna Harriet Leonowens. London: Trübner and Co.—Mrs. Leonowens has given an account of her experiences while a resident at the palace superintending the education of some of the eighty-one children of the late Supreme King of Siam. The narrative extends over thirty chapters, illustrated by engravings and letters from the King, who was proud of his English. The authoress acknowledges the literary assistance which she has received from Dr. J. W. Palmer.

Mrs. Leonowens, in her description of the palace and the King, condescends to a tirade of abuse really quite unseemly for a governess in the pay of the King. The taste which suggested her replying to the King that she was 150 years old is, to say the least of it, very questionable. One would suppose that to inculcate truth would be one of the chief attributes of a governess. The revelations of the King's temper and habits are really unpardonable, and must prevent his successors from ever employing English tutors. Here is a specimen, at page 94, under the head "Ways of the Palace":—

"Most of the women who composed his harem were of gentle blood, the fairest of the daughters of Siamese nobles and of princes of the adjacent tributary states; the late Queen Consort was his own half-sister. Beside many choice Chinese and Indian girls purchased annually for the Royal harem by agents stationed at Peking, Foochow, and different points in Bengal, enormous sums were offered year after year, through 'solicitors' at Bangkok and Singapore, for an English woman of beauty and good parentage to crown the sensational collection; but when I took my leave of Bangkok, in 1868, the coveted specimen had not yet appeared in the market. The cunning *commissionnaires* contrived to keep their places and make a living by sending his majesty now and then a piquant photograph of some British nourmahal of the period freshly caught, and duly shipped in good order for the harem, but the goods never arrived. Had the King's tastes been Gallic his requisition might have been filled. I remember a score of genuine offers from French demoiselles, who enclosed their *cartes* in billets more surprising and enterprising than any other "proposals" it was my office to translate. But his whimsical majesty entertained a lively horror of French intrigue, whether of priests, consuls, or *lionnes*, and stood in vigilant fear of being beguiled, through one of these adventurous sirens, into fathering the innovation of a Franco-Siamese heir to the throne of the celestial P'hrabatts."

Again at pages 274 and 275 the King is accused of visiting the second King's harem and transferring some of the favourites to his own seraglio. Surely Mrs. Leonowens might have touched lightly on these subjects, and filled her book with other experiences and reminiscences of her six years' service at the Palace.

"Shadows and Whispers of the Harem" portray a most alarming condition of things, before which Dante's *Inferno* pales, and the King must have been a very demon. The Kalahome and present Regent comes in for a large share of abuse; and in chapter twenty-seven a broad hint is given that the food on board the King's yacht provided by him was poisoned. The praise bestowed on Mr. Knox, the British Consul, and Sir John Bowring is strangely at variance with the style of the revelations. Altogether the production is prurient and sensational, quite unfit for a drawing room table, as might reasonably be supposed by its title, and not creditable to an "English Governess."

The Natural History of Commerce. By John Yeats, LL.D. London: Cassell, Petter, and Galpin.—This is a very valuable work, especially to young persons who have lately left school and are entering on commercial life. It comprises the geography and natural history of raw materials, and affords in English the same information concerning the earth and its productions as is given in the *Handels-Schulen* of Leipsic, Berlin, Antwerp, and Amsterdam. The plan of the work was submitted by the author to the late Lord Brougham so long ago as 1862, and had the advantage of some suggestions from the veteran philosopher. Dr. Yeats may be congratulated on having compiled a handbook of national value, and one which may be consulted with advantage by students and merchants, as well as by the class to which it is more immediately addressed.

The War of 1870; Events and Incidents of the Battle Fields. By Count de La Chapelle, French Correspondent of the *Standard* Newspaper at the Seat of War. London: Chapman and Hall.—A very stirring narrative of the principal events of the campaign from the arrival of the Emperor at the headquarters of the ill-fated "Armée du Rhin" at Metz to the battle of Orleans on the 11th of October. The author's account of the memorable capitulation at Sedan, and his diary of the siege of Strasburg, will be found especially vivid and interesting.

A Short History of Lorraine and Alsace. By Adelaide Thrupp. London: Stanford.—This opportune little manual contains a vast deal of information concerning the provinces which have so often been the Louis-le-Débonnaire divided his dominions by the treaty of Verdun. The battle field of Western Europe, from the time when the three sons of list of authorities, given in the first page, testifies to the industry and conscientiousness which Miss Thrupp has brought to bear upon her subject, and will probably induce many of her readers to study for themselves the history of places which are probably now entering on another phase of their changeful existence.

The Royal Edition of Operas. London: Boosey and Co.—Two parts of this handsome and valuable series—containing respectively the full operas of *Fidelio* and *Don Giovanni*—are before us, and afford excellent reason to recommend it as a most compact and welcome work for reference for musicians abroad or at home. The beauty of the typography and the lowness of the price testify the enterprise of the publishers, and the name of the editor—the popular and promising young composer, Mr. Arthur Sullivan—is a sufficient guarantee for the conscientious revision of the score. The *libretti* are given in both Italian and English words, and, in fine, the appearance of the *chefs d'œuvres* of Beethoven and Mozart in their present form may be regarded as one of the most hopeful evidence of the growing taste of the day for good music. These volumes can be transmitted by book post to the Far East, and are certainly a great boon to all residents there.

Detained in France; a Tale of the First French Empire. By Agnes Giberne. London: Seeley, Jackson, and Halliday.—A tale of the time of Napoleon, which professes to give a faithful account of the kind of life led by his prisoners in the great war sixty years ago, can hardly fail to be read at a time when the Second Empire is passing from the roll of existing dynasties, and the French, who in 1809 were the gaolers of the English at Verdun, are now the captives of the Germans. The subject has been already so finely treated in Douglas Jerrold's *Prisoner of War* that it must have demanded some courage on the part of the writer of the present volume to enter on the same field of description; but Miss Giberne's style is very different from that of the great satirist, and her story will have charms of its own for the readers of the present day.

Beeton's Englishwoman's Almanac.—London: Ward, Lock, and Tyler. A marvellous union of information and entertainment in a very inviting form, and at a very low price. Besides the usual contents of an almanac there are some half-dozen very pleasing coloured plates, and as many more needlework patterns printed in colours. The tables for housekeeping expenses are compact and useful; and the severely practical character of this part of the book is pleasantly relieved by a couple of tales, the first of which, *Ladylike Girls and Frugal Housewives*, is especially characteristic and healthy in its tone.

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Dec. 13.

By far the most important and interesting intelligence by this mail for your German readers in the Far East is the revival of the ancient Empire of Germany in the person of the King of Prussia, with succession in the dynasty of the Hohenzollerns. In my last letter I communicated the news that by the adherence of the Southern States all Germany had now become united in one great Confederation, embracing all the sovereign Princes and the Free Hanseatic cities. Bavaria was the last to give in her adhesion, as there were some difficulties in the way which had first to be overcome. It cannot be denied that, owing to her antecedents, position, and population (more than six millions), Bavaria was entitled to claim greater concessions for joining the Confederation than the lesser ones had a right to expect, and accordingly there are some reservations made in her favour. Thus, whilst all the contingents of the German States are placed unconditionally in times of peace and warfare under the command of Prussia and form one national army with the same uniform, armament, regulations, formation, and exercise, Bavaria is allowed to have a separate military existence, to a certain extent, and retain her uniform and regulations under the King, as commander-in-chief, who, however, in time of war is bound to place his army under the orders of Prussia. On the other hand, Bavaria agrees to give up her separate diplomatic representation abroad, as a set-off for which there is to be a diplomatic committee in the Federal Council, consisting of the representatives of Bavaria, Saxony, and Wurtemburg, who must be consulted on all questions of foreign policy, and Bavaria retains her own administration of the post and telegraphs, though the public will not suffer by this arrangement, as the treaties with South Germany remain in full force. If everything required has not been obtained, no blame can attach to Count Bismark, who has been indefatigable in his endeavours during the arduous period of the negotiations, but who most wisely determined to throw no further obstacles in the way and risk an abrupt termination, but rather to take as much as he could and leave the rest for future consideration, when time shall have consolidated the whole, and shown by experience what other alterations may be expedient and desirable.

The credit of taking the initiative is entirely due to the youthful King of Bavaria, who, partly perhaps in acknowledgment of the concessions made to him in the treaties, wrote autograph letters to the sovereigns of Saxony and Wurtemburg, proposing to them, with the joint consent of the other sovereign Princes and the Free cities, to revive the dignity of German Emperor, and confer the title on the King of Prussia as Perpetual President of the German Confederation. Those two potentates having joyfully expressed their ready assent, the King of Bavaria addressed himself to the Grand-Dukes and other Princes, as well as the Senates of Hamburg, Lubeck, and Bremen, and the proposal has everywhere met the most enthusiastic reception. As the King of Prussia has been sounded on the subject, and intimated his willingness to accept and bear the title, it is understood that the King of Bavaria is about to pay a visit to the Royal head-quarters at Versailles, to make the Prussian Sovereign the formal and voluntary offer of the Imperial crown of Germany, in the name of himself and the other sovereigns of this country. The Reichstag has been convened at Berlin to confirm the treaties with the South German States and vote further supplies for carrying on the war with vigour, which, of course, were unanimously agreed to. When Herr Delbruck, the Minister of State, proposed to the Assembly to substitute the words *Deutscher Kaiser* for King of Prussia, where such alterations become needful in the German Constitution, the proposition was enthusiastically received and passed unanimously without a division, but with long and vociferous cheering—a proof of the confidence reposed in the new Emperor by the nation, and the popularity he enjoys among all political parties.

The supplies required for carrying on the war amount to a further sum of a hundred millions of Prussian dollars, and were immediately granted, the Minister of Finance being authorised to raise that sum by further war loans, on the best terms he could make. Since the first loan of 120 million thalers was made in July public confidence has been greatly increased by the successes of the German arms in France, which has enabled the Minister to make more favourable conditions than in the summer; for an association of capitalists was formed in Berlin,

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who offered to subscribe the full sum; but this has been declined, and a part of it is to be raised in London. The former loan (a six per cent. one) was issued at 88¼ per cent., and is now quoted at 95, whilst the new one is only a five per cent. loan, and is offered at 95, which shows how strong the feeling is that Germany will be able to obtain full compensation from France for the expenses of the war.

Among the students who have just been entered on the rolls of the University of Berlin are three young natives of Japan. Two of them are studying medicine, whilst the third, who is said to be a son of the Court Physician of the Tycoon, devotes himself to the legal profession. All three have been residing for some time at Berlin, and have acquired a good knowledge of the German language.

We have had a week's sharp frost, and the Elbe is full of floating ice; but the navigation by steamers and sailing ships, towed by steam-tugs, is not yet interrupted. Of the French fleet in the German Ocean nothing has been seen or heard since my last letter, and yet the light-houses remain dark all night, and the floating lights and buoys have not been replaced on their stations, which makes it very dangerous for vessels, a good many of which have in consequence been lost lately at the mouths of the Elbe and Weser.

COMMERCIAL.

Cassia Lignea and Pepper continue in favour, but there is no alteration in the quotations. Cleaned Rice moves off quietly, partly for local consumption, and partly for the interior of Germany; a cargo of rough Moulmain (12,500 bags), to hand per Dorette, has been sold to the millers. In Tea but little has been done, the sales amounting only to about 650 chests of Congo, Souchong, and Peko. No alteration to notice in prices. Among the sales of last week were 15,000 mats of clayed Manila Sugar, for delivery on arrival, at 16 marks bance per 100 lbs. Spelter, totally neglected. Discount, 4½ to 5 per cent.

CARGO LISTS.

Dorette, from Rangoon, 12,500 bags rice.

Eastern Belle, from Batavia, 8,445 buffalo hides, 200 leggers arrac, 100 chests gum damar, 665 bags rice, 135 piculs sapanwood, 316 bundles malacca canes, 9,807 bundles rattans, 661 kranjangs and 36,860 bags sugar.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Dec. 14.

Both the weather and the political horizon become more cloudy every day, and a survey of Europe at this hour is anything but encouraging. Two great nations are engaged in a war *à outrance;* a third Power has seized the occasion to repudiate its engagements; and the New World makes the state of affairs more complicated—indeed, every day brings a new question. The last surprise of this year of surprises is that the little Grand Duchy of Luxemburg has come to grief. The facts are known; the telegraph has already transmitted to you the news how Bismark the almighty has denounced the Treaty of 1867—which means nothing more or less than the first step towards the annexation of the diminutive State. I shall not enumerate the several pretences upon which the Prussian Chancellor's assertions are based; they can be summarised in three words—"breach of neutrality." How far that assertion is well founded I will not decide. Of course the Luxemburgers protest its incorrectness—although it must be asserted, "with the hand upon the heart," that their sympathies are with France. But all this matters very little indeed. Whether or not the inhabitants have given material proof of their partiality to the French, one thing is pretty sure—that Bismark has found a stick to beat them with, and will not let the opportunity pass. Russia has thought fit to denounce the Treaty of 1856; Prussia, on pretexts equally worthless, throws up its obligations with regard to Luxemburg. It is both curious and significant to remark the resemblance between the position taken up by Prussia and Russia. It is as if both Governments rule the world, and that they do and take what they like. It is no wonder that we ask, whose turn will be next for annexation? It is, I repeat, of little interest to know whether Count Bismark—who in a few days will bear the title of duke—has or has not any grounds of complaint against the Luxemburg Government. Had it been his wish to let the duchy alone and to maintain its independence, he would surely have winked at any such offences as he alludes to. If he had the right to complain his duty was to make formal declarations to the guaranteeing Powers, and then, in the event of their being unable to give adequate redress, to demand the abolition of a restriction which had operated unequally. What are the sympathies or antipathies—what is the love or hatred of the petty country to such a nation as United Germany? It is simply ridiculous to suppose that any demonstrations of the good Luxemburgers, that even any material aid afforded by them to a score of French fugitives—and this has occurred also in this country—should have kindled the wrath of such a statesman as Count Bismark. Here we have the fable of the wolf and the lamb over and over again. The wolf *will* find fault with the lamb; he will find him trespassing in his grounds—because he wants to devour him. This reflection is most painful to us Dutch. Bismark does not shrink from violence to the lamb—why should he be more scrupulous with regard to the big, fat, woolly sheep, to which the lamb clings in its need, and whose guardian is the lamb's guardian too? These are bad days, and no friendly assurances can make us easy.

To add to the distressing position of affairs, the political state of our country is such that it seems an impossibility to find seven men to take the reins of Government. That under ordinary circumstances our leading men should be scrupulous I can quite understand, but in such times as we now live in there ought not to be personal influences. The resignation of Mr. Roest van Limberg, as Minister for Foreign Affairs, has been accepted, and General van Mulken, who has declined to be any longer Minister of War, take charge of the Foreign-office *ad interim*. Perhaps we shall now hear something definite, the King having at last resolved to quit het Loo, in order to return where his duties required him some weeks ago. The Second Chamber met yesterday. The information given by Mr. Brocx about the crisis did not add to what we already knew. Mr. Brocx stated that he and Mr. Fock had not succeeded in finding the necessary colleagues, that they had given up their task, and . . . . nothing more. So we are as wise as before. Mr. Jonckbloet urged the necessity that an end should be put to the crisis—of course he only repeated the general wish. Mr. Gericke has returned to London.

A general meeting of the creditors of the Oost Indische Maatschappy van Lyfrenten has taken place at Amsterdam. It was stated that Mr. J. G. C. A. de Vogel will start in a few days for Java, to fill the place of Mr. V. G. van Dolder. With the greatest pleasure I hear that the scheme to reconstruct the important iron works of Paul van Vlissengen and Dudok van Heel has some chance of success. The creditors will lose about sixty per cent., for which they will receive shares in the new company. The Bourse is flat, for, although capital is abundant, it is waiting for future events.

The First Chamber of the States General will meet on the 20th inst.

(BY TELEGRAPH.)

THE HAGUE, Dec. 16.

In to-day's sitting of the Second Chamber the Minister of Justice, replying to an interpellation of M. Casembroot, referring to the French prisoners said to have escaped, declared that the reports which had been published were partially true, but very exaggerated. A careful inquiry had been instituted. There had never been a question of the prisoners being delivered to Prussia, still less of their being shot. In reply to an interpellation of M. Sypesteyn, the Minister of Marine confirmed the news that negotiations for the cession of Guinea were pending, and he stated that the treaty in reference thereto would previously be submitted for the approval of the House.

PRODUCE MARKETS.

A want of activity has been the prevailing characteristic of our Produce Market since my last letter, but hardly any alteration has occurred in the position of our leading articles, which upon the whole exhibit a firm appearance.

COFFEE looks very firm at the late advance, notwithstanding the difficult transit to Germany on account of the impeded river conveyance. About 1,700 bags of Java and Java Triage were sold by public auction at various prices, according to quality. About 1,295 bags Java and Java Triage, ex Philips van Marnix, will be put up for sale here to-morrow.

SUGAR keeps very firm, but the tenacity of holders checks transactions. About 1,000 baskets Java No. 18/20 afloat changed hands in the proportion of f.1⅛ under November value.

TEA.—Sales have been closed by private treaty at Amsterdam of 62/4 ch. Java Pekoe, mark Bolang Thungbie, at 250c.; and the following parcels were sold by tender on the 12th inst., viz.:— 10/4 ch. Java Dust, 540/4 ch. Java Souchong, 80/12 ch. Java Hyson, and 10/12 ch. Young Hyson Residency Bagelen, and 42/4 ch. Java Souchong Residency Waspada.

TOBACCO.—Offers by secret tender are invited for 636 bales Java, headmark T. and B. Sawangan; 470 bales do., Demangan; 751 bales do., Banteng; 264 bales, Sienggo. The sales closed from first hands are mainly confined to 214 bales Java, headmarks, Wachman, Blitar, and Kedirie.

SPICES.—Sales by secret tender were closed here last Saturday of 6 casks and 4 cases Nutmegs, and of 20 casks and 13 cases Mace of private importation. The market keeps firm.

RICE.—Nothing worth reporting. The demand remains inactive.

RATTANS.—The following parcels changed hands at secret prices, viz., 150 pic. ex Maria Louise Antoinette, 65 pic. ex Fop Smit, and 150 pic. ex Æolus.

BANCA TIN.—The late advance for this article could not be maintained. Sales have been making of Banca for public sales prompt at f.75½ to f.75¼, and for delivery ex the coming Spring sale at f.74¼. Billiton has not been dealt in, from being held too high, both for spot and afloat.

HEMP.—In public auction were sold 10 bales Manila at f.48 to f.48¼.

INDIGO.—Several small lots of Java changed hands at former rates. Steady demand prevails to meet actual wants. The late arrivals, ex Philips van Marnix and County of Berwick have been landed, and will soon be placed on the market.

DRUGS.—Without private transactions to report; but to-day were sold by private tender 1,350 kilograms Sumatra Gutta percha, ex Hendrik Ido Ambacht, 3,400 kilograms ditto, ex Zeenimph.

COTTON.—A languid tone has pervaded the market, consequent upon large receipts at the shipping ports in America, so that hardly any business has been doing since my last, whilst lower prices have had to be accepted to meet buyers.

ARRACK.—Sales have been closed here by secret tender of 25/1 and 1/2 casks Batavia, ex Louise, but the price has not been allowed to transpire.

SHIPPING.

DEPARTURES.—Dec. 8, from Texel, for Batavia, Electra; 9, from Brouwershaven, for Batavia, Hendrik Ido Ambacht; 10, at Flushing, from Callao, Carolina; 11, from Brouwershaven, for Capetown, Willy.

ARRIVALS.—Dec. 12, at Texel, from Rungoon, Verdandi; 13, at Flushing, from Akyab, Manfred; 14, at Brouwershaven, from Hiogo, Chanticleer; from Batavia, Honigby; at Texel, from Batavia (last from Mauritius), Gelderland; from Sourabaya (last from Simon's Bay), Nicot.

PASSENGERS OUTWARD.—For Java, per Copernicus: Messrs. A. J. Klaarenbeek and family, A. Klaarenbeek and family, Miss J. C. Knappert, Messrs. J. E. Kautz, P. E. Andreas, B. Ruisnaers, F. H. Jans; per Electro, Messrs. de Vries and family, Van den Crab and family; Dormaar, Derville, and Crok; per Hendrik Ido Ambacht: Messrs. Brackhuyzen and family, Cornelissen and family, Van der Star and family, Eeg, Heniger and family, Tergunne and family, Miss Haaksman and van der Sluys.

PASSENGER INWARD.—Per Gelderland, Mr. S. Dupont.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The applications for the "LONDON AND CHINA TELEGRAPH" from the Straits China. Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "LONDON AND CHINA EXPRESS" in those countries. The Subscription is $10 per annum.

The "LONDON AND CHINA EXPRESS" is published weekly for despatch *via* Marseilles by the English and French mails, for circulation in China, Japan, Philippines, Cochin China, Siam, Borneo, Java, the Straits Settlements, and Ceylon. Annual Subscription, including postage, payable in advance, $15.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: TUESDAY, DEC. 20, 1870.

THE JAPAN LOAN AND RAILWAYS.

A NOTICE has been issued by the Oriental Bank—which will be found in our advertising columns—announcing that Mr. LAY had ceased to represent the Japanese Government, and that the Oriental Bank had been appointed agents to carry out all matters connected with the Loan and the contracts for railway material, &c. This seems very conclusively to confirm the opinions we have repeatedly expressed as to the dissatisfaction of the Japanese Government at the manner in which the negotiations for the Loan were carried out. It is to be regretted that such should have occurred on their first introduction into the London money market, and we must not lose sight of the fact that whatever may have been their grounds for dismissing Mr. LAY from the post of Special Commissioner, the public will not feel that confidence in future which is necessary to carry out financial operations. It is, therefore, very desirable that the public should know on what grounds Mr. LAY's powers were so summarily withdrawn. We believe that the details of the arrangement with the Oriental Bank were carried out by the Japanese Commissioner, assisted by Baron VON SIEBOLD, now in Europe, and that Mr. W. W. CARGILL, the Inspector of the Oriental Bank, has left for Yokohama, for the purpose of conferring with the Japanese Government as to the further development of the railways proposed. The present quotation of the Loan is 98.

THE SUEZ CANAL.

CERTAIN rumours having obtained comparative currency to the effect that the Suez Canal was likely to be transferred to an English company, under limited liability, with the Duke of SUTHERLAND for its chairman, the noble duke has published a formal denial of the statement, for which he says there is absolutely no foundation. It is probable that the report gained credit from the well-known intimacy of the Duke of SUTHERLAND with the Prince of WALES, whose visit to the Suez Canal on the occasion of its being opened bore testimony to the interest he took in the great international work of M. DE LESSEPS. Whatever value may still attach to the rumour that the great Canal is likely to be brought upon the London Stock Exchange, it cannot be doubted that the present condition of the undertaking is embarrassed by many considerations besides the engineering difficulties which M. DE LESSEPS may fairly be considered to have practically surmounted. In the present state of her Government it seems more than unlikely that France can alone sustain the achievement of the great French engineer; and the re-opening of the Eastern Question by Russia at the moment of France's prostration suggests the grave inquiry—what would be the best proprietorship to which the Canal could be committed, if it is no longer possible to retain it exclusively in French hands? As the central mart of the monied world, London immediately suggests itself, as the capital where all nationalities would be most likely to unite, in subscribing for the preservation of a work almost equally essential to the prosperity and peace of all. It is of great importance to English commerce that we should have a voice in the Suez Canal destinies. The receipts to the present time afford a very fair basis for the calculations of investors. They are, in August, on forty-two vessels, about £20,000; in September, on thirty-two vessels, about £17,600; in October, on thirty-nine vessels, about £21,600; in November, on about forty vessels (not yet made up).

NATIVE CHIEFS IN THE STRAITS.

A CORRESPONDENT, writing from Singapore, under date November 7, adds new reasons to the arguments already advanced in our columns, as to the advantage to be derived by a conciliatory policy towards native chiefs—a policy, the reverse of which, as he conceives, is now being pursued by the local Government. So far as experience enables him to judge, the persuasive course adopted by Sir STAMFORD RAFFLES and Sir JAMES BROOKE was far more successful in its results, as well as more pacific in its operation, than the system of the present Governor. Without going so far as our correspondent, when he says that "the overbearing "system which has been in vogue for the last three years "has made us the laughing stock of the Malays, who know "that we have not the means of putting our threats into "execution," we must admit that he makes out a good *prima facie* case against the Government in more than one recent case which he instances. A claim for the full value of a vessel called the *Wild Curlew*, which was lately wrecked, and, after being abandoned by the captain and crew, was sacked by pirates, has resulted in the refusal of the Sultan of TRINGANU to pay the indemnity demanded, and may perhaps lead to an appeal to the Government of Siam, of which the Sultan is a vassal. Considering that the ship was lost "by the act of GOD," that she was abandoned by the captain and crew, and that the wreck and cargo were sold by auction in Singapore, and realised only about $2,000, the matter does not seem sufficiently grave to be permitted to lead to such important results as a possible complication with the Government of Siam. Our correspondent has already alluded to Pahang, and expressed his opinion that the Governor was disposed to reward the Maharajah at the expense of the Burdarajah. He now reports that Sir HARRY ORD intended to visit this place very shortly, and that he had expressed his determination to "make" the Burdarajah "sign the treaty this time" in a very off-handed way. We trust that he may succeed in inducing the Burdarajah not only to sign the treaty, but to see the advantage of doing so; and we think that the disputed claim on the Sultan of TRINGANU might easily have been adjusted without reference to the Government of Siam, the more especially as the Sultan evinced no desire to "beg the question" or evade the responsibility that attached to him in the matter. All that the Sultan did in resisting the excessive demand made upon him was to argue—as it appears very reasonably—that, if the captain of the *Wild Curlew* had gone to Tringanu soon after the loss of his vessel, he (the Sultan) would have been placed in a position to defend the wreck from plunder. In this case it is clearly wrong to make him answerable for the consequences of a wrong which he was not informed of, and consequently had no power to prevent. This is not the way to inspire confidence with the natives, either in the justice of our demands or in our power of enforcing them. Every appeal to a higher or a different Government from the issue of a dispute with us is, *prima facie*, a confession of inability on our part to conciliate the natives more immediately concerned; and, whichever way they are decided, such appeals are not likely to add to the reputation of the British Government, while they may not impossibly involve it in war.

POSTAGE TO THE FAR EAST, AND MEMORIAL TO THE POSTMASTER-GENERAL.

THE Postmaster-General having expressed his intention not to remove the increased rate of postage on newspapers to the Far East, referred to in our last, the following memorial has been drawn up, and lies at our office, where it has already received the signatures of many influential bankers, merchants, and others:—

To the Right Honourable the Marquis of Hartington, Her Majesty's Postmaster-General, &c., &c.

The Memorial of the undersigned Bankers, Merchants, Brokers, Newspaper proprietors, and others engaged in the trade of India, China, Japan, and Australia,

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Respectfully showeth,—

1. That your memorialists have learned with great surprise that the reduction decided on in the postage of letters to India, China, and Australia, *via* Brindisi, has not been accompanied by a reduction in the charge of 4d. on newspapers for every ½lb.

2. That your memorialists beg to inform your Lordship that by far the greatest part of the commercial correspondence of manufacturers and brokers, is carried on by periodical publications or prices current, and that a charge of 4d. on such is a grievous tax on their business.

3. That the increased cost of transmission of the mails to Brindisi by Germany and the Brenner pass, should be more than covered by a reduction in the cost of the sea transit from Brindisi to Alexandria, a passage of three days only, while the passage from Marseilles occupied six days.

4. That it is an anomaly that a newspaper like *The Times* should be carried throughout the United Kingdom for one halfpenny, while the same paper costs, according to the present tariff, eightpence, for transmission to India, China, or Australia, which is virtually a prohibition. Your memorialists would call your Lordship's attention to the fact that the postage on letters to San Francisco—a distance of over 6,000 miles—is only 3d., and newspapers 1d.

Your memorialists therefore pray that your Lordship will be induced to reduce the present excessive tax of 4d. on each newspaper.

The service from Brindisi to Alexandria commenced by the P and O. Company's steamers with the last mail, and the passage will no doubt be performed by them under three days, while the present transit from London through Ostend, Germany, and the Brenner Pass occupies also three days, a gain of nearly two days on the Marseilles route; but with the opening of the tunnel through Mont Cenis next year this will be increased to three days. To maintain the present rate, which was increased only, as it was alleged, on account of the war, while the service is carried through an entirely undisturbed country, and at greatly reduced expense, is a monstrous perversion of Post-office arbitrariness It is to be hoped that the hands of the memorialists may be strengthened by the signatures of all who have friends in the Far East, so that a vigorous attempt may be made to bring the matter before the House of Commons immediately on the re-assembling of Parliament.

We are glad to announce that the steamer *Evora*, for Colombo *via* Suez Canal, takes out about 700 tons of plant and material for the Colombo Gas Company, and that the remaining portion necessary for the erection of the works will be shipped in the course of next month. Several mechanics are also leaving by the *Evora* to assist in building the works. Mr. Simpson, the company's engineer, who is already on the spot, will, it is expected, have the works completed about next June.

In another column a correspondent's letter will be found which fully bears out our views in regard to the importance of keeping up our treaty rights in Formosa. We understand that the question is not yet decided by the Board of Trade.

CEYLON.—THE CASE OF MR. PILKINGTON.

Our readers interested in Ceylon will readily understand that Mr. Brabazon Pilkington's appearance before the sitting magistrate at Marlborough-street attracted general attention. To us, of course, there was nothing new in the charges which the late police magistrate of Kornegalle preferred against the Governor, and some other leading personages, of Ceylon. We had read the reports in the so-called lunacy case at Colombo, and we were so convinced that they would not be allowed to terminate with the decision of the Judge of the District Court that we postponed any allusion to the questions involved in the local inquiry into the state of Mr. Pilkington's mind until the proceedings passed into another stage. This has now occurred, and, as the case is presented to the English public, it is very startling, to say the least of it. An escaped lunatic makes his appearance in a London police-court six weeks after he has been ordered into custody in Ceylon, and then and there applies to his brother magistrate for warrants against Sir Hercules Robinson and other gentlemen, whom he charges with having falsely imprisoned him, and with being guilty of conspiring to drive him mad. The applicant is described as appearing in ill health, but to be perfectly collected in manner, and unassisted by professional advice. We use the phrase "escaped lunatic" in connection with him only because we find that he was declared to be insane on the 25th of October last by Mr. Berwick, the Judge of the District Court of Colombo, who then ordered him into the care and guardianship of Captain A. C. Forster, of the Ceylon Rifles. There is nothing in the report of the proceedings at Marlborough-street to lead to the belief that he is insane now; and, from the report of his trial in Colombo six weeks ago, we find very great difficulty in coming to the conclusion that he ever was really insane—that is, that he was ever so dangerous or irresponsible a person as to justify the proceedings taken against him, and the restraint which he appears to have thrown off almost at the moment when it was imposed. The most extraordinary part of the judge's finding is, however, its conclusion, which seems to us to be so unaccountable that we prefer to give it in his own words. After finding Mr. Pilkington to have been "suffering from total or nearly total loss of reason," and to be "partially insane," the judge proceeded thus:—"I wish Mr. Pilkington *to understand* that, unless he, at an early date, procures a friend to give the necessary guarantee, and will *willingly* assent to such arrangements as may be proposed and approved of by the Court, the Court will have to take such *alternative* steps as the nature of the case may seem to it to require." This is vagueness itself, but, if it can be reduced into sense at all, it means that, unless Mr. Pilkington consented to be considered insane, he must make up his mind to be treated as if he were insane. It would seem that he availed himself of the "alternative" proposed by the Judge, to consent to be placed under the charge of Captain Forster; that this proceeding was, more or less, a mere matter of form; and that, immediately after complying with it, either with or without the acquiescence of the "curator and guardian" appointed in consequence of his insanity, the alleged lunatic very sensibly made his way to England by the mail steamer, and in perfectly clear and consistent language explained his situation to his brother magistrate. Mr. Lushington was unable to interfere on Mr. Pilkington's behalf, but the latter gentleman may rest assured that the public attention which has been drawn to his case through the London press will not be satisfied without a thorough explanation of what appears *prima facie* to be a very questionable chain of circumstances.

THE PROPOSED SURRENDER OF FORMOSA.

(To the Editor of the *London and China Telegraph.*)

Sir,—The rumour that the British Government contemplates the withdrawal of the consular establishments from the island of Formosa, and, as a consequence, the *right to trade with it*, induced me to obtain the published despatches of the late Lord Clarendon and Sir Rutherford Alcock on the subject, with the view of gaining from them some information regarding a step so inimical to my countrymen in that part of the world, and to the vested interests, not only in Formosa but also in the Treaty port of Amoy, the injury to which place, as a result of cutting off our trade with Formosa, seems to have been entirely overlooked by our Minister.

The despatch of Lord Clarendon to Sir R. Alcock, under date May 1869, is upon the subject of economising the consular establishments of China. After alluding to the abandonment of particular ports as a mode of saving, he enjoins Sir Rutherford to consider whether well-founded complaints might not arise of injury to vested interests by such a course, and suggests a doubt of the prudence of it.

Sir Rutherford, in his reply, under date October, 1869, writes:—"We cannot wisely confine our views to the present, and ought not, by a short-sighted economy, or any mistaken policy, to risk all that is prospective. . . . The breaking up of a Consulate, and with it putting a stop to British trade at any particular port, is a measure which should only be resorted to after mature consideration. . . . And the probability of the traffic increasing at some later period—a prospect which in many cases will be contingent on a Consular establishment being retained on the spot—must not be lost sight of." After the enunciation of such sound principles, those who have watched the growing trade with Formosa will find it difficult to reconcile Sir Rutherford's theory with his practice, when he declares his conclusion that "the whole of the interests connected with the island of Formosa, either present or prospective, are not such as to make it worth while to persevere in keeping up Consular establishments, which cost annually some £4,000.

The information upon which his Excellency based this conclusion must have been very defective, especially as to the prospective state of the trade, for at the date of his despatch, the increasing development of commerce with Formosa, consequent greatly on the efforts of the British merchants of Amoy, was easy to be seen. Sir Rutherford goes on to state that. "a paltry trade in camphor and sugar, and a very small import of Foreign goods, are all the inducement Formosa offers for retaining an establishment in one of the unhealthiest places in China. The natural products of the island, consisting chiefly of camphor, sugar and rice, can only furnish scant supplies for a coasting trade."

Now the export of sugar alone from Formosa (Tai-wan-Foo and Takao), the supply of which must have been in preparation when he was forwarding his despatch, amounted during the last season to over 526,000 piculs, or say 31,300 tons. Tea, camphor, oil seeds, sulphur, coal, petroleum, indigo, timber, tobacco, rattans, jute, hemp, grasses for textile fabrics, are amongst the products of the island, which in fact is one of the richest in the world, and well warrants the hope expressed by Mr. Swinhoe in "Notes on Formosa," that the day is not far distant when its valuable

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mineral and vegetable wealth will be developed by European enterprise.

As to its being "one of the unhealthiest places in China," his Excellency's informant has been guilty of great exaggeration, for, to quote from a well-known writer on China, there are at Takao no records of the prevalence of any special disease likely to affect the European settler, and at Tai-wan-Foo "the climate is very fine." Subsequent experiences do not contradict him. And whilst on this subject I may mention that in another portion of Sir Rutherford's despatch he stigmatises Amoy as the "most unhealthy place in China, except perhaps Formosa." This remark alone will, to those acquainted with the East coast of China, show how little value is to be attached to his Excellency's information. Amoy has ever since its settlement as a treaty port, held a high reputation for salubrity, and, so far from being the most unhealthy place in China, is absolutely one of, if not *the*, most healthy, and highly deserves the remark made by Dennys, in his work on "Treaty Ports," which will be corroborated by residents and visitors, that "compared with other ports in China, Amoy may be said to be exceptionally healthy."

A rumour exists of Germany's intention to occupy Formosa. Our continental friends will find something more than "scant supplies for a coasting trade." Such occupation would be a severe blow to British interests in China, but how could we object, if we pave the way to it by abandoning the field as too insignificant to warrant the protection and encouragement of the Government of a commercial country to its subjects during their endeavours to develop its resources?—I am, Sir, your obedient servant,

AN OLD RESIDENT ON THE EAST COAST OF CHINA.

London, Dec. 13, 1870.

THE SUEZ CANAL.

The *New York Times* has the following:—

The total cost of passing through the eighty-six miles and a-half of Canal is, to vessels of fifteen hundred tons, about £700 sterling, or some $3,200. And this suggests the question of income. It will be remembered that in June last the directors of the company declared their inability to pay up the interest of the coupon bonds due about that date, and it does not, unfortunately, seem that their financial prospects have since improved. The total capital is put down at £16,500,000, of which a considerable portion is held by the Viceroy of Egypt. But to pay the interest due to outside shareholders alone an annual income must accrue of £840,000, while the cost of maintenance, dredging, &c., is estimated at £160,000 for the same period. There must, therefore, be a total annual income of £1,000,000, or about $4,800,000, to make the Canal a bare success, quite irrespective of any profit to the Egyptian Government; and to furnish this, at the rate of ten francs a ton, will require the daily transit of 6,850 tons.

Monetary and Commercial.

The British Indian Extension Telegraph Company (Limited) announce that intelligence has been received of the laying of the cable by the ships *Edinburgh* and *Scanderia*, from Singapore to Penang.

The P. and O. Company's steamer *Delhi*, with a cargo of silkworms'-eggs from Japan, arrived at Suez on the 16th inst., and will proceed, *via* the Canal, to Genoa and Marseilles, where she will land her cargo, and then return to Bombay and Hong Kong.

The Times published an alarming account of failures of compradores, &c., at Shanghai, but found out that the story had no foundation, and inserted the following:—

With regard to the telegram from China of the 26th of November, stating that a great commercial crisis was believed to be impending, it appears that other telegrams of an equally late date have been received by leading London firms, which not only make no mention of any exposed difficulties, but describe great steadiness in the import markets.

The report of the Ceylon Company (Limited), to be presented on the 20th inst., recommends an interim dividend for the six months ended the 30th of September last at the rate of 6 per cent. per annum, but states that, owing to the effects of the war on the Continent on the price of coffee, the amount realised from the Ceylon produce of this year, though remunerative, will be less than would have been obtained under ordinary circumstances. At the same time, the general sugar crop in the Mauritius is not expected to be more than two-thirds of that of last season. The manager of the company, however, anticipates that the produce of its estates will exceed the average of the island; and that, with the improved prices now current, the result of the operations of the year will be satisfactory.

At an ordinary general meeting of the Falmouth, Gibraltar, and Malta Telegraph Company, held at the City Terminus Hotel, the report, recommending a dividend of 4s. per share, free of income-tax, for the first three and a-half working months, was adopted unanimously. The chairman (Mr. John Pender) said that about ten days ago a break had occurred in their cable between Lisbon and Gibraltar, which had caused an interruption of the submarine communication with India. Until the cable could be repaired messages were sent over a land line, by which means the through communication was kept up.

It is notified that the transfer-books of the China Submarine Telegraph Company (Limited) will be closed from the 27th to 31st inst., "for the purpose of issuing the warrants for payment of interest at the rate of 5 per cent. per annum on the paid-up capital of this company."

The directors of the Union Bank of London have issued a circular to their *employés*, announcing that if any clerk with a salary under £150 marries, it will be taken as a resignation.

According to a promise given in the report recently issued by the Commission appointed by the Lords of the Treasury to inquire into the system of trade statistics, the Board of Trade Returns will in future be published about the 7th of the month, instead of he 27th.

According to the *Manchester Examiner and Times*, the suspension of payment of the old and highly respectable firm of Churton, Bankart, and Hirst, stuff merchants, of Bradford, has been announced. The liabilities are £60,000. The firm has long stood in high repute.

At the meeting of creditors under the proceedings for liquidation instituted by Edward Bigg and Co., of Manchester and Bombay, it was resolved that the estate should be wound up in bankruptcy. Messrs. Reed, Phelps, and Sedgwick were entrusted with the registration of the resolutions. The total liabilities were stated to be £120,000, but many of the claims are covered by securities.

The return of Joint-Stock Companies, just printed on the motion of Mr. Alderman Lusk, M.P., shows that, in 1869, 469 companies, 453 of which were "Limited," were registered under the Act of 1862, with a total nominal capital of 141 millions sterling. In the first five months of 1870, 280 companies, of which 272 were "Limited," were similarly registered, with a nominal capital of 23 millions.

At the meeting of the British Indian Submarine Telegraph Company (Limited), held on the 15th instant, a dividend of 5s. per share, free of income-tax, was declared for the six months.

The interest on the shares of the Great Northern Telegraph Company, at the rate of 5 per cent. per annum, is announced for payment on the 2nd of January by Messrs. C. J. Hambro and Son.

Messrs. J. C. Sillar and Co., tea-brokers, of Mincing-lane, have issued an elaborately-compiled table, showing the imports, deliveries, and stocks of tea in each year, from 1836 to 1870, also the exports, changes of duty, and other statistics of the tea supply during that period.

BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	7½ to 8½
25	Bank of Egypt	All	40 to 42
20	Chartered Bank Ind., Aust., and China	All	14 to 15
25	Chartered Merc. of India and China ...	All	23 to 24
20	City Bank	10	10½ to 11½
100	Colonial Bank	25	47 to 49
500fr.	Comptoir D'Escompte of Paris	All	No quotation.
£28½	Hong Kong and Shanghai Bank ...	All	35½ to 37½
28½	Do. Do. new	16½	4½ to 4¾ pm.
100	Imperial Bank	20	17½ to 18½
50	London and County	20	49 to 50
50	London Joint Stock	15	33½ to 34½
100	London and Westminster	20	62½ to 63½
25	Oriental Bank Corporation	All	40 to 41
50	Union of London	15	38½ to 39½
	TELEGRAPH COMPANIES.		
100	Anglo-Mediterranean	All	122 to 125
10	British Indian Submarine	All	6½ to 7
10	British Indian Extension	All	5½ to 6¼
10	British Australian...	5	5 to 4½ dis.
10	China Submarine	7	5½ to 5 dis.
10	Falmouth, Malta, and Gibraltar ...	All	9½ to 9⅝
10	Great Northern	All	11½ to 11⅝
10	Do. China and Japan Extension	All	2½ to 1⅝ dis
25	Indo-European	All	10 to 12
10	Mediterranean Extension	All	4½ to 5
12	Telegraph Construction Company ..	All	26½ to 26⅝
50	Indiarubr., Gutta Percha, & Tel. Works Co.	45	44 to 46
	MISCELLANEOUS.		
20	British India Tea Company	All	2½ to 3½
—	Ceylon Deb., 6 per cent., May & Nov. 1878	100	106 to 108
—	Do. Do. 1872... ...	100	101 to 103
—	Do. Do. 1862-3 ...	100	109 to 111
20	Ceylon Company	10	3½ to 2⅝ dis.
20	Do. A shares	5	3½ to 3 dis.
50	Colonial Company	20	4 to 2 dis.
10	Credit Foncier of England	All	1⅝ to 2⅞
70	General Credit and Discount Company	7½	¼ to ⅜ dis.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	1⅞ to 1⅝ dis.
—	Japan Loan, 9 per cent.	All	97 to 99
20	London and Prov. Marine Insurance Co.	2	¼ to 1 pm.
25	National Discount Company	5	11 to 11½
25	Ocean Marine Insurance Company ...	5	13½ to 14 pm.
500fr.	Messageries Maritime of France ...	All	No quotation.
50	P. and O. Steam Company	All	45 to 47 x.d.
50	Do. Do. 1867	10	2 to 2 dis. x.d.
100	Royal Mail Steam Company	60	51 to 53
20	Thames and Mersey Marine Insur Co.	2	3½ to 3½ pm.
20	Universal Marine Insurance Company	5	6½ to 7½ pm.

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BULLION AND SPECIE.

GOLD.—The arrivals this week have been very small; they consist only of £45,200 per Douro, from the Brazils, and a small amount by the Elbe, from the West Indies. There have been a few orders for the Continent, but not sufficient to absorb all the sums that have been offered for sale, and the Bank has therefore received about £15,000 during the past few days; on the other hand, sovereigns to the value of £131,440 have been withdrawn, for shipment to Brazils and Alexandria.

SILVER continues to arrive from New York; the amounts to hand from thence comprise £98,000. The market continues firm at 60¼d. per oz. standard, the demand being only for Holland.

MEXICAN DOLLARS arrive in small amounts from America, and we have received during the week about £25,000; the coin is chiefly taken for refining purposes, and the price remains firm at 58¾d. per oz. for the old coinage. A shipment has been made of £3,000 to Shanghai, but this is an exceptional operation.

EXCHANGE on India for Banks Drafts at 60 days' sight is, as last quoted by us, 1s. 10¼d. to 1s. 10½d. on all three presidencies. India Government Loan Notes show no material change. We quote 4 per Cents. 89 to 91; 5 per Cents. 98 to 100; and 5½ per Cents. 105 to 107.

EXPORT OF SILVER FROM SOUTHAMPTON TO INDIA. CHINA, AND THE STRAITS.

Year.	India.	China.	Straits.	Total.
1862 ...	... £8,890,810	...£2,630,663	...£660,987	... £10,091,460
1863 ...	... 5,971,632	... 1,995,909	.. 295,470	... 8,263,011
1864 ...	... 5,008,291	... 891,338	... 354,375	... 6,540,004
1865 ...	... 2,788,762	... 560,026	... 299,270	... 3,593,058
1866 ...	... 2,009,580	... 303,196	... 52,850	... 2,365,626
1867 ...	... 370,231	... 265,766	... 6,815	... 642,912
1868 ...	... 1,000,635	... 474,945	... 160,062	... 1,635,642
1869 ...	... 1,369,680	... 786,014	... 263,119	... 2,362,943
1870 to date ...	187,600	... 887,212	... 504,661	... 1,579,473

QUOTATIONS.

Bar Gold	77s. 9d.	per oz.
Bar Silver. Fine	5s. 0¼d.	per oz.
Fine Cake Silver	nominal	per oz.
Mexican Dollars	4s. 10¾d.	per oz
Spanish Dollars (Carolus) ...	—	per oz.
Five Franc Pieces...	—	per oz.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 15th Dec., 1870, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 15th Dec., 1870, 11,154,996 yards; for the twelve months, 75,673,526 yards; for the twelve months, 1869, 40,914,118 yards; for the twelve months 1868, 55,903,193 yards. Increase for 1870 against 1869, 34,759,408 yards.

COLOURED COTTONS.—Export for the month ended 15th Dec., 1870, 1,822,115 yards; for the twelve months, 9,399,465 yards; for the twelve months, 1869, 1,617,317 yards; for the twelve months, 1868, 1,302,351 yards. Increase for 1870 against 1869, 7,782,148 yards.

PRINTED COTTONS.—Export for the month ended 15th Dec., 1870, 464,583 yards; for the twelve months, 2,319,507 yards; for the twelve months 1869, 973,587 yards; for the twelve months, 1868, 2,143,654 yards. Increase for 1870 against 1869, 1,345,920 yards.

COTTON YARN.—Export for the month ended 15th Dec., 1870, 397,980 lbs.; for the twelve months, 10,626,765 lbs.; for the twelve months 1869, 4,329,450 lbs.; for the twelve months 1868, 6,568,310 lbs. Increase for 1870 against 1869, 6,297,315 lbs.

VALUE.—For the month ended 15th Dec., 1870, £262,263; for the twelve months, £2,116,450; for the twelve months 1869, £1,148,253; for the twelve months 1868, £1,463,967. Increase for 1870 against 1869, £968,197.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 15th Dec., 1870, 21,961,307 yards; for the twelve months, 262,983,848 yards; for the twelve months 1869, 210,735,119 yards; for the twelve months 1868, 250,015,787 yards. Increase for 1870 against 1869, 52,248,224 yards.

COLOURED COTTONS.—Export for the month ended 15th Dec., 1870, 782,070 yards; for the twelve months, 13,123,967 yards; for the twelve months 1869, 13,284,043 yards; for the twelve months 1868, 6,553,961 yards. Decrease for 1870 against 1869, 160,076 yards.

PRINTED COTTONS.—Export for the month ended 15th Dec., 1870, 185,118 yards; for the twelve months, 5,028,037 yards; for the twelve months 1869, 4,910,036 yards; for the twelve months 1868, 3,507,173 yards. Increase for 1870 against 1869, 118,001 yards.

COTTON YARN.—Export for the month ended 15th Dec., 1870, 28,792 lbs.; for the twelve months, 534,522 lbs.; for the twelve months 1869, 432,863 lbs.; for the twelve months 1868, 315,700 lbs. Increase for 1870 against 1869, 101,659 lbs.

VALUE.—For the month ended 15th Dec., 1870, £304,370; for the twelve months, £4,428,882; for the twelve months 1869, £4,152,586; for the twelve months 1868, £4,249,167. Increase for 1870 against 1869, £276,146.

JAPAN.

PLAIN COTTONS.—Export for the month ended 15th Dec., 1870, 4,692,063 yards; for the twelve months, 30,495,197 yards; for the twelve months 1869, 16,444,421 yards; for the twelve months 1868, 22,008,295 yards. Increase for 1870 against 1869, 14,050,778 yards.

COLOURED COTTONS.—Export for the month ended 15th Dec., 1870, 81,590 yards; for the twelve months, 3,170,883 yards; for the twelve months 1869, 1,661,013 yards; for the twelve months 1868, 1,665,811 yards. Increase for 1870 against 1869, 1,509,870 yards.

PRINTED COTTONS.—Export for the month ended 15th Dec., 1870, 121,020 yards; for the twelve months, 1,230,265 yards; for the twelve months 1869, 847,448 yards; for the twelve months 1868, 501,637 yards. Increase for 1870 against 1869, 382,817 yards.

COTTON YARN.—Export for the month ended 15th Dec., 1870, 654,220 lbs.; for the twelve months, 11,172,179 lbs.; for the twelve months 1869, 5,254,414 lbs.; for the twelve months 1868, 4,848,275 lbs. Increase for 1870 against 1869, 5,917,765 lbs.

VALUE.—For the month ended 15th Dec., 1870, £104,866; for the twelve months, £1,280,982; for the twelve months 1869, £698,559; for the twelve months 1868, £711,221. Increase for 1870 against 1869, £592,373.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 15th Dec., 1870, 6,678,789 yards; for the twelve months, 81,149,234 yards; for the twelve months 1869, 49,858,799 yards; for the twelve months 1868, 46,733,783 yards. Increase for 1870 against 1869, 31,290,435 yards.

COLOURED COTTONS.—Export for the month ended 15th Dec., 1870, 560,776 yards; for the twelve months, 10,039,971 yards; for the twelve months 1869, 5,479,756 yards; for the twelve months 1868, 4,126,069 yards. Increase for 1870 against 1869, 4,560,215 yards.

PRINTED COTTONS.—Export for the month ended 15th Dec., 1870, 189,684 yards; for the twelve months, 5,706,422 yards; for the twelve months 1869, 4,289,153 yards; for the twelve months 1868, 2,061,641 yards. Increase for 1870 against 1869, 1,416,869 yards.

COTTON YARN.—Export for the month ended 15th Dec., 1870, 284,554 lbs.; for the twelve months, 3,230,927 lbs.; for the twelve months 1869, 1,582,167 lbs.; for the twelve months 1868, 1,528,668 lbs. Increase for 1870 against 1869, 1,648,760 lbs.

VALUE.—For the month ended 15th Dec., 1870, £117,779; for the twelve months, £1,735,948; for the twelve months 1869, £1,149,682; for the twelve months 1868, £970,755. Increase for 1867 against 1869 £586,261.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 15th Dec., 1870, 310,300 yards; for the twelve months, 15,179,767 yards; for the twelve months 1869, 8,785,264 yards; for the twelve months 1868, 17,728,887 yards. Increase for 1870 against 1869, 6,394,503 yards.

COLOURED COTTONS.—Export for the month ended 15th Dec., 1870 *nil;* for the twelve months, 9,803,937 yards; for the twelve month 1869, 7,890,008 yards; for the twelve months 1868, 6,924,708 yards Increase for 1870 against 1869, 1,913,929 yards.

PRINTED COTTONS.—Export for the month ended 15th Dec., 1870, 134,528 yards; for the twelve months, 9,442,565 yards; for the twelve months 1869, 4,649,780 yards; for the twelve months 1868, 5,084,235 yards. Increase for 1870 against 1869, 4,792,785 yards.

COTTON YARN.—Export for the month ended 15th Dec., 1870, 2,000 lbs.; for the twelve months, 317,695 lbs.; for the twelve months, 1869, 324,195 lbs.; for the twelve months 1868, 581,820 lbs. Decrease for 1870 against 1869, 6,500 lbs.

VALUE.—For the month ended 15th Dec., 1870, £5,681; for the twelve months, £627,653; for the twelve months, 1869, £457,117; for the twelve months 1868, £628,400. Increase for 1870 against 1869, £170,536.

MANILA.

PLAIN COTTONS.—Export for the month ended 15th Dec., 1870, 124,598 yards; for the twelve months, 19,516,527 yards; for the twelve months 1869, 14,221,498 yards; for the twelve months 1868, 18,435,316 yards. Increase for 1870 against 1869, 5,295,029 yards.

COLOURED COTTONS.—Export for the month ended 15th Dec., 1870, 20,420 yards; for the twelve months, 8,368,765 yards; for the twelve months 1869, 12,358,230 yards; for the twelve months 1868, 14,223,082 yards. Decrease for 1870 against 1869, 3,989,465 yards.

PRINTED COTTONS.—Export for the month ended 15th Dec., 1870, 11,900 yards; for the twelve months, 1,355,357 yards; for the twelve months 1869, 1,370,466 yards; for the twelve months 1868, 1,032,409 yards. Decrease for 1870 against 1869, 15,109 yards.

COTTON YARN.—Export for the month ended 15th Dec., 1870, 26,200 lbs.; for the twelve months, 402,523 lbs.; for the twelve months 1869, 194,245 lbs.; for the twelve months 1868, 315,912 lbs. Increase for 1870, against 1869, 208,278 lbs.

VALUE.—For the month ended 15th Dec., 1870, £4,747; for the twelve months. £540,963; for the twelve months 1869, £591,705; for the twelve months 1868, £673,267. Decrease for 1870 against 1869, £50,742.

CEYLON.

PLAIN COTTONS.—Export for the month ended 15th Dec., 1870, 2,562,890 yards; for the twelve months, 25,748,142 yards; for the twelve months 1869, 22,705,674 yards; for the twelve months 1868, 22,644,373 yards. Increase for 1870 against 1869, 3,042,468 yards.

COLOURED COTTONS.—Export for the month ended 15th Dec., 1870, 88,355 yards; for the twelve months, 2,715,885 yards; for the twelve months 1869, 1,229,086 yards; for the twelve months 1868, 757,675 yards. Increase for 1870 against 1869, 1,486,799 yards.

PRINTED COTTONS.—Export for the month ended 15th Dec., 1870, 56,230 yards; for the twelve months, 2,088,127 yards; for the twelve months 1869, 3,622,993 yards; for the twelve months 1868, 2,231,118 yards. Decrease for 1870 against 1869, 1,589,866 yards.

COTTON YARN.—Export for the month ended 15th Dec., 1870, 6,000 lbs., for the twelve months, 308,275 lbs.; for the twelve months 1869, 459,772 lbs.; for the twelve months 1868, 426,237 lbs. Decrease for 1870 against 1869, 151,497 lbs.

VALUE.—For the month ended 15th Dec., 1870, £39,728; for the twelve months, £560,276; for the twelve months 1869, £436,504; for the twelve months 1868, £456,890. Increase for 1870 against 1869, £31,672.

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IMPORTS FROM THE STRAITS. JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From ILO ILO to LONDON, per Fleur de Maurice, entered Dec. 10.—26,461 bags sugar—Order.

From FOOCHOW to LONDON, per Everest, entered Dec. 10.—8913 chests 6314 half-chests 1131 boxes 5 packages tea—Order.

From FOOCHOO to LONDON, per Wylo, entered Dec. 12.—4964 chests 10,616 half-chests 4870 boxes 179 packages tea—Order; 2 half-chests 5 packages tea—J. C. Fowler; 4 packages dried fruit—S. Wiese.

From FOOCHOW to LONDON, per Eme, entered Dec. 13.—Tea, 428 packages—Brown, Shipley, and Co.; 479 packages—L. Reiss, Bros., and Co.; 7 packages—L. Wiese; 1 package—J. D. Drew; 1 package—A. Clements; 1 package—J. G. Jones; 1 package—G. D. Davidson; 14 404 packages tea, 6 packages merchandise, 41 bales hemp.—Order.

From FOOCHOW to LONDON, per Chinaman, entered Dec. 13.—16 boxe tea—Master; 5984 chests, 4766 half-chests, 3247 boxes, 770 packages tea, 1 case cheroots, 6 packages merchandise—Order.

From SHANGHAI and SINGAPORE (via Suez Canal) to LONDON, per Albatross (str.), entered Dec. 14.—From Shanghai: 2844 chests 5968 half-chests 9464 boxes 371 packages tea, 115 packages merchandise, 176 bales silk, 157 cases shells; 43 cases rhubarb, 7 boxes lead, 1 box fruit—Order; 90 bales silk—Benecke and Co.; 2827 bags 20 casks lead ore—Habgood and Co.; 7 packages merchandise—J. Cox; 1 package merchandise, 1 box tea—H. J. Essex; merchandise—1 package—Trubner and Co.; 1 package—Haltz and Co.; 6 packages—Killick and Co.; tea—536 half-chests—Potter Bros.; 12 half-chests—Fearon and Co.; 3 half-chests—G. H. Bincomb; 43 chests—E. J. and H. Marsh; 2255 chests—D. Sassoon and Co. From Singapore: 2 packages merchandise—A. Pfeiffer and Co.; 4 packages merchandise, 2 cases shells, 1 box tea—Order.

From SINGAPORE to LONDON, per Chrysolite, entered Dec. 15.—797 bales gambier—Drake, Kleinwort, and Co.; 3521 bales 5529 bags gambier, 1634 bags sago flour, 410 bags unrated, 138 bags pearl 355 bags flake 479 bags flour tapioca, 2097 bags pearl sago, 308 boxes camphor, 35 baskets gutta-percha, 164 baskets india-rubber, 771 bags pepper, 20 bags betel nuts, 1037 bags buffalo hides, 1200 bags cow hides, 41 cases 20 baskets shells, 292 bags cubebs, 4 boxes isinglass, 2021 bundles Malacca canes, 494 bundles Jemilay canes, 4 boxes isinglass, 10,445 bundles rattans, 13,339 buffalo horns, 258 ps. buffalo hides, 368 baskets gutta-percha, 350 baskets gutta-percha cuttings, 45 cases citronella, 1 case pepper, 2 cases capeputa, 6 cases nutmegs, 3 cases lemon grass oil, 1 case nutmeg paste, 137 bags coffee, 3 packages currie—Order.

From SHANGHAI to LONDON, per Columbus, entered Dec. 15.—99 bales silk, 90 bales raw silk, 9 bales waste silk, 7186 chests 4882 half-chests 2820 boxes tea—Order.

From SHANGHAI to LONDON, per Weymouth, entered Dec. 15.—6426 chests 7791 half-chests 2 boxes tea, 1 package preserved ginger—Order.

From CANTON, &c., to LONDON, per Burdwan, entered Dec. 16.—726 boxes tea—A. Tesdorff and Co.; 9684 boxes tea—L. Reiss Bros. and Co.; 42 packages merchandise in transit—F. Morris; 1 package merchandise—R. Beinlaner; 29,409 boxes 1 chest 1 package tea, 230 packages merchandise, 50 bundles 271 packages canes, 225 cases 21 casks 120 boxes 240 packages preserves, 378 bales waste silk, 200 rolls matting, 385 bales cocoons - Order.

ARTICLES OF IMPORT.

TEA.

The market has been generally quiet; until the last few days there has been an absence of fresh arrivals, and, as usual at this time of year, without there is some special attraction, business is much curtailed. Prices, however, show but little alteration, common Teas being a shade lower, and medium red leaf kinds being rather difficult of sale at lower prices, whilst good black-leaf kinds have been fairly supported. Public sales of 8 204 packages took place on the 14th inst., and 6,867 packages were sold without reserve, a considerable portion being Green Teas of recent import, which sold with spirit at fair prices.

Red-leaf Congous: Siftings were sold at 5¼d. to 5½d. per lb., being ¼d. per lb. decline. Broken-leaf kinds have sold from 8d. to 9d. per lb., being a similar reduction. Fair to good common have been dull at the decline last quoted. Fair to good Kaisows, of recent import, have sold irregularly at a decline of fully 1d. per lb.; fine to finest show no change, the supplies being limited. Paklins show no alteration; the demand is only moderate. Black-leaf kinds: There has been rather more inquiry for the better kinds of low quality at former prices; superior common is still scarce, but quotations are somewhat nominal at 1s. to 1s. 0½d. per lb. In good medium kinds sales ex Lauderdale and Thyatira have been made from 1s. 4½d. to 1s. 8d., showing but little change; fine to finest remain very firm, the supplies being much reduced. Amoy kinds have been still difficult of sale at rather lower prices. Oolongs show no material alteration. Souchongs have been saleable at former prices. In Flowery Pekoes there has been no alteration to notice. Scented Teas—Canton Capers remain steady at previous prices. Foo Chow kinds show no change. Canton Orange Pekoes sell only slowly at about previous prices. Foo Chow kinds have sold rather lower in price, but the quality has not been so good as previously offering. Uncoloured Japans remain much as before. Green Teas: Business has been moderate during the fortnight, and prices show but little alteration; the common Japan kinds are very heavy of sale, even at the low prices current. Canton-made kinds are without change.

The following is from Messrs. Shepard, Harrison, and Rehden's Circular:—During the early part of the past fortnight a quiet tone prevailed, supplies on offer being limited; the past week several ships have arrived, with a good selection of fair to good medium Congous, which have been taken freely at satisfactory prices, particularly those ex Lauderdale, and the market closes firm, with the prospect of large transactions before the close of the year, as most importers are showing every desire to meet the views of buyers. Late advices from Shanghai report the season as drawing to a close, but at Foochow free supplies were arriving from up country. There is no new feature as to the export trade, which may be considered closed till the spring. Deliveries, as far as home consumption is concerned, show a most satisfactory development:—

	1870.	1869.
Home consumption for London from 1st Jan. to 30th Nov. ...	75,350,000	71,507.000
Export do. do.	28,700,000	32,607.000
Sent coastwise do.	36,000,000	30,600,000
Total,	140,050,000	134,714,000

SILK.

There is little, if any, change in the market since the beginning of the month. Importers continue to show the same determination to hold for full quotations, especially for Chinas, and thus business is difficult. Manufacturers buy only as they require silk, and find themselves reluctantly compelled to pay the asking rates; values are, consequently, as follows:—29s. for chop 3rd Tsatlees, 25s. 6d. for Red Peacocks, and 24s. 6d. for No. 4½, with good deliveries. In Canton silk there is some business still doing in Tsatlee reel at 16s. to 17s. 6d. for common to good ordinary, and 18s. to 19s. for superior; these rates seem to stimulate consumption. Japan silk is as dull as ever, and deliveries small. In Bengals there have been a few transaction in recent arrivals where the silk has been of suitable quality, at 16s. to 19s. for fair to good native; filatures are not enquired for. The deliveries from the London warehouses from 1st to 14th inst. were 1,158 bales China, 106 Japan, 303 Canton, and 144 Bengal. Total 1,711 bales.

LONDON QUOTATIONS, DEC. 16.

CHINA.	
Tsatlee, No. 1	31s. 0d. to 31s. 6d.
,, ,, 2	30s. 0d. to 30s. 6d.
,, ,, 3	28s. 6d. to 29s. 6d.
,, ,, Red Peacock	25s. 6d. to 26s. 0d.
Yuenfaa, Nos. 1, 2, and 3	23s. 0d. to 26s. 6d.
Taysaam Keying, Nos. 1, 2, and 3	22s. 6d to 26s. 6d.
Long Reel	18s. 0d. to 21s. 0d.
Canton	13s. 0d. to 21s. 0d.
Chinese Thrown	22s. 0d. to 24s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	23s. 6d. to 29s. 0d.
Idah, No. 2	26s. 0d. to 27s. 0d.
Sodai, Nos. 1 and 2	25s. 0d. to 27s. 0d.
Oshiu, Nos. 1, 2, and 3...	25s. 0d. to 32s. 0d.
Koshiu, No. 1 and 2	24s. 0d. to 26s. 0d.
Eichizen	22s. 0d. to 24s. 6d.
Mashta	22s. 0d to 24s. 0d.
Hatchoji	None.

COFFEE.

There is again but little change to report in the market for Ceylon; ordinary and pale kinds have again sold readily, and firmer prices have been obtained; the better qualities above 59s., however, continue in moderate request at previous rates. For Native the demand is not active, and a considerable portion of the quantity placed upon offer has been bought in. The current rates are—Plantation triage, 36s. to 52s.; small, 55s. 6d. to 57s. 6d.; middling, 61s. to 64s. 6d.; good middling, 66s. to 68s.; good bright coloury, of well known mark, 76s. 6d. to 77s.; fine bold ditto, 84s. to 85s.; peaberrry, 74s. to 75s. Native triage, 42s. to 48s.; small, 47s. to 47s. 6d.; fine ordinary, 53s. 6d. to 54s.; good bold, 57s. 6d. to 58s. 6d.; peaberry, 56s. to 57s. 6d. Of 962 bags Manila offered 100 bags sold, good to fine ordinary mixed palish at 51s. to 52s. 6d., the remainder being bought in at 53s. A parcel consisting of 126 bags very low dark Java was offered and withdrawn.

SUGAR.

Without any great activity a fair demand has been exhibited, and prices have been well supported, especially for good and medium qualities, for which there is more inquiry than for low kinds. The chief business has been in Manila, which has been in request. The following are the particulars of the sales effected since our last report:—Manila at auction 5,500 bags common clayed (duty 4s.) sold at 24s. to 24s. 6d.; 6,000 bags fair clayed (duty 4s.), import 1866, at 25s.; 4,000 bags superior clayed (duty 4s.), at 26s. 6d. to 26s. 9d.; 2,000 bags (duty 4s. 9d.), at 27s.; and 5,000 bags superior unclayed Tasl, at 21s.; privately 6,000 bags clayed (duty 4s. 9d.) have been sold at 24s.; 9,200 fine (duty 4s. 9d.), at 27s.; and 20,000 bags good unclayed Tasl, at 21s. Penang: 3,402 bags syrupy brown (duty 4s.) sold by auction at previous rates, common to middling, 23s. 6d. to 25s.; good middling, 25s. 6d.; privately 800 bags sold at 25s. 6d. for brown to 32s. for grainy quality. Java, China, and Siam: No sales.

COCOA NUT OIL.—The market for Ceylon is steady, the improvement noticed in our last being firmly maintained; at the public sales all that was offered sold, viz., 70 pipes fine, nearly 19 per cent. tare, at £38 10s., the first two lots £38 15s.; 20 puncheons, £39; and 30 hogsheads, at £39 10s. Privately a fair business has been done on the spot at corresponding prices, and to arrive 50 tons January shipment have been sold at £38 15s.

COIR GOODS.—No transactions since the public sales reported in our last.

CAMPHOR.—The market is quiet; 100 cases China have been sold in auction at 67s. 6d. to 68s. 6d. per cwt. for good quality, but no private transactions are reported.

CUTCH has improved in demand, and some 3,000 boxes fine have changed hands recently at 20s. 6d. per cwt. At auction 260 boxes damaged only offered, and those sold at full relative value. About 2,500 boxes fine Pegue have been sold at 21s.

CARDAMONS very scarce, and extreme prices paid. At auction 6 cases Malabar, 2 sold at 13s. 1d. per lb. for very good plump; 7 packages pickings and 7 bags Ceylon were retired.

CUBEBS.—No demand, and no business to report.

DRAGON'S-BLOOD.—The market is quiet. At auction of 16 cases fair lump offered two thirds sold at £5 10s. to £5 12s. 6d. per cwt., being lower; 12 cases Reed, and 3 cases Zanzibar of fine deep colour also offered were retired.

GALLS.—The market continues very quiet; 387 cases China were offered in public sale, of which only a small portion found buyers at 42s. per cwt for fair quality; no Japan have been placed on offer, and

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there are no transactions to report in that description. A further portion of the China since offered have been sold at the same price, viz., 42s. per cwt.

GAMBIER.—There has been a fair demand, with more inquiry for parcels afloat (especially distant) than on the spot; 500 tons sold to arrive at 15s. 7½d. to 15s. 3d. per cwt., according to date of shipment. Auctions confined to 1,172 bales, part sold at 15s. 9d. to 16s. per cwt. for good block; and 16s. 3d. for dark pressed Cubes.

GUMS.—Benjamin: Sumatra quiet; 83 cases in auction retired. Siam lower, and 20 cases dull brown thirds sold at public sale at £10 10s. per cwt.; fair tear £12. Manila Copal: Flat; 171 cases retired at auction. Damar: Steady, but quiet; private trade very limited; 41 cases Singapore sorts at public sale retired. Gamboge: Quiet; 30 cases offered and retired.

GUTTA-PERCHA.—Holders in some instances show rather more disposition to sell, and of 1,085 packages at auction, part sold at 1s. 2d. to 1s. 6½d. per lb. for middling, part barky and white.

HEMP.—Prices for Manila are firmly maintained, although there is only a moderate amount of business doing; at auction of 2,889 bales offered the sound portion met little demand, and was chiefly bought in: coarse brown Cadiz, at £42; common, £50; Sorsagon, £56; Boluzan, £58; only about 200 bales being sold—common brown at £48; good roping, £54 10s.; Sorsagon, £55; Boluzan, £56; fine white Quilot, £63; the remainder (800 bales), sea-damaged, sold at steady rates—common brown, second to first class, £45 10s. to £47 5s.; Sorsagon, first class, £54 to £54 10s.; second class, £52 10s. to £53; fine white Quilot, first and second, £61 and £63 5s.; one bale Lupez, £74 10s. Privately 110 bales fair roping have been sold at £52 10s. Aloe Fibre: Of 592 bales Manila offered 220 bales sold at £18 to £18 5s.; better quality, £19 15s. to £20 per ton.

HIDES.—At the last sales there was a fair demand for East India Hides, and a considerable business was done, without any marked alteration in prices. Singapore and Penang Cow and Buffalo were chiefly bought in; 12,201 Singapore and Penang Cow Hides offered 2,226 sold. Extra Heavy, 7¼d. to 7½d.; small, 7d. to 8½d.; thirds, 5¾d., brined, extra heavy, 7½d. per lb. 225 Ceylon Hides offered and sold; thirds and fourths, 5d.; Buffalo, 3d. per lb. 3,829 Singapore and Penang Buffalo Hides offered, 791 sold: Best heavy, 4d.; Seconds, 3½d.; light, 5¾d. per lb.

ISINGLASS.—Fair sales of Penang have been effected at previous rates, which are well maintained; at auction, on the 12th inst., 65 cases 19 bags sold—middling tongue, 3s. 5d.; ordinary, 3s. 1d. to 3s. 3d.; fine selected, 4s. 4d. to 4s. 6d.; good middling leaf, 3s. 9d. to 3s. 10d.; low and ordinary, 2s. to 3s. 2d.; Manila sort, 1s. 10d. to 1s. 11d. On the 13th 18 cases 9 bags sold—middling tongue, 3s. 6d.; ordinary, 3s. to 3s. 2d.; low, 2s. 9d.; fine leaf, 4s. 1d.; middling, 3s. 6d. to 3s. 8d.; low and ordinary, 2s. 7d. to 3s. 3d.; Manila sort, 2s.

INDIA-RUBBER.—Rather quiet, and transactions but moderate. Auctions have embraced 187 packages Assam retired, and 43 packages Borneo, which mostly sold at 1s. 6½d. to 1s. 7d. per lb.

JAPAN WAX.—There is a fair enquiry with business doing in fine quality at 73s., and in medium at 70s.; 40 cases were offered at auction, of which about two-thirds sold at 69s., for medium rather soft.

MUSK.—Market pretty firm, and fine quality scarce; 4 caddies Tonquin brought to auction and sold at 16s. 6d. to 17s. 6d. per oz. for middling rough and bally; 1 tin grain also offered, and retired.

OILS.—Cinnamon scarce, and wanted; 1 case ordinary at auction retired. Citronelle firm; 45 cases sold at auction at 2d. to 2⅛d. per oz. Lemon Grass dearer; 7 cases at auction, of which part sold at 3¼d. per oz. for fine. Anniseed again cheaper, and business done at 8s. 3d. per lb., but market at the close rather better; 5 cases at auction retired. Cassia flat at 4s. 6d.; 5 cases at auction retired. Nutmegs quiet; 6 cases at auction retired.

PLUMBAGO.—In Ceylon there is more doing privately, and prices are decidedly firmer; of 733 barrels at auction, about half found buyers at 11s. 9d. to 22s. per cwt. for ordinary very small and dusty to very fine bright small lump, 9s. 6d. to 14s. 6d. for middling to very fine bold chips, and 7s. to 10s. for middling to very fine dust.

PEPPER.—The market continues firm both for Black and White, but there has been less inquiry on the spot, and business has been less active. Black: On the spot 200 bags Penang, West Coast, sold at 5⅞ d.; afloat 500 bags Penang, July shipment, sold at 5⅞d., 3,300 bags August shipment at 5½d. to 5 5-16d., and 1,000 bags distant shipment at 5 1-16d.; of Singapore there have been no sales. White: On the spot 300 bags Singapore have been sold at 6¾d. to 6½d., and afloat 200 bags distant shipment at 7d.

RICE.—Following our last report sales were effected of 4,000 bags ordinary to middling Ballam, at 8s. 3d. to 8s. 7½d.; 1,100 bags Casla, at 8s. 3d.; and 10,000 bags Rangoon, ordinary to good, 8s. 9d. to 10s. 3d.; also the remainder of the cargo, per Glenara, consisting of 280 tons broken Moulmein, at 7s. 6d. Since these transactions the business has been limited, and the sales on the spot have been in retail quantities only, but prices are firmly maintained; afloat the cargo per India, 885 tons Rangoon has been sold at 9s. 9d. Continental terms. The floating cargo, per Camilla, 650 tons Rangoon, has been sold at 9s. 10½d., Continental terms.

RHUBARB.—China: Does not maintain its value, especially inferior, of which the stock is large. At auction barely half of 271 cases offered found buyers at 4s. per lb. for a few cases of good coat and fracture, and 2s. 7d. to 2s. 10d. for good root, fairly trimmed, and fair greyish and pinky fracture, and 4½d. to 1s. per lb. for ordinary wormy to fair, rather rough and dark fractured root.

RATTANS.—The market is nominally without alteration, but there have been no transactions.

SPICES.—Cassia Lignea without change, and transactions partake of only a retail character. Buds: 20 cases sold privately at £9 10s. to £9 15s. per cwt. Cloves: Penang quiet: 36 cases at auction retired: 53 packages Amboyna offered, and half sold at 4¼d. per lb. for middling, rather dull. Cinnamon: Steady; 106 bales and 365 packages chips at auction, chiefly sold in strict accordance with the prices obtained in the last periodical sales. Nutmegs: Of 27 cases Penang offered only 7 cases sold, 78 nuts to the lb. at 2s. 8d., 98's slightly mouldy 2s. 2d., the remainder bought in, 71's at 3s. 2d., 81's at 2s. 8d., of 4 casks Java offered 2 casks 129's sold at 1s. 7d. Mace: 4 cases middling red Penang of fresh import sold at 3s. 3d.

SAGO.—Market quiet; 1,230 bags at sale all retired. Flour firm; 767 bags sold under the hammer at 15s. to 15s. 6d. per cwt. for fair to good.

SOY.—The market for China continues dull; 45 casks at public sale were all retired; about 50 casks have been purchased by private contract at 2s. 1d. per gallon for fair quality.

SAPANWOOD.—No business doing; 86 tons Manila offered and retired.

SHELLS.—Nothing doing; no further sales will be held this year.

STICKLAC.—Prices of Siam are firmly upheld; 169 packages found buyers in public sale at 57s. to 62s. for fair and good qualities.

STAR ANNISEEDS.—Supplies short, and rates show an advancing tendency.

TAPIOCA.—Very quiet, and little business done. Auctions have embraced 205 bags Singapore, and 357 bags Pearl retired, and 288 bags Flour, of which half sold at 2¼d. per lb. for fair.

TIN.—Shortly subsequent to our report of the 2nd inst. a demanh sprung up, and prices of Straits advanced to £131 per ton, at which figure, and a little under, considerable business was transacted both in Straits and Banca; latterly, however, the market has been rather quieter, and £1 to £2 per ton less than these figures has been accepted, but at the close a little better tone prevails, and prices rule at £130 for Straits, Banca, and Billiton.

TUMERIC.—A new arrival of 500 bags China having been placed upon the market, the nominal prices recently quoted were quite overthrown, and the whole 500 bags, when brought to sale, fetched 22s. 6d. to 24s. per cwt. for fair to good. Nothing doing in Java.

VERMILLION.—China firm and in good request, all offers being readily taken at 3s

ARTICLES OF EXPORT.

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METALS.

IRON.—Welsh: Rails, £6 5s. to £6 10s.; Bars, £6 10s. Staffordshire Best: Bars, £7 15s. to £8 5s.; Nail Rods, £7 12s. 6d. to £8; Hoops, £8 15s. to £9; Sheets, £9 15s. to £10; Scotch, Pig No. 1, £2 12s. 6d. to £3 0s. 6d.; Swedes, Bars, Hammered, £9 15s. to £10 10s.; Swedes Steel in kegs, ½ and ⅝ in., £14 15s. to £15 5s.

YELLOW METAL.—Sheets, 4 by 4 ft., 6¼d., Sheathing and Rods, 6¼d. to 6½d. per lb.

TIN.—English Refined, £135. Tin Plates: Charcoal I C, per box 27s. to 30s.; Coke, 22s. to 25s.

LEAD.—Pig, L.B., £18 5s.; W.B., £19 5s.; do., other brands, £18 to £18 2s. 6d.; Spanish, soft, ex ship, £17 10s.; Sheet, £19 to £20. Shot, kegs, extra, £20 10s. to £21; White, do., £27; Red, do., £19 15s. to £20 10s.

SPELTER.—Silesian, £17 15s. to £18; English, smelted from ores, £1 15s. to £18.

The following is from Messrs. French and Smith's Circular:—Iron remains firm, Copper rather stronger, Tin Plates unchanged, Lead rather easier, Quicksilver can only be obtained in very small quantities.

MANCHESTER GOODS.

There is no material alteration to report in the condition of this Market. The certainty of a plentiful supply of the raw material for the requirements of the ensuing season renders it unlikely that any advance in values will occur; whilst, on the other hand, the engagements of producers, especially in India and China Shirtings, extending in some instances over the next two or three months, prevent any immediate decline. In exceptional instances a little advantage in price may be obtained, but on the whole the tone of the Market is steady, with a moderate business going on.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. 8.8.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality.	No. 4.	7	10	13	14	16	—	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×13	16×16	16×1
Price.....	5s. 10½d	6s. 9d.	7s. 3d.	7s. 9d.	8s. 0d.	8s. 3d.	8s. 9d.	9s. 3d.
Width ...	39 in	...	...	...	...	...	44/45 in.	
Quality...	No. 21	22	24	26	25	28	31	
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	—
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	
Price.....	9s. 6d.	9s 9d.	10s. 1½d.	11s. 0d.	10s. 1½d.	11s. 9d.	6s. 9d.	
Width ...	44/45 in	...	...	...	...	49/50 in.	...	
Quality...	No. 33	35	36	39	—	46	49	
Weight...	7 0	7 0	8 0	9 0	10 0	9 0	10 0	—
Count ...	12×12	14×10	14×12½	16×15	16×18	14×13	16×15	
Price.....	7s. 9d.	7s. 9d.	9s. 0d.	10s. 1½d.	12s. 0d.	10s. 1½d.	11s. 4½d	

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 9d.	5s. 10½d.	6s. 9d.	6s 9d.	7s. 7d.	8s. 9d.	9s. 0d

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 6	—
Maddapollams	8 5¼	—
Long Cloths	9 3	—
White Spot Shirtings ... (nominal)	10 10	—
,, Brocade ... ... do.	11 1	—
,, Damasks ... ... do.	19 6	—
Cotton Yarn, Nos. 16-24 China	0 11¼ to 1	0¼
Nos. 28-32 do.	1 0¼ to 1	1¼
No. 40 do.	1 0¾ to 1	2
No. 40 Mule Twist	1 0¼ to 1	1¼

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketings.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£	£
Celestial Queen (addl.)	Shanghai	London	Nov. 23	...	6	...	...	7	...	213	284025	...	...	...	..	2450	...	...	75	...	...	...	...	...	...	157	...	...	...	191	20 &£11	...	...	...	...
Serica	Yokohama	,,	,, 23	13	...	...	30	...	...	257	2245813 &£835	...	1288	...	...	216	...	385184	...	...	...	...	...	...	...	...	70	...	...	133	...	...	72	60	...
Forward Ho!	Shanghai	,,	Dec. 1	122	...	...	20	...	...	193	7478132 &£440	124990	...	...	50	12100	...	...	...	6	...	95	25	36	126	185	440	170	76	...	...	15	217	112	...
Parana, str., via Suez Canal	Singapore	,,	,, 3	...	...	24	...	1	70	279 &4cs.	438742	86810	62	...	...	1120	8	12400	80	75	...	...	...	...	...	...	268	...	160 & 42 coils	80	£20	3½ &£19	191	144	80
Do. do.	Hong Kong	,,	,, 3	3	154	11	...	¼	200	565	1038910	89338	164	...	1300 &20bls	6219	...	41340	...	...	...	10	29	6	196	...	473	...	...	25	80	...	90	57	150
Do. do.	Yokohama	,,	,, 3	15	...	...	...	...	42	656	602750	5066	1930 &13cs.	...	...	...	170	59800	214	...	...	49	97	313	547	...	464	...	...	...	3	...	10	50	...
Priam, str., via Suez Canal	Singapore and Penang	Liverpool	Nov. 25	...	...	¼	...	...	...	285	1034195 &£135	80510	...	...	...	546	...	28000 &£700	...	...	...	...	...	...	...	...	...	...	...	...	...	10	...	63	...
Do. do.	Hong Kong	,,	,, 25	...	...	...	...	...	...	277 &1cs.	2188172	...	180	...	385	...	300	...	...	...	...	34	...	...	151c	...	723 &1cs.	...	...	1cs.	50	...	...	33	...
Do. do.	Shanghai	,,	,, 25	...	...	...	...	...	...	90	4972188	182500	477 &8cs.	...	...	3495 &25cs.	...	23792	...	...	...	223	6	27	27	3cs.	...	...	...	200 &2cs.	...	...	7	...	...
Do. do.	Japan	,,	,, 25	...	...	...	...	...	...	295	588470 &£450	151500	..	...	...	1600	...	...	...	...	...	...	7	6	40	...	1cs.	...	...	3 &1cs.	...	...	...	...	...
Migoto, str.	Singapore	Glasgow	Dec. 2	...	...	...	...	...	...	...	778825	348307	...	...	5	...	...	53800	...	...	...	...	...	...	...	...	...	...	...	40	...	...	...	...	...
Burmah	Yokohama	,,	,, 2	...	...	...	...	...	...	...	18000 &£63	...	...	...	...	...	...	...	...	...	47	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Estrella de Chili	Colombo	,,	,, 5	...	5	...	...	...	1780	423	£200	22272	...	...	...	...	...	...	...	...	252	...	...	...	16	100	44	...	6	597	...	£133	143	...	...
Ardentinny	Hong Kong	,,	,, 6	122	...	£657	...	...	...	...	6000	84000	...	...	...	...	...	...	...	...	157	...	1443	...	108	...	687	1085	210	...	...	...	28	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	lbs.	£
a Celestial Queen (addl.)	Shanghai	113	16	176& 3pkgs.	...	...	...	209	...	...	...	...	5
b Serica (addl.)	Yokohama	...	...	...	81	...	...	215	...	...	60	...	60
c Forward Ho!	Shanghai	...	110& 4gls.	...	...	38	...	...	...	...	776	...	...
d Parana, str., via Suez Canal	Singapore	67& 2cs	19	5bxs.	140	15	...	85	...	1535	1062	62	30& 1cs.
e Do. Do.	Hong Kong	118	...	1851	822	...	183	100	...	330	120	...	80
f Do. Do.	Yokohama	28	...	387	343	76	100	1376	...	...	...	...	...
g Priam, str., via Suez Canal	Singapore & Penang	20	...	...	...	...	...	...	...	...	295	...	...
h Do. Do.	Hong Kong	243& 1cs.	...	360	...	228	...	130	8cs.	...	2198	...	...
i Do. Do.	Shanghai	64	...	30	...	...	...	...	2cs.	...	...	...	50
Do. Do.	Japan	4& 1cs.	...	115	...	...	1cs.	...	...	...	850	2cs.	...
k Migoto, str.	Singapore	8	...	...	...	...	...	...	3	...	260	...	...
l Burmah	Yokohama	...	61	...	...	...	...	...	...	...	...	...	...
m Estrella de Chili	Colombo	17	...	...	...	...	...	...	...	...	180	...	...
n Ardentinny	Hong Kong	...	...	...	...	...	...	...	...	...	...	...	...

SUNDRIES.

a Grindstones, £28; iron wire, 330 cwt.; corks, £6; india-rubber goods, £43; carriages, £100; rockets, blue lights, £22; lamp cotton, £25; lithographic press, £19; pig iron, 150 tons; shot, £10; oils, 350 gallons and £15; tar and pitch, 2 barrels; gunpowder, 250 lbs. —*b* mantlepieces, £15; galvanised iron, £16; mill machinery, £500; india-rubber, £16; cloc s, £49. —*c* vestas, £160; needles, 7 cwt.; fire bricks, £8; patent crucibles, £31; mineral water, £44 and 25 gallons; pig iron, 80 tons; tin plates, 5 boxes; geneva, 220 gallons; billiard and bagatelle tables, £110. —*d* effects, £240; carriage mat-rials, £125; surgical and optical instruments, £125; soda water apparatus, £115; gold jewellery, £150; boiler tubes £1,030; tapes, £55; caoutchouc manufactures, £20.—*e* effects, £320; galvani-ed iron, 3½ tons; metal buttons, £30; corks, £5; cochineal, 3 cases; caoutchouc manufactures, £71; wax cloth, £70; marbles, £200; effects £170; aerated waters, £25; quicksilver 300 bottles; saddlery, £48.—*f* silver plate, 1 case; cordials, 5 gallons; effects, £25; barometer, £9; clocks, £50; mathematical in-truments, £35; lamp posts, 12 tons; phaeton, £80; plants, £15; grindstones, £10; saddlery, £30.—*g* stores, £14; plants, £18; patterns, 1 case; mixed silks, £88.—*h* mixed silks, £625; silk and cotton ve vets, £219; tissues, £100; india-rubber manufactures, £30; thermometers and clocks, £21; pictures, £18; fruits, 2 cwt.—*i* effects, £20.—*j* pictures, 1 case. —*k* plants £5; effects, £2.—*l* railway materials, £8,393.—*m* refined sugar, 20 cwt.; bitumen, 620 cwt.; galvanised iron, 59 tons; l ine boards, £2; bricks £10; freestone, £15; cement, £35; coals and coke, 460 tons; pig iron, 20 tons; spelter, 10 tons.—*n* fire clay, £2; fire bricks, £20; galvanised iron, 10 tons; roofing felt, £86; pig iron, 175 tons; tin plates, £655; gunpowder, 40,000 lbs.

NOTE.—Per Eastern Chief, from London to Yokohama, cleared Sept. 20 (addl.).—Stationery and apothecary wares, £223. Per Sir Harry Parkes, from London to Hong Kong, cleared Sept. 24 (addl.).—Perfumery, £60; plain cottons, 39,000 yards; rod iron, 50 tons. Per Assyrian, from London to Hong Kong, cleared Oct. 3 (addl.)—Hardware, £76; india-rubber manufactures, £23; (short shipped) oil, 750 gallons; paints, £138; tar, 4 barrels; cordage, £1,788. Per Clymene, from London to Hong Kong, cleared Nov. 10 (addl.).—Confectionery, £259; provisions, £24; hardware, £11; glass, £20. Per Fire Queen, from London to Yokohama, cleared Nov. 11 (addl.).—Oilman's stores, £149; (short shipped) bar iron, 76 tons. Per Cingala, from London to Hong Kong, cleared Nov. 11 (addl.).—Earthenware, £99 and 45 cases, hardware, £60; haberdashery, £20; furniture, £57; oil, 50 gallons; stationer , £7; plain cottons, 20,160 yards; (short shipped) lead, 100 tons; gunpowder, 9,350 lbs. Per Ilione, from London to Yokohama, cleared Nov. 19 (addl.)—Railway materials, £ ,643. Per Serica, from London to Yokohama, cleared Nov. 23.—(Short shipped) Plain cottons, 97,300 yards; yarn, 20,000 lbs. Per Parana (str.), from London to Penang, *via* Suez Canal, cleared Dec. 3.—Dyed cottons, 4,800 yards; hardware, £41; optical in-truments, £5; plain cottons, 88,750 yards; manure, 100 tons; perfumery, £10; drugs, £849. To Shanghai.—Gun, £20. Per Dageraad, from Liverpool to Sourabaya, cleared Oct. 8.—Coal, 653 tons. Per Grenadier, from Liverpool to Yokohama, cleared Oct. 14 (addl.).—Lead, 11 tons. Per Nederland en Oranje, from Liverpool to Onrest, cleared Oct. 12.—Coal, 653 tons. Per Priam (str.), from Liverpool to Batavia, *via* Suez Canal, cleared Nov. 25.—Stationery, £4; effects, £133; plain cottons, 231,940 yards; printed cottons, 98,118 yards; yarn, 2,000 lbs.; aneline colours £90. To Sourabaya.—Silk handkerchiefs, £100. To Samarang - Beeswax, £260. To Amoy.—Oilman's stores, £48. Per Kinfauns Castle, from Glasgow to Singapore, cleared Nov. 14 (addl.).—Plain cottons, 216,160 yards; yarn, 4,000 lbs.; coloured cottons, 19,475 yards; bar iron, 228 tons; linens, £575. Per Caradoc, lost, from Liverpool to Singapore, cleared Dec. 7.—Coal, 492 tons.

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NEW YORK MARKET REPORT.

TEA.

The following is from Messrs. Olendorf, Case and Gillespie's Report, dated November 30:—The new crop Japans began arriving in August, and we have been getting increased supplies by every steamer arriving at San Francisco, also of Greens and Oolongs by later arrivals, besides the cargo of steam-ship Magdala, via Suez Canal, so that we have received supplies sufficient to test the present market, which is not flattering; it is now having a severe test of its strength, for the reasons that the trade are buying in the smallest possible amounts, on account of the reduction of duties that takes place on the first of January, and the large and we think unwise shipments made to arrive here in the worst possible time; yet with all the market is very firm, and improving daily. The Edward Herbert, which arrived on the 19th inst., brings the last of the Season's 1869-1870 product from China and Japan for our market. The business of the season just ending we believe to have been, as a whole, satisfactory, but of varied success the early arrivals being most favourable; Japans and Oolongs realising the best profits to owners; Green Teas, owing to their dusty condition, proved a great annoyance by continued claims being made which in many instances resulted in heavy losses to owners. The following have been the importers during the season 1869-1870. Jno. Caswell and Co., 95,907 packages; Heinemann and Payson 62,748; A. A. Low and Brothers, 61,351; E. Pavenstedt and Co., 56,269; W. B. Hunter and Co., 26,547; Hewlett and Torrance, 25,367; Howland and Aspinwall, 23,694; Weston and Gray, 21,202; Morewood and Co., 20,977; F. Hathaway, 20,504; Olyphant and Co., 16,956; Cary and Co., 15,396; Busk and Jevons, 15,087; C. T. Smith and Son, 13,345; W. H. Smith and Co., 13,070; Mackay and Phillips, 12,642; Duinsteun, Wood and Co., 12,431; Tyers and Talbot, 10.229; Gossler and Co., 9,479; Munzinger and Pitzipie, 9,167; W. H. Wisner and Co., 9 069; Tudor and Co., 8,853; Wetmore, Cryder and Co., 8,803; McKean, Borie and Co., 7,995; Aymar and Co., 7,306; R. D. Morgan and Co., 6,901; W. H Fogg and Co., 6,076; Archer and Bull, 4,985; Everett and Co., 3,430; Sundries, 131,442; total, 737.028.

Messrs. Beebe's Circular is as follows:—Our market for Tea still retains the firmness of tone noted in our last, with business during the past two weeks, to a fair extent only, in Greens and Japans, other descriptions having been held above the views of buyers. At the close there is but little inclination to operate beyond meeting the limited demand for consumption, and a moderate inquiry for goods in bond from the larger cities of the interior, dealers generally preferring to await the reduction in duty to take effect on the 1st Jan.

The following are the current quotations (in gold, duty paid):—Greens (Moyune, Twanki, and Pychow): Gunpowder, common to good, 55c. to 95c.; fine to finest, 82c. to 125c.; Imperial, common to good, 48c. to 90c.; fine to finest, 53c. to 108c.; Young Hyson, common to good, 40c. to 80c.; fine to finest, 47c. to 115c.; Hyson, common to good, 47c. to 75c.; fine to finest, 50c. to 90c.; Hyson Skin, 35c. to 45c.; Foocho v, Oolongs (old crop), common and good, 53c. to 58c.; superior and fine, 60c. to 68c.; finest, 70c. to 90c.; Amoy Oolongs (old crop), common and good, 52c. to 57c.; superior and fine, 59c. to 65c.; finest, 68c. to 70c.; Souchong and Congou (old crop), common and good, 40c. to 52c.; superior and fine, 55c. to 65c.; finest, 68c. to 90c.; Japans (new crop), common, nominal; medium, 70c. to 73c.; good medium, 75c. to 77c.; fine and finest, 80c. to 87c.; choice, 88c. to 92c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to Nov. 30, 1870, were as follows:—Greens, 21,348,164 lbs.; Japans, 10,294,086 lbs.; Souchongs, 2,971,880 lbs.; Oolongs, 8,559,880 lbs.; other sorts, 154,464 lbs.; total, 43,328,424 lbs. The stock on Jan. 1 was 9,866,167 lbs.; which, added to the above total, gives a result of 53,194,591 lbs. Subtracting from this total the exports from Jan. 1 to Nov. 30, 5,556,027 lbs., and the withdrawals for home consumption during that period, 32,819,500 lbs., there remains a total of 14,819,064 lbs., representing the stock on the last-named date. The receipts from Nov. 16 to Nov. 30 amounted to 1,172,049 lbs.; the withdrawals for home consumption to 535,877 lbs.; and the exports to 216,137 lbs.

SILK.

The following is from Mr. O'Donoghue's report:—There is but little change to note in the state of the market since my last. The demand for all classes of Silks for actual consumption has been but moderate: within the past week, however, there has been considerable speculation in re-reeled Canton, and several large parcels, principally Cumchuck, have been purchased to arrive. Re-reeled Tsatlee and Haineen have been in fair demand; prices are steady at quotations. Usual Reel Tsatlee and Tayeaam: The very finest grades only of these Silks are saleable, to any extent, at present. The stock of good and ordinary is quite large, and holders are anxious to realise at quotations. Japans are in small stock, and are not wanted.

The following are the ruling prices (currency):—China, Tsatlee, No. 2, $9.75; No. 3, $9.50; Nos. 4 and 5, $8.5-8 to 8.7-8. Tayeaam, No. 1, $8.50; No. 2 and 3, $7.25 to 7.7-8; Nos. 4 and 5, $6.75 to 7; Canton, re-reeled, good, $7 to 7.25; fair, $6.5-8 to 6.75; medium, $6.3-8 to 6 50. Tsatlee, re-reeled, good, $9.7-8; fair and medium, $9.50 to 9.5 8. Haineen, best, $9.75.; fair, $9.25 to 9 50; common, $8.25 to 8.50. Canton, re-reeled, extra fine, $8.25. Japans: Maibash and Koshio, nominal; no demand. Sodai, good fair to medium, $9.25 to nominal.

Total imports: 1st of January to the 31st of Oct., 1870, 4,025 bales, value $2,112,941; corresponding period last year, 4,781 bales, value, $2,363,738.

Coffee.—The current quotations for East India kinds are Java Government bags 21c. to 23c.; Java mats, 21c. to 23c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c., showing no change from those last given. There is a steady demand for Brazil chiefly concentrated on good qualities, for which firm rates are maintained. For East India descriptions the market is quiet, the demand is limited, but holders show no anxiety to effect sales, and prices are unaltered. Java is quitted in small parcels at the quoted rates, and we note sales of 5,000 mats Java ex Nicoline, 7,500 bags Singapore ex Mercur, and 1,000 bags Native Ceylon ex Aleppo on private terms.

Cordage.—The market is quiet but steady at the prices previously current, viz.:—Manila Cordage, 20½c.; do., 6-thread and 9-thread (4 and 5-16 in. diameter), 21½c.; do. 12-thread (⅜ in. diameter). 21; Manila Hay Rope, 21c.; Manila Cordage, Bolt Rope Yarns, 22½c.; do., 6-thread and 9-thread, 23½c.; Tarred Manila, 20; fine Tarred Manila Lath Yarn, 21½c.

Camphor.—China is quoted 15c. to 16c. gold (in bond).

Essential Oils.—Aniseed is quoted $2.10 to 2.20; Cassia, $1.10 to 1.20 gold (in bond).

Fire Crackers have been neglected for some time past, and are offered at easier prices; sales have been made of 300 boxes. Extra No. 1 at $3.70 to 3.75, cash.

Gunny Cloth.—There is no movement, but holders seem to have more confidence in the future of the article, and are less disposed to press stocks. We quote Native and Borneo 26½c. to 27c.

Gambier.—The current quotation is 3 65-100c. to 3 70-100c. gold (duty paid).

Hemp.—The market for Manila continues extremely dull, and without transactions; the nominal quotation is still 13c. gold. The stock of Manila on Nov. 1 was estimated at 13.731 bales, against 5,357 bales at the corresponding date of 1869, and 10,936 bales in 1868. The imports into the United States from Jan. 1 to Oct. 31, 1870, were 122,147 bales, against 123,997 bales during the corresponding period of last year, and the quantity afloat on Oct. 31 was 39,867 bales, against 13,728 bales at the same date last year.

Indigo.—There is a steady market for Manila, but without any extensive enquiry; about 30 cases have found buyers at $1.15 to 1.30 currency.

Preserved Ginger.—China is quoted $9 currency (duty paid).

Rhubarb.—The quotation for China is 75c. to $1.75 currency (duty paid).

Rice.—There are extensive supplies of all kinds with but little demand, and prices generally show a declining tendency. There is nothing doing in East India; the sale of 200 bags Rangoon in bond for export at $6.28 gold, which was effected immediately after our last report, has been the only transaction.

Sugar.—The market generally is steady, and prices have not varied for some time; there have been no transactions in East India kinds.

Spices.—Following our last report sales were effected of 150 cases prime Penang Nutmegs ex Mercur, in Boston, at 52½c. gold, in bond; and 100 do. Cassia per same, on private terms; besides in lots to the trade, 40 to 50 cases Nutmegs at $1.02½ for Penang; a few cases Mace, $1.30; 200 to 300 bales Cloves, 26c., and 7½c. in bond; 500 to 600 bags Pepper, 25½c. to 26c., and 11c. in bond; and 2,000 to 3,000 mats Cassia, 47½c. Since these sales there have been several arrivals of Pepper, Nutmegs, and Mace, but the most of the Pepper was sold previous to arrive and then reported; the market has been quiet, the business being confined to a small jobbing trade; prices generally are steady and firm.

Tin.—The stagnation which for some time past has prevailed in the market has been followed by an active demand, resulting in considerable business, at an advance of 1c. to 2½c. gold on the prices ruling at the date of our last report; the sales amount to about 13,000 slabs Straits on the spot at 31½c. to 32½c. gold, and 2,750 slabs to arrive at 30½c. to 32½c. gold; the closing quotation for Straits is 32½c. to 33c.; no sales are reported of Banca, but the current quotations are 36½c. to 37c. gold.

SHIPPING.

Arrivals.—Nov. 19, at San Francisco, from Hong Kong, Mary Bangs; 21, at New York, from Hong Kong and Shanghai (via Suez Canal), Magdala (str.); 22, at Boston, from Singapore, Midnight; 25, at New York, from Colombo, Nasdeo; 28, from Singapore and Padang, Kingdom of Belgium; from Singapore and Penang, Christal; from Penang, M. A. Evans; Dec. 1, from Osaka, Arabella; 2, from Batavia and Padang, Ida; 12, from Amoy, Devana.

Departures.—Nov. 14, from Portland (Oregon), for Hong Kong, Garibaldi. Edward James.

Loading.—At New York, for Hong Kong, Benefactor.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
—	Jan v. Brakel	de Roever	Batavia	Texel
Dec. 6	Armin...	Ruhase	Rangoon	Bremerhaven
— 10	Everest	Clarke	Foochow	London
—	Cordilleras	Berry	Rangoon	Falmouth
—	India	Schants	Do.	Do.
— 9	Sepia	Connell	Akyab	Scilly
— 10	Clara	Nelson	Maulmain	Queenstown
— 10	Weymouth	Gibson	Shanghai	Scilly
— 11	City of Tanjore	—	Akyab, for Havre	Penzance
— 11	Wylo	Brown	Foochow	London
— 11	Base	Gunn	Do.	Do.
— 12	Chinaman	McKenzie	Do.	Do.
— 13	Ellenborough	Robb	Hong Kong	Portsmouth
— 8	Chrysolite	McAllister	Singapore	Off the Start
— 10	Glenlora	Edwards	Rangoon	Plymouth
Dec. 10	Honiyby	Dll	Batavia for Schiedam	Plymouth
— 19	Bristolian	Whyte	Singapore	Pill
— 12	Estrella	—	Manila	Liverpool
— 13	Albatross (str.)	Hewat	Shanghai, &c., via S.C.	London
— 13	Alfred the Great	Owen	Rangoon	Falmouth
— 13	Zaritza	Alroe	Do.	Do.
— 7	Anna	Meinera	Batav., for St. Nazaire	Belle Isle
— 14	Columbus	Croot	Shanghai	London
— 14	Burdwan	Douglas	Canton	Deal
— 14	Camelot	Richardson	Rangoon	Falmouth
— 8	Nloot	Ames	Batavia, for Amstdm	Off do.
— 13	Schleswig Bride	—	Singapore	Liverpool
— 14	Selim	Biek	Rangoon	Crookhaven
— 14	Vimeira	—	Singapore	Prawle Point

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DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec. 8	Evora (str.)	Raison	Colombo, &c., via S.C.	London
— 8	Clasy	Spencer	Hong Kong & Amoy	Do.
— 8	Estrella de Chili	Rollo	Colombo	Clyde
— 6	Ardentinny	Cargill	Hong Kong	Glasgow
— 4	Inflexible	Lyall	Singapore	Penarth Dock
— 4	Sapphire	Siduris	Do.	Do.
— 9	Lauderdale	Low	Cardiff and Shanghai	London
— 8	Louis A Constantin	Steure	Samarang	Sunderland
— 7	Blair Athol	Pearson	Singapore	Falmouth
— 7	St. Philbert	—	Do.	Cardiff
— 7	Francis	Kelly	Hong Kong	Do.
— 8	Le Villia (?)	Mowat	Galle	Do.
— 10	Corona	Bate	Cardiff and Shanghai	London
— 10	John C. Potter	—	Singapore	Liverpool
— 12	Sir Lancelot	Edmonds	Shanghai	London
— 12	Caller Ou	White	Cardiff and do.	Do.
— 9	Don (str.)	Rive	China, &c.	Liverpool
— 12	River Avon	Hewett	Yokohama	Do.
— 12	Alice Ritson	Matches	Singapore	Sunderland
— 8	Jupiter	Hauschildt	Hong Kong	Hamburg
— 12	Gloria	—	Manila	Liverpool
—	Hendrik Ido Ambacht	Byl	Batavia	Rotterdam
— 11	John Temperley	Wright	Manila	Cardiff
—	Helene (Dutch brq.)	—	Batavia	Holland
— 3	Maria	—	Manila	Liverpool
— 11	John Fougt	Erickson	Singapore	Hamburg

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: John R. Worcester, Alumina, Eliza Shaw, Windhover. For Shanghai: Duke of Abercorn, Undine, Whinfell, Norman Court, Argonaut, Everest. For Hong Kong: Cornuvia, Hopewell, Wm. Ritson, Ambassador. For Singapore: Cymbeline, Summer Cloud, Haidee. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Leith (str.). For Singapore, Hong Kong, and Shanghai: Lumley Castle (str.). For Bangkok: Gleam. For Singapore (via Suez Canal): Agnes (str.). For Batavia and Sourabaya: Art Union, Orient. For Colombo: Boyne, Thames. For Colombo and Galle: River Indus. For Colombo, &c. (via Suez Canal): Ferdinand de Lesseps (str.), Atalanta (str.).

At LIVERPOOL.—For Yokohama and Hiogo: Prince Alfred, Bertha Marion. For Hong Kong: Queen's Own. For Manila: Amigos. For Singapore: Jane Sprott. Prince Arthur. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Sarpedon (str.). For Penang and Bangkok: Said (str.). For Batavia and Sourabaya: Cornelia. For Colombo, &c. (via Suez Canal): Cordova (str.), Petersburgh (str.), Scotland (str.).

At GLASGOW.—For Yokohama: Dunedin. For Manila: Dona Feliciana. For Singapore and Penang: Ulva. For Penang, Singapore, Hong Kong, and Shanghai (via London and Suez Canal): Glendarroch (str.). For Batavia and Sourabaya: County of Bute.

SPOKEN.

SKIRON (?) (German ship), Amsterdam to Batavia, Oct. 18, 9 N., 23 W
ELISE HENRIETTE (Ger.), Bat. to Am., 99 days out, Oct. 23, 23 N., 29 W.
ST. GERMAIN (brgte.), Manila to New York, Oct. 26, 32 S., 13 E.
ISABELLA, Penang to London, Nov. 9, 13 S., 9 W.
VESTA, Batavia to Amsterdam, Oct 16, 28 S., 47 E.
CORNELIA MACHTILDA, Batavia to Rotterdam, Nov. 14, 28 N., 33 W.
ALTAIR, Cardiff to Singapore, Oct. 9, 8 N., 26 W.
JAMES LISTER, Cardiff to Galle, Oct. 13, 5 N., 24 W.
SURPRISE, Canton to Boston, Oct. 10, 33 S., 29 W.
HERALD OF THE MORNING, Penang to London, Oct. 23, 30 S., 13 E.
ROSLIN CASTLE, Singapore to London, Dec. 2.
SCYTHIA, Manila to England, Sept. 16, off the Coast of Borneo.
FEARLESS, Padang to Boston, Oct. 6, 23 S., 61 E.
ROYAL SAXON (ship), Singapore to London, Nov. 18, 20 S., 31 W.
SYDNEY EGGERS (ship), Singapore to Liverpool, Sept. 28, 14 S., 95 E.

FREIGHTS AND CHARTERS.

We have no change of importance to note in berth freights; rates are steady, and tonnage is in fair request; coal freights from the North are a little firmer.

Current rates of freight for vessels on the berth: To Tientsin and Chefoo: 50s. weight or meast. To Yokohama: 40s. weight, 35s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 35s. weight or meast.; per steamer, via Suez Canal, 70s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast; per steamer, via Suez Canal, 70s. meast. To Ceylon: 20s. weight, 17s. 6d. meast.; per steamer, via Suez Canal, 60s. meast. At New York, to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £39. For Shanghai: £40. For Hong Kong: £33. To Singapore: £27. For Galle: £27. From Newport, Cardiff, or Swansea, per ton—For Yokohama: £1 17s. 6d. For Shanghai: £2 2s. For Hong Kong: £1 12s. 6d. For Java 17s. 6d. For Singapore: £1 7s. For Galle: £1 6s. For Colombo: £1 3s.

The Admiralty have invited tenders for the conveyance of 70 tons stores to Hong Kong.

CASUALTIES.

The Eme, Gunn, from Foochow to London, which arrived at Gravesend Dec. 11, reported having been on shore at Dungeness the previous night.

A telegram from Shanghai, dated Nov. 23, received at Liverpool, states Chusan must dock, damage not serious.

The Gesina (ewer), with cargo ex the Eastern Belle, from Batavia, which vessel was stranded on Schaarhorn, had grounded near Twielenfleth.

Advices from New York, by cable, state that the Balnaguith, from Padang to that port, had put into Bermuda, leaky.

The Larnax, Anderson, from Batavia to Rotterdam, which arrived at Falmouth Dec. 6, had lost sails and strained during bad weather.

LOSS OF THE "CARADOC."

We briefly noticed under "Latest" in our last issue the loss of the Caradoc. Further particulars have since been reported from Queenstown. Captain Williams and eight seamen, part of the crew of the barque Caradoc, have been landed at that port by the steam-tug Warrior, of Liverpool. The Caradoc, with a cargo of coals, left Liverpool, bound for Singapore, on the 7th inst. When about seventeen hours out she came into violent collision with another barque. She immediately began to sink. The crew took to the boats at once, and only just in time. They were able to save nothing. Two boats were launched; into one of them the captain and eight of the crew got; the carpenter and eight sailors took to the other boat. The last-named boat was found only on 15th. None of the crew of the Caradoc knew the name of the ship which they struck, but they supposed that she had gone down, and their supposition was correct. The American ship Emily M'Near, bound for Liverpool, picked up her crew, and finds that she was the Norwegian ship Ausgar, bound from Liverpool to Philadelphia. The Caradoc, 499 tons, Captain Needham, was built by Messrs. Pile and Co., Sunderland, and was owned by Messrs. Gray Brothers and Co., of that port.

MISCELLANEOUS.

At GIBRALTAR.—Nov. 27, Moses Williamson, Sake, from Singapore and St. Helena, and cleared 29 for Marseilles. Dec. 3, Riga (str.), Clark, from Shanghai, and cleared for New York.

At MALTA.—Nov. 25, Argus (Dutch Govt. str.), sailed for Batavia.

At ADEN.—Nov. 23, Abbotsford (str.), Mann, from China, &c., and left for London.

PASSAGE OF THE "WINDHOVER."—The Windhover, the passage of which from Foochow was noticed in our last, left the "White Dogs" at four P.M. Sept. 1, passed Anjer at midnight on the 26th of September, arrived in the Downs early on the 7th inst., and was docked at one P.M. on the 8th, thus making the entire voyage in ninety-seven days twenty hours.

ANOTHER steamer for the China and Japan trade has been launched by Messrs. Henderson, Coulbourn and Co., on the Clyde, named the *Enterprise*. She is 260 feet between perpendiculars, 34 feet 6 inches beam, 24 feet 6 inches depth; has poop cabins, and considerable power, guaranteed to work up to 1200-horse power.

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Professor of the Chinese Language in King's College London.

No. 1. JULY, 1870.

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YOKOHAMA.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for G ...d Candles

CHANDELIERS in Bronze and Ormolu.

MODERATOR LAMPS and LAMPS for INDIA,

TABLE GLASS of all kinds.

ORNAMENTAL GLASS, English and Foreign

Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures.

OXFORD STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad Street Birmingham.

Established 1807.

IMPERIAL GOVERNMENT of JAPAN CUSTOMS LOAN.

Mr. Horatio Nelson Lay, C.B., having ceased to be the Commissioner of the Japanese Government, Notice is Hereby Given that by an Imperial edict dated the 29th June, 1870, the ORIENTAL BANK CORPORATION have been APPOINTED AGENTS for that Government, with authority on behalf of the Government to deal with all matters and to meet all claims in connection with the above Loan, and to ratify and confirm all contracts entered into by Mr. Lay on behalf of the Government.

Dated this 6th day of December, 1870.

For the Oriental Bank Corporation,
CHARLES J. F. STUART,
Chief Manager.

NOTICE.

WE have OPENED a BRANCH of our FIRM at SOURABAYA, under the management of Mr. EDWIN INTVELD, to whom we have granted our Power of Attorney.

HUNTER, HOUGHTON, and Co.

Batavia, 15th June, 1870.

NOTICE.

I HAVE this day ESTABLISHED myself here as MERCHANT and COMMISSION AGENT. HENRY GRIBBLE.

Nagasaki, 11th August, 1870.

MY BUSINESS will in future be carried on under the style of LANGDON DAVIES and Co. C. LANGDON DAVIES.

Hong Kong, Sept. 1, 1870.

JOSEPH TREVITT HUDSON, of Shanghai, China, who died at Hankow on the 19th January last, is supposed to have executed a will subsequent to 22nd August, 1863. Anyone being in POSSESSION of such WILL, or able to give information respecting it, is requested to COMMUNICATE with T. A. GIBB and CO., 72 Old Broad-street, London, E.C. or GIBB, LIVINGSTON, and CO., Shanghai, China.

LIEBIG COMPANY'S EXTRACT OF MEAT.

FOUR GOLD MEDALS.

CAUTION.

Require Baron Liebig's signature on every Jar and Tin.

5 lbs. Tins supplied in enormous quantities to both French and German troops in the field, and this size specially recommended to Relief Committees.

THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram,
Brindisi	AGENTS FOR BRINDISI STRS.
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
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San Francisco	WEITH & BAUER, 413, Washington-street.
Alexandria	DAVID ROBERTSON & Co.
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Aden	COWASJEE DINSHAW.
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Penang	SANDILANDS, BUTTERY, & Co.
Saigon	RIBEIRO & Co.
Batavia	HUNTER, HOUGHTON, & Co.
Samarang	JACOBSON & Co.
Sourabaya	HUNTER, HOUGHTON, & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	
Osaka and Hiogo	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C. (Over the JERUSALEM)

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OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR	From Southampton.	From Brindisi.
MALTA	Every Saturday, at 2 P.M.	=
ALEXANDRIA	,, ,,	Every Tuesday, at 2 A.M.
ADEN	,, ,,	Commencing
BOMBAY	,, ,,	Dec. 20.
GALLE	Saturday, Dec. 10, 2 P.M. And every alternate Saturday thereafter.	Tuesday, Dec. 20, 2 A.M. And every alternate Tuesday thereafter.
MADRAS		
CALCUTTA		
PENANG		
SINGAPORE		
CHINA		
JAPAN		
AUSTRALIA	Saturday, Dec. 24, 2 P.M. And every fourth Saturday thereafter.	Tuesday, Jan. 3, 2 A.M. And every fourth Tuesday thereafter.
NW. ZEALAND		

And all ports touched at by the steamers of the British India and the Netherlands India Steam Navigation Companies.

REDUCED RATES OF FREIGHT.

	To India.	To China, Japan, or Australia.
Parcels—		
1 to 12 in., or 2 to 24 lbs.	4s. to 9s. 6d.	4s. 6d. to 15s.
1 to 3 ft., or 24 to 72 lbs.	12s. 6d. to 20s.	20s. to 35s.

For the convenience of Country Shippers, Messrs. Pickford and Co.'s Agents receive Goods and Parcels on the Company's account.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place Southampton.

BRINDISI LINE.—Under arrangement

with the Postmaster-General, the Peninsular and Oriental Company's steamers carrying H.M.'s Mails will, until further notice, leave Brindisi for Alexandria every Tuesday at 2 A.M., commencing 20th December, and Alexandria for Brindisi every Sunday on the arrival of the Mails from India, &c, commencing 25th December. The fares between Brindisi and Alexandria will be—First Class, £12; Second Class, £9.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS

are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW EALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at Honolulu, for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 45 ,, ,,
Australia ..... in 48 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

OVERLAND ROUTE VIA MARSEILLES. — COMPAGNIE DES MESSAGERIES MARITIMES DE FRANCE. — FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

Dec. 25	For	Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.
January 22		
February 19		

To Alexandria fortnightly, from the 8th of Dec.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Compagnie des Messageries Maritimes de France in Paris, Lyons, Bordeaux, and Marseilles or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA,

for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London. E.C.

SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Sing., H. K., and Shang	Lumley Castle, s.s., via S.C.	A1 18 yr.	SWID	Dec. 20
Do.	New Steamr.	A100	SWID	Jan. 20
Do.	Erl King, s.s.	B in A1	SWID	F b. 20
Hong Kong	Cornuvia ...	*A in A1	SWID	With des
Do.	Burdwan ...	A1 14 yr.	SWID	To follow
Shanghai ...	Duke of Abercorn	A1 16 yr	SWID	With des.
Do.	Everest	A1 13 yr.	SWID	To follow
Yokohama ..	Alumina ...	*A in A1	SWID	With des.
Do	Windhover .	A1 16 yr.	SWID	To follow

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

SINGAPORE, CHINA, and JAPAN. - The following splendid first-class STEAMERS and SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Sing., H. K., & Shang.*	Sea Gull, s.s.	100 A1	E.I.D.	Jan. 10
Do.	Vnguard, s s.	90 A1	E.I.D.	Feb. 5
Shanghai ..	Undine	A1 16 yr.	E.I.D.	With des.
Hong Kong	Hopewell	A1 13 yr.	W.I.D.	With des.
Yokohama (Kanagawa)	Eliza Shaw..	A1 17 yr.	E.I.D.	With des.
Do.	Chinaman ...	A1 14 yr.	E.I.D.	To follow

* Via Suez Canal.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SINGAPORE, HONG KONG, SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
Sing., H K. & Shang.	Abbotsford ...	A 90	1050	E.I.D.	Dec. 31
Do.	Enterprise ...	A 100	1590	E.I.D	Jan. 18
Do.	Craigforth ...	AA1	1109	E.I.D.	Feb. 25

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co, No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

CHINA AND JAPAN.

THE following high-classed Clipper SHIPS will be despatched as under from the East India Docks:—

Port.	Ship.	Class.	Tons.	Last Shipping Day.
Shanghai ...	Weymouth ..	AA1	829	With des
Yokohama (Kanagawa)	John R. Worcester	A1 12 yr.	844	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Date.
	From LIVERPOOL.			
Yokohama and Hiogo.	Prnce. Alfred	A1	Prnce's	With des.
Batavia and Sourabaya	Cornelia.....	+ 3-3rds LII.	Prnce's	With des.
	From LONDON.			
Do.	Orient	+ 3-3rds LII.	London	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

Steam from London, via Suez Canal. To sail early in January.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI (taking goods at through rates for Batavia, Samarang, Sourabaya, Macassar, and Japan, at shippers' risk), the splendid, new, Clyde-built, full-powered steamship GLENDARROCH, 1,500 tons register, 900-h.p. effective, 100 A1 (highest class) at Lloyd's; E. W. BERRYMAN, Commander; will load in the East India Docks.

The attention of shippers and passengers is particularly directed to this very fine vessel, which has just been built by Messrs. A. Stephen and Sons, of Glasgow, expressly for the China trade, and engined by Messrs. J. and J. Thomson, combining every modern improvement both in hull and machinery, and from her fine model it is confidently expected that she will prove a very fast steamer.

For Freight or Passage (having elegant accommodation for a limited number of passengers) apply in Glasgow to THOMAS SKINNER and Co. 12, Gordon-street; or to Messrs. WM. ROSS and Co., Royal Bank-place; in London to THOMAS SKINNER and Co., 17, Gracechurch-street.

To be immediately followed by the new s.s. Glensannox.

Steam via the Suez Canal. To sail on the 20th Dec.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI taking cargo for transhipment to Java, Japan, &c., at through rates), the splendid full-powered screw steamer LEITH, AA1, 957 tons register, 200-horse power, nominal; J. BARNETSON, Commander; East India Docks.

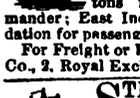
For Freight or Passage apply to DONALD R. MACGREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship. With despatch.

FOR HONG KONG, the splendid clipper ship AMBASSADOR, A1 16 years, 692 tons register, T. J. DUGGAN, Commander; East India Docks. Has excellent accommodation for passengers.

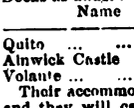
For Freight or Passage apply to SHAW, MAXTON and Co., 2, Royal Exchange-buildings, London, E.C.

With despatch.



FOR SHANGHAI, the well-known river-built clipper ARGONAUT, A1 14 years, Liverpool Book, 1,079 tons register, A. NICHOLSON, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage apply to SHAW MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

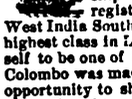


STEAM from LONDON to COLOMBO, via Suez Canal—The following full-powered screw STEAMSHIP will be despatched from the East India Docks as under:—

Name	Tonnage	To Sail.
Quito	1,496	Dec. 24
Alnwick Castle ...	1,552	Jan. 5
Volante	1,261	Jan. 20

Their accommodation for passengers is unsurpassed, and they will carry a surgeon and stewardess. For Freight or Passage apply to Messrs GRINDLAY and Co. 55, Parliament-street, S.W.; or to GELLATLY, HANKEY SEWELL, and Co, 8, York-street, Manchester, or 109 Leadenhall-street, E.C.

A regular trader.—Will meet with the usual quick despatch



FOR COLOMBO AND POINT DE GALLE, the splendid clipper ship RIVER INDUS, AA1, 1,015 tons register, G. SHEARER, Commander; West India South Dock. This magnificent vessel, the highest class in Lloyd's, built in 1868, has proved herself to be one of the fastest afloat; her last passage to Colombo was made in 85 days, thus offering the best opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

DIRECT for MANGALORE, CANNANORE, CALICUT, and COCHIN, the splendid fast-sailing ship, HESPERIA, A1 10 years, 449 tons register, E JARVIS, Commander; West India South Dock. This magnificent vessel, being under engagement to the Council of India, will be loaded to a light draught of water, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London — Tuesday, Dec. 20, 1870.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XII.—No. 382.] LONDON, MONDAY, DEC. 26, 1870. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	Sept. 9	Oct. 27	Nov. 6
Yedo			
Osaka and Hiogo	—	—	„ 1
Hakodadi			
Nagasaki	—	—	„ 1
CHINA — Peking			
Tien-tsin	—	—	Oct. 30
Chefoo			
New-chwang			
Hankow	Sept. 9	Oct. 28	Nov. 3
Kiu-kiang			
Chin-kiang			
Shanghai	„ 16	Nov. 1	„ 8
Ningpo			
Foochow	„ 16	Oct. 31	„ 7
Formosa			
Amoy			
Swatow			
Hong Kong	„ 23	Nov. 2	„ 15
Canton			
Macao			
PHILIPPINES—			
Manila	„ 23	„ 6	„ 7
COCHIN-CHINA—			
Saigon			
SIAM — Bangkok	—	—	„ 14
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	„ 16
Samarang	—	—	„ 14
Sourabaya	—		„ 12
MALACCA STRAITS—			
Singapore	Oct. 7	„ 9	„ 22
Penang			
CEYLON—Galle	—	—	Dec. 2
Colombo	—	—	„ 1

THE MAILS, &c.

The above mail (P. and O.) was delivered, *via* Brindisi, this morning, its due date. The next inward mail (French) is due, *via* Marseilles, on the 2nd Jan., and will bring dates Yokohama, Nov. 13; Shanghai, Nov. 16; Hong Kong, Nov. 22; Singapore, Nov. 30.

Telegrams, by Grant's Line, *via* Kiachta, from Shanghai to the 30th Nov., were received on the 21st inst.; telegrams, *via* Galle, in advance of the mail leaving Shanghai Nov. 29, Hong Kong Dec. 6, are now due.

Telegrams from Japan to Nov. 22, *via* San Francisco, have been received.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi —List not to hand.

By this mail to Southampton, per P. and O. steamer *Bangalore*, expected to arrive Dec. 31.—From Hong Kong: Mr. and Mrs. Scholefield, child, and servant, Mr. J. Brown, Mr. S. Madden, Mr. Chell. From Singapore: Mr. E. Saunders, Capt. F. C. Wilds.

PASSENGERS OUTWARD.

Per P. and O. steamer *Tanjore*, from Southampton, Dec. 24.—To Shanghai: Mr. J. L. Scott, Mr. W. Barron. To Hong Kong: Mr. T. J. Reynolds. To Ceylon: Mr. J. F. Churchill.

Per P. and O. steamer *Salsette*, from Brindisi, Jan. 3.—To Shanghai: Mr. Maitland.

Per P. and O. steamer, from Southampton, Jan. 7.—To Hong Kong: Mr. J. W. Boyd. To Singapore: Mr. H. L. Porteous. To Batavia: Mr. Dagentje. To Ceylon: Mr. and Mrs. J. Halliday.

Per P. and O. steamer *Nyanza*, from Brindisi, Jan. 17.—To Shanghai: Mr. and Mrs. J. H. Evans.

From Malta.—To Ceylon: Mr. H. B. Christie.

Per *Ferdinand de Lesseps*, to Colombo, sailed Dec. 16.—Mr. George Norman, Mr. M. B. Smith, Dr. and Mrs. Wm. G. Keith, Mr. Charles Tytler.

Per Pacific mail steamer *Great Republic*, from San Francisco, Dec. 1.—For Shanghai: Messrs. C. C. Kendall, Thomas Williams, Thomas Walters, R. W. Mustard, O. Mustard, W. Persihl, R. C. Irvin. For Hong Kong: Messrs. Thomas Arnold, Douglas Cassel, H. Boger, Francis Colton. For Yokohama: Messrs. Rich. Roundell, Wm. E. Griffis, Mrs. Rob. Kerby, Miss Mary Morse, Mr. S. J. Iduma and servant, Messrs. Henry C. Wetton, C. N. Guild, E. S. Heraka.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates are to Nov. 6. The *Japan Mail* says:—

The object of the mission of the Japanese official Sabejima, who is going to England *via* the United States by the next American mail, is, we understand, to make an inspection as to the progress of the Japanese students in that country. It is almost needless to contradict the report that he is to be invested with the rank of an Envoy Extraordinary. A Daijo, or third class clerk of the Foreign-office, is not exactly the person who would be chosen by the Japanese Government to be the first permanent representative duly accredited at the Court of St. James's. Sabejima will be accompanied, we hear, by Shiwoda, formerly interpreter to the French Legation.

The arrival from China of the new Italian Minister, Conte Fe, is expected in the course of a few days. He has been accredited to the Courts of Peking and Yedo, and will take up his permanent residence at the former capital. His visit to Japan will not be protracted beyond the time necessary for presenting his credentials to the Mikado, and making himself acquainted with the interests placed under his charge.

Considerable activity is being displayed upon the railway works; contracts for all the earthworks between Yokohama and Yedo are let to be completed within three months from this time. The bridge over the Rokugo at Kawasaki may possibly be delayed beyond that time on account of the difficulty of providing a sufficient quantity of seasoned Kiaki timber. The mechanics who recently arrived are all employed on the line, and the work of the masons is specially observable on the Kanagawa bridge. We see that rails are down in the Kanagawa cutting and earthwork waggons are running. The Japanese seem specially amused as the waggons run to and fro under the bridge. We understand that a further supply of rails has been sent for to Kobe. These rails were originally imported for a proposed railway between Osaka and Temposan, but they have lain neglected for a long time, and will now come in handily as contractor's plant. Quarters have been provided for the European artisans in a large yashiki at Benten, and by their neatness and liberality of arrangement afford a gratifying proof that the Government realise the value of these men's services.

CHINA.

TIENTSIN.

The correspondent of the *Courier* writes on Oct. 30:—H.E. Chung-How has arrived here from Peking, where he has been feasted at each of the Legations. It is reported he will not land in Shanghai, but will arrange to join the French mail outside Woosung. Should H. E., however, pay you a visit it is to be hoped he will be received—as he deserves. Messrs. O'Brien, Novion, and Imbert, and Teh-ming, a college student who has been in Europe with the two former missions, accompany him; also his barber, tailor, and cook, some twenty-five or twenty-seven in all. He goes to France officially, and also to Italy, Belgium, England and Russia, the nations whose subjects he slew. France, if he ever gets there, will surely ask Chung-How why he did not answer the three notes of the British Consul before the massacre? and Fontanier's were no doubt of a similar tenour. He carries the blood of the sixteen martyred patriots with him, as an evidence of the sorrow and sincerity of the Chinese Government. A pity he does not take a model in clay,—in which work Tientsin excels,—of the coffins, grave clothes and place of execution; and to keep himself cool in the Red Sea, a few sets of the bloody fans.

He takes first class credentials with him; but, on every account except a personal one, his going to Europe at present would ap-

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pear to be a great mistake, just at the moment when will go with him the news of the tardy punishment of the offenders, and the execution and its attendant circumstances, which will awaken the home public to a juster appreciation of the position of foreigners here. I believe these executions will injure the Chinese more in the eyes of Europe than even the massacre did. There was no excitement to palliate an act done in pursuance of an Imperial edict and after four months' deliberation. The sewing on of the heads again was the most significant circumstance. It is asked and granted only as a great mark of Imperial favour.

The report sent you a few days since, that Taku is to become the head-quarters of the army in Chihli, is confirmed, as also the transfer of the seat of government from Paouting-fu to Tientsin. To the question, for what purpose are the troops being removed to Taku? the only answer is, Foreigners! These forts are in fact a standing menace to foreigners, and ought to have been destroyed while they were in our power, as the small forts a short distance up the river were. The Chinese are reported to be desirous of rebuilding the latter if the gunboats will allow them.

DESPATCHES ON THE MASSACRE.

The official despatches relating to the Tientsin compensation which have been communicated to the Chamber of Commerce by the French Consul-General, consist of a circular letter by Count Rochechouart to the French Consuls in China, a communication from Prince Kung to Count Rochechouart, giving a succinct statement of what the Chinese Government had done towards a setlement of the Tientsin troubles, a list of those condemned in connection with that affair, and a schedule of the pecuniary indemnities already agreed on. We have already given the purport of Count Rochechouart's communication, so we need say no more now than that the French Minister, speaking of the action of the Chinese Government, says he neither approved or rejected the programme, for it is not his. "Moreover," he says, "it has been already executed." And with regard to the Tls. 250,000, which has been awarded as compensation, it is to be noted that it is to be ordered contributed by the Maritime Customs —that is, by the duties on foreign goods and the goods exported from China for foreign use. It will be, no doubt, highly satisfactory to the Chinese to reflect that they are making the foreigners themselves pay the indemnity; but it may be questioned if the European Powers will permit such an insult to be added to the injury that has been already inflicted.

The following is the full text of the official despatch from Prince Kung to Count Rochechouart:—I have had the honour of receiving from your Excellency, and in reference to the occurrences at Tientsin, a despatch relating to the Tientsin massacre, expressive of the indignation and grief it has produced. To that document was subjoined a list of the victims. The news of a misfortune so unexpected caused us very great grief. Considering the many years China and France have been on friendly terms no one anticipated such a catastrophe; even now we are overwhelmed with confusion and emotion. It has been decided that the sum of Tls. 250,000 be paid as an indemnity, which, according to the decision of the Minister of Finance, your Excellency will be able to draw from the revenue of the Custom Houses of Kiang-Nan and Kuang-tung, to be divided according to the apprehended statement, between the families of Consul Fontanier and the other officials and merchants; the Church will receive what is due to her. On the 12th I received your despatch informing me that the material losses sustained by the religious establishments and others amounted to the sum of Tls. 250,000. The Hoo-poo has already decided that the payment of this compensation will be made by the Maritime Customs of Tientsin. Such is the purport of the present communication:—

DISTRIBUTION OF THE INDEMNITIES AWARDED.

Le Consul Fontanier	Tls.	30,000
Le Chancelier S. Simon		20,000
Le Chancelier & Mdme. Thomassin		50,000
Mr. de Challemaison, merchant		10,000
Mdme. de Challemaison		10,000
	Tls.	120,000
For the Church		130,000
Taels		250,000

LIST OF THE CONDEMNED.

Condemned to capital punishment.

1. Feung, called the Lame, admitted having killed Mr. Fontanier with a sword.
2. Leou-Eul admitted having killed Monsieur l'Abbé Chévrier with an iron stick.
3. Hiang-An admitted having killed Russians with a lance.
4. Kien-Eul admitted having killed a Russian with a sword.
5. Lo-Cheng-Kona-Tan-Tze admitted having killed a Sister of Charity with a stick.
6. T-Cheou-San admitted having killed Madame Challemaison with a stick.
7. T-Chang-li admitted having killed Monsieur Challemaison with a sword.
8. Wei-lao admitted having killed one of the Europeans of Wang-hai-Leou with a cross-bar of a door.
9. Ma-Heung-Leang admitted having killed one of the Europeans of Wang-hai-Leou with a sword.
10. On-Ta admitted having killed a Sister of Charity with a cutlass.
11. Touan-Ta admitted having killed a Russian and to have thrown his body into the river.
12. Fan-Young-Ten admitted having killed one of the persons employed at the Catholic Mission with a plank.
13. Leou-Eul arrested the sword of a European and killed him with it.
14. T-Chang-Eul admitted having killed one of the persons employed by the Sisters with a sword.
15. Tsouei-Tou-Tze admitted having killed a Sister of Charity with a sword.
16. T-chang-Kouo-Chuien, called Death's Head, admitted having killed a European lady with a sword, and also to have killed afterwards a Russian lady.
17. Siao-Eul admitted having killed a Sister of Charity.
18. T-cheng-ma-ly, according to the testimony of Leou-Eul, T-sao-Ta, and the woman Kao-oui, killed a European woman of the Catholic Mission.
19. Wang-Leou, according to the evidence given by an officer to the police, Wang-ting-y, and of Leang-Wen-T-che, guard of the Che-hsien, killed some Sisters of Charity with a lance.
20. Ko-San according to the evidence of Li-Wan-Yeon, Li-Wan-T-cheng of the T-chas-chou-Tang and others, killed some Sisters of Charity with a boat-hook.

Banished (10 years) for stealing and wounding:

Wang-U, called the Bodkin.
Yu-Ki—
Pan-Eul—
Mao-San—
Teng-Laou—wounded with a stick a person employed by the Sisters.
Yang-Eul—

Banished (3 years) for stealing and wounding (19 names).

The *North China Herald*, writing on this subject, says:—Let us glance at the terms of Prince Kung's despatch, in regard to this monetary indemnity. "It has been decided that a sum of Tls. 250,000 shall be paid as indemnity, which, under the arrangements of the Minister of Finance, your Excellency can receive from the Customs Administration of Kiang-nan and Kwantung, to divide it subsequently between the families of Consul Fontanier, the other functionaries and the merchants. The Church will receive that which belongs to it. I received on the 12th inst. our despatch, informing me that the material losses sustained by the religious establishments, and others, reached the sum of Tls. 210,000. The Hoo-poo has already decided that the payment of this reimbursement shall be made by the Maritime Customs of Tientsin." At the outset of the negotiation, we urged, among other points, that whatever pecuniary compensation was exacted should be levied, as a punishment, from the city of Tientsin. But we find here a mulct laid on the Customs revenues of Shanghai and Canton for the larger half, and those of Tientsin for the smaller half of the sum assessed. We can hardly doubt that the local authorities will take care to reimburse themselves by an additional *le-kin* squeeze, which will indirectly affect foreign goods; and all will be happily arranged.

From every point of view, therefore, we cannot but regard the whole proposed settlement as unsatisfactory and inadequate; and we have confidence that the majority of the Foreign Ministers at Peking will share the views which we strongly express. There is a degree of plausibility about Prince Kung's despatches which sheds a halo, at the first glance, over the terms which he sets forth. But a brief analysis only is needed to reveal their intrinsic inadequacy.

HANKOW.

An interesting ceremony was held in the British church of St. John the Evangelist, at Hankow, on Friday, Oct. 28. The Right Rev. Dr. Williams, Missionary Bishop of the American Protestant Episcopal Church, held an ordination at the church at 11 A.M. The Rev. W. J. Boone, son of the late Bishop Boone, of Shanghai, and the Rev. Yung-king-yen were "ordered" priests by the Bishop, assisted by his clergy, the Revs. A. C. Hohing and S. Hoyt, of Wuchang. A sermon was preached by the Rev. A. C. Hohing after the morning service had been read, and a kind of charge was given by him to the two deacons, standing up in the usual form. The service proceeded in the usual way, and the Sacrament was duly partaken of. Perhaps the most interesting scene of all was that at the close, when the Rev. A. C. Hohing administered the Sacrament in the vernacular to the Chinese members of their church. Few persons were present, owing to some alteration in the time of the service, otherwise the choir would have attended to perform a choral service.

SHANGHAI.

Dates are to the 8th Nov. The French mail of 16th Sept. arrived out on the 1st Nov., and the mail of 23rd was hourly expected. The American mails, *via* San Francisco, arrived on the 5th Nov.

The following summary is from the *North China Herald* of 8th Nov.:—

One half of the community has been up country shooting during

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the past week, and the remainder has been intent on the Shanghai Races; so that our local news is rather limited. The weather has not been very favourable for the meeting—bright but with cold wind on the first, overcast on the second, and raw and rainy on the third and fourth days. The attendance at the Grand Stand under these circumstances was not very large, but the racing is generally admitted to have been quite up to muster.

The French Circus troupe, whose arrival across Siberia we mentioned very lately, has recovered from its fatigues sufficiently to commence its performances. These are well spoken of, and have been well attended. The chief features we observed were the fine training of several of the horses, and the excellence of the riding and trapeze performances. The circus is well appointed generally, and has exceedingly comfortable accommodation, considering the temporary character of the structure.

The steamer *Lismore*, in coming up the Yangtsze, ran on the well-known old wreck of a junk, near the red buoy; it was low water when she went on, and as the tide rose her stern rose with it, but her bow remained fixed in the wreck. The water has since made its way into her after compartments, and she has sunk completely. Endeavours were made to raise her by passing chains underneath her, but they have had to be temporarily given up, in consequence of the heavy weather; and the wreck has been advertised for sale as it now lies. The loss of time is unfortunate, as she will, of course, settle deeper in the mud, and it will become more difficult to raise her. We think it is high time that, considering that the immense revenue derived from the trade of the harbour, something were done to remove the very dangerous impediment which has caused the mishap.

An inquest has been held to inquire into the death of a Chinese, named Hoo-a-kow, who was accidentally shot by a foreigner named Ross. The latter has been committed for trial.

A second unfortunate accident has happened at the Rifle Butts. One of the men of H.M. *Zebra* accidentally discharged his rifle, and killed a Chinaman on the spot.

The last Municipal report informs us that a new iron bridge is on its way to replace the inconvenient pyramid which now spans the Hongkew creek; that a fence has at last been made to protect drunken sailors and runaway ponies from the Yang-king-pang creek; that mile-stones are being erected for the benefit of athletes who wish to train on the Bubbling Well and Sikawei roads, and that the usual struggles are going on with the jetties, fire-wells, drains, and Municipal buildings. But the most weighty paragraph of the report is that which invites sanction to the purchase of the valuable estate known as the Kungping corner. The founders of the settlement committed the error of making our roads too narrow, never anticipating the increase and multiplication of brokers' traps till they became a perpetual menace to pedestrians and a source of no small danger to each other. The Council have tried to remedy the defect as far as possible by rounding off corner walls; and many land-owners have readily permitted the slight infringement on the corners of their compound which this process involved. Mr. Hanbury, as Messrs. Sykes and Schwabe's attorney, of course, assumed that they would follow the liberal example. The Municipal Council were allowed to cut off the eighteen feet they required from the corner of the compound on which his hong stands, in anticipation of their assent: but now, instead of this assent, he receives instructions to demand the "restitution of the rightful boundary of the said land, and the rebuilding and restoration, in a fit and proper manner, of the boundary walls thereof." And all this is about eighteen square feet which it was desired to cut off the compound, to obviate the sharp turn at the junction of two busy streets. It must have cost as much as the land is worth to get hold of the legal phraseology in which the demand is couched. The Council treat the matter fittingly, by suggesting that the municipality should purchase this important territory. Its value is about Tls. 14.

(FROM A CORRESPONDENT.)

Nov. 8.

I forward a paper containing the correspondence between Prince Kung and Count Rochechouart as to the final wind up of the Tientsin tragedy. It seems to every one here a most lame and impotent conclusion. The main actors and leaders in the massacre go free; a few coolies are bought up by the mandarins at £150, or Tls. 500 per head, and executed. After their execution, instead of their heads being fixed on poles in the usual manner, they are sewed on to the bodies, handsome coffins *provided by the mandarins*, and a grand funeral given them after laying in state for some days. They are looked upon as martyrs by the people, offered up as a holocaust to the foreigners, who will be hated more than ever. It is, in fact, unsafe for a foreigner to move about at Tientsin, and will be until an adequate punishment falls upon the people.

Count Rochechouart seems to have been completely hoodwinked by the Peking mandarins, as the universal opinion in China is that Chung How, if not actually guilty of the murders, was a consenting party to them, and had full power to prevent their occurrence. Since the execution of the supposed murderers a fire broke out in Tientsin, and the fire brigade (who murdered the Sisters) refused to turn out at the call of the authorities, on the ground that they had deceived them in the massacre affair, and that they would not obey their orders any more. Two hundred houses were burned, and the fire only extinguished by the soldiers themselves. This is merely another proof, if any were wanting, of the complicity of the mandarins in the murder of foreigners on the 21st June.

This Chung How, at whose door the murder took place, and almost in whose house and presence the French Consul was murdered, actually goes to France as an envoy to explain the occurrence. The Russian Consul protested against the men being executed for the murder of Russian subjects until their guilt was first established by examination in his presence. The Chinese Government are more afraid of the Russians than any other people.

A book has lately come to light which has been circulated all over China, accusing foreigners of the most atrocious crimes and practices, doubtless by the mandarins and literati, to arouse a feeling of hatred. This was going on at the same time that the Chinese Embassy was gulling the people in Europe about the advancement of the Chinese, shining crosses, &c. So much for the duplicity of the Chinese; if foreign envoys or Governments think they can cope with the Chinese in diplomacy they are egregiously mistaken.

Count Rochechouart sends Chung How to Europe, who is considered here accessory to the massacre. Count Rochechouart considers his countrymen safe on the word of Prince Kung, but they do not consider themselves safe, and are taking measures to protect themselves. Prince Kung states that the massacre was *in consequence* of the kidnapping of individuals. This is simply a falsehood. Placards were posted up by the mandarins denouncing foreigners before the massacre. The first person murdered was the Consul, whose house was first attacked. The murders were committed by the *Fire Brigade*, called out by beat of drum, and the *Chinese soldiers*, led on by Chung-quo-Jui, the mandarin who came to Tientsin for the express purpose, and whose head was demanded by this same Count Rochechouart, who, having no force at his back, was laughed at by the Peking authorities. At the very time this statement is put forth as a justification of the good faith of the Chinese Government they are massing troops at Taku and Tientsin, and have appointed the generalissimo of their troops to reside at Taku, a mere collection of mud huts, but where the forts are situated which defend the Peiho or entrance to Peking. The banishment of the mandarins is certainly illusory, as no foreigner can ascertain where they go to, or how long they remain. Lastly, the criminals were not examined in the presence of any foreign authority, nor was any foreigner present at their execution. The sum total of the whole is, that the inhabitants of Tientsin consider they have performed a patriotic and meritorious act in ridding the world of a nest of foreigners, guilty of unheard of crimes, that some of their number have been executed to appease these same execrable foreigners, and that, on every favourable opportunity, they are ready and willing to murder more of them. If the British Government does not give full authority to their representatives out here to act and punish any outrage on the spot, they will soon have a war on their hands, as the Chinese are only waiting a favourable opportunity to make another attempt to expel foreigners. At the present moment, and while they are putting forth those plausible statements, they are purchasing arms and ammunition wherever they are to be had. They have just purchased ten thousand stand of arms at Yokohama.

I forward you a copy of *Death Blow to Corrupt Doctrines*, which is a pamphlet published and circulated all over China by the literati and mandarins to excite hatred to foreigners. This compilation ought to show people at home what the Chinese really are; as, if not guilty themselves of practising what they impute to foreigners, they could not have thought of such disgusting details

HONG KONG.

Dates are to the 15th Nov. The outward mail of Sept. 23 arrived on the 2nd Nov., per P. and O. steamer *Australia*, *via* Suez Canal, with telegrams to Oct. 15. The French mail steamer of Sept. 29 arrived out on 14th Nov., but with no mail.

We learn that M. Dabry, the French Consul at Canton, has gone in a Chinese gunboat to Tienpak, to inquire into the facts and causes of the seizure of the *Nouvelle Penelope*, a French coolie ship bound from Macao to Peru, with 350 coolies on board.

The circumstances of the seizure were reported in our columns a few days since, and the French Consul with two of the Viceroy of Canton's gunboats has gone to the port indicated with a view to the recapture of the vessel and the rescue of any of the crew who may have escaped the massacre.

We hear from Foochow that for some reason or other Baron de Meritens, Commissioner of Customs, has seized the North German barque *Taikun*, laden with tea. We have no particulars of the circumstances under which the seizure was made.

The *Peiho* made the shortest run ever performed from Marseilles to Hong Kong, the whole voyage occupying only thirty-four days and about seven hours. This feat has, we believe, never been equalled in the history of maritime enterprise.

The *China Mail* has the following items:—

Our accounts from the coast show that the gale of the 3rd to 6th November was a very heavy and destructive one. The sea is reported as running higher than ever before seen in these waters. The *Venus*, hence to Shanghai, put into Amoy on the 5th, with loss of jibboom, &c. She left again on the morning of the 7th, but returned about three P.M., with her steering gear all carried away, and sundry other damage. It was doubtful when she

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would get away. The *Rona* also put in on the 5th, with loss of bowsprit and topgallant forecastle started, and in fact, lifted from its fastenings by the sea. She made some slight repairs, and again left for Shanghai on the 7th November. She had not arrived back when the *Formosa* left. The cake on board, intended for the nuptials at Shanghai of one of our coast commanders, will scarcely arrive in time for the ceremony. The *Yesso* left Swatow on the 4th and got as far as Namoa Straits, where she anchored until the 6th. Twice she left her anchorage and attempted to proceed on her voyage, and twice the force of the winds and waves compelled her to return to her anchorage. Captain Ashton's conduct under the trying circumstances in which he was placed is spoken of in the highest terms by his passengers, who praise his coolness, prudence, and the care and skill with which he handled his vessel, in no stinted terms. The American ship *Witch*, hence for Shanghai, has put back in distress, and the British barque *Eaglet*, from Newchwang to Swatow, has come in also in distress. The reports of these latter two vessels will be found under the head of Shipping.

The Legislative Council met on the 11th. The Colonial Secretary, in moving the second reading of the Ordinance, authorising the expenditure of a sum not exceeding $688,000 for the current expenses of the coming year, observed that the sum to be voted exceeded the amount required in 1870 by some $50,000. This was to be accounted for in various ways. Of the money received from the sale of the Mint a large sum was paid this year, while next year but a small balance of $5,000 remained to be received; many Crown lots had been resumed by the Government, reducing the land rental; the opium farm yielded $7,000 less than before, and there were sundry other deductions. The special fund amounted to $340,264.41, which was duly invested at 5 per cent. in the banks.

The allowance of $740 to the Governor was passed. In the Colonial Secretary's Department there had been a saving effected of the allowance for an interpreter and his teacher by the transfer of Mr. Russell to the Bench of the Police Court. In the Surveyor-General's Department there was a saving of $7,780. In the Auditor-General's Department there was an increase of $600 in the allowances for printing and stationery, caused by the great numbers of blank forms required in the different departments by the various ordinances which had gone into effect during the last few years. The Chinese Passenger Act, that of the Money Changers, Market, Storekeepers, Revenue Stamps, Post-office Money Orders, Junks, Registration of Servants, &c., all these required a large amount of printing and paper. The Junk passes alone, which in October, 1869, amounted to 13,000, in the same month this year were 14,083. For the year 1869 they numbered 34,891, and so far in 1870 they mount up to 36,000. The Postmaster-General's Department showed a reduction of $1,000 by the abolition of the Marine sorters between this and Shanghai. In the Registrar-General's Department no change. In the Harbour-Master's there must be an increase for the support of the *Victoria*. The Colonial Secretary said he had been in hopes to have sold her before this, but now there was no knowing how long she might be on their hands. The Medical Department was reduced $960 by the engagement of Dr. Young at £300 per annum, while Dr. Cochrane had £500. Under the head of Police Magistrates appeared an item for compensation of witnesses, which the Chief Justice complained should have been under the head of "Justice," as he found it often difficult to get witnesses without the power to order them recompense. The Police Department showed an increase of $6,320; this was to be accounted for by the necessity of buying new arms for the force. The Colonial Secretary explained the creation of the new office of paymaster; it was simply a new name for the same thing. Mr. Quin was before first clerk; he was now called first master, with the same salary.

On the reading of the appropriation of $29,000 for miscellaneous services, the Colonial Secretary said he wished to add an amount of $3,500 to be expended in the construction of a new chancel in St. John's Cathedral. When H.R.H. the Duke of Edinburgh was here he was invited to lay the corner stone of this projected enterprise, which his Royal Highness did. Sir Richard MacDonnell, on being applied to for Government aid to complete this work, had told the applicants, who assured him that the whole work could be done for $7,000, that if one-half (*i.e.*, $3,500) were raised by voluntary subscription, collected and paid into some bank, he would have no objection to placing on the estimates the further sum of $3,500 from the public revenues of the colony—to be appropriated for this purpose. Already some $2,900 had been subscribed, and he (the Colonial Secretary) knew that one gentleman of ample means had promised to furnish the remainder himself, if required. Under these circumstances he proposed that the sum mentioned be placed on the estimates. Mr. Ryrie objected to the money of the tax-payers being extended on useless and unneeded buildings. If an enlarged chancil was required for the Cathedral, the people who felt the need thereof should supply it at their own cost. After a short discussion four votes were recorded against the grant, and, as there remained only the Attorney-General and Colonial Secretary to be polled, Mr. Forth's suggestion to allow the matter to stand over until the supplementary estimates came up for discussion was accepted by the friends of the measure as preferable to defeat. The ordinance was then passed.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates are down to Nov. 22. On Nov. 9 the *Travancore* arrived with the London mails of Oct. 8 (*via* Brindisi,) and bringing also the mails which had been left behind by the French mail steamer. Telegraphic advices from London to Nov. 7 had been received.

The Legislative Council had held two meetings, which were chiefly taken up with the consideration of the Bankruptcy and Debtors Bills, and the Contagious Disease Bill, in committee. The Bills which have been passed are the Supply Bill for 1871, a Bill to extend the operation of the Dangerous Societies Sbppression Ordinance, and a Bill to provide for witnesses' expenses. The Bankruptcy and Debtors Bills were fixed for their third reading at the next meeting, as also a Bill to provide for the recovery of debts due to the Government.

The following items are from the *Straits Times*:—

The town has enjoyed a fortnight of undisturbed quiet from the secret societies, and there is now every prospect that, if the quarrel has not been finally settled, at all events there will be no more outbreaks for some time to come. The danger that threatened us has happily been averted through the vigilance of the police and the promptitude with which the headmen were enrolled as special constables. By a proclamation of the Governor in Council the Preservation of the Ordinance was put in force here, and the headmen were bound over to keep the peace for six months, since which there has been no further trouble.

The principal event of local interest during the fortnight has been the successful laying of the telegraph cable between Java and Singapore, by the steamer *Hibernia*, under the direction of Captain Reed, R.N., late of Her Majesty's ship *Rifleman*, and Captain Halpin, late of the *Great Eastern*. The *Hibernia* began laying the cable from Batavia on the 7th inst., and on Saturday, the 19th instant, the line was open to traffic. The *William Cory* will proceed to lay the cable between this and Penang in a few days, and thence the line will be continued by the steamers *Scanderia* and *Edinburgh* to Madras.

Most of the Germans who received notice to quit Saigon have come to Singapore, where they are awaiting the termination of the war. From a private letter we learn that the Government made a few temporary exceptions to the order, viz., Mr. Saltzkorn, because he represented an English house, and because the British Consul was absent; Mr. Speidel, because he represented the American Consul; and Mr. Schwanbeck, because Messrs. Raczynskie, Barbier and Co.—a new French firm who have recently taken over Messrs. Schwanbeck and Thiel's business—had no one else to manage their affairs.

The arrivals of steamers *via* the Suez Canal during the fortnight have been the *William Cory* and *Acantha* on the 11th, the *Danube* on the 15th, and the *Una* on the 22nd. The only departure for home by this route has been the *Saida*, on the 11th

Commercial Report.

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IMPORTS.

YOKOHAMA.—There had been a fortnight of inactivity, business having been almost entirely confined to Grey Shirtings, the value of which had slightly given way. For Yarns there had been scarcely any demand, and the few sales reported show a further decline. Taffachelas and Turkey Reds had met with some attention; but all Woollen and Worsted Goods, with the exception of Mousselines de Laine, had been comparatively neglected.

HANKOW.—Grey Shirtings, moderate sales, holders firm at last quotations. T-Cloths in good demand at Tls. 1.3.0 to 1.5.5 for 7 lbs., and Tls. 1.7.5 to 1.8.0 for 8 lbs. Drills quoted as follows; market weak: American, Tls. 3.1.2 to 3.1.8; English, Tls. 2.9.0 to 3.0.2; Dutch, Tls. 2.8.0 to 3.0.0. Jeans almost nominal. White Shirtings, little inquiry. Fancy Cottons very dull. Woollens: Camlets, best chops only wanted in small quantity; S quoted Tls. 11.5.0 to 12.0.0; and SS Tls. 10.3.0 to 10.7.5. Long Ells unsaleable. Spanish Stripes and Medium Cloths dull at last quotations. Figured Orleans sold to a moderate extent.

SHANGHAI.—Cottons: The market had been quiet but steady. Grey Shirtings, 8¼ lbs., moderate demand at former rates; 7 lbs. had continued to improve; 9 10-12ths lbs. were beginning to attract more attention, though transactions as yet were very limited in this weight. Business generally confined to purchases on the spot, dealers still refusing to buy "for arrival." White Shirtings sold to some extent, principally 64-reed, at very irregular prices. T-Cloths: Good inquiry for nearly all makes; common and Mexican, 7 lbs., most in request at higher rates; stock of the latter almost exhausted. Drills still wanted. A large sale of American PMCD reported at Tls. 3.4.5, but since held for 5c. higher. Jeans quiet at the late advance. Sheetings: Some English changed hands at Tls. 3.3.0 to 3.4.0. Fancy Cottons: Assorted Brocades in moderate demand, other descriptions very dull. Woollens: Figured Orleans of good assortments in good request. Camlets saleable at current low prices. Spanish Stripes slightly lower. Long Ells only in limited inquiry.

HONG KONG.—The quietude noticed in our last report had become more marked, and a still smaller amount of business had been transacted. The principal cause of this was set down to a scarcity of money among the natives, an unusually high rate of interest being enforced at Canton; but the action of importers in continually offering to make sales at lower prices had also much to do with the dulness, as dealers hardly knew when to consider it safe to lay in stocks. Quotations were again

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lower all round, and to add to the decline exchange had likewise fallen during the interval.

BATAVIA.—The demand had been very quiet, and this, coupled with the fact that lower priced goods were arriving *via* the Suez Canal every mail, had made importers more anxious to realise their stocks at current rates, so that it was expected that prices would rule low for some time to come. Cambrics, 45 inch by 12 yards, generally neglected: sales only at very low rates. Best quality 15/16s valued at f.4.20 to f.4.30; medium, f.4.10 to f.4.15; ordinary, f.4 to f.4.05 per piece. No. 24s, f.3.75 to f.3; 30s, f.3.50 to f.3.75 per piece, all short credit. White Shirtings, 40 yards: Demand confined to 36 inch, 64/6 reeds, for which f.8.25 to f.8.50 per piece was paid. Grey Shirtings, 38½ yards: All weights difficult to place; 39 inch 7 lb., f.6.50 to f.6.75; 8½ lb., f.7.50 to f.7.75; 45 inch 8 lb., f.7.75 to f.8 per piece. Grey Twist materially declined; sales of 40s at f.385 to f.390; 30s valued at f.370, 24s f.355, and 20s f.340 credit per bale.

SINGAPORE.—During the fortnight there had not been much alteration in the market for Manchester goods, the demand had been less active for most cotton staples, and business had been limited; quotations generally were unchanged. Grey Shirtings 39 inch 8¼ lbs.: Good demand and fair business; stocks much reduced, prices firmer. Grey Maddapollams unchanged, little inquiry. T-Cloths remained very dull. Drills unsaleable, stocks accumulating, prices nominal. White Shirtings: Medium to fine qualities in moderate request at last rates; lower reeds very quiet. Imitation Irish linens inactive, lower rates accepted. Cambrics without improvement, little inquiry and few sales. Figured Shirtings weaker; demand dull. Yarn unaltered, little demand.

EXPORTS.

TEA.

YOKOHAMA.—Continued unfavourable advices from America had caused further depression; and although native merchants showed some anxiety to realise, stocks being very heavy, they would not make sufficient reduction in prices to enable would-be purchasers to operate; consequently the business for the fortnight had been limited to the settlement of about 1,800 piculs of good medium and fine grades for the New York market, at somewhat easier rates. Supplies continued to come in fairly, thereby increasing stocks, which were unprecedentedly heavy. The last [American [Mail steamer took from this port 105,743 lbs. for San Francisco, and 273,461 lbs. for New York. The Min, Abbey Bacon, and Horatio were loading for New York. Quotations.—Common, $22 to 24 per picul; good common, $25 to 27; medium, $29 to 32; good medium, $34 to 37; fine, $39 to 42; finest and choice, nominal.

HANKOW.—About twelve chops of Shuntaam leaf, which arrived immediately after the departure of last mail, were eagerly taken at an advance of half a tael per picul. The market was bare of stock, but further arrivals were said to be close at hand. A few parcels of Common Oopack and Local-packed Teas had found buyers at firm rates. Settlements for the fortnight 11,753 chests. Quotations were:—Oopacks, common, Tls. 11.6.0 to 13.8.0. Oonams, common, Tls. 11.6.0 to 13.8.0 per picul.

SHANGHAI.—Black: A smaller business had been transacted, owing in a measure to the intervention of the autumn holidays, and also to less favourable advices from London. Common Teas had been bought at about previous prices; others, rather preferable, at fully former rates, Late advices from Hankow would confirm the opinion previously expressed, that further supplies of Shuntaam Teas would probably come forward, consequent on the large business in Shanghai a month back. Stocks remained nearly the same. Green: An active demand had existed for these sorts, resulting in the settlement of 43,000 half-chests. Common and fair sorts had been sold at a reduction of Tls. 1 to 2 on last quotations, but good medium to fine Teas continued firm, and even a slight advance had been paid on some of the late purchases of fine Teas. Quotations:—Common to fair Moyune and Fychow, Tls. 25 to 36; medium to finest Moyunes and Teenkais, Tls. 38 to 47.

FOOCHOW.—Inactivity continued to characterise the business. The settlements of Congou and Souchong had been 13,642 chests and the arrivals 14,873 chests. In Oolongs no further transactions had taken place. The arrivals had been 4,759 half-chests. Congou: Prices well maintained by the teamen who showed little anxiety to realise. Settlements chiefly fair to good common at Tls. 12 to 14½. Souchong: A moderate business had resulted from a concession by the teamen of Tls. 1 to 2 in the price of those of better quality. Scented Teas: Business limited to the purchase of 960 boxes at Tls. 17½ to 18. Holders asked higher prices. Flowery Pekoe: Settlements 187 chests at Tls. 28¾ to 34.

AMOY.—During the fortnight a few settlements of Congou had been made at about $1 under last quotation, and holders were showing more disposition to meet the views of buyers. Oolong: Market had been very quiet, and only some 1,500 packages had been taken. Of these the finest, bought principally for the English market, show a further advance of $1, while the commoner grades had been settled on easier terms, and show a decline of from $1 to 2. Closing rates were: Common to Fair, $15 to 22; Good, $25 to 27; Superior, 28 to 30; Fine, $31 to 35; and Finest, $37 to 40.

CANTON.—The business in Scented Teas had been on a fair scale, principally in the common grades, which were offered at comparatively low prices. The settlements reported of the finer descriptions showed an advance of about two taels for both Orange Pekoes and Capers, and for the few parcels remaining on the market holders were trying to obtain still higher prices. Canton-made Green Teas had been in some demand for shipment to the Continent. No further business reported in Country Congous.

SILK.

YOKOHAMA.—The market had been quiet, and only a few purchases, amounting to about 100 bales, had been made; native holders were still firm. Unsold stock about 2,500 bales. One third of the season had elapsed, and export to date was 976 bales, against 4,578 bales last year. Silkworms' Eggs: Total arrivals, 1,540,000 cards, of which 1,000,000 to 1,100,000 had been settled; prices lower, say $2 to 3, for good cards on offer; inferior, $1 to 1.50. Bivoltinis almost unsaleable at any price.

SHANGHAI.—Messrs. Skeggs and Co.'s Circular of 8th Nov. is as follows:—We have to report a very small business during the past fortnight, not more than 200 bales having found buyers. Foreigners generally, not liking the tone of the telegrams, prefer waiting for more definite news before operating, while on the other hand Chinese show little disposition to sell unless they obtain full prices. The great bulk of the Silk on offer is very inferior, especially the Red Peacock descriptions, for which Tls. 510, equal to 25s. 9d., is asked. The following are a few of the purchases:—Dragon chop, No. 3, Tls. 580 to 585; Old Lion chop, Tls. 520; Red Peacocks, Tls. 510; Elephant chop, Euke Fong, Tls. 520; Pang-E-Tah Re-reeled Hainin, Nos. 1 and 2, Tls. 590 to 600; Medium, 4 and 5 Tsatlee, Tls. 465 to 510; Skein Taysaams, Tls. 370 to 380; Long Reels, Tls. 390 to 410.

CANTON.—There had been little or no business, purchasers showing no inclination to enter the market after the receipt of the latest telegrams quoting Cantons 17s. 6d. in London. Heavy losses incurred by recent failure of several Indian firms had to a great extent stopped business for the Bombay market. For America there had been more doing in Re-reeled than for some time past, and prices were much firmer. Quotations were nominally the same as those given in last report.

JAVA AND STRAITS PRODUCE.

BATAVIA.—Arrack 4 per cent. overproof: Sales at f.67.50 to f.72.50 per leaguer. Coffee, Java: Improved accounts from Holland had made planters firmer, and for 9,000 piculs Pamanoekan f.31.53 per picul was offered and refused, since then it had been sold at a secret rate. Ordinary valued at f.28 to f.29. Padang: None in the market. Gum Damar remained at last quotation, f.26 per picul. Pepper, Black: In better demand at f.21 to f.22.50 per picul. Pepper, White: None in the market.

SINGAPORE.—During the interval the tendency of prices had been upwards, owing partly to the lower rates of freights ruling; there had not been any material change in the position of the market; a fair demand had existed for most staples, and a moderate business had transpired. Tin in good demand for England, about 1,800 piculs taken for that market at $30.30 to 30¾ per picul. About 970 piculs sold for America at $30¾ to 30¾ per picul; stock, 160 piculs, held at $30¾ to 31 per picul. Gambier: Sales about 700 tons at $3.02½ to 3.05 per picul; dealers firm at the latter price. Black Pepper in great demand at $8.65 to 8.70, but supplies from old crop entirely exhausted. Arrivals from the new crop expected about the end of December, but dealers unwilling to contract. White Pepper out of stock, worth $12 per picul. Coffee: Sales for England 4,200 piculs Bontyne at $10¾ to 11.10 per picul, about 1,500 piculs in stock held for an advance in price. Sago Flour in good demand; 1,700 piculs Sarawak sold at $2.65 per picul and 600 piculs Siak at $2.62½ per picul. Tapioca in better enquiry, sales at $3¼ to 3.30.

SHANGHAI SILK SHIPPERS.

1st June to 5th Nov., 1870.

	Bales.		Bales
Adamson, Bell, and Co. ...	688	Meynard and Co.	40
Balfour, F. H.	410	Milsom and Tod	1,015
Barnet and Co.	805	Nachtrieb, A., and Co. ...	518
Birley, Worthington, & Co.	869	Petrocochino and Co. ...	165
Birt and Co.	56	Pila and Co.	124
Bland, J.	150	Pustau, W., and Co. ...	15
Borntraeger and Co. ...	417	Reid and Co.	85
Bourjau, Hubener, and Co.	158	Reiss and Co.	88
Bovet, Brothers and Co. ...	220	Russell and Co.	1,102
Bower, Hanbury and Co....	1,467	Remé, Wm., and Co. ...	816
Brand, Monro, and Co. ...	1,801	Sassoon, D., Sons, and Co.	150
Bull, Purdon and Co. ...	20	Scheibler, Matthaei, and Co.	511
Chapman, King, and Co. ...	70	Seare, Essex, and Co. ...	472
Cumine and Co.	88	Shaw Brothers and Co. ...	472
Dent and Co.	125	Siemssen and Co.	628
Dickinson and Co. ...	5	Skeggs and Co.	1,578
Fogg and Co.	109	Smith, Archer, and Co. ...	107
Gamwell, F. R.	427	Textor and Co.	852
Gibb, Livingston, and Co...	299	Thorne Brothers and Co. ...	198
Gilman and Co.	1,186	Trautmann and Co. . .	63
Glover, Dow, and Co. ...	266	Turner and Co.	230
Heard, Augustine, and Co.	407	Westall, Brand, and Co. ...	107
Helbling and Co.	44	Sundries	2,443
Hogg Brothers	360		
Jardine, Matheson, and Co.	731	Total bales... ...	22,978
Jarvie, John, and Co. ...	583		

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 4½d.	4s. 5d.	4s. 5d.
Shanghai ,, ,, ...	5s. 9½d.	5s. 10d.	5s. 10½d.
Canton ,, ,,	4s. 4½d.	4s. 4¾d.	4s. 4¾d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 4¾d.	4s. 5d.	4s. 5½d.
Manila ,, ,, ...	4s. 1d.	4s. 1½d.	4s. 1¾d.

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MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	302	226 to 227
,, Hong Kong	25 to 25¼ dis.	—
Bar silver	111.5.0	7½ prem.
Mexican dollars	75.8.0	1½ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 20; Old, 25 per cent. prem.
Hong Kong Gas Company, 48 dols. per share.
Hong Kong and Whampoa Dock, 14 per cent. discount.
China Traders' Insurance, 1,850 dols. premium.
Hotel shares, 70 per cent. discount.
Hong Kong and Macao Steamboat Company, 34 dols. premium.
Hong Kong Fire Insurance Company, 225 dols. premium.
Union Insurance Company, 1,850 dols premium, nominal.
China and Japan Marine Insurance Company, Tls. 50 to Tls. 55 premium.
China Fire Insurance Company, 55 dols. premium.
Victoria Fire Insurance Company, 25 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Liverpool, Oct. 25, Carnarvonshire Castle; from Havre, 24, Insulaire.

At SHANGHAI.—From London, Sydenham, Salisbury (str.), Thomas Bell, Coldingham, Evelyn, Harrington, Lord of the Isles (str.) (reported by telegram).

At HONG KONG and CANTON.—From London, Nov. 1, Kate Carnie; 9, James Shepherd; 9, Holmsdale; from Liverpool, 1, Elgin (str.); from Southampton, 2, Australia (str.); from Callao, Oct. 31, Peru; Nov. 2, Providencia; 2, Iola.

At SINGAPORE.—From London, Nov. 15, Belle of Southesk; from Glasgow, 15, Wemyss Castle, Danube (str.); from Bordeaux, 20, Madura.

At BATAVIA.—From London, Nov. 1, Hibernia (str.); from Liverpool, Oct. 29, Chateaubriand; 7, St. Louis; 13, Jan Pieteraz Koen; from Newcastle, 8, Vier Gerbroeders; from North Shields, 12, Gr. V. L. Stirum.

DEPARTURES.

From SHANGHAI.—For New York, Nov. 2, Morro Castle, Anglo-Saxon; for London, Queen of the Age (reported by telegram).

From FOOCHOW.—For London, Nov. 1, Taitsing, Guinevere.

From HONG KONG and CANTON.—For New York, Oct. 30, John Milton.

From MANILA.—For London, Nov. 1, Tonbridge; for Cork, Oct. 26, Joseph Sprott; Nov. 7, Lord Macaulay; for Cadiz, Oct. 31, Maria Fidela; for New York, Oct. 28, Rattler, Ringleader.

From SINGAPORE.—For London, Nov. 14, Valkyrien; for Liverpool, 15, Petchelee; 16, Sooloo.

From BATAVIA.—For Holland, Nov. 4, H. M. W.; 5, A. M. E.; 9, Hamstede, Ternate; 10, Pride of England, Corsika, Hollands Trouw, Dordrecht II.; 13, Becherdass Ambardass.

VESSELS LOADING.

At YOKOHAMA.—For New York, Min, Abby Bacon.

At HIOGO.—For New York, Latona.

At NAGASAKI.—For London, Alida, N. German vessel, partly loaded.

At SHANGHAI.—For London, Dundonald, Hindostan, Tyburnia, Erl King (str.), Queen of the Age, Jason; for New York, Mary Whitridge, Montana, Yokohama, Annie Gray, Argonaut.

At FOOCHOW.—For London, White Adder, Borealis, Aurora Australis; for New York, Caliph, Samuel Russell, Espeigle.

At AMOY.—For New York, Amadine.

At HONG KONG and CANTON.—For London, Fairleader, Corea, John Lidgett; for New York, Osceola, Game Cock, John Worster.

At MANILA.—For London, Walton; for Liverpool, Gateshead, Glencairn; for Cork, Noranside; for Falmouth, Racer; for Cadiz, Concita; for New York, Glenlyon, Monkchester, Elizabeth Oliver, M. of Londonderry; for Boston, White Swallow, Mindora.

At SAIGON.—For France, Emile Marie, Maria Gabrielle, Mary Falconer.

At BATAVIA.—For Channel, St. Helen's; for Greenock, County of Nairn; for New York, Astrea; for Boston, Susannah Johanna, Borneo, Bengal, Louise, Aurelie; for Amsterdam, Glenco, Granite City, Arabia, Sirius, Netralennia, Vice-Admiral May, Nyassa, Albion; for Rotterdam, Somerset, Kortenaer, Samarang, Jason, William Poolman, Jamsetjee, Mina, Laurens Koster, Jedo, Ridderkerk, Mary and Hillegonda, Albert Victor, Sophia, Kon der Nedel, Allegonda Jacoba, Noach III.

At SINGAPORE.—For London, Palestine; for New York, White Swallow, Agincourt; for Bordeaux, Malacca; for Marseilles, Isaure.

At PENANG.—For London, La Plata.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—There is no vessel loading for London; to New York the rate is £2 per ton of 40 feet, per steamer $45.

At SHANGHAI.—To London, per sailing vessel, £1 10s. to £2; per steamer £3.

At FOOCHOW.—To London, £2 10s. per ton of 50 cubic feet; to New York, £3 per ton of 40 cubic feet.

At HONG KONG AND CANTON.—To London, £2; to New York, £2 per ton.

At MANILA.—The only charter to report is the Glengairn, 894 tons, Cebu to Liverpool, at £2 10s. Sugar, and £3 5s. Hemp.

At SINGAPORE.—The Palestine is filling up slowly for London; the Hibernia, steam ship, is loading for London, at £1 10s. for dead weight and £2 to £3 for light freight. The Empress of India has taken the Liverpool berth, at £1 15s. to £2 5s., with five shillings additional for Glasgow; the steam ship Delaware, for London via Bombay, is taking dead weight at £1 15s., and light freight at £2 5s. per ton.

At BATAVIA.—For Channel for orders, £3 12s. 6d.; to Holland, sugar, f.80—coffee, f.75.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Oct. 31	Glace Peile	Japan	New York
,, —	Sidlaw	Singapore	Liverpool
,, —	Janet Ferguson	,,	Boston
,, —	Flying Spear	Foochow	London
Nov. 2	Emile	Saigon	Nantes
,, —	Alice Graham	Foochow	London
,, 3	Tycoon	Singapore	,,
,, 4	St. Louis	Liverpool	Order
,, —	Coringa	Singapore	London
,, —	Black Prince	Japan	New York
,, —	City of Aberdeen	Shanghai	London
,, 7	Araby Maid	,,	,,
,, —	Cloras Western	,,	,,
,, —	Galibe	Foochow	Melbourne
,, 8	Laju	Hong Kong	New York
,, 9	Fray Bentos	Macao	Callao
,, —	Union	Shanghai	New York
,, —	Maria Pia	Macao	Callao
,, —	W. G. Russell	Manila	New York
,, —	Ornate	Shanghai	London
,, —	Lady Elizabeth	,,	New York
,, —	S. J. Family	Manila	London
,, —	Juarpore	Shanghai	,,
,, —	Viajante	Bangkok	Lisbon
,, —	Clara	Shanghai	London
,, —	Mariane	Manila	Boston
,, —	Nesutau	Whampoa	New York
,, 11	Tafferette	Hong Kong	London
,, 12	Game Cock	Whampoa	New York

REPORTS AND CASUALTIES.

HONG KONG.

The Lord of the Isles left Plymouth on the 3rd September, and arrived at Port Said, on the 18th September, on the 19th proceeded through the Suez Canal and having gone about twenty miles the vessel grounded, and after discharging about 200 tons of cargo, in the attempt to back, heave, and tow her off, an eight-inch hawser broke, and unfortunately fouled the propeller of the vessel, which it was found impossible to remove, and the vessel's progress, through this unforeseen accident, has been retarded at least two miles per hour; on the 29th of October, owing to the broken hawser having worked itself so tightly round the propeller, the coupling of the shaft gave way, which caused further delay in effecting repairs. The total time under steam from Plymouth to Hong Kong is forty-six days, but there was one day expended at Port Said, one day at Aden, five in the canal, five in Penang, four in Singapore, and two through the accident to the shaft in the typhoon; in all sixty-five days. Through this unfortunate accident, the Lord of the Isles will have to proceed to dock here, to have the hawser removed from the propeller; she will then proceed on her destination to Shanghai.

SINGAPORE.

The British barque Menam, Captain Henry, from Newcastle, June 25, arrived at Bangkok on Nov. 10, and reported that in lat. 38·29 S., long. 75·45 E., she took off the crew of the Spanish bark Conquistador, from Denia for Manila, which vessel was abandoned at sea with her cargo on fire. The crew were landed at Anjer on Oct. 12th.

SHIPPING POSTSCRIPT.

ARRIVAL NOT IN THE TABLES.—Dec. 8, at New York, from Foochow, Kelso; Dec. 23, at Plymouth, from Java, for Amsterdam, Gezina; 24, at London, from Manila, Bryn Ivor; 23, at Plymouth, from Batavia, for Rotterdam, Nederland.

DEPARTURES.—From Amsterdam, for Java, Electra; Dec. 21, from Glasgow, for Singapore and Penang, Ulva; from Liverpool, for Colombo, &c., via Suez Canal, Cordova (s.s.).; 23, from London, for Batavia and Sourabaya, Art Union; for Hong Kong, Cornuvia; for Penang and Singapore via Suez Canal, Leith (s.s.); from Liverpool, for Shields and Hong Kong, Queen's Own; 18, from Shields, for Hong Kong, Mic Mac; 22, from Cardiff, for Manila, Aggie M.; 20, from Hamburg, for Bangkok, Feiga; 24, from London, for Colombo, Boyne; from Amsterdam, for Batavia, Henrietta; 23, from Plymouth, for China and Amoor River, Isumrond (Russian war ship); from Cardiff, for Shanghai, Sir W. Wallace; 24, from Shields, for Galle, Aboyne; from Liverpool, for Penang, Singapore, and Bangkok via Suez Canal, Said (s.s.).

LAID ON.—At London, for Colombo, &c., Cresswell; at Liverpool, for Hong Kong, via Cardiff, Emily McNear.

SPOKEN.—Mountain Ash, Manila to New York, Nov. 3, 28 N., 68 W.; John Fougt, Hamburg to Singapore, Dec. 17, 40 miles east of Yarmouth; Serica, Dec. 11, 24 N., 18 W., 12 days from Shoreham; Sparkler, Cardiff to Singapore, Nov. 14, 5 N., 26 W.

CASUALTIES.—The Corona (ship), which sailed from London, Dec. 10, for Cardiff and Shanghai, was in collision, 18, off Beachy Head, with the brigantine Fearless.

THE "ONEIDA."—The *Philadelphia Ledger* says, in accordance with a resolution passed at the last session of Congress, the respective families of the officers and of the members of the crew of the United States corvette *Oneida* have been paid a full year's pay and allowances, in addition to the amount due at the time of the disaster. The only persons who have not received the compensation provided by Congress are a few families residing in Europe, and the representatives of six Japanese servants, who sank with the *Oneida* after her collision with the steamer *Bombay*.

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LATEST TELEGRAMS.

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MMERCIAL.

CHINA.

(RECEIVED BY GRANT'S LINE, VIA KIACHTA, DEC. 21.)

SHANGHAI, Nov. 30.—Silk: Firmer, holders ask higher prices; settlements very small; Taatlee, No. 8, 30s. 6d.; Red Peacock, 26s. 3d.; No. 4, 24s.; export from Shanghai since commencement of season, 25,500 bales. Tea: Market very quiet; settlements very small; export of Black from Shanghai, 55,300,000 lbs.; in excess of last season 1,800,000 lbs.; of Green, in decrease of last season, 3,000,000 lbs. Freights: Ships, 45s.; steamers, 50s. Shirtings: Eagle Chop, 8¼ lbs. Tls. 2.24, very quiet. Cotton: Shanghai, Tls. 12.5. Exchange on London: Bank bills, six m.s., 5s. 10d. London Telegrams to Nov. 8 received Nov. 26.

JAVA.

(RECEIVED VIA GALLE, DEC. 19.)

BATAVIA, DEC. 1.—Sugar; 125 (?) piculs sold at f.14.65. Arrivals: Padang Packet, Aeolus.

BATAVIA, DEC. 6.—The Government sold in public auction 6,000 piculs Tin at f.73.82.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

JARVIE—On the 24th Dec., at 9, Lynedoch-crescent, Glasgow, the wife of John Jarvie, Esq., of a son.

LAND—On the 10th Nov., at Canton, the wife of Mr. J. M. Land, of a daughter.

MARTIN—On the 20th Dec., at Middleham, Yorkshire, the wife of A. M. Martin, of Singapore, of a son.

PIDGEON—On the 8th Nov., at Hong Kong, the wife of Mr. J. Pidgeon, of a son.

ROWELL—On the 9th Nov., at View-place, Singapore, the wife of T. Irvine Rowell' Esq., M.D., of a daughter.

RUSHTON—On the 14th Nov., at 10, Seymour-terrace, Hong Kong, the wife o Deputy Commissary Rushton, of a son.

SCARTH—On the 19th Dec., at Cranborne, Windsor, the wife of the Rev. John Scarth, of a son.

SOAMES—On the 20th Dec., at Ramshill, Petersfield, Hants, the wife of Joseph Soames, of a son.

MARRIAGES.

BIJE—ANGELBECK.—On the 12th Nov., at Rhio, Arnoud Herman van der does de Bije, Esq., to Miss Josephine Maria Charlotte van Angelbeck.

DESPARD—FRENCH.—On the 20th Dec., at Holy Trinity, Kilburn, by the Rev. Geo. Despard, M.A., brother of the bridegroom, Maximilian Carden Despard, son of the late Capt. George Despard, J.P., county Meath, Ireland, and formerly of H.M.'s 53rd Regiment, to Charlotte, daughter of the late Capt. J. T. W. French, Royal Navy, J.P. and D.L., of Ripple Vale, Kent.

PITMAN—CLYMA.—On the 7th Nov., at H.B.M. Consulate, Shanghai, before W. H. Medhurst, Esq., and subsequently, at Trinity Church, by the Rev. Canon Butcher, George L. Pitman, commander S.S. *Quang Tung*, to Margaretta Carne, daughter of Samuel Clyma, commander clipper ship *Queen of the Age*.

TURNER—POLSON.—On the 10th Nov., at Christ Church, Canton, by the Ven. Archdeacon Gray, M.A., Alfred Lawrence Turner, Esq., of Hong Kong, to Mary Hodgeon, eldest daughter of Captain George A. Polson, of Tottenham, London. No cards.

DEATHS.

AROSENIUS—On the 3rd Nov., at Shanghai, Gustav Arosenius, of Norrkoping, Sweden.

BAYLEY—On the 21st Dec., at Cliftonville, Brighton, Katherine, the beloved wife of Henry Bayley, Esq., Managing Director P. and O. Co., aged 39

DAWSON—On the 20th Dec., at Margate, Alexander Dawson, Esq., for upwards of forty-five years in the employ of Messrs. Crawford, Colvin, and Co., 71, Old Broad-street.

EDWARDS—On the 17th Oct., at Swatow, on board H.I.C.M.'s gunboat *Chento*, of which he was Commaander, Thomas, eldest son of the late Thomas Hans Edwards, Esq., and grandson of the Rev. Thomas Mears, late rector of All Saints, Southampton, aged 33.

GREEN—On the 8th Nov., at Whampoa, after a lingering illness, Norman Stuart, youngest son of Thomas Green, superintending engineer, P. and O. Co.'s service, aged 2.

HENDERSON—On the 28th Oct., at Hongque, Mr. James Alexander Henderson, aged 35.

MURRAY—On the 22nd Oct., at Singapore, Alice Marion Eliza, eldest child of George C. Murray, Esq., Deputy Commissary, aged nine years and ten months

Foreign Intelligence.

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HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Dec. 21.

The old year will not bring us a new Ministry, and the greatest doubt still prevails upon the question which party will take the reins of government in hand. Rumours say that Mr. Thorbecke will be asked to form a Cabinet; but the Conservative papers are still pleading for a Ministry under Heemskerk. What will be the ultimate result of this prolonged crisis I do not know; but it is quite certain that it has a very bad influence upon the affairs of the State. The Second Chamber has debated, in the meanwhile, some important questions. The Minister of Justice—interpellated by Mr. de Casembroot about rumours spread by the papers respecting French prisoners who have escaped from Germany, and who should have been surrendered to Germany, to be duly shot by the Prussian authorities, Mr. Lilaar—declared that these rumours were partially true, but very exaggerated. It was true that French prisoners had escaped to Holland; but he could state, after a careful inquiry had been instituted, that there had never been any question of the prisoners being delivered to Prussia, still less of their being shot. Mr. Sypesteyn asked Mr. Brocx, as Minister *ad interim* of the Colonies, some particulars about the *on dit* which is making the round of the English papers, stating that negotiations were going on between Holland and England about the cession of Guinea. The Minister confirmed the news, but, of course, stated that the treaty in reference thereto would be submitted for the approval of the Chamber. Last, but not least, Mr. Kerstens asked the Government if there was any intention to intervene in the affairs of the Pope—viz., to endeavour by diplomatic means to restore Pius IX. to his temporal power, according to the address forwarded by the thousands of Catholics to the Government. Mr. van Mulken, as Minister of Foreign Affairs *ad interim*, declared positively that the Government had no intention to act in the manner referred to. A very long debate ensued, which, however, terminated in the Chamber approving, by 39 against 35 votes, the *non possumus* declaration of the Government. I need not add that this very large minority resulted partially from the very confused political situation. It would have been most laughable if the House had resolved that Holland should send a diplomatic note to Italy to force the "Ré Galantuomo" to evacuate Rome, and to restore Pius to his temporal power; and, if Italy had refused, of course our Government, according to the wishes of our good Catholics, ought to send a declaration of war to Florence!

The Luxemburg question seems less critical. Let me first state that the *Nieuwe Rotterdamsche Courant* and the *Luxemburger Zeitung* have denied, on good authority, the Belgian statement that the German Government had come, so long as a month ago, to an understanding with the Grand Duke for the transfer of the Duchy; but I have reason to believe that the King will finally make no objection to abdicate. In Holland the general wish is that he may do so, and that the Duchy will be transferred to one of those minor German Princes who at present does not possess a sovereignty of his own. If, for instance, the ex-Duke of Nassau or his son, who are nearly related to our King, were to ascend the Luxemburg throne, and join the federal empire, the Luxemburgers could remain as they are, keep their local Government, and yet return to that relation to Germany in which they, until recently, stood. I named these Nassau Princes, but some papers give the Prince of Wied as the future candidate. His Highness arrived some days ago from Versailles at the Hague; he assisted at the obsequies of Princess Frederick, which will take place to-day. Contrary to this opinion is the tenour of the telegram which was forwarded by our King to Prince Henry in Luxemburg, by which the Grand Duke declared that he would defend the Treaty of 1867, and the honour and independence of the Grand Duchy. "I approve," he said, "all the acts of the Prince and the Grand Ducal Government." This telegram was read in the Luxemburg Chamber, and, of course, was much applauded, because the Luxemburgers are greatly in favour of preserving their autonomy. But, as I stated before, the general wish in Holland is that the King will transfer his rights to the Duchy, so that Holland will have henceforth nothing to do with the German Empire. It has made some sensation that Earl von Bylands arrived some days ago at the Hague. I am, however, able to assert that our ambassador at the Prussian Court has only left Berlin on private family affairs.

I hear that large sums of money are being contributed to the Multatuli Fund. The heirs of Mr. Jacob van Lennep presented to it their share of the produce of the copyright of "Max Havelaar."

According to the *Gazette van Gent*, the sculptor, Mr. de Plym, from Antwerp, has been charged with the construction of the statue of Jan Pieterszoon Koen, which will be erected at Batavia.

I regret that in several towns an epidemic of small-pox prevails.

PRODUCE MARKETS.

The approaching Christmas holidays and turn of the year cause the reservedness of buyers to increase, so that purchases are now mainly confined to actual requirements, and the business done in our produce market since my last has consequently been on a limited scale. Our leading articles continue, however, upon the whole, to exhibit a firm appearance, and prices are well supported.

COFFEE exhibits a healthy appearance, without much actual business doing, owing to the approaching close of the year, and also to the impediments to the export to Germany. Sales have been closed by public auction of 1,295 bags Java and Java Triage, ex Philips van Marnix, at various prices, according to quality, and by private treaty of 597 bags Java, ex the same vessel.

SUGAR.—The market remains firm. Some shipments of Java were sold afloat at a partial advance, whilst spot parcels continue to be saleable at the value of the late November sale.

TEA is firm, and prices are fully maintained; but the business doing is on a limited scale.

JAVA TOBACCO.—A fair business has been doing in second hands, but no particulars have transpired. Some parcels lately offered by private tender, but which were not quitted, have been sold now by private treaty.

SPICES.—Without any alteration to report. Sales have been closed of 23 casks Nutmegs and 7 cases Mace on secret terms, whilst 18 casks Nutmegs and 5 cases Mace, of late importation on private account at Amsterdam, per Fop Smit, changed hands at full prices; also 100 bags Penang Pepper, at 31c.

RICE.—Quiet, without change in prices.

ARRACK continues in good demand. Sales have been closed at Amsterdam of 70 casks, ex Helena and Henriette; and of 25 casks Indramayoe, ex Louise, at secret prices.

DRUGS.—The trade rules upon the whole very quiet. A shipment of 3,755 tubs Japan Camphor has come to hand at Amsterdam, and another one of 4,678 tubs has arrived here, both for account of the Dutch Trading Company. The business doing in this article is unimportant, and prices are hardly better than nominal. Some parcels Long Pepper have changed hands at advanced rates, the current market value being now 22c. to 22½c. Cassia Vera is in but little demand at the present currency; 298 packages ex St. Jan, and about 100 packages ex Agra, were disposed of. Gutta-percha looks dull; 4,500 kilograms Sumatra put up for tender remain unsold, for want of acceptable offers. A partial demand has manifested itself for India-rubber, and Batavia of fine quality would be saleable at present at f.125 to f.130. Gum Damar has been little dealt in of late, but the article is now attracting rather more attention, and 30c. has been paid afloat.

INDIGO.—A want of activity has lately characterised the trade, mainly attributable to the advanced season of the year. Only a few small lots of Java have changed hands at former rates. Several parcels, recently arrived per Philips van Marnix, have been placed on the market, which affords now a better choice.

HIDES.—The market is firm, but inactive.

METALS.—Banca Tin has been selling at f.75½, f.75, f.74¾, f.75; f.75¼ and f.75⅝ for public sales prompt, and at f.74, f.74½, f.74¼ and f.75

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for delivery ex the next spring sale. Billiton afloat has changed hands at f.74, and is now held for f.75.

SHIPPING.

ARRIVALS.—Dec. 16, at Texel, from Batavia, Singapore; at Flushing, from Akyab, Talavera.

PASSENGERS INWARD.—From Java, per Honigby: Mr. Harting and family.

FREIGHTS.—The Trading Company has chartered two vessels to convey produce from India to Amsterdam—viz., the Australie, 355 lasts, f.73.49c., and to Rotterdam; and the Johanna and Margaretha, 598 lasts, f.73.87c.

LITERATURE

The November number of the *Phœnix* opens with "A Month in Mongolia," a well-written paper very acceptable at the present time. Mr. Hyde Clark contributes a brief sketch of the "Tibetan Affinities of the Paleogengian Language;" and Mr. C. Carroll continues his diverting translation of the "Cure for Jealousy." Mr. B. H. Hodgson's papers on the Buddhists are always valuable, and the list of "Recent Changes in Japan" will interest more persons than are likely to be affected by them. We regret to observe that the present number contains evidence of carelessness in getting up, which the editor will do well to bring to the notice of the printer.

Conjurers in Java—De Beauvoir's Travels.

The conjurer-priest called some children about ten or twelve years old, who crawled up to his feet; he took a box of steel needles, about twenty inches long, and thrust one into each child's face. The needle penetrated the flesh in the middle of one cheek, and came out in the middle of the other; then he opened their mouths, to show that it crossed them like a bit, between the tongue and the palate. Thus spitted through they came in a row to show themselves to us. The operator then drew out the steel with a sharp pull, licked over the hole with his tongue, and the children looked perfectly happy—showed no trace of this piercing. But I can tell you that the sight curdled my blood. The last act of this burlesque of fanatics was acted by "tjagoga," or Chinese singers, with their faces thickly painted with yellow, and it all finished like Punch or a fight. Naked wrestlers beat one another about with sticks or clubs, to the great delight of the enchanted populace, who rallied the vanquished. The combatants gave such terrible blows, owing to their great muscular strength, and so excited themselves with wild shrieks that the police were sometimes obliged to interfere to prevent their being killed. All this time an intoxicated orchestra beat bamboo drums with all their strength, and the enthusiastic crowd wandered about beneath the feathery branches of the lighted-up bananas and tulip trees; Bengal fires illuminated the luxuriant clusters of the avenues at intervals.

Java—Extracts from De Beauvoir's Voyage Round the World.

Imagine what a new source of wealth will be opened to this country when over 2,000,000 porters (for all the Javanese are liable to forced labour) and more than 500,000 beasts of burden and draught horses, who painfully carry some 4,000,000 tons of merchandise, will be replaced by steam engines and carriages. Then the porters will be converted into labourers, the beasts of burden will be used for field work, and by a most desirable change of labour the immense spaces, hitherto uncultivated, will be explored, the virgin forests cut down for building ships, and the crowded inhabitants can emerge, and Java, instead of being behindhand, will become as flourishing and advanced as North America.

THE UNION BANK OF LONDON ON MARRIAGE.

Christmas is, *par excellence*, the season of liberality; the time when generous Englishmen vie with one another in giving, according to their abundance, of those good things of this life which their less fortunate neighbours stand most in need of. Banks, which are well known to be among the most liberal institutions of the age, are ordinarily most distinguished at this season for their bounty to their clerks. Directors feel that the enormous profits which they divide among their shareholders depend on the integrity of their subordinates, and they would be ashamed to reflect that those patient toilers of the desk should want any reasonable comfort, or be deprived of any reasonable privilege. They know, too, that the gentlemen whom they employ are persons of more than ordinary prudence and foresight, and they therefore feel sure that whatever they bestow on them at Christmas will be certain to be made good use of. Under these circumstances some of the London banks have this year given their clerks advanced salaries, and others have presented them with a *douceur* calculated on a *pro rata* per centage on profits. The directors of the Union Bank of London, however, determined to exceed all their competitors in liberality, have embraced the opportunity of bestowing upon their clerical staff the cheap gift, with which they seem to be redundantly supplied, of—good advice; advice which, however, they do not seek to render more palatable by any disguise of the threat by which it is accompanied. In a word, the directors of the Union Bank have just published a "resolution" that their clerks shall not be permitted to marry until they are in receipt of a salary of £150 a year, and they warn them that any clerk who, after this notice, shall contract marriage on any smaller salary, "shall be considered to have resigned his appointment, which will cease accordingly."

The reasons which have influenced the directors in coming to this decision are thus stated in a published extract from their minutes:—

"The directors have been frequently impressed with the distress and difficulties resulting from the early and improvident marriages of some of the junior clerks, who, without any other resources than their commencing salaries, soon find their incomes inadequate to meet the increased expenses entailed by marriage, and often by sickness in addition, and in recent cases junior clerks have died, leaving their widows and children without any provision or means of livelihood.

"Salaries in this bank are increased at intervals according to merit, and the exercise of ordinary prudence and foresight for a few years would in most cases enable even the junior clerks to contract marriage with incomes which, if administered with due economy, would better enable them to avoid debt and distress, and enable them to come to the discharge of their duties without the anxiety and pressure of domestic difficulties."

The matrimonial minimum of stipend is unquestionably a modest one; and the abstract prudence of the new rule may, perhaps, save some young couples from the miseries of a life of "genteel poverty," and even reconcile some affianced pairs to the hardships of a "long engagement." But the new "resolution" suggests some unexpected and anxious considerations. How many of the clerks in the Union Bank, and other London establishments of the same kind, have reached the age when sensible men prepare to take the most important action of their lives, without being remunerated for their services with the bare pittance required to maintain a wife according to the new directorial estimate? Why should bank clerks, of all people in the world, be the class selected for the trial of an experiment which no merchant or manufacturer in the country would venture to attempt with his assistants? If bank directors are to be invested with more arbitrary powers than other employers, is there any limit to the despotic authority they may claim to exercise over the private lives of their business dependents? If they are allowed to prohibit marriage under £150 a-year, is there anything to prevent them from insisting on all their unmarried clerks entering into the holy state as soon as their salaries are raised to the prescribed minimum? How will the new regulation apply to widowers with young families? and what are the views of bank directors generally on the collateral questions of compulsory vaccination and marriage with a deceased wife's sister? None of these inquiries seem to us more far-fetched than the one suggested by the resolution by which the directors of the Union Bank have initiated their anti-matrimonial crusade. If their example should be followed by other banks, it is highly important that the sentiments of directors generally on all social subjects should be embodied in a code, and published as a banking "handy-book," to be referred to as a standing authority, like *Fenn on the Funds* and the *Investors' Manual*. There should be a congress of directors—none of them men of less than £10,000 a year—to settle the basis of the salaries on which all their *employes* might be permitted to marry—for there certainly can be no reason why the new system should be limited to one class, and that probably the most prudent and economical of all. But it does not seem likely that, after the public attention that has been drawn to the recent resolution of the directors of the Union Bank, and the comments of the press, many other establishments will be found to lend themselves to a regulation which is alike arbitrary and humiliating to their most trusted servants. It is true that one correspondent, who represents himself to be a clerk, has written to *The Times* expressing his gratitude to the directors for the restriction they have imposed on his class; but the general feeling is that, so long as bank clerks discharge their duties efficiently, and so long as they are expected to give the present guarantees for their fidelity, any interference with the economy of their private lives is a gratuitous and unwarrantable attack on their independence, and, as such, can only have the effect of deterring men of spirit from entering such a service.

UNITED STATES CONTULATES ABROAD.

During the last fiscal year the total amount of fees collected and accounted for by the one hundred and eighty-two United States Consulates was $534,670. The year's salaries paid amounted to $451,030, and the loss by exchange wss $9,934, leaving an excess of fees over salaries and loss in exchange of $73,706. The most profitable Consulate, prior to the Franco-Prussian war, was Paris, the fees received there during the last fiscal year having amounted to $53,169, while the salaries were but $7,619. The year's fees at Liverpool were $35,887, and the salaries $11,510. At Manchester the fees were $28,535, and the salaries $3,682. At London the fees were $19,573, and the salaries $3,750. At Havana the fees were $18,805, and the salaries $7,708. At Sheffield the fees were $18,684, and the salaries $8,674. At Moscow the fees were only $9, and the salaries $2,288. At Brindisi the fees were $250, and the salaries $2,064. At Tripoli and Tunis there was not a dollar of fees collected, but the Consuls at each place receive $3,000 salary. The Department of State has also to engage and pay interpreters and guards for the Consulates in Turkey, China, Japan, and Siam, besides keeping up prisons there for American criminals at an annual expense of about $7,000, and Consular Courts, which cost nearly $10,000 more. These small consulates, which cost so much more than they come to, ought clearly to be abolished.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, DEC. 26, 1870.

EXPIATION FOR THE TIENTSIN MASSACRE.

WE understand that CHUNG HOW, who is accompanied by Mr. H. O. BROWN, of the Chinese Customs Service, and formerly on Col. GORDON'S Staff (a British subject), Messieurs. IMBERT and NOVION, also of the Customs Service, and Mons. DEVERIA, Interpreter to the French Legation at Peking (all French subjects), will, in the first place, arrive in London, of course unofficially, with a view of obtaining information as to the course to be pursued in carrying out the object of the mission. In the present distracted state of the Government of France it does not seem probable that any sort of negotiation will be possible. Still we are glad that CHUNG HOW has the opportunity of landing on our shores, and we feel sure that he will return to China a wiser and better man. Before this dreadful Tientsin Massacre he was known for his good offices towards foreigners. The last mail has brought us something like detailed accounts of the proceedings taken by the Chinese Government, four months after the occurrence of the massacre, to make a show of punishing its perpetrators. These accounts have by no means made it clear that the persons most implicated in the outrage have been brought to justice, or even involved in the act of punishment at all. A correspondent of our own informs us that, for even the mockery of justice which has been meted out, the French Minister is mainly indebted to the support of his colleagues, his own representations having been received with supreme contempt as soon as the telegraph announced the French reverses at home. It is hoped, however, that, whatever may be the arrangement made by Count ROCHECHOUART, it will not preclude the eventual action of the French Government in placing its relations with the Chinese on a more solid basis than hitherto. It will be remembered that when the proposed execution of the alleged criminals in the Tientsin affair was announced by telegraph we expressed our fears that justice might be frustrated again by a repetition of the sacrifices of Hwang-chu-kee, some twenty years ago, when a number of persons perfectly innocent of the crimes attributed to them were ostentatiously executed, merely as an expedient to pacify the indignation of England, and without any real intention of checking or over-awing the hatred of the foreigners which the mandarins have laboured so unremittingly to implant among the lower classes of the natives.

The correspondent of *The Times*, we are sorry to say, fully bears out these anticipations. He says that the execution of the fifteen alleged criminals was ordered for 5.30 A.M.—nearly an hour before sunrise—and the victims loudly declaimed against the officials for having sold them to the foreigners, after having encouraged the outbreak. Moreover, "instead of the ordinary dress of their class, they were "clothed in silks and mandarin-shaped hats, and were "treated altogether as heroes rather than assassins. The "officials, it is said, have cast the whole odium of the affair "on foreigners, to appease whom the sacrifice of some lives "was necessary, and gave Tls. 500 to each prisoner for the "benefit of his family. It is easy in China to buy a life. There "are plenty of men in any large city who would willingly "sell themselves for less than Tls. 500—to say nothing of the "feasting and laudation which have, in the present case, been "added." We prefer on this occasion to take the report of a perfectly disinterested contemporary rather than to publish the accounts of correspondents of our own, whom journals like the *Pall Mall Gazette* and *Saturday Review* would be certain to stigmatise as prejudiced and unreliable, according to their wont. The whole subject of our relations with China requires a thorough investigation and straightening out, and we hope that our Foreign-office authorities will not neglect the opportunity afforded by the visit of CHUNG How to take the preliminary steps.

THE PILGRIMS TO MECCA.

In our issue of the 28th ult. we noticed the letter of Mr. W. H. READ, the Netherlands Consul, exposing the extortion and ill-treatment to which pilgrims to Mecca are subjected in Singapore. The *New Batavia Handelsblad* has recently published a special account of them. The pilgrims are represented to be simple country people who undertake the journey on purely religious grounds. The vessels which take them to Jeddah are so over-crowded that death frequently results from the effects of it. On their arrival at Jeddah the pilgrims are handed over to their respective Sechs, who are men appointed by the High Priest at Mecca to convoy the pilgrims from Jeddah to that place, and to lodge and look after them while there. The Sech who is deputed to attend on the pilgrims from Netherlands India is a Chinaman from Batavia, who has been converted to Mahommedanism. This man plunders the pilgrims as much as possible while at Mecca, and further charges each a fee of sixteen Spanish dollars on their becoming Hajis. No captain will take a single Haji on board until he has paid on his behalf to the Sech $3½, for the Sech himself, half a dollar for the high priest at Mecca, the same sum for the consular *visa* of the pilgrim's pass, and also the advances made to the pilgrim during his stay in Mecca. Above and beyond these sums he pays to the Sech a premium, and the captain who pays the highest premium gets the cargo. Before sailing an account is handed over by the Sech to the captain of the advances paid on behalf of each pilgrim. With these vouchers the captain sails with his passengers to the Straits Settlements, where he sells them in lots to the Chinese planters in the interior, under cover of a voluntary agreement between the Haji and the planters, by the terms of which the latter pay to the captain the debts of the former as well as the charges for freight, and the Hajis agree to work for the planters on a stipulated rate of wages until the money advanced be paid off. It has been calculated that half the pilgrims who sail for Mecca never return, and the Government is loudly appealed to to put a stop to this infamous traffic.

THE Italian Adriatic Oriental Company has addressed a protest to the Government, against the arrangement established with the Peninsular and Oriental Company for traffic between Brindisi and Alexandria. The protest states that the advantages which have been granted to the English company are not in harmony with previous agreements between the Government of the Italian company, and would prejudice the interests of the latter.

THE retirement of Mr. BRIGHT from the Cabinet will not be likely to excite the regret of our readers however much they may sympathise with the cause of it. No politician has ever more thoroughly misunderstood our relations with China, or more strenuously opposed the best interests of our countrymen in the Far East. We understand that Mr. OTWAY has resigned, and will be succeeded by Lord ENFIELD, M.P. for Middlesex, as Under-Secretary for Foreign Affairs.

WE have much pleasure in drawing attention to the letter of a correspondent at Ceylon, printed in another column, which gives a very practical and encouraging view of the prospects of coffee-planters throughout the island, and entirely confirms the views we advanced in these columns last year concerning the eligibility of investing in plantations in Ceylon.

WE are glad to perceive by the extract from the PRESIDENT'S Address, published in our last, that the Government of the United States takes so just a view of the recent transactions in China, and that the SECRETARY of STATE has instructed the American Minister at Peking to co-operate with the European Powers to repress piracy.

WE understand that Sir HARRY ORD has obtained leave, and may be expected home early in the spring, and that Colonel ANSON will succeed him as Acting Governor. Judge MAXWELL is also expected home, and we understand retires on his pension. Mr. BIRCH, the Colonial Secretary, returns to Singapore in February.

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THE "ELLENBOROUGH" AND HER COST.

(To the Editor of the *London and China Telegraph.*)

Sir,—I am glad to see by your shipping lists that the British ship *Ellenborough*, Captain Robb. has at last arrived in England, and that the military and other invalids (about 170) who left Hong Kong in her on the 22nd of May last, and were towed well into the China Sea by one of H.M.'s steam transports, will have the satisfaction of eating their Christmas dinner with friends at home. I have to congratulate the public, too, on the completion of a voyage so expensive in its maintenance, the sum paid by or for each officer in the cabin being, as I am advised, £50, and ten shillings a day mess money—so making for the seven months an aggregate of £150 a-head—say a fifth more than the P. and O. S. N. Company would have brought them overland for in under a fourth of the time occupied, the three-fourths so saved being also a saving of so much full pay for time wasted—the total of all being large. very, and all to come out of the public pocket.

But some of your readers will say—how were those in whom was vested the duty of engaging passages for these invalids to know that the *Ellenborough* would be so long over the work? Well. the answer to this is simple enough. When a ship had taken something like half a year to convey soldiers from England to Hong Kong, and at one period of that time had to be sought by a war steamer and relieved with provisions among the intricate passages of the Malayan archipelago, we might safely infer that in the face of the South-west Monsoon in the China Sea she was hardly likely to do the run with much greater celerity than the *Ellenborough* has; indeed, the character of ships for speed under canvas only is now so well appreciated that when the *Taiping* left Macao, on the 10th of June (or nearly three weeks after the *Ellenborough* left Hong Kong), thos who backed her were not far out in saying that she would be in England some eleven weeks before her less speedy competitor (as was the case), my opinion on this head being strenghtened by the fact that another ship (not a clipper), which left Hong Kong a week after the *Ellenborough*, was at the mouth of the Channel about the same time that the *Ellenborough* was leaving the Cape of Good Hope in October.

Leaving China after the summer was well on, two months in the sweltering heat of the China Sea and Straits, winter off the Cape, another summer in the Atlantic tropics, and then into the depth of an English winter—could such a course as this be deemed calculated to benefit the men for whom the public pay the passage money? Do the Hong Kong military doctors advise such things?

In view of the circumstances here detailed, therefore, I would beg to suggest through your columns to some industrious working politician (a Joe Hume kind of fellow) the propriety of ascertaining the reasons for an engagement of such a ship as the *Ellenborough* to convey invalids to England over such a wide expanse of ocean; and in anticipation of action being taken on the matter, I would mention one or two things of which I am cognisant —1. That long prior to the arrival of the *Ellenborough* the naval storekeeper in Hong Kong had advertised for tenders to convey the invalids in question, and that, for certain, he received an offer of one ship which, from her general good qualities, could hardly have failed in putting the living freight on the shores of England some two months before the *Ellenborough* did.

2. The question might be asked as to what means were taken for ascertaining the *Ellenborough's* sea worthiness. Was she docked? Did her log-book show an unusually small or an unusually large use of the pumps on the way out; and, finally, was it the ship's agents, the military, or the naval authorities that had the most to do in the getting the job arranged?

Believe me, Sir, that in making these suggestions I am only prompted by a desire to see the public purse better conserved than is at all apparent in the case under notice, and remain your obedient servant,

Conservative.

London, 20th Dec., 1870.

VALUE OF COFFEE PROPERTIES IN CEYLON.

(from a correspondent.)

Although the market for coffee beans is temporarily depressed, it does not in the least degree affect the sale of coffee estates. These, when put in at their fair value, although many may have cost more, will generally find purchasers. One gentleman in Kandy, we are told, has passed through his hands no less than twenty-eight coffee plantations in little more than a year; and some of them at very fine prices; others have gone at great bargains to the purchaser. All depends on where the property is situated. Previous to last year, for about seven years we had excessively dry seasons. These told severely on low-lying estates, causing quite an exodus from these, and a rush to the high lands. Two new districts, Dimboola and Dickoya, have lately been the most attractive; and in these fancy prices are freely given—£4, £5, and even £6 per acre for the available forest land is frequently paid, and the present average may be said to be about £4. But both districts have great advantages. Roads into the heart of them are made and being continued. The proposed railway extension to Nawelapittia will come within twenty miles of the estates. Their climate is one of the finest in Ceylon. One young gentleman came out three years ago, bought a piece of land, opened up 200 acres, of which 100 were only just planted, sold the estate, consisting as above, and with about 100 acres remaining forest, for £4,500 cash, of which £3,000 are said to have been clear profit. The proprietors of another estate bought their land at a high figure, planted about one-third of it, and in the fifth year it cleared itself, and they had a property worth £18,000.

Another gentleman, who came to Ceylon about seven years ago a stranger to it and coffee, bought land, planted an estate, and sold out the half share a year ago at a clear profit of £5,000; while £17 per acre have lately been offered for land just planted, and £8 per acre for forest. Such is the demand for coffee property in the favourite districts, that £40 to £50 per acre can readily be obtained for coffee in bearing. Other districts, although not so much run upon at present, however, offer equal, and, in many instances greater, advantages. In some of the now despised low districts great bargains can be got, and in this kind a few thousand pounds can do a great deal. It is not because they are bad that they have lately been selling at low prices, but just because the run has been upon high lands. Should we now, as seems probable, judging from this year, get a succession of wet seasons, those low-lying properties would far outstrip their higher neighbours in the race of production. Under any circumstances, at present prices such properties offer a splendid opportunity for investments. Money lent upon such securities, too, has considerable advantages; 8, 9, and 10 per cent. are frequently obtainable in primary mortgage.

Under ordinarily favourable circumstances land can be planted and brought into bearing for £15 an acre; under particularly favourable circumstances at £10; and under exceptionally favourable at £8, when it will be worth from £40 to £50 per acre. It should yield in good land 6 to 8 cwt., and in some cases 10 cwt. per acre. These are moderate estimates, which, under ordinary circumstances and seasons, may be relied on; but 12 to 15 cwt. per acre are frequently obtained, and I know two estates—one in Dimboola and one in Dickoya—that are this year yielding 15 cwt. per acre. I know the same in other districts, but those quoted are the only convenient parts of the coffee country where large blocks of land in any great quantity are to be had. Bearing at the above-quoted rates, the produce should be put free on board ship at 20s. to 30s. per cwt, *i.e.*, supposing the estate has been kept clean from the commencement (by far the most economical and profitable plan), and at 30s. to 40s. per cwt. if weedy, and weeded as often as required This includes coolie labour, superintendence, repairs to buildings, and every needful expenditure on the property. Such produce is worth on the average 55s. to 65s. f.o.b. Of low-lying plantations, owing to excessive timidity of holders, and their determination to realise whatever they could get, rare bargains have lately been procurable. In fact. sales have been made at rates which one or two crops would clear. Buyers at such prices can afford to have their estates in the low country. Low country estates, too, are generally very convenient for roads, for supplies, for labour, for transport, and many other items that go to cheapen production. On the other hand, the quality of their bean is somewhat inferior, but their production in ordinarily favourable seasons is generally higher than that of the mountain plantations. And they afford greater facilities for manuring, which after all is what preserves the vigour and bearing of all such properties, whether high or low. By the aid of the railway to Kandy this style of cultivation has greatly increased of late years. At present the railway terminus is at Kandy—the mountain capital —but engineers are at work surveying a line thence to Nawelapittia, which is within a few miles of the fine districts of Dimboola and Dickoya—as well as of Ambegamoa, Dolosbagy, Komalie, Pusilawa and Rambodde. If that extension be carried out, as we confidently expect it will within a couple of years, the impetus it will give to cultivation in those districts will be immense.

MISCELLANEOUS.

COURT OF COMMON PLEAS.

Dent v. Nickalls.

This was an action to recover damages for loss sustained by the plaintiff, in consequence of the defendant not having nominated a proper person to take a transfer of some shares which had been sold by the plaintiff, and the case was one which had a very important bearing upon the custom of the Stock Exchange. The shares had been sold by Mr. Dent, but he signed a blank transfer, and it turned out that the purchaser. whose name was afterwards filled in, was a youth named Eaton, seventeen years of age, and now residing in Japan. It was contended for the defence that such a mode of doing business was one of the customs of the Stock Exchange, a statement which elicited the disapproval of Chief Justice Bovill. A nominal verdict was returned for the plaintiff, with leave for the defendant to move for a new trial.

The Transfer of Shares.—The *Pall Mall Gazette* has the following upon the case of "Dent *v.* Nickalls:"—It would be well for those who dabble in what are called "City transactions" to study attentively the case of Dent *versus* Nickalls, which came before the Court of Common Pleas on Monday. Mr. Dent, it seems, held, in 1866, 160 shares in the Bank of Hindostan, China and Japan—the shares being £100 each, and £25 paid. On the 4th of September in that year he sold 100 of

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these shares through a broker to Mr. Nickalls, a stock-jobber, the settling day being the 14th. On this day, according to the custom of the Stock Exchange, the transfer was made to the last purchaser, and the name given was George Eaton, of Upton, near Macclesfield, drysalter; in December an order was made for the voluntary winding up of the company, and the liquidator found that George Eaton was a youth a little over seventeen years old, who was then a clerk in the office of his father, Mr. Edward Eaton, a drysalter at Upton, and was now in Japan. The Vice-Chancellor held that the transfer was a nullity, and in July, 1869, he restored the name of Mr. Dent to the register of shareholders, and that gentleman had since to pay £2,080 on account of the 160 shares, and there was yet further some contingent liability. Under these circumstances he contended that the defendant was bound to reimburse him, not having given the name of a proper person to receive the transfer. On the other hand, it was contended that, no objection having been made to the name of the transferee within ten days, the jobber was free from liability by the usage of the Stock Exchange. The Lord Chief Justice, however, was of opinion that the plaintiff was entitled to the verdict, which was accordingly entered for him for the nominal sum of £7,000, to stand as security for the sum to which he should be found entitled. It was further arranged that the defendant should move for a new trial, and that either party might appeal from the judgment of the Court of Common Pleas, so that this little transaction is likely, at all events, to prove a lucky windfall for the lawyers; but it should make people who are anxious to avoid litigation very careful in their proceedings when they sell the shares of any company, if those shares are not fully paid up. As a general rule, few persons after they have received the money for their shares trouble themselves further on the subject; they seldom even take the trouble to ascertain whether the transfer has been registered, still less to find out whether the transferee is a responsible person.

AMERICAN VIEWS ON CHINA.—The Rev. Mr. Baldwin, of Foochow, delivered a lecture in Boston, United States, on Nov. 16, on the Methodist Mission in China with which he has been connected for the last twelve years. The Hong Kong correspondent of the *New York Times* reports new troubles at Chinkiang, and adds. You will have learned by telegraph of the threatened danger to American missionaries at Tungchow. It was given out that they and their families would be seized and held as hostages, and cut to pieces gradually according to the success which might attend foreign arms. Happily, they have succeeded in escaping unmolested, and, in my opinion, not a moment too soon. Much indignation is felt in Hong Kong at the neglect of the British Government to send a portion of the garrison to the north, where its presence might insure foreigners of all nationalities against a repetition of the June tragedy.

THE ROUTE TO BRINDISI.—The time occupied by the route through Ostend, Cologne, Germany, and the Brenner Pass is now reduced to three days. After leaving Cologne, the railway runs for miles along the bank of the Rhine, and three hours after quitting Munich you enter the wild Alpine scenery of the Tyrol. After passing Innspruck the scenery is in places sublime. The change from the savage beauty of high towering rocks, black ravines, and madly rushing mountain floods to the rich sunny plains of Italy, with vines and orange trees, soft pasture lands, and broad majestic rivers, is startling. The route from Verona is through Padua and Bologna. At Rimini you come upon the shore of the Adriatic, and from thence for nearly the whole way to Brindisi the railway passes over the sands. The South Italian Railway Company have built a commodious hotel at Brindisi, close to the quay where the steamers for Alexandria are moored.

OVERLAND NEWSPAPER POSTAGE.—The *Homeward Mail* says:—An organised movement will shortly be set on foot in this country to ensure the reduction of the fourpenny postage charge now made on each newspaper sent by the Overland route *via* Brindisi. The Press and Chambers of Commerce in the East are not neglecting their duty. The supposition that because the mail passes through one more country than formerly there must necessarily be an extra penny on each paper is not tenable. The Post-office authorities must view the question as a whole. We meet the point that now Germany and Italy claim one penny each, whereas by Marseilles there was only the penny to France, by the assertion that one penny divided equally between the Home and India or China offices ought to be sufficient. The Southampton newspaper postage (now twopence) ought certainly to be reduced to a penny, to make it the same as the rate for newspapers *via* Southampton to Australia.

MINISTERS' AND CONSULS' PRIVILEGES.—We are requested to state that the arrangements which have hitherto existed for receiving and forwarding letters, newspapers, reviews, and parcels through the Foreign-office to Her Majesty's Missions and Consulates will cease from this time. A reasonable number of letters of limited size and weight, provided they are delivered at the Foreign-office free of porterage or postage charge, will be forwarded to members of the missions to which messengers or bags by British packets are periodically despatched. Similar facilities will be accorded to Consular officers who are connected with or subordinate to such missions. No newspapers or parcels for Her Majesty's Missions or Consulates will be received at the Foreign-office.

A WATERPROOF COMPOSITION.—Dr. Scherzer, has just sent from Peking to the Austrian Government some specimens of a Chinese composition called "Schioicao," which has the property of making wood and other substances perfectly water-tight. He says that he has seen in Peking wooden chests which had been to St. Petersburg, and had come back uninjured, and that the Chinese use the composition also for covering straw baskets, which are afterwards employed in carrying oil for long distances. Cardboard, when covered with the composition, becomes as hard as wood; and most wooden buildings in Peking have a coating of it. It consists of three parts of blood deprived of its fibrine, four of lime, and a little alum.

WITH reference to the engagements of H.M.S. gunboat Cockchafer with Chinese pirates, in October, 1863, February, 1864, and March, 1865, Commander Dayrell, and the rest of the officers and crew of the vessel at the time of the respective engagements have moved the Admiralty Court to accept the affidavits of Commander Dayrell and Mr. Roots, late engineer of the Cockchafer, as to the alleged occurrences, and, by interlocutory decree, to pronounce that in one affair 400 were attacked and two captured, and that in the other 120 were attacked. Sir R. Phillimore granted the decree prayed for.

THE *Juno*, which sailed from Plymouth on the 4th ult. with the detachment of Marines for the China station, arrived at Suez on the 1st. inst., having made the passage through the Canal in two days, and was to leave for Adens, on the 3rd. The health of the detachment had been good, only one death having occurred.

AMONGST the members elected at the last meeting of the Royal Geographical Society were Mr. F. H. Gottlieb, magistrate, Singapore, and Mr. C. A. Winchester, late H.M. Consul at Shanghai.

THE P. and O. Company's steamers have ceased calling at Lisbon.

Monetary and Commercial.

The failure of Messrs. Higson, West, and Co., merchants, of Manchester, has been announced. The liabilities are variously stated, the gross amount, including those on bills and in all other ways, being estimated at £230,000. The unsecured, however, are about £80,000, of which from £25,000 to £35,000 is due to Manchester houses. The firm was originally in the South American trade, but has more lately been exporting to India and China. It is feared that the liquidation will not be favourable. This failure has been followed by that of Mr. John Higson, of Hamburg.

The failure of Messrs. Parke Pittar and Co., in the India trade has been announced. The subjoined circular will explain the circumstances; and it is thought the direct liabilities will not be large. As far as can at present be ascertained, it is believed the liquidation will be favourable, some parties being sanguine enough to look for 20s. in the pound. Everything will, however, depend upon the realisation of assets in Calcutta:—

Oriental Agency Office, 26, Gresham-street, Bank of England,
London, and 30. Rue le Peletier, Paris.

Sir,—We regret to have to imform you that in consequence of the failure of our correspondents, Messrs. Charles Nephew and Co., of Calcutta, and the receipt this morning of a telegram from our senior partner, Mr. Parke Pittar, from Calcutta, we find it necessary to suspend payment. We have placed our books in the hands of Messrs. Harding, Whinney, Gibbons and Co., who are preparing a statement of affairs to be submitted to our creditors immediately. In the meantime, asking your forbearance, we remain, Sir, your obedient servants, PARKE PITTAR and Co.

The tenders for £400,000 in bills on India were received at the Bank of England, when the amounts allotted were—to Calcutta £300,000, and to Bombay £100,000. The minimum price was fixed, as before, at 1s. 10d. on all the Presidencies; tenders on Calcutta, at 1s. 10¼d., will receive about 36 per cent., and on Bombay, at same price, about 90 per cent. These results show no alteration.

We are glad to see, by the *Colombo Observer*, that Messrs John Gibson Thomson and Co. have resisted the unwarrantable combinations among the Chetties, which have too long been a reproach to the island. There can be no doubt that the Chetties have succeeded in many cases in extorting considerable sums of money from European firms, ostensibly as the result of business disputes, but really applied to the support of their Hindoo temples. It is difficult to understand how business men can have reconciled themselves to such an imposition, but, now that Messrs. Thomson and Co. have laid the axe to the root of the evil, we hope that they will be sustained in their endeavour to put a stop to it by the earnest co-operation of the other European firms.

The half-yearly meeting of the Ceylon Company (Limited) was held at the offices, Palmerston-buildings, Broad-street; Mr. Acland in the chair. The Chairman said that, although this was only the meeting for declaring an interim dividend, he felt it necessary to remark that the war now raging on the Continent had produced a serious depreciation in the price of coffee, which had fallen from 12s. to 10s. per cwt., and as the company imported yearly about 60,000 cwt. of coffee, this fall had materially affected the receipts. A better demand had, however, lately set in, and prices had risen from 5s. to 6s. per cwt. In the Mauritius, also, there had been a considerable falling off in the sugar crop, which had not produced more than two-thirds of that of last season, but the latest advices received were more encouraging. Since the last meeting the directors had done their best to dispose of several of the estates in Ceylon which had been taken by foreclosure, and some estates had been sold. A new estate had been acquired in Ceylon of 2,000 acres, of which 1,100 had been planted with coffee, and promised very favourable results. Under all these cir-

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cumstances the directors felt pleasure in declaring an interim dividend at the rate of 6 per cent. per annum, free of income-tax. Mr. Simpson saw nothing discouraging in the state of the company. He thought, however, it would be advisable to increase their capital by making a call upon the A shares and reduce the amount of debentures. The Chairman said the directors were opposed to any further call. The dividend was then declared, and a vote of thanks to the chairman concluded the proceedings.

The Hong Kong and Shanghai Bank has removed to their new premises, 24, Lombard-street.

An action has been decided in the Court of Admiralty by Sir R. J. Phillimore, brought by the owners of the *Fusiyama* against the *Liverpool*. On the 26th of July last the *Fusiyama*, from London for Hong Kong, and the *Liverpool*, from New York for London, came into collision about thirty miles W. of the Start Light, and the result was that the *Liverpool* sank with the captain and four of the crew. Evidence was given on both sides, and Sir R. Phillimore held that the *Fusiyama* was alone to blame for the collision, and pronounced a decree to that effect.

The following note conveys the satisfactory announcement that the claims will be settled of the holders of manufactured sugar who were injured, according to the extent of their stock, by the change in the sugar duties last April, which was effected without notice :—

"11, Downing-street, Whitehall, Dec. 22.

"Gentlemen,—The Chancellor of the Exchequer desires me to inform you that formal authority will be sent to the Board of Customs to-morrow for the settlement of those claims for drawback on sugar which have been verified and allowed.—I am, &c.,

"Messrs. Teede and Bishop." "C. RIVERS WILSON.

The Admiralty have invited tenders for the supply of 3,000 tons South Wales coal to be delivered at Hong Kong.

Messrs. C. P. Henderson and Co.'s export table gives the following totals of exports to China from the 1st Jan. to the 15th Dec., 1870 :—Plain Cottons, 173,243 bales, 23,003 cases; Printed Cottons, 5,047 packages; Coloured Cottons, 14,249 packages; Cotton Yarn, 27,796 packages; Camlets and Worsted Stuffs, 13,625,110 yards; Long Ells, 147,080 pieces. The exports to Japan were—Plain Cottons, 14,701 bales, 1,430 cases; Coloured Cottons, 2,515 packages; Cotton Yarn, 23,970 packages; Camlets and Worsted Stuffs, 2,124,449 yards; Long Ells, 1,280 pieces.

The amount of bullion by the P. and O. Company's steamer *Tanjore*, from Southampton, on the 24th inst., was in gold, to Alexandria, £22,000; to Madras, £50; to silver, in Penang, £1,230; total in gold, £22,050; in silver, 1,230.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SINGAPORE and PENANG to LONDON, per Vimeira, entered Dec. 17.—From Singapore: 2392 bales gambier, 3271 bags pearl sago, 116 bags tapioca flour, 525 bags tapioca pearl, 376 bags pepper, 189 bags coffee, 484 ps. buffalo horns, 63 bales cow hides, 8 cases gamboge, 11 cases copal, 6171 bundles rattans—Order. From Penang: 37 bales buffalo hides, 15 bales cow hides, 20 baskets gutta-percha, 1562 bundles rattans, 5 cases nutmegs, 8029 bags pepper—Order.

From HONG KONG and SINGAPORE to LONDON, per Ellenborough, entered Dec. 19.—From Hong Kong: 20 cases preserved ginger, 50 cases star aniseed—J. Meyer; 40 cases cassia oil, 40 cases cassia buds, 228 boxes merchandise—C. Donner and Co.; 60 casks soy, 100 casks 100 cases ginger, 100 casks crunquots, 400 cases cassia—Drake, Kleinwort, and Co.; 10 boxes merchandise—J. J. Raquet; 100 boxes merchandise—Lappenburg and Muller; 23 boxes curiosities—W. F. Morris; 7 boxes sundries—Killick, Martin, and Co.; 3 boxes sundries—J. Armstrong; 9 boxes sundries—Grindlay and Co.; a quantity of rags—Government; 150 casks soy, 60 boxes essential oil, 1397 boxes cassia, 156 packages canes, 110 bales waste silk, 98 cases merchandise, 44 bales cocoons, 100 cases star aniseed, 1 case cigars, 168 bales tumeric, 14 casks old copper, 25 casks old metal, 2474 old metal tubes—Order. From Singapore: 386 bales gambier—Order.

From MANILA to LIVERPOOL, per Estrella, entered Dec. 13.—quantity sapanwood—Captain; 20,377 bags sugar, 818 bales hemp; 3 cases cigars, 252 serons tobacco—Order.

From SINGAPORE to LIVERPOOL, per Schleswig Bride, entered Dec. 14.—7186 hides, 27,852 ps. sapan wood, 4533 bags sago flour, 299 bags tapioca, 4797 bales 1332 bags 195 baskets gambier, 1170 bags pearl sago, 440 baskets gutta-percha, 150 bags pepper, 35,954 bundles rattans, 3 cases cigars, 4 cases preserved ginger.—Order.

From FOOCHOW to LONDON, per Falcon, entered Dec. 20.—5289 chests 10,834 half-chest 2240 boxes 237 packages tea, 1 box curiosities —Order; 4 boxes tea, 3 cases preserves.—Captain.

From SINGAPORE to LONDON, per Roslin Castle, entered Dec. 22.—3153 bags pepper, 425 cases camphor, 20 bales hemp, 31 bales cassia vera plants, 808 bags sago flour, 340 packages 1 case merchandise, 103 boxes 130 cases gum, 280 baskets india-rubber, 1392 bales 1341 bags gambier, 1807 bags pearl sago, 739 bags tapioca flour, 7701 buffalo horns, 12 cases 8 boxes dragon's blood, 87 bags tapioca flake, 272 bags tapioca, 622 bags sugar, 417 buffalo hides, 6 casks wood oil, 4867 bundles rattans—Order.

ARTICLES OF IMPORT.

The dulness usually apparent at the present season of the year has set in, and there is but little doing in any of the articles of imported produce. The Cotton, Coffee and Sugar markets are closed until the new year.

TEA.

There is an entire suspension of business, no transactions having been entered into since the public sales on the 19th inst. at which 2,994 packages China were offered without reserve, on account of the importers, and were all sold. An invoice of new season's Moyune Green met a fair competition, though prices were moderate as compared with those paid in the private market. Congou sold on easier terms, as follows :—1,277 chests black leaf Congou, 1s. 2d. to 1s. 6½d; 708 half-chests black leaf Congou, 1s. 3¾d. to 1s. 4½d.; 530 half-chests red leaf Congou, 1s. 2¾d. to 1s. 3d.

SILK.

During the past week there has been a little more business doing in China Silks. Common and ordinary Tsatlees have again attracted chief attention, and the market seems cleared of Tsatlees at 24s. 6d.; Red Peacocks have realised 25s. 9d., best No. 4 27s.; Che Ling Haineen, 25s. Holders generally are very firm for all descriptions. Deliveries, 1st to 20th inst., 1,639 bales. Japan Silk is still wholly neglected, there having been no transactions; there is a considerable stock of this kind on hand.

COFFEE.

The sales during the week have consisted chiefly of Brazil and other Foreign descriptions, and have comprised but few parcels of Colonial kinds. Prices for Ceylon are, however, firmly maintained, and will probably continue without alteration until the re-opening of the market early next month; the prices paid at the last sales were :—Plantation, bold, 85s.; small, 57s.; peaberry, 76s. 6d.; grey, 59s. to 59s. 6d.; garblings, 11s. to 15s.; triage, 34s. 6d. to 52s. Native, small, 48s.; good ordinary, 52s. 6d. to 53s.; peaberry, 57s. During the week 2,000 bags Native have been sold for arrival at 53s., without guarantee of quality; also 800 bags at 53s. 6d. No East India other than Ceylon has been offered.

The landings for the week are similar to those at the corresponding date last year, and the delivery, although equal to the very large quantity of the previous week, being nearly 600 tons more, the stock is reduced to 25,427 tons, showing a surplus of 1,000 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows :—Plantation, 98,902 cwt., against 82,779 cwt. at the corresponding date of 1869; Native, 5,815 cwt., against 20,277 cwt. The quantity afloat for the Continent is nil. The quantity of Coffee landed in the fifty weeks ended Dec. 17, 1870, was, of Ceylon, 40,986 tons, against 39,850 tons during the corresponding period of 1869; of all descriptions, 70,170 tons, against 69,242 tons. The quantity entered for home consumption was, of Ceylon, 10,057 tons, against 10,586 tons; of all descriptions, 18,342 tons, against 18,454 tons. The quantity exported was, of Ceylon, 30,488 tons, against 26,348 tons; of all descriptions, 50,620 tons, against 45,632 tons. The stock on Dec. 17 was, of Ceylon, 14,307 tons, against 13,911 tons; of all descriptions, 25,427 tons, against 24,476 tons.

SUGAR.

The market has, as usual at this period, assumed a quiet tone, and in the absence of any important business there is no alteration in prices to be reported. Manila: There has been no transactions; at auction 11,786 bags clayed (duty 4s.), import 1866 and 1867, were offered and bought in at 24s. 6d. and 25s. Penang: At auction 1,354 bags sold at previous rates—good to fine brown (duty 4s. and 4s. 9d.), 27s. to 28s. 6d.; yellow (duty 4s. 9d.), 30s. to 30s. 6d.; good do., 31s. 6d.; fine chrystallised (duty 5s. 8d.), 35s. 6d.; subsequently 317 bags soft grey and white (duty 5s. 3d. to 5s. 8d.) were offered and bought in at 34s. to 35s. 6d.; also 477 baskets, low date, at 19s. The offers of other East India have comprised 4,236 bags low Java syrups bought in at 20s. to 20s. 6d., and 666 bags low syrupy Siam bought in at 20s. 6d. The market will close this day, and will be reopened on the 3rd January.

The weekly landings are only slightly in excess of last year's, deliveries for home use show some falling off, and are only 400 tons more than last year; although large quantities have been exported, they are but fifty tons larger than in 1869, and the position of the stock is but slightly altered. Stock, Dec. 10, 72,283 tons against 76,296 tons; Dec. 17, 70,294 tons against 74,539 tons. The quantity of Sugar landed in the fifty weeks ended Dec. 17, 1870, was, of Penang, 3,104 tons, against 4,977 tons in the corresponding period of 1869; of Manila, Java, and China, 21,089 tons, against 33,054 tons; the quantity entered for home consumption was, of Penang, 2,349 tons, against 2,741 tons; of Manila, Java, and China, 24,839 tons, against 22,244 tons. The quantity exported was, of Penang, 170 tons, against 199 tons; of Manila, Java, and China, 4,168 tons, against 2,937 tons. The stock on Dec. 17 was, of Penang, 2,915 tons, against 2,396 tons; of Manila, Java, and China, 27,872 tons against 36,137 tons.

CUTCH.—The activity noticed in our last report led to increased firmness on the part of holders, and prices have been maintained in the face of a gradually decreasing demand; following our last, 1,100 boxes fine Pegue, ex Arabia, offered at auction, were bought in at 22s., except 74 boxes which sold at 21s. 6d., damaged 18s. 6d. to 19s. 9d.; of 1,000 bags only 100 bags sold at 20s. 6d. to 21s. 3d., the remainder inferior being bought in at 20s.; also 268 boxes mixed at 16s.; at a subsequent auction 2,765 boxes fine Elephant mark Pegue were offered and bought in at 22s. 6d.; and 450 boxes middling Fish mark at 21s., but the last-named parcel was afterwards sold at 20s. 6d. Privately there has been somewhat more concessions to holders' demands, and about 2,000 boxes fine Pegue have been sold at 22s. per cwt.

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CAMPHOR.—The dull tone lately apparent has given place to some activity, resulting in advanced rates, and sales to the extent of about 240 boxes China and Japan are reported, at 75s. for the former and 76s. for the latter description; small sales of Japan have since been made at 77s. 6d. to 80s.

COCOA NUT OIL.—There is somewhat less inquiry for Ceylon, and rates show a slight decline; at auction of 187 casks offered 84 pipes good sold at £38s. 10s., 30 puncheons at £38 15s.; low dark soft, £29 15s.; and of 78 hogsheads offered 62 hogsheads sold at £39 5s., low dark soft at £30; privately business has been done on corresponding terms, and 50 tons afloat have been sold at £49.

COIR GOODS.—The public sales of Yarn have been less extensive than for some time past, consisting chiefly of good to superior qualities, which were readily disposed of at a further advance, inferior kinds also selling on higher terms; Fibre also sold at an advance of £3 to £4 per ton. 526 bales Ceylon Yarn all sold—good, £32 15s.; chiefly fine qualities, £38 5s. to £44 5s.; very fine, £46 15s. to £50 5s.; superior bright thin, £52 5s. to £58s.; also 45 tons in dholls—good common to medium, £22 to £25; good medium to good, £28 5s. to £33 5s.; fine, £39 10s.; of 268 bales Cochin one-half common sold at £22 15s. to £23 10s.; 44 bales 3 tons Ceylon Fibre sold—fine bright, £34 5s. to £35 10s.; fair, £29 5s.; middling, £23 15s.

GAMBIER.—Although less activity has been manifested the market is steady; 60 baskets cubes were offered and bought in at 18s. 6d.; 250 tons just arrived have been sold at 15s. 6d. ex ship, and for arrival 550 tons distant shipment have been sold at 15s. 3d. ex ship.

GUMS.—The only sale to report has been of 326 cases Batavian Damar ex steamer Leith at 55s. per cwt.

GALLS, HEMP, JAPAN WAX.—There have been no transactions in any of these Imports; nominally prices are the same as those given in our last report.

HIDES.—The sales on the 23rd went off as follows:—Ox and Cow Hides: 1,593 Singapore sold, light 7 lbs. at 8¼d., heavy 9 lbs. at 7½d. 5,634 Penang sold, light 6⅜ to 6¼ lbs. at 8d. to 8¼d., heavy 9⅛ to 9⅜ lbs. at 7¼d., extra 13¼ lbs. at 7¼d., small 4½ lbs. at 7½d., thirds 6⅜ to 7⅛ lbs. at 4½d. to 5d., fourths 8⅜ lbs. at 4d., brined 10⅜ lbs. at 7¼d. Buffalo: 1,758 Singapore withdrawn except one lot of light 14⅛ lbs., which sold at 6¼d., 239 dry Java sold, 24⅜ lbs., at 4¼d.

PLUMBAGO.—The market is steady; 89 barrels Ceylon have been sold, superior bright lump at 25s. 6d. to 26s., fine chips at 13s. 6d., low mixed at 7s.

PEPPER.—Black: There is no change in the market, which continues quiet but firm; on the spot, 550 bags Penang have been sold at 5⅜d. to 5½d.; afloat, sales and re-sales of about 2,000 bags Penang August shipment have been made at 5 5-16d. to 5⅜d, and of 1,000 bags November shipment at 5½d.; no Singapore has been offered. White: About 300 bags have been sold on the spot; Singapore at 6⅞d.; Penang, 6¼d.

PRESERVES.—An offer of 100 cases and 20 casks China Ginger was bought in at 7½d.

RICE.—The market has been steady, but the chief business transacted has been in floating cargoes, offers on the spot having met with but little demand. At auction nearly all the parcels offered were bought in, including 7,998 bags Rangoon, per Australia, offered on quay terms, fair at 10s., middling at 9s. 3d. to 9s. 6d., heated at 8s. 3d. to 8s. 6d.; 5031 bags Necransie at 11s., and 3,093 bags fine Moulmein at 11s., except 300 bags damaged, which sold at 10s. 4½d. for first class. Privately sales have been effected on the spot of 700 bags fine Ballam at 10s. 9d., and 2,800 bags fine Moulmein also at 10s. 9d. Afloat the cargo per Kenilworth, 1,280 tons Rangoon, has been sold at 10s. for Liverpool, or 10s. 1½d. landed terms for London; the cargo per Francisco Curro, 700 tons Necransie, at 10s. 3d. Continental terms, and the floating cargo, per Emanuel, 1,170 tons Rangoon, has been sold at 9s. 10½d. for the Continent.

STAR ANNISEEDS.—An offer of 25 cases China was taken at £5.

TIN.—The market has been firm throughout the past week, and prices have exhibited an advancing tendency. On the spot 123 tons Straits have been sold at £130 to £130 10s. cash, closing at the latter price; 25 tons Banca at £130 cash, and 600 slabs at £130 10s., with six weeks' prompt. Afloat 55 tons Straits, November, and January-February sailing have been sold at £130 per ton.

ARTICLES OF EXPORT.

—o—

MANCHESTER GOODS.

There has been a fair amount of business done during the week, especially in India and China staples, and prices, particularly of cloth, have been fully maintained. The majority of purchases has been in 8¼lbs. Grey Shirtings, and production of most of the favourite makes is engaged for many weeks to come. For the lighter weights of Shirtings and Yarns the demand has only been limited, but prices are not quotably altered. The report of the failure of Messrs. Higson, West, and Co. has had a depressing effect on the market.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width	39 in.	...	...	...	...	...	38 in.	39 in.
Quality	No. 4.	7	10	13	14	16	—	19
Weight	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count	12×9	12×12	14×13	14×13	14×12½	14×13	16×16	16×1
Price	5s. 10½d.	6s. 9d.	7s. 3d.	7s. 9d.	8s. 0d.	8s. 1½d.	8s. 9d.	9s. 3d.

Width	39 in.	...	...	...	...	...	44/45 in.	
Quality	No. 21	22	24	26	25	28	31	
Weight	8 4	8 4	8 8	9 0	8 4	9 4	6 0	—
Count	16×15	16×15	16×16	16×18	17×17	19×19	12×8	
Price	9s. 6d.	9s. 7½d.	10s. 1½d.	11s. 0d.	10s. 1½d.	11s. 9d.	6s. 9d.	

Width	44/45 in.	...	...	...	...	49/50 in.	...	
Quality	No. 33	35	36	39	—	46	49	
Weight	7 0	7 0	8 0	9 0	10 0	9 0	10 0	
Count	12×12	14×10	14×12½	16×15	16×18	14×13	16×15	—
Price	7s. 9d.	7s. 10½d.	9s. 0d.	10s. 1½d.	11s. 9d.	10s. 1½d.	11s. 4½d.	

T-CLOTHS.

Width	...	...	32 in.	...	...	...	...	36 in.	...
Weight	...	...	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	...	...	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	...	...	5s. 9d.	5s. 10½d.	6s. 9d.	6s. 9d.	7s. 7½d.	8s. 9d.	9s. 0d.

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 7½	—
Maddapollams	8 4½	—
Long Cloths	9 3	—
White Spot Shirtings ... (nominal) ...	10 10	—
,, Brocade ... ... do.	11 1	—
,, Damasks ... ... do.	19 6	—
Cotton Yarn, Nos. 16-24 China	0 11½ to 1	0½
Nos. 28-32 do.	1 0½ to 1	1½
No. 40 do.	1 0½ to 1	2
No. 40 Mule Twist	1 0½ to 1	

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Dec 15	Ida	Perkins	Maulmain	London
— 14	Erlminta	—	Akyab	Liverpool
— 13	Polyxene	Balson	Maulmain, for London	Off Cape Clear
Nov 21	Chloris	Lind	Japan	Pernambuco
Dec 15	Margaret Galbraith	Polson	Maulmain	Clyde
— 14	Gelderland	Mulder	Batavia	Texel
— 17	Southern Belle	Benson	Colombo	London
— 16	Oceana	White	Java	Deal
— 17	Cresswell	White	Colombo	London
— 16	Monarchy	Day	Do.	Off the Wight
— 16	Roslin Castle	Alexander	Singapore	Off Scilly*
— 19	Falcon	Dunn	Foochow	Deal
— 17	Xulla	Howes	Singap., for Hamburg	Falmouth
— 17	Merse	Harris	Manila	Do.
— 18	Camilla	Mints	Rangoon	Do.
— 19	Francisco Curro	Scotts	Akyab	Queenstown
— 19	Cameo	Benson	Maulmain	Do.
— 16	Eastern Belle	Greig	Batavia	Hamburg
— 16	China	Jordan	Rangoon	Bremerhaven
— 20	Bothwell Castle	—	Singapore	Off Liverpool
— 20	Scawfell	Thomas	Manila	Queenstown
— 13	Tertre	Tahet	Singapore	Marseilles
—	Concurrent	Singer	Batavia, for Rotrdm.	Off Ramsgate

* Bottom of vessel very foul.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec. 15	Ferdinand de Lesseps	Johnston	Colombo, &c., via S.C.	London
— 15	Atalanta (str.)	Hyde	Do.	Do.
— 16	Yeavering Bell	Crouzier	Singapore	Shields
— 15	Loochoo	Beal	Galle	Do.
Nov 19	Batavia	Westendorff	Singapore	Rio de Janeiro
Dec. 17	Cymbeline	Faye	Do.	London
— 13	Spirit of the Age	Johnson	River Amoor	Lerwick
— 14	Adelphoi	Hertz	Galle	Shields
— 18	Vitias (Rus. war str.)	—	River Amoor	Plymouth
— 18	Toungoos do.	—	Do.	Do.
— 16	Contest	Gadd	Penang	Sunderland
—	Christianshavn	Gjorup	River Amoor	Copenhagen
— 17	Woodlark	Anthony	Shanghai	Penarth
— 21	Norman Court	Schewan	Do.	London
— 20	Prince George	Hawkins	Singapore	Cardiff
— 9	Portlaw	Rice	Hong Kong	Penarth

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: John R. Worcester, Alumina, Eliza Shaw, Windhover, Silver Eagle. For Shanghai: Duke of Abercorn, Weymouth, Undine, Whinfell, Argonaut, Everest. For Hong Kong: Cornuvia, Hopewell, Wm. Ritson, Ambassador, Burdwan, Chinaman, Falcon. For Singapore: Summer Cloud, Haidee, Wylo. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Leith (str.). For Singapore, Hong Kong, and Shanghai: Lumley Castle (str.). For Bangkok: Gleam. For Singapore (via Suez Canal): Agnes (str.). For Penang: Frances Milly. For Batavia and Sourabaya: Art Union, Orient. For Colombo: Boyne, Thames. For Colombo and Galle: River Indus.

At LIVERPOOL.—For Yokohama and Hiogo: Prince Alfred, Bertha Marion. For Hong Kong: Queen's Own. For Manila: Amigos, Cosmopolita. For Singapore: Jane Sprott, Prince Arthur, Blencathra, Panic. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Sarpedon (str.). For Penang and Bangkok: Said (str.). For Batavia and Sourabaya: Cornelia. For Colombo, &c. (via Suez Canal): Cordova (str.), Petersburgh (str.), Scotland (str.). For Galle: Napier.

At GLASGOW.—For Yokohama: Dunedin. For Hong Kong: Lake Constance. For Manila: Dona Feliciana. For Singapore and Penang: Ulva. For Penang, Singapore, Hong Kong, and Shanghai (via London and Suez Canal): Glendarroch (str.). For Batavia and Sourabaya: County of Bute.

SPOKEN.

STONEHOUSE, Cardiff to Galle, Nov. 26, 5 N., 28 W.
GLENALLEN, Manila to New York, Sept. 22, on the Line, 108 E.
GEZINA, Batavia to Amsterdam, Oct. 10, 35 S., 22 E.
SURPRISE, Canton to Boston, Oct. 12, 33 S., 29 E.
NEPTUNE, Manila to New York, Oct. 26, 34 S., 28 E.
WILD DEER, Shanghai to London, Nov. 12, 33 S., 15 E.
MARY GODDARD, Tjilatjap to Schiedam, Nov. 19, 23 S., 1 E.
LINDE, Batavia to Amsterdam, Oct. 23, 21 S., 73 E.
COMPADRE, Batavia to Falmouth, Nov. 19, 25 S., 5 E.
MAIBIT, Batavia to Amsterdam, Oct. 30, 29 S., 49 E.
ZEPHYR, Manila to Boston, Oct. 19, 35 S., 23 E.
AMAZON, Cardiff to Singapore, Nov. 5, 6 N., 22 W.

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OTTO, Batavia to Rotterdam, 35 S., 22 E.
SARAH NICHOLSON, Liverpool to Shanghai, Nov. 6, 9 N., 21 W.
HARWICH, Batavia to Amsterdam, Oct. 22, 34 S., 16 E.
PRINCE VICTOR, Liverpool to Galle, Oct. 8, 12 N., 27 W.
AN ENGLISH BARQUE, showing No. 0,961, Penang to Falmouth, 90 days out, Oct. 25, 15 N., 28 W. [out, Oct. 26.
AN ENGLISH BARQUE, showing No. 9,021, Sing. to Liverpool, 69 days
CALIFORNIE, Batavia to Amsterdam, Oct. 8, 35 S., 22 E.

FREIGHTS AND CHARTERS.

Berth freights to the East are dull; we have no change to note in coal freights from the North.

Current rates of freight for vessels on the berth: To Tientsin and Chefoo: 50s. weight or meast. To Yokohama: 40s. weight, 35s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 35s. weight or meast.; per steamer, via Suez Canal, 70s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast; per steamer, via Suez Canal, 70s. meast. To Ceylon: 20s. weight, 17s. 6d. meast.; per steamer, via Suez Canal, 60s. meast. At New York, to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £39. For Shanghai: £40. For Hong Kong: £33. To Singapore: £27. For Galle: £27. From Newport, Cardiff, or Swansea, per ton—For Yokohama: £1 17s. 6d. For Shanghai: £2 2s. For Hong Kong: £1 12s. 6d. For Java 17s. 6d. For Singapore: £1 7s. For Galle: £1 6s. For Colombo: £1 3s.

CASUALTIES.

A telegram, dated Anjer, Nov. 9, has been received at Batavia from the master (Chapman) of the Rockcliff (brq.), of London, stating that his vessel had foundered during a typhoon in the China Seas, lat. 17 N., lon. 114 E.; the crew were picked up and brought to Anjer by the Ornate, Shanghai to London.

The John MacKean, from Newport and Simon's Bay to Japan, put into Table Bay Nov. 1, with mainmast carried away.

The Princess Amelie, from Amsterdam and Simon's Bay to Japan put into Table Bay Nov. 3, with loss of bulwarks and stanchions.

The Nederland and Oranje, Phaff, which arrived at St. Helena Nov. 7, from Batavia, and proceeded same day for Dordt, reported having lost an anchor and chain in the Straits of Sunda.

The Oceana (brq.), of Sunderland, with a general cargo, from Java to Amsterdam, was in collision during the night of Dec. 15, and carried away her head gear, lost bulwarks, and received other damage; she was supposed to be leaky.

The Sunda, Overgaauw, from Rotterdam to Batavia, put into Falmouth very leaky.

MISCELLANEOUS.

At MAURITIUS.—Nov. 7, William, Le Mesurier, from Colombo, Sidonie; Bourge, from Saigon; 10, Anais, Leguineau, from Singapore; Oct. 20, Sea Pink, McKenzie, sailed for Galle; 11, Annie Marie, Endel, sailed for Galle; 15, Buston Vale, Sauvage, sailed for Colombo; Nouveau, St. Michel, Lemee, sailed for Galle.

At REUNION.—Nov. 2, St. Jean Baptiste, Sucken, from Buenos Ayres, and sailed 12, for Galle.

At ST. HELENA.—Oct. 30, California, Demme, from Batavia, for Amsterdam; 31, Bryn Ivor, Dowdall, from Manila, for London; Nov. 3, Herald of the Morning, Gardyne, from Penang, for Falmouth; 4, Ludovic and Charles, Brontelle, from Saigon, for Bordeaux; 5, A.O.A., Young, from Colombo, for London; Mysore, Henry, from Japan, for Bordeaux; 6, Fearless, Rich, from Padang, for Boston; 7, Nederland and Oranje, Phaff, from Batavia, for Dordt; Galilee, v.d. Mey, from Batavia, for Amsterdam; 8, Alletta Augusta, Tinholt, from Batavia, for Amsterdam; 9, Oceaan, Smit, from Batavia; 9, Martin, Dall, from Ilo Ilo, for London; 10, Vesta, Bakker, from Batavia, for Amsterdam; 12, British Constitution, Show, from Colombo, for Queenstown; 21, Zephyrus, Wickham, from Shanghai, for London; 24. Nicolas, Lanasoval, from Manila, for Santander; Insulinde, Jolle, from Batavia, for Amsterdam; 26, Shun Lee. Milbank, from Foochow, for London; 27, Antjo Korg, from Batavia, for Amsterdam; Nieuwe Waterweg, Valk, from Batavia, for Rotterdam.

Off ST. HELENA.—Nov. 7, Sanderson (of Sunderland), from Padang, for New York; 22, Invincible, from Manila, for London.

At TABLE BAY.—Nov. 15, Clarobel, Ross, from Manila; 17, John Banfield, Bastian, from Manila; Oct. 22, Octavia, Fragardh, sailed for Batavia.

The Sanspareil (steamtug), which sailed from Sunderland Dec. 6, for Singapore (via Suez Canal), put back to Falmouth 16th.

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A MONTHLY MAGAZINE

FOR

CHINA, JAPAN, & EASTERN ASIA,

EDITED BY

THE REV. JAMES SUMMERS,

Professor of the Chinese Language in King's College London.

No. 1. JULY, 1870.

SUBSCRIPTION £1 1s. PER ANNUM.

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OFFICES:—
NOS. 9 AND 11, KING'S ARMS YARD MOORGATE STREET, E.C.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

CANTON INSURANCE OFFICE

GENERAL AGENTS IN CHINA.
Messrs. Jardine, Matheson, and Co.

BRANCH AGENTS.

Messrs. Matheson and Co. ...	...	London.
Messrs. Jardine, Skinner, and Co. ...		Calcutta.
Messrs. Remington and Co. ...	...	Bombay.
Messrs. Arbuthnot and Co. ...	...	Madras.
Messrs. B. A. Barretto and Co.	...	Manila.
Messrs. Daniell King and Co.	...	Sydney.
Messrs. Jas. Henty and Co. ...	...	Melbourne.
J. F. Crockett, Esq. ...	...	Singapore.

Insurances are effected by this office on goods from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.

All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

MATHESON and Co., Agents in London.
No. 3, Lombard-street.

TRITON INSURANCE COMPANY.

GENERAL AGENTS IN CALCUTTA.
Messrs. Jardine, Skinner, and Co.

BRANCH AGENTS.

Messrs. Matheson and Co. ...	...	London.
Messrs. Jardine, Matheson, and Co.	...	China.
Messrs. Remington and Co. ...	...	Bombay.
Messrs. Binny and Co. ...	...	Madras.
Messrs. Guthrie and Co. ...	...	Singapore.
Messrs. Armitage Brothers ...	...	Colombo.
Messrs. Todd, Findlay, and Co.	...	Rangoon.

Insurances are effected by this Company on goods from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.

All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

MATHESON and Co., Agents in London.
No. 3, Lombard-street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

ong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.,
Hong Kong and Shanghai.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad Street. Birmingham.
Established 1807.

NOTICE.

WE have OPENED a BRANCH of our FIRM at SOURABAYA, under the management of Mr EDWIN IN'TVELD, to whom we have granted our Power of Attorney.

HUNTER, HOUGHTON, and Co.
Batavia, 15th June, 1870.

NOTICE.

I HAVE this day ESTABLISHED myself here as MERCHANT and COMMISSION AGENT. HENRY GRIBBLE.
Nagasaki, 11th August, 1870.

MY BUSINESS will in future be carried on under the style of LANGDON DAVIES and Co. C. LANGDON DAVIES.
Hong Kong, Sept. 1, 1870.

JOSEPH TREVITT HUDSON, of Shanghai, China, who died at Hankow on the 19th January last, is supposed to have executed a will subsequent to 22nd August, 1863 Anyone being in POSSESSION of such WILL, or able to give information respecting it, is requested to COMMUNICATE with T. A. GIBB and CO., 72, Old Broad-street, London, E.C. or GIBB, LIVINGSTON, and CO., Shanghai, China.

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness.

T. W. JACKSON,
COMMISSION AGENT.
SAN FRANCISCO.

THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870 Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

ubscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram,
Brindisi	AGENTS FOR BRINDISI STRS.
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
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Aden	COWASJEE DINSHAW.
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Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	RIBEIRO & Co.
Batavia	HUNTER, HOUGHTON, & Co.
Samarang	JACOBSON & Co.
Sourabaya	HUNTER, HOUGHTON, & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO. MATTHEWS, & Co.
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	
Osaka and Hiogo ...	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C (Over the JERUSALEM)

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director

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OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcel by heir steamers for—

GIBRALTAR	Fro Southamp ton.	From Brindisi.
MALTA	Every Saturday, at 2 P.M.	—
ALEXANDRIA	" "	Ever Tuesday, at 2 A.M.
ADEN	" "	Commencing
BOMBAY	" "	Dec. 20.
GALLE	Saturday, Dec. 10, 2 P.M. And every alternate Saturday thereafter.	Tuesday, Dec. 20, 2 A.M. And every alternate Tuesday thereafter.
MADRAS		
CALCUTTA		
PENANG		
SINGAPORE		
CHINA		
JAPAN		
AUSTRALIA	Saturday, Dec. 24, 2 P.M. And every fourth Saturday thereafter.	Tuesday, Jan. 3, 2 A.M. And every fourth Tuesday thereafter.
NW. ZEALAND		

And all ports touched at by the steamers of the British India and the Netherlands India Steam Navigation Companies.

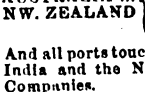
REDUCED RATES OF FREIGHT.

	To India.	To China, Japan, or Australia.
Parcels—		
1 to 12 in., or 2 to 24 lbs.	4s. to 9s. 6d.	4s. 6d. to 15s.
1 to 3 ft., or 24 to 72 lbs.	12s. 6d. to 20s.	20s. to 35s.

For the convenience of Country Shippers, Messrs Pickford and Co.'s Agents receive Goods and Parcels on the Company's account.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place Southampton.

BRINDISI LINE.—Under arrangement with the Postmaster-General, the Peninsular and Oriental Company's steamers carrying H.M.'s Mails will, until further notice, leave Brindisi for Alexandria every Tuesday at 2 A.M., commencing 20th December, and Alexandria for Brindisi every Sunday on the arrival of the Mails from India, &c, commencing 25th December. The fares between Brindisi and Alexandria will be—First Class, £12; Second Class, £9.

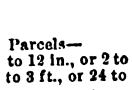


STEAM TO CHINA, via SUEZ CANAL. — STEAMERS

are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.



THE PACIFIC MAIL STEAM SHIP COMPANY

despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW EALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at Honolulu, for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, In 18 days from England.
Japan ..... In 38 " "
China ..... In 44 " "
New Zealand In 45 " "
Australia ..... In 48 " "

Passengers for California and intermediate points on this road are now booked hrough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

All goods must be alongside not later than the 20th January, and be distinctly marked for their port of destination.

DIRECT FOR COLOMBO, MANGALORE, CALICUT, and COCHIN, the splendid fast-sailing ship, CRESSWELL, A1 13 years, 464 tons

register, L. WHITE, Commander; South West India Dock. This magnificent clipper will be the last to leave during this season for the Malabar Coast. Intending shippers should make early application to have room reserved.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

OVERLAND ROUTE VIA MARSEILLES:—COMPAGNIE DES MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

Dec. 25, January 22, February 19 } For { Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

To Alexandria fortnightly, from the 8th of Dec.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Compagnie des Messageries Maritimes de France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA,

for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... Japan and China ... ... } By steamer from Southampton on 2nd and 17th of each month.

For further particulars apply to 17th of each month.

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London. E.C.

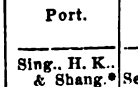
SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO.

will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Sing., H. K., and Shang	New Steamr. via Suez C.	A100	SWID	Jan. 20
Do.	Erl King, s.s.	B in A1	SWID	Feb. 20
Hong Kong	Cornuvia ...	*A in A1	SWID	With des.
Do.	Burdwan ...	A1 14 yr.	SWID	With des.
Shanghai ...	Duke of Abercorn	A1 16 yr.	SWID	With des.
Do.	Everest	A1 13 yr.	SWID	With des
Yokohama	Alumina ...	*A in A1	SWID	With des.
Do.	Windhover ..	A1 16 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.



SINGAPORE, CHINA, and JAPAN.—The following splendid first-class STEAMERS and SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock	Last Shipping Day.
Sing., H. K. & Shang.*	Sea Gull, s.s.	100 A1	E.I.D.	Jan. 10
Do.	Vnguard, s.s.	90 A1	E.I.D.	Feb. 5
Shanghai ...	Undine	A1 16 yr.	E.I.D.	With des.
Hong Kong	Hopewell	A1 13 yr.	W.I.D.	With des.
Yokohama (Kanagawa)	Eliza Shaw..	A1 17 yr.	E.I.D.	With des.
Do.	Chinaman ...	A1 14 yr.	E.I.D.	To follow

* Via Suez Canal.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SINGAPORE, HONG KONG, SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
Sing, H.K. & Shang.	Abbotsford ...	A 90	1050	E.I.D.	Jan. 5
Do.	Enterprise ...	A 100	1590	E.I.D.	Jan. 18
Do.	Craigforth ...	AA1	1109	E.I.D.	Feb. 25

For Freight or Passage apply to GELLATLY, HANKEY SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

CHINA AND JAPAN.

THE following high-classed Clipper SHIPS will be despatched as under from the East India Docks:—

Port.	Ship.	Class.	Tons.	Last Shipping Day.
Shanghai ...	Weymouth ..	AA1	829	With des.
Yokohama (Kanagawa)	John R. Worcester	A1 12 yr.	844	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Date.
	From LIVERPOOL.			
Yokohama and Hiogo.	Prnce. Alfred	A1	Prnce's	With des.
Batavia and Sourabaya	Cornelia.....	+ 3-3rds LII.	Prnce's	With des.
	From LONDON.			
Do.	Orient	+ 3-3rds LII.	London	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

Steam via the Suez Canal.—To sail on the 31st January.

FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at PENANG, if sufficient inducement offer, the splendid new full-powered screw steamer CHEOPS, A1, 1,150 tons register, 150-horse power nominal, W. S. CROWDACE, Commander; East India Docks. Has superior accommodation for first and second-class passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship. With despatch.

FOR HONG KONG, the splendid clipper ship AMBASSADOR, A1 16 years, 692 tons register, T. J. DUGGAN, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship.

FOR HONG KONG, the well-known clipper-ship FALCON, A 1 13 years, 793 tons register, JAMES L. DUNN, Commander; East India Docks. Has excellent accommodation for passengers.

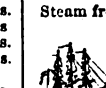
For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With despatch.

FOR SHANGHAI, the well-known river-built clipper ARGONAUT, A1 14 years, Liverpool Book, 1,072 tons register, A. NICHOLSON, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Steam from London, via Suez Canal. To sail about 20th January.

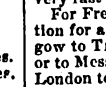


FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI (taking goods at through rates for Batavia, Samarang, Sourabaya, Macassar, and Japan, at shippers' risk), the splendid, new, Clyde-built, full-powered steamship GLENDARROCH, 1,500 tons register, 900-h.p. effective, 100 A1 (highest class) at Lloyd's; E. W. BERRYMAN, Commander; will load in the East India Docks.

The attention of shippers and passengers is particularly directed to this very fine vessel, which has just been built by Messrs. A. Stephen and Sons, of Glasgow, expressly for the China trade, and engined by Messrs. J. and J. Thomson, combining every modern improvement both in hull and machinery, and from her fine model it is confidently expected that she will prove a very fast steamer.

For Freight or Passage (having elegant accommodation for a limited number of passengers) apply in Glasgow to THOMAS SKINNER and Co. 12, Gordon-street; or to Messrs. WM. ROSS and Co., Royal Bank-place; in London to THOMAS SKINNER and Co., 17, Gracechurch-street.

To be immediately followed by the new s.s. Glensannox.

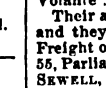


STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name	Tonnage	To Sail.
Quito	1,496	Dec. 28
Alnwick Castle ...	1,552	Jan. 10
Volante	1,261	Jan. 20

Their accommodation for passengers is unsurpassed, and they will carry a surgeon and stewardess. For Freight or Passage apply to Messrs. GRINDLAY and Co. 55, Parliament-street, S.W.; or to GELLATLY, HANKEY SEWELL, and Co., 8, York-street, Manchester, or 109 Leadenhall-street, E.C.

A regular trader.—Will meet with the usual quick despatch.



FOR COLOMBO AND POINT DE GALLE, the splendid clipper ship RIVER INDUS, AA1, 1,045 tons register, G. SHEARER, Commander; West India South Dock. This magnificent vessel, the highest class in Lloyd's, built in 1868, has proved herself to be one of the fastest afloat; her last passage to Colombo was made in 85 days, thus offering the best opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St, Michael's, in the City of London—Monday, Dec. 26, 1870.

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